

VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

Conceptual Proposal Final Proposal Date April 5th 2010

Contract ID 091120-601 Job No. J6I2083

County St. Charles Original Bid Cost \$5,164,627.09

Contractor Fred Weber, Inc. By Mike Grupe

Designed By _____ Phone 344-0070

VECP# 10-43 (to be completed by C.O.) VECF or PDVECF

1. **Description of existing requirements and proposed change(s). Advantages/Disadvantages**
Fred Weber Inc. proposes to partial depth mill the existing concrete Road and place asphalt in the existing pavement. The profile of the road will not change, by using the partial depth repairs and constructing a new surface it would be more cost effective. The construction of the concrete intersection would not change. The Advantage of this Value Engineering Concept is to reduce the cost of the planned construction and to expedite the completion of the project.

2. **Estimate of reduction in construction costs.** \$478,107.00

3. **Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**
The proposed change should have no adverse effects to the maintenance or life cycle of the proposed areas. No additional costs will be incurred by the department with the acceptance of this proposal

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

April 5th, 2010
(date)

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

April 15, 2010 Full depth pavement repairs in preparation for overlay.
(date) (effect)

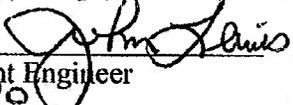
6. **Dates of any previous or concurrent submission of the same proposal.**

March 22, 2010
(date and/or dates)

Additional Comments:

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

Comments: The Contractor proposed Dowel Bar Retrofit first. Our Pavement Specialist reviewed the areas in question & recommended using Partial Depth Repairs instead of Dowel Bar Retrofit method. I told the contractor to submit a practical design v.e for partial depth repairs instead of Dowel Bar Retrofit. Spoke with P.M. & TPA about switch & they are okay with change. MUST HAVE ACCEPTABLE RESULTS IN FIELD

 4/28/10
 Submitted By Resident Engineer Date

Comments:

Matt Budd - I concur with the RE's recommendations as noted above based on the insight provided from the Area Team and favorable results in the field.

- Approval Recommended
- Rejection Recommended



Digitally signed by Wendy Brooks
 DN: cn=Wendy Brooks, o=MoDOT, ou=D6 Construction & Materials, email=wendy.brooks@modot.mo.gov, c=US
 Date: 2010.04.29 09:54:34 -05'00'

District Engineer

Date

Comments:

Approval is recommended based upon the satisfactory response to FHWA comments, as discussed in 4/11/10 conversation w/ the RE.

- Approval Recommended
- Rejection Recommended



Federal Highway Administration

Required for FHWA Full Oversight Projects

Date

Comments:

Approved on the basis of the district's review, and that it is dependent on acceptable results in the field. Denis Glascock. 4/29/2010

- Approval
- Rejection



Digitally signed by Denis Glascock
 DN: cn=Denis Glascock, o=US, o=MoDOT, ou=3H35, email=Denis.Glascock@modot.mo.gov
 Date: 2010.04.29 12:30:08 -05'00'

State Construction and Materials Engineer

Date

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 partial depth pavement repairs in lieu of full depth pavement repairs.

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.