



**Additional Comments:**

There is a contingent item added to contract to overlay these areas at the accepted price of \$13.75 / SY. Which would be a aprx total of \$25,124.00 vs. planned total of \$61,627.70 for (Paving, base, pavement edge treatment, Unclassified Excavation, Compacting Embankment). Please see attached table for more detailed breakdown.

**\*\* Portion Below This Line To Be Filled Out by MoDOT \*\***

Comments: *The deceleration and acceleration lane for Rte 54 EB at Buffalo Road called for a Type 1 & Type 3 Pavement Design which is 6" & 7" PCCP respectively. The existing bituminous pavement at both locations was approximately 12 inches deep. Cores were taken of the existing bit part and found to be structurally inadequate. Due to the low volume of traffic expected at these locations, I recommend approval of the POVE proposed.*

Submitted By Resident Engineer *[Signature]* Date 5-18-12

Comments: *This practical design VE is identical to the same project POVE submitted for a different location - Cassidy Rd. Agree w/ comments above. 75/25 split.*

Approval Recommended *[Signature]* *[Signature]* 5/21/12  
 Rejection Recommended District Engineer Date

Comments: *N/A*

Approval Recommended \_\_\_\_\_  
 Rejection Recommended Federal Highway Administration Date  
 Required for FHWA Full Oversight Projects

Comments: *Approved as a 72/25 cost share.*

Approval *[Signature]* *[Signature]* \_\_\_\_\_  
 Rejection State Construction and Materials Engineer Date

Digitally signed by Dennis Brucks  
 DN: cn=Dennis Brucks, o=Field Office, ou=6N25,  
 email=Dennis.Brucks@modot.mo.gov, c=US  
 Date: 2012.05.23 13:14:27 -05'00'

Distribution: Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, FHWA Value Engineering Administrator - MoDOT, P. O. Box 270, Jefferson City, MO 65102



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Buffalo Accel/Decel VE Proposal Breakdown.

Below is listed the proposed revisions to the VE.

EB Accel 3 Buffalo  
 EB Decel 3 Buffalo

<u>Areas Considered in VE</u>	<u>Starting Station</u>	<u>Ending Station</u>	<u>Length</u>
- EB Accel Lane to Buffalo	391+80	398+66.6	686.6 LF
- EB Decel Lane from Cassidy	400+56.65	408+00	743.35 LF
		Total	1429.95 LF

	<u>Units</u>	<u>Bid Price</u>	<u>Cost</u>
<u>Originally Planned Improvements</u>			
Optional Pavement 1 (Pavement and Base)	991.1 sy	\$27.00/sy	\$26,759.70
Optional Pavement 3 (Pavement and Base)	915.5 sy	\$28.00/sy	\$25,634.00
Edge Treatment	1430 LF	\$1.80/LF	\$ 2,574.00
Unclassified Excavation	549 cy	\$12.00/cy	\$ 6,588.00
Compacting Embankment	36 cy	\$2.00/cy	\$72.00
Cut Compaction	***** Separate VE (No Need to List) *****		
		<b>Total</b>	<b>\$61,627.70</b>

<u>Proposed Alternative</u>			
1.5" Mill & Fill with BP-1	11.5 x 1430 / 9 =	1827.2	\$ 13.75
			\$ 25,124.00
		<b>Total</b>	<b>\$25,124.00</b>

Total Savings = \$61,627.70 - \$25,124.00 = \$36,503.70- see below

Revised Total Savings: \$32,951.70  
 75% = \$24,713.77  
 25% = \$8,237.93



**VE No. 2 Buffalo Road**

Terry R Imhoff to: ryan, Daniel J Oesch, Duane L Kliethermes,  
Patricia L Lemongelli, Dennis H Brucks

05/25/2012 02:25 PM

History: This message has been replied to.

The VE Proposal No. 2 for Buffalo Road has been fully approved for Job No. J5P2185, Rte. 54, Cole County and the Change Order No. 8 which addresses the VE proposal has been drafted and is ready to go to Lehman Construction for their signature. After the VE Proposal was sent to Patty and Dennis, Dan Oesch discovered an error in the calculation of underrun for the Unclassified Excavation. Below is an explanation of the change so everyone would understand why the quantity for Unclassified Excavation changed.

2B Sheet 11 of 16 shows Compacting Emb		Unclassified Excavation	Compacting Emb. from each location
<u>from Borrow Area</u>			
Sta. 392+80 to Sta. 399+66 0 cy	Rte. 54 EBL	360 cy	311 cy
Sta. 400+57 to Sta. 408+00 0 cy	Rte. 54 EBL	253 cy	36 cy

The original plans showed that all of the Unclassified Excavation from Sta. 392+80 to Sta. 399+66 would be used for the Compacting Embankment needed at that location. This project requires that 16,298 cy's of Borrow be obtained from a different source to complete the necessary embankment. The Compacting Embankment quantity of 311 cy from Sta. 392+80 to Sta. 399+60 will still be performed, however, a large portion of the 360 cy's of Unclassified Excavation will not be performed as a result of this VE. Thus, the excavation quantity needed to complete the embankment will now come from the borrow area instead of from Sta. 392+80 to Sta. 399+66. Subsequently, the amount of 360 cy of Unclassified Excavation from Sta. 392+80 to Sta. 399+66 will still be paid for as depicted in the original plans and not underran as a part of this VE.

There will be no earthwork performed from Sta. 400+57 to Sta. 408+00 as a result of this VE. Thus, the VE change order will reflect an underrun of 253 cy of Unclassified Excavation and an underrun of 36 cy of Compacting Embankment.

Let me know if you have ?'s. thanks, terry : )

Revised Total Savings: \$32,951.70  
75% = \$24,713.77  
25% = \$8,237.93

Terry Imhoff  
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