

## VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

Conceptual Proposal       Final Proposal      Date 04-19-2013

Contract ID 120525-G01      Job No. J7I0691

County Newton      Route I-44      Original Contract Amount \$8,062,912.88

Contractor Emery Sapp & Sons Inc      By Josh Doerhoff

Designed By MoDOT      Phone 573-445-8331

VECP# 13-16 (to be completed by C.O.)      VECP  or PDVECP

**1. Description of existing requirements and proposed change(s). Advantages/Disadvantages**

The existing design specifies that we are to construct 8 IN Full Depth Concrete Islands at the intersection of each new Ramp & Rangeline Rd. We are proposing to construct the majority of Islands B, C, I, & J using a thinner cross section on any portion of the island over 4 FT from any sidewalk or Driving Surface. We have also proposed the elimination of two 15 IN Group A Pipe Extensions as well as Type A Pipe Collars that were needed for temporary drainage. We were able to eliminate these Collars by modifying the location of temporary drainage pipe.

**2. Estimate of reduction in construction costs.**      \$11,535.20

**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.**

4-19-13  
(date)

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

4-22-13      Grading & Paving of Median Islands on each Ramp will begin  
(date)      (effect)

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

4-11-13  
(date and/or dates)

**Additional Comments:**

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

<b>Comments:</b>	This PDVECP reduces the thickness of Islands B,C, I & J from 8" to 4" through the middle portion of the islands providing a savings in an area restricted to traffic. This proposal was reviewed by our Pavement Design Section and approved for use. We see no negative effects by approving this 75/25% PDVECP proposal. We recommended acceptance.	
	_____	4/22/13
	Submitted By Resident Engineer	Date

<b>Comments:</b>	I concur.	
<input checked="" type="checkbox"/> <b>Approval Recommended</b>	_____	_____
<input type="checkbox"/> <b>Rejection Recommended</b>	District Engineer	Date

<b>Comments:</b>		
<input type="checkbox"/> <b>Approval Recommended</b>	_____	_____
<input type="checkbox"/> <b>Rejection Recommended</b>	Federal Highway Administration <b>Required for FHWA Full Oversight Projects</b>	Date

<b>Comments:</b>		
<input checked="" type="checkbox"/> <b>Approval</b>	_____	_____
<input type="checkbox"/> <b>Rejection</b>	State Construction and Materials Engineer	Date

**Newton Cty J710691**

**Reduction in 8 IN Paved Island Thickness, and Elimination of 15 IN Group A Pipe & Type A Pipe Collars**

**VE Savings vs Cost**

1	X	8 IN Concrete Median Strip	1,081.0	SYS	X	\$ 56.00	/ SY	\$ 60,536.00
-1	X	Concrete Sidewalk 4 IN	1,081.0	SYS	X	\$ 34.00	/ SY	\$ (36,754.00)
-1	X	Type 5 Aggregate for Base (4 IN)	3,747.0	SYS	X	\$ 4.40	/ SY	\$ (16,486.80)
1	X	15 IN Group A Pipe	40.0	LF	X	\$ 31.00	/ LF	\$ 1,240.00
1	X	Type A Pipe Collar Elimination	2.0	EA	X	\$ 1,500.00	/ EA	\$ 3,000.00

**SUBTOTAL = \$ 11,535.20**