

CONSTRUCTION VALUE ENGINEERING CONCEPT PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Date 03/04/2008

Contract ID 070223-602

Job No. J6S1850

County Franklin

Route 185

Original Bid Cost \$8,508,041.54

Contractor Don Schnieders Excavating Company, Inc.

By Donald E. Rhea

Designed By Crawford, Murphy & Tilly, Inc.

Phone (573) 893-2251

VE # 08-07

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

SEE ATTACHED

2. Estimate of reduction in construction costs.

\$35,943.05

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

No effect on other department costs.

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

03/11/2008

(date)

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

03/14/2008

(date)

no effect on contract completion time

(effect)

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

n/a

(date and/or dates)

Additional Comments:

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

Comments: I support this Value Engineering Concept Proposal. The advantages are economics savings (approximately \$35,943.05) and improved safety to the EB I-44 motorist. Upon conceptual approval, I am requesting that Don Schnieders Excavating furnish additional traffic control sheets to address the change in traffic flow. I am also requesting that Don Schnieders Excavating have a Professional Engineer review and "stamp" these traffic control sheets. If anyone has any questions or needs any further clarification, please don't hesitate to call me at 636-629-0060.

Tom Hellebrink by KSAK
Submitted By Resident Engineer

3/5/08
Date

Comments: *As NOTED ABOVE.*

- Approval Recommended
- Rejection Recommended

Ed Harris

District Engineer

3-7-08

Date

Comments: *As noted above and concerns outlined in Crawford, Murphy + Tilly Inc. e-mail are addressed (see attachment).*

- Approval
- Rejection

PEM for Dan Adams

State Operations Engineer

3/10/08

Date



DON SCHNIEDERS EXCAVATING COMPANY, INC.

1307 Fairgrounds Road Jefferson City, Missouri 65109
 (573)893-2251 FAX (573)893-7749

Current design requires closing the intersection of W. Springfield Road (WSR), Route D, and the South Outer Road (SOR) in order to reconstruct the intersection. Current design requires a bypass to be built in the median of the SOR.

Proposed Design

Stage 1: Construct WSR to STA 11+19.04, Christland Drive Entrance, and Route D North of Centerline from STA 4+71.59 to STA 6+25.

Stage 2: Construct WSR from STA 11+19.04 to existing pavement at STA 9+00, and Route D South of Centerline from STA 4+71.59 to STA 6+25.

Stage 2A: Construct WSR from STA 7+39 to STA 9+00 West of Centerline. This would be removed and replaced in one day while traffic is on the East Lane.

Stage 2B: Construct WSR from STA 7+39 to STA 9+00 East of Centerline. This would be removed and replaced in one day while traffic is on the West Lane.

Stage 3: Construct Route D from STA 6+25 to the tie in on the SOR. The SOR will be closed in this stage and traffic will be routed down WSR.

There are two advantages to the proposed design. (1) There will be less disruption to local traffic, and (2) The main advantage is improved safety due to not constructing a bypass adjacent to Interstate 44. The current design has a bypass to be constructed 26' from the EB I-44 pavement. This would be eliminated with the proposed design.

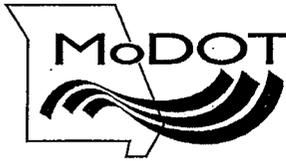
SAVINGS

DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
Asphalt Base	TONS	418.9	56.50	23,667.85
Drum Channelizers	EA	23	42.00	966.00
Temporary Tape	LF	19,825	1.00	19,825.00
Tape Removal	LF	19,825	0.20	3,965.00
Class A	CY	592	4.25	2,516.00
Compacting Embankment	CY	264	2.55	673.20
TOTAL				\$ 51,613.05

COST

<u>DESCRIPTION</u>	<u>UNITS</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
Pavement Edge Treatment	LF	308	7.00	2,156.00
Temporary Asphalt Wedging	TONS	31	190.00	5,890.00
Detour Signing	SF	328	8.00	2,624.00
Sealed Drawings	LS	1	5,000.00	5,000.00
TOTAL				\$ 15,670.00

NET SAVINGS = \$35,943.05



MEMORANDUM

Missouri Department of Transportation
St. Clair Project Office
2215 N. Commercial, St. Clair, MO 63077

TO: Matt Budd – co6

CC: Tom Allen, Shirley Norris, Matt Budd, Judy Wagner, Greg Law, Pat McDaniel,
Mark Falloon

FROM: Tim Hellebusch *TH* *by KSK*
Resident Engineer

DATE: 03/6/08

SUBJECT: Value Engineering Proposal #2, J6S1850

We have received the following preliminary Conceptual VE proposal from Don Schnieders Excavating. Please see the attached copy. I would appreciate your responses through an email, but you can also respond via written responses to me at the St. Clair Project Office located at 2215 N. Commercial, St. Clair, MO 63077 to be used for documentation.

