

V.E. No. 7

**VALUE ENGINEERING CHANGE PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION**

Conceptual Proposal **Final Proposal** Date 01/12/10

Contract ID 090626-601 Job No. J6U1045B

County St. Louis Original Bid Cost \$34,815,241.53

Contractor Fred Weber, Inc. By Brian J. Carlson

Designed By Fred Weber, Inc. Phone (314) 792-6784

VECP# 10-08 (to be completed by C.O.) VECP or PDVECP

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages
 Existing: The Stage 5 traffic control plans show the following in order to construct the NB 270 widening between stations 220+00 and 272+17.59: Closing one lane on the Olive to NB 270 ramp, removing the existing lane lines on NB 270, striping new temporary lane lines which narrows the lanes to 11 foot widths and setting temporary traffic barrier on NB 270 between Olive and Page.

(Continued on attached page)

2. Estimate of reduction in construction costs. \$106,201.06

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.
 There could be a decrease in long term Maintenance costs. See reasoning on attached page under Advantages.

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

01/12/10
(date)

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

01/27/10 For planning and scheduling purposes
(date) (effect)

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

N/A
(date and/or dates)

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

Continued.....

Proposed: Fred Weber, Inc. proposes to change the Stage 5 traffic control plan per the following: Close the right lane on NB 270 between Olive and Page, leaving four (4) thru lanes at full width, thus eliminating the temporary traffic barrier, temporary striping and permanent re-striping of NB 270. Construction crews would work behind trim lines and the fully closed adjacent lane. During construction operations, the speed limit on NB 270 would be reduced per the standard plans.

Advantages: This proposal saves over \$106,000 in construction costs. There will be safer passage for motorists as the lanes on NB 270 will not be narrowed and will remain 12 foot wide. The pavement will not be marred by striping removals which can cause confusion to motorists. By deleting the temporary striping, there will likely be a savings in long term maintenance costs. Removing striping close to the longitudinal joints can lead to premature potholes and raveling of pavement along the joint. By narrowing the lanes in the original traffic control plans the wheel path for motorists will likely be right at the exposed joint. This may lead to regular patching and possibly total replacement of pavement along the joints similar to what occurred on the I-64 project along I-44 and I-70.

Disadvantages: This proposal will require Olive traffic getting onto NB 270 to merge with NB 270 through traffic, instead of having a dedicated lane all the way to Page.

Additional Comments:

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

Comments:
REJECTION RECOMMENDED: After consulting with MoDOT Traffic Engineers and analyzing modeling performed by consultant Traffic Engineers CBB, Inc., MoDOT District Management has determined the district cannot accept the impact to traffic caused by a long term closure of the existing auxiliary lane (reducing I-270 to 4 lanes) between Olice and Page. Therefore, it is my recommendation that this VE be rejected.

Matthew W. Jansson 3-2-10
Submitted By Resident Engineer JANSSON Date

Comments: AS NOTED ABOVE

Approval Recommended
 Rejection Recommended

Ed Harris 3-2-10
District Engineer Date

Comments:

Approval Recommended
 Rejection Recommended

Stephen R. Budd 3/15/10
Federal Highway Administration
Required for FHWA Full Oversight Projects Date

Comments: Rejection is based on concerns of the traffic engineers regarding the potential ability of the area to handle traffic. Denis Glascock. 3/4/2010

Approval
 Rejection

Denis D. Glascock 3/4/2010
State Construction and Materials Engineer Date

Digitally signed by Denis Glascock
DN: cn=Denis Glascock, o=US, o=MoDOT,
ou=3H35, email=Denis.Glascock@modot.mo.gov
Date: 2010.03.04 12:50:59 -0600

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

NB 270 Widening from Sta. 220+00.00 to 272+17.59

Itemized Changes

Line Item	Description	Units	Plan Quantity	Unit Price	Proposed Quantity	Difference	Unit Price	Total Savings
3140	IMPACT ATTENUATOR (17 SAND BARRELS)	EA	9.00	\$4,250.00	8.00	-1.00	\$4,250.00	\$4,250.00
3190	CHANNELIZER (TRIM LINE)	EA	400.00	\$32.00	504.00	104.00	\$32.00	(\$3,328.00)
3290	TEMPORARY TRAFFIC BARRIER, FURN/RETAIN	LF	14,782.00	\$17.00	9,565.00	-5,217.00	\$17.00	\$88,689.00
3350	PREF REMOVABLE MARK TAPE 4", WHITE	LF	83,320.00	\$0.94	78,103.00	-5,217.00	\$0.94	\$4,903.98
3360	PREF REMOVABLE MARK TAPE 4", YELLOW	LF	48,730.00	\$0.94	43,513.00	-5,217.00	\$0.94	\$4,903.98
3380	6" WHT WET REF H B ACRY WATERBORNE PAVT MARK	LF	71,384.00	\$0.40	66,167.00	-5,217.00	\$0.40	\$2,086.80
3390	6" YEL WET REF H B ACRY WATERBORNE PAVT MARK	LF	40,254.00	\$0.40	35,037.00	-5,217.00	\$0.40	\$2,086.80
3440	PAVEMENT MARKING REMOVAL	LF	92,850.00	\$0.25	82,416.00	-10,434.00	\$0.25	\$2,608.50

Total Savings

\$106,201.06

MoDOT Portion - 50%

\$53,100.53

Fried Weber, Inc. Portion - 50%

\$53,100.53

Missouri
Department
of Transportation



I-270, Dorsett-Page Team
2620 Adie Road
Maryland Heights, MO
63043
(314) 877-2770
Fax (314) 877-2772
Toll free 1-888 ASK MoDOT

Lee Hillner, P.E., Project Director
Niall Jansson, P.E., Deputy Director

March 2, 2010

Mr. Brian Carlson
Fred Weber, Inc
P.O. Box 2501
Maryland Heights, MO 63043

Subject: Response to Value Engineering Concept No. 7 - Page
Job No.: J6U1045B
Route 364 - St. Louis County
Contract ID: 090626-601

Dear Mr. Carlson:

As you know, after much discussion and traffic modeling, District Management has determined we cannot accept the traffic impact associated with the VE proposal to construct the Auxiliary Lane on northbound I-270. For that reason, the VE, VE No. 7, is being rejected.

If you have any questions, please call me at (314) 877-2770.

Sincerely,

Niall Jansson, P.E.
Deputy Project Director

Copies: File
Dennis Glascock - cm
Matt Budd - cm6

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)

This VE involves elimination of barrier and modifying traffic control plan.

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.
