VALUE ENGINEERING CHANGE PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Date 03-24-09

Contract ID 081121-501 | Job No. J5P0957

County Gasconade | Original Bid Cost 1676659

Contractor NB West Contracting | By Michael T. Manion

Designed By Jason Vanderfeltz | Phone 314-962-3145

VECP# 09-14 (to be completed by C.O.) | VECP ☒ or VECP/PDU ☐

1. **Description of existing requirements and proposed change(s). Advantages/Disadvantages**
   The Mainline paving is set up for a 2 inch lift of SP125 mix. We are proposing to reduce the thickness by 1/4 of an inch and to cold mill the existing surface 3/4 of an inch to help remove the reflective cracking. This work will be done as a mill and fill for the mainline section. The cold milling depth transitions will be eliminated which will ad to the savings.

2. **Estimate of reduction in construction costs.** 43,397.35

3. **Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**
   Minimize reflective cracking by cold milling the entire roadway surface (including the transverse joints) which should help reduce fututre maintainence cost.

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

   03-31-09
   (date)

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

   04-05-09 (date) | Paving work is the first order of business (effect)

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

   03-19-09
   (date and/or dates)

Additional Comments:

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

Comments: Acceptance of this VE proposal shall be contingent on the following: The contractor shall only be allowed to coldmill an area in which the SP125 can be constructed in the same day's operation. In addition to the profilograph requirements, as specified in Job Special Provision H, any variations in the final driving surface exceeding 1/8 inch in 10 feet at the existing transverse joint locations shall require removal of the 1 3/4" lift of SP125 for the length of the excess variation. The repair area shall then be replaced with acceptable SP125 meeting the 1/8 inch in 10 feet requirement for smoothness. All requirements above will be at contractors expense.

Submitted By Resident Engineer — Date: 3-26-09

Comments: Agree with conditions above and including that no additional compensation will be made for Linear Grading Class 1 performed as a result of implementing this VE concept. And clarification: any variations in the surface exceeding 1/8" in 10' at existing transverse joint or existing transverse ~~crack~~ location's shall be corrected as noted.

☒ Approval Recommended

☐ Rejection Recommended

District Engineer — Date: 3/27/09

District has determined this to be a 50/50 VE split.

Comments:

☐ Approval Recommended

☐ Rejection Recommended

Federal Highway Administration
Required for FHWA Full Oversight Projects

Date

Comments: Agree with RE and District Comments

☒ Approval

☐ Rejection

State Construction and Materials Engineer — Date: 3-27-09

Distribution: Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, Value Engineering Administrator – MoDOT, P. O. Box 270, Jefferson City, MO 65102

24-Mar-09

MODOT
5617 Red Eagle Dr.
Jefferson City, MO 65109

081121-501
J5P0957
Rte 50
Gasconade County

VE # 1

NB West proposes the following changes.

Eliminate the following items:			Contract Unit Price	
50 SP125C	1850.9	$	66.50	$ 123,084.85
220 Coldmill	5229	$	3.75	$ 19,608.75
				$ 142,693.60

Ad the following items:			Contingent Item Price	
~~Cont Profile Mill~~	~~132395~~	~~$~~	~~0.75~~	~~$ 99,296.25~~
				$ 99,296.25

