7. Traffic Control Facilities

Classification	*Description*	*Tracs*	*CO #*	*Savings*
Electrical	In lieu of jacking and boring a 12" steel pipe and installing a 3" PVC conduit, a 3" schedule 80 HDP pipe was installed by directional drilling.	H515501C	11	($43,576.96)
	In lieu of installing new conduits, use existing conduits to run new video cable through.	H619001C	1	($2,167.63)
	Utilize existing electrical power source Service Pedestal Cabinet, existing Type G light poles, 20-foot mast arms and 400-watt luminaries in lieu of constructing/furnishing new devices.	H643401C	53	($9,278.50)
	Eliminate redundant PVC conduit for the project's FMS system since redundant conduit was installed on an intersecting freeway project.	H664901C	7	($41,760.14)
	The contractor proposed to install electrical conduit by boring underneath an existing channel lining rather than cut and trench through it.	H686601C	2	($20,389.18)
	Change the brand of light poles detailed in the contract to a less costly brand that provides the same essential functions.	H730601C	1	($90,000.30)
	Install conduits by trenching rather than boring.	HX15701C	1	($9,850.00)
	The contractor proposed to horizontal bore 3" and 2 1/2" conduits under the roadway instead of using an open cut as shown in the plans.	SS64501C	3	($4,797.98)
Flagging	Temporary concrete barrier wall was used in lieu of 24-hr. flagging operation during the construction of new concrete bridge barrier wall.	H636401C	3	($28,802.28)
Phasing	The contractor proposed that by accelerating the completion of certain structures, the phasing the project can be modified allowing the project to be completed ahead of schedule and saving temporary traffic control costs.	H267602C	11	($216,206.27)
	Contractor proposed to adjust the phasing so that ramp falsework would not need to be constructed over the roadway. This has the effect of saving money on closures, minimizing inconveniences to the traveling public, increasing the efficiency of the operation, and increasing the safe passage of the traveling public.	H568603C	8	($20,250.50)
	The contractor proposed to adjust the phasing; as a result the length of the detour was shortened allowing a reduction in temporaty traffic control devices.	H630101C	3	($138,227.87)
	Contractor proposed completing sections of the permanent paving in earlier phases, thereby reducing the number of traffic shifts and reducing the amount of temporary pavement and striping.	H713901C	41	($134,000.56)
	The contractor proposed to modify the phasing and build a portion of the new roadway alignment (with minimal temporary tie-ins) to serve as the detour rather than construct the full detour proposed in the plans.	H747301C	5	($89,389.97)

7. Traffic Control Facilities

Classification	*Description*	*Tracs*	*CO #*	*Savings*
phasing	The contractor proposed to modify the phasing and build a portion of the new roadway alignment (with minimal temporary tie-ins) to serve as the detour rather than construct temporary widening to serve as detour.	H747301C	6	($77,102.02)
	The contractor proposed a full closure of a roadway to complete a pedestrian underpass in one phase in lieu of constructing the underpass in 2 phases and closing half the roadway each phase. Reduced construction duration, improved safety, and reduced impacts to the travelling public resulted.	SS60701C	1	($24,150.89)
Temporary Detour	Contractor proposed changes to the traffic control setups and lane closures that eliminated the need to remove and replace an existing raised median and construct a temporary traffic crossover.	H395701C	22	($48,635.93)
	The number of construction phases were reduced (from 3 to 2) by widening the WB lane enough so when traffic was shifted onto it, the EB lanes could be constructed in their entirety. This resulted in a significant time and traffic control savings.	H428201C	1	($159.39)
	Eliminated the paved detour and temporary paved widenings by piloting traffic on unpaved surfaces during construction of the cuts and fills. Additionally, contract time was reduced, accruing further savings in temporary traffic control.	H502501C	1	($368,643.20)
	Modify detour to facilitate construction, simplify traffic movements, and improve driver expectancy resulting in cost savings to temporary traffic control, paving and drainage. (Necessitated construction of a temporary retaining wall and use of temporary traffic signal.)	H510601C	20	($40,994.09)
	Utilize an existing crossover located to the east of the new detour crossover shown to be constructed in the plans. Savings resulted in elimination of material to construct detour less the additional cost for temporary concrete barrier necessary to separate traffic.	H545701C	1	($157,679.80)
	Accommodate traffic by widening shoulder in lieu of constructing median detour.	H576801C	2	($368,017.48)
	Allow full closure in lieu of maintaining detour traffic during construction. Savings were generated by the deletion of work associated with a multi-phase detour.	H578201C	22	($380,288.75)
	Allow full closure in lieu of maintaining two lanes of detour traffic during construction. Savings were generated by a reduction of traffic control, elimination of retaining walls and modifications in storm drainage.	H578201C	38	($142,558.00)
	Allow full closure of roadway in lieu of maintaining traffic during construction. Savings are generated by the deletion of work associated with a multi-phase detour.	H578201C	9	($184,928.31)
	Eliminate construction of detours and use local roads for connectivity. (Per local jurisdiction concurrence; work funded by the local jurisdiction.)	H583801C	9	($64,833.35)

7. Traffic Control Facilities

Classification	*Description*	*Tracs*	*CO #*	*Savings*
Temporary Detour	The plans detailed maintaining one lane of traffic in each direction during bridge barrier renovation. The contractor proposed maintaining only one lane of traffic using flaggers. This allowed both sides of bridge barrier to be completed simultaneously shortening the construction time and thus reducing traffic control.	H584801C	1	($30,839.00)
	The contractor proposed to change the location of a temporary shift of traffic from the near side of an intersection to the far side. This change reduced and/or eliminated the need for many temporary traffic control items and lessened confusion to motorists.	H616001C	5	$55,635.82
	Construction of a new detour reduces project phasing, resulting in a substantial savings in removal and pavement markings and traffic control devices.	H643401C	120	$1.00
	Construction phasing modification - modifying detour allows the traveling public earlier utilization (4 months) of the newly completed freeway reducing the costs associated with temporary traffic control.	H643401C	65	($29,432.98)
	Eliminates and reduces several temporary widenings used for detours. Reduction in width of travel lane (11' in lieu of 12') and shoulders allowed amending the detours. This resulted in savings of asphalt and temporary traffic control.	H643401C	9	($165,656.88)
	Construction of new detour allows simultaneous construction of two phases of work, resulting in substantial savings in pavement, removals and traffic control devices.	H643401C	93	($89,382.84)
	Modification of plan's detour reduced phasing resulting in substantial savings in traffic control devices.	H643401C	96	($3,300.78)
Temporary Detours	The contractor proposed to eliminate construction of detours and construct the Underpass in phases.	H638701C	3	($363,758.10)
	The contractor proposed to construct a single Temporary Detour for the construction of Concrete Box Culvert , in lieu of constructing two Temporary Detours by extending an existing 108" CMP.	H770401C	5	($23,203.25)
Temporary Impact Attenuator	Replaced temporary impact attenuator devices detailed in the plans with less expensive sand barrel type.	H460101C	3	($43,300.00)
	The contractor proposed to use flaggers and a lane closure in lieu of temporary concrete barrier and temporary impact attenuators for traffic control when excavating the roadway in some of the smaller cut areas.	H503703C	13	($35,025.01)