

Additional Comments:

Revisions to proposal based on feedback from MoDOT. Magruder Paving LLC is comfortable going forward with this understanding that these are planned quantities and final quantities will be used to calculate final savings. Please contact Donnie if there is any other issues.

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

Comments: Please see attached sheet with my comments. I recommend approval

John Lander 2-21-13
Submitted By Resident Engineer Date

Comments: Agree w/ above comments. Note that milling depths shall be maximum depths. VE is 50/50 split.

Approval Recommended [Signature] 2/22/13
 Rejection Recommended District Engineer Date

Comments: N/A

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

Comments: This proposal was reviewed and recommended for approval by the pavement engineer (Brett Trautman).

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

Contract ID	121019-D01	Use SP048 and SP125 change in			
Description	Line #	Unit price	Quantity	Total Change	reason
SP095, per ton	0040	\$59.62	-12545.30	-\$747,950.79	Eliminate SP095
SP048F PG 64-22, per ton	5001	\$61.71	2281.30	\$140,779.02	0.5 inch wedge
SP125C PG 64-22, per ton	5002	\$56.84	10264.00	\$583,405.76	2.25 inches SP125 top course single lift -\$23,766.01 JSP2160 change
SP095, per ton	0220	\$65.00	-8373.30	-\$544,264.50	Eliminate SP095
SP048F PG 70-22, per ton	5003	\$67.26	1320.00	\$88,783.20	0.5 inch wedge
SP125C PG 70-22, per ton	5004	\$61.98	7216.00	\$447,247.68	1.75 inch SP125 fill (+162.7 ton), 2.25 rest -\$8,233.62 JSP2206 change
SP095, per ton	0500	\$63.42	-22765.60	-\$1,443,794.35	Eliminate
SP048F PG 64-22, per ton	5006	\$65.51	4139.20	\$271,158.99	0.5 inch wedge
SP125C PG 64-22, per ton	5007	\$61.25	18626.40	\$1,140,867.00	2.25 inches SP125 top course single lift -\$31,768.36 JSP2209 change
SP048, per ton	0870	\$64.75	-3039.30	-\$196,794.68	Eliminate SP048
SP095, per ton	0860	\$60.62	-11956.00	-\$724,772.72	Eliminate SP095
SP125C PG 64-22, per ton	5008	\$57.84	15469.30	\$894,744.31	2.0 inch SP125 top course, 1.75 inch mill/fill (+474 ton)
coldmilling 3" >, sq yd	5009	\$0.23	114268.00	\$26,281.64	Cold mill 0.5 inches in other areas -\$541.45 JSP2210 change
Contract Change				-\$64,309.44	
				-\$32,154.72	50% savings
Total Save, MoDOT				-\$32,154.72	
Total Save, Magruder				-\$32,154.72	

Comments on the Magruder VE Proposal for Jobs

J5P2160, J5P2206, J5P2209, J5P2210

J5P2206: The proposed VE is to replace the two lift section of SP095 with a ½" scratch course of SP048 and 2.25" SP125 plus replace the 1.5" SP095 mill and fill section with a 1.75" SP125 mill and fill section. This will increase the quantity of asphalt placed on this job, but at a saving. This design change has been discussed with the pavement engineer and we concur this design change is an equal or better product. Final VE saving will be adjusted based off final quantities for the milling, SP048 and SP125 asphalt, and guardrail that is replaced. I recommend approval of the VE on this job with the provision that JSP K still applies, all milled surfaces must be paved back during the same shift. ✓

J5P2160: The proposed VE is to eliminate the two lifts of SP095 and replacing with a ½" scratch course of SP048 and 2.25" of SP125 plus increase the depth of milling from 1.25" down to 1.5". This design change has been discussed with the pavement engineer and we concur this design change is an equal or better product. I recommend approval of the VE on this job with the provision that JSP T still applies, all milled surfaces must be paved back during the same shift. Also, milling should be to a maximum depth of 1.5" to stay away from the debonded, stripped asphalt layers below. Final VE saving will be adjusted based off final quantities for the milling, SP048 and SP125 asphalt. ✓

J5P2209: The proposed VE is to replace the two lift section of SP095 with a ½" scratch course of SP048 and 2.25" SP125 plus increase the depth of milling in this section between log mile 195.474 and 198.073 from 1.25" deep to 1.5" deep. The second portion of the project is proposed to replace the two lift section of SP095 with a ½" scratch course of SP048 and 2.25" SP125. This design change has been discussed with the pavement engineer and we concur this design change is an equal or better product. Final VE saving will be adjusted based off final quantities for the SP048 and SP125 asphalt. I recommend approval of the VE on this job with the provision that JSP T still applies, all milled surfaces must be paved back during the same shift. ✓

J5P2210: The proposed VE is to replace the 1.5" SP095 mill and fill section between log mile 207.357 and 209.064 with a 1.75" SP125 mill and fill. The second portion of the project is proposed to replace the two lift section of ½" SP048 and 1.5" SP095 with a ½" mill and a 2" SP125 lift. This will increase the total quantity of asphalt on this project, but at a savings. This design change has been discussed with the pavement engineer and we concur this design change is an equal or better product. The milling must be maintained at a maximum depth of 0.5" to stay away from debonded, stripped asphalt layers below. I recommend approval of the VE on this job with the provision that JSP T still applies, all milled surfaces must be paved back during the same shift. ✓ As the concept of the original design was to minimize the possibilities of reflective bumps at the joints of the existing pavement, the contractor will still be responsible for providing such a final product. The contractor's proposal to mill and place a 2" overlay shall not relieve him of the responsibility to provide a smooth riding surface as is required by specification 403.20.2. The contractor should not be allowed to grind/mill off bumps, but be required to remove and replace in the event they occur.

John J. Samler
2-21-13

Final VE saving will be adjusted based off final quantities for the milling and SP125 asphalt. Also, the VE savings on this project is extremely small. I recommend that if final quantities change such that there are no more savings on this VE proposal, or that this proposal actually ends up costing more than the original design, MODOT not be responsible for those cost that are greater than the original design. Should the final cost of milling and placing SP125 mix be greater than the original design of placing 1/2" scratch course and 1.5" SP095, MODOT would only be responsible to pay up to the cost of the original design, the contractor would be fully responsible to pay any remaining difference between his VE proposal and the original design. ✓