

VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

Conceptual Proposal Final Proposal Date 4-5-12

Contract ID 110722-H01 Job No. J0P2159

County St. Francois Route 67 Original Contract Amount \$3,344,748.12

Contractor Emery Sapp & Sons By Josh Doerhoff

Designed By MoDOT Phone 573-445-8331

VECP# VE-18 (to be completed by C.O.) VECP or PDVECP

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

The existing design calls for the use of edge treatment and daily lane drops to construct the widening along Hwy 221. We are proposing to shift traffic into three 10 FT lanes with the middle lane being used as a turn lane. This will allow for the elimination of edge treatment along Hwy 221. We will have approximately 8 FT between the new travel way and the edge drop off. The following traffic control measures will be utilized to minimize risks with the elimination of edge treatment. The speeds through this area will be 35 MPH, shoulder drop off signs will be installed, and approximately 40 FT spacing will be utilized on all channelizers in this area.

2. Estimate of reduction in construction costs. \$7,875.00

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

None

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

4-5-12
(date)

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

4-23-12 Widening along Hwy 221 will begin
(date) (effect)

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

(date and/or dates)

Additional Comments:

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

Comments: The contract includes a generic lane drop for the widening of Route 221 and requires all three lanes to be open between 6:30 AM and 8:30 AM. This would result in daily traffic pattern changes, the loss of the center turn lane during the day, and the use of pavement edge treatment each evening. This VECP allows three lanes to remain in place throughout construction (i.e., no daily change in traffic pattern), preserves the center turn lane for left turns, and should expedite the widening. The short WZ length, slow WZ speed (35 mph), and tight channelizer spacing (20-ft) mitigates the disadvantages of a reduced buffer (8-ft vs. 10-ft) to the edge drop. I recommend approval _____
Submitted By Resident Engineer Date
of this VECP.

Comments: VECP as proposed provides a consistency in presentation and operation that would appear to be desirable for repeated use and long term installation. Commuting drivers will see the same thing each day and not have to adapt to changes in conditions. Recommend approval as described above.

Approval Recommended _____
 Rejection Recommended District Engineer Date

Comments:

Approval Recommended _____
 Rejection Recommended Federal Highway Administration Date
Required for FHWA Full Oversight Projects

Comments:

Approval _____
 Rejection State Construction and Materials Engineer Date

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

St. Francois Cty J0P2159

Substitution of Paint Double Yellow vs Edge Treatment.

1	X	Edge Treatment	5,360.0	LF	X	\$ 2.75	/ LF	\$ 14,740.00
1	X	Solid Yellow Tape	1,500.0	LF	X	\$ 1.00	/ LF	\$ 1,500.00
1	X	Tape Removal	1,500.0	LF	X	\$ 0.25	/ LF	\$ 375.00
-1	X	Turn Arrow Installation	14.0	EA	X	\$ 55.00	/ EA	\$ (770.00)
-1	X	Turn Arrow Removal	14.0	EA	X	\$ 55.00	/ EA	\$ (770.00)
-1	X	4 IN Solid Yelow Paint	12,000.0	LF	X	\$ 0.15	/ LF	\$ (1,800.00)
-1	X	4 IN Solid Yelow Paint Removal	12,000.0	LF	X	\$ 0.45	/ LF	\$ (5,400.00)

Total Savings = \$ 7,875.00