I support this Value Engineering Concept Proposal. The advantages are economics savings (approximately \$35,943.05) and improved safety to the EB I-44 motorist. Upon conceptual approval, I am requesting that Don Schnieders Excavating furnish additional traffic control sheets to address the change in traffic flow. I am also requesting that Don Schnieders Excavating have a Professional Engineer review and "stamp" these traffic control sheets. If anyone has any questions or needs any further clarification, please don't hesitate to call me at 636-629-0060.

kk

Attachments

Copy: File



"Greg Law"
<glaw@cmtengr.com>
03/05/2008 03:17 PM

To <Tim.Hellebusch@modot.mo.gov>
cc <Kevin.Koch@modot.mo.gov>,
<Judy.Wagner@modot.mo.gov>,
<Shirley.Norris@modot.mo.gov>, <cityadm@fidmail.com>,
bcc
Subject FW: RE: Proposed VE for Route D / SOR Inter, J6S1850

Tim,

CMT has reviewed the Proposed VE for Route D/SOR Intersection. We have reviewed the proposal for constructability and safety issues of the proposed changes. We noted no issues that would prevent the implementation of this proposal based on these items. Please refer to the note below regarding specific comments about the proposal.

Please call if you have any questions.
Greg Law

Gregory L. Law, P.E.
Group Manager - Highways & Bridges

Crawford, Murphy & Tilly, Inc.

Gateway Tower
One Memorial Drive, Suite 500
St. Louis, Missouri 63102
314.436.5500 Voice
314.436.0723 Fax

From: Jay Rakers

Sent: Wednesday, March 05, 2008 1:31 PM

To: Greg Law

Subject: RE: Proposed VE for Route D / SOR Inter, J6S1850

Attached is a PDF of the interpreted staging areas that we drew up. Without having revised sheets that completely show the revised layout and changed quantities, we cannot verify the cost savings part of this proposal. We do note that potential additional pay items such as flagman required for two-way, one-lane traffic in Stages 2A and 2B, and revised advanced signing quantities are not included in the Cost.

However, reviewing the constructability and safety aspects of the changes, here are our comments:

Stage 1

- Route D traffic will have 2-10' lanes, with an approximate 2' buffer between the work area. This is acceptable provided that channelizers, signage, and other traffic control items are placed according to MoDOT's latest standards.
- Not mentioned is that the existing two raised medians at the Route D intersection will need to be removed and replaced with the ability to carry traffic.

Stage 2

- Route D traffic will have 2-10.5' lanes, with an approximate 2' buffer between the

work area. This is acceptable provided that channelizers, signage, and other traffic control items are placed according to MoDOT's latest standards.

- An aesthetic point to make - West Springfield / SOR pavement will have a 70 to 90 foot construction joint that is approximately 30 to 60 degrees skewed from a perpendicular joint, which is the norm.

Stage 2A

- The two-way 10' lane is very tight with the edge of work area (virtually no buffer zone). However, if the Contractor completes stage in one day's work as mentioned in the VE, and follows MoDOT's latest standards for safety and traffic control, including flaggers, radios, proper channelization, advanced warning signs, etc, then it appears to be acceptable.

Stage 2B

- The two-way 12' lane is more acceptable for flagger operations than Stage 2A. Again, requires assurance that the Contractor completes stage in one day's work as mentioned in the VE, and follows MoDOT's latest standards for safety and traffic control, including flaggers, radios, proper channelization, advanced warning signs, etc, then it appears to be acceptable.

Stage 3

- This is acceptable provided that channelizers, signage, and other traffic control items are placed according to MoDOT's latest standards.
- One caution - more accepting to local traffic if existing Elmont Road connection is used in place until after SOR is reopened at Route D.

Please let me know if you have any questions or comments

Thanks,
Jay

R. Jay Rakers, P.E.
Project Manager
Highways & Bridges

Crawford, Murphy & Tilly, Inc.
Gateway Tower
One Memorial Drive, Suite 500
St. Louis, Missouri 63102
314.436.5500 Voice
314.571.9069 Direct
314.436.0723 Fax

Notice - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the

VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

- Bridge/Structure/Footings
- Drainage Structures (RCP, RCB, CMP's ect)
- TCP/MOT
- Paving (PCCP, ect.)
- Grading/MSE Walls
- Signal/Lighting/ITS
- Misc. _____

SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

Changed staging of construction to eliminate bypasses/detours and shorten time roadways closed to traffic.

SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.

Scan all documents.