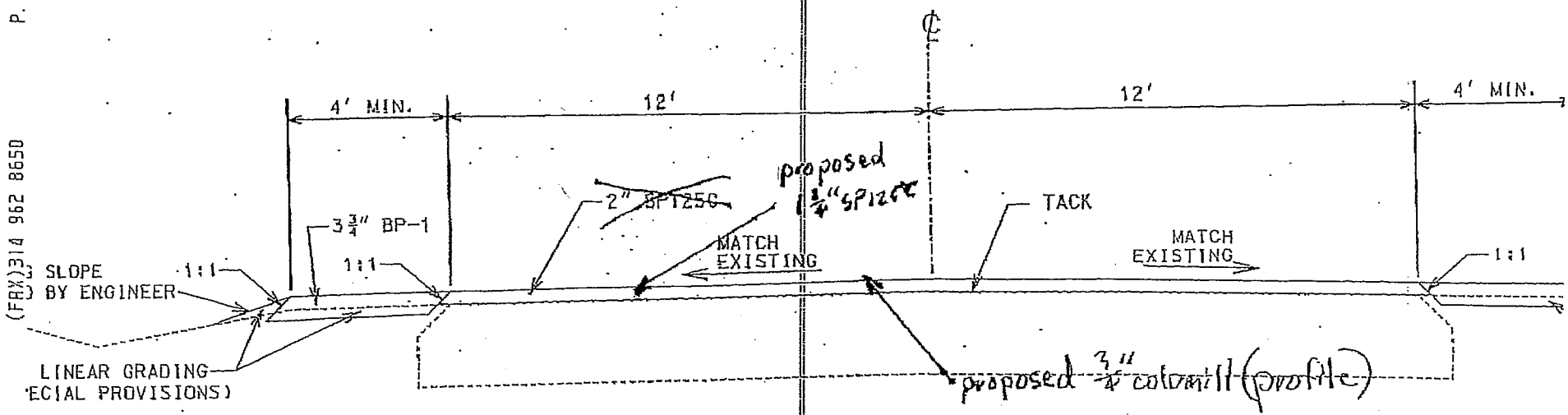
Savings **$43,397.35**

21698.68 savings for each Modot & NB West

This concept saves money, reduces maintainence cost and improves the ride.

Sincerely

Michael T. Manion
NB West Contracting

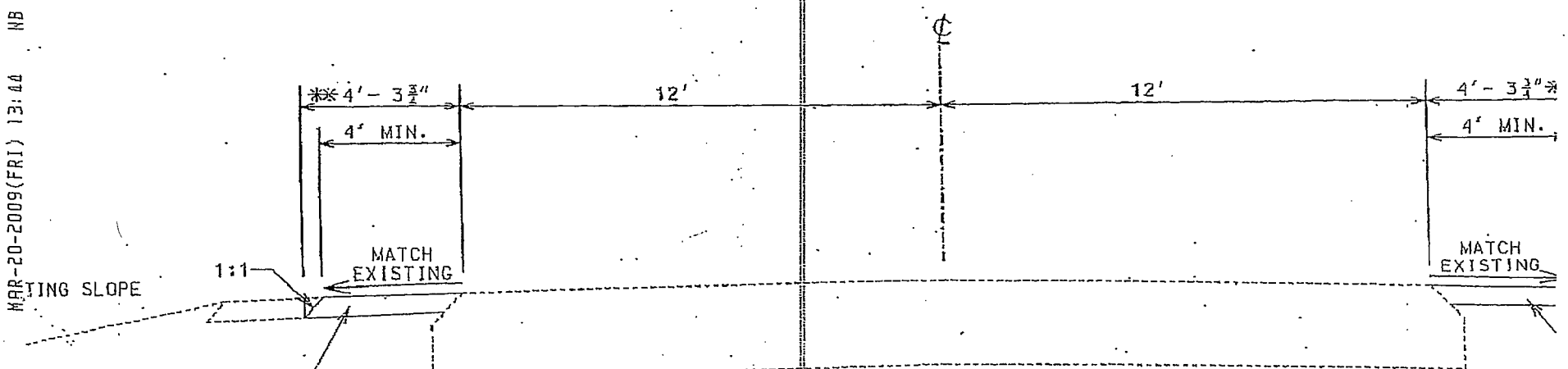


ROUTE 50 PROPOSED TYPICAL SECTION
AGGREGATE SHOULDERS

LOG MILE 185.607 TO 189.155
LOG MILE 189.396 TO 192.226
LOG MILE 192.990 TO 195.599
SEE SHEET 4 FOR CURB AND GUTTER SECTION

S:
24.167 FT.
8.000 FT.
24.333 FT.

TAC



VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

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

SUMMARY OF PROPOSAL

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

Adds ¾" milling to the existing surface and reduces the asphalt overlay thickness from 2" to 1¾". This will give an overall smoother pavement and require that the pavement have no bumps after the overlay.

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.

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