Form C-104
Rev. 03/2012

VALUE ENGINEERING CHANGE PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

☒ **Conceptual Proposal** ☐ **Final Proposal** **Date** 10-15-12

Contract ID 120525-H03 **Job No.** JOP2238

County BUTLER **Route** 67 **Original Contract Amount** 1067054.01

Contractor MAGRUDER CONSTRUCTION **By** MARK GAMES

Designed By MODOT **Phone** 5734852161

VECP# 10-71 **(to be completed by C.O.)** **VECP** ☐ **or** **PDVECP** ☒

1. **Description of existing requirements and proposed change(s). Advantages/Disadvantages**
   Utilize the existing shoulder pavement while constructing the temporary bypass pavement. This will negate the removal of the pavement as well as reduce pay items as follows: 469.3 SY of Type 5 aggregate base, 469.3 SY of Misc Bypass Optional Pavement and 94 CY of Class A Excavation. The advantage is the savings realized by not constructing temporary pavement for the bypass as it appears that the existing shoulders are a thicker section than the temporary pavement. This proposal is for the North Bypass only. Should this be acceptable, a like proposal will be submitted for the South Bypass resulting in further savings.

2. **Estimate of reduction in construction costs.** 15225.10

3. **Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**
   None

4. **Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.**

   10-15-12
   (date)

5. **Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.**

   10-15-12 (date) _____ (effect)

6. **Dates of any previous or concurrent submission of the same proposal.**

   None
   (date and/or dates)

Additional Comments:

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

Comments:
Pavement structure in the existing shoulder appears to be greater than the planned bypass pavement. The only issue I foresee is the difference in slope of the existing shoulder (approx 4%) and the bypass pavement which is 1%. Given the speed reduction to 40 mph, it probably would not cause an issue

Digitally signed by Audie A. Pulliam
DN: cn=Audie A. Pulliam, o=MoDOT, ou=7HCD, email=audie.pulliam@modot.mo.gov, c=US
Date: 2012.10.16 09:29:43 -05'00'

Submitted By Resident Engineer	10/16/2012 Date

Comments: Proposal is consistent with Core Team observations that the existing shoulder is thicker than originally assumed during project development and very likely thicker than the proposed temporary bypass as specified in the contract. Recommend approval.

Digitally signed by Andrew Meyer
DN: cn=Andrew Meyer, o=MoDOT, ou=SE Construction and Materials, email=andrew.meyer@modot.mo.gov, c=US
Date: 2012.10.16 11:29:19 -05'00'

☒ **Approval Recommended**

☐ **Rejection Recommended**

District Engineer	Date

Comments:

☐ **Approval Recommended**

☐ **Rejection Recommended**

Federal Highway Administration **Required for FHWA Full Oversight Projects**	Date

Comments:

Digitally signed by John P Donahue
DN: cn=John P Donahue, o=MoDOT, ou=3H35, email=john.donahue@modot.mo.gov, c=US
Date: 2012.10.19 10:17:39 -05'00'

☒ **Approval**

☐ **Rejection**

State Construction and Materials Engineer	Date

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**