

VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION

Conceptual Proposal **Final Proposal** **Date** 05/01/12

Contract ID 120217-F01 **Job No.** J6I2010D

County St. Louis **Route** I-270 **Original Contract Amount** \$10,694,739.21

Contractor Fred Weber, Inc. **By** Brian J. Carlson

Designed By Fred Weber, Inc. **Phone** (314) 344-0070

VECP# 12-31 (to be completed by C.O.) ~~VECP~~ or **PDVECP**

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages
Existing: After Phase 1 UBAWS work, place temporary tape on UBAWS for the edgeline. After the shoulder has been widened and final UBAWS work is complete, remove the temporary tape for final stripping configuration.

Proposed: FWI to move temporary traffic barrier farther from travelway to allow for temporary paint on the existing pavement to serve as the edgeline. After the shoulder has been widened, the final UBAWS work will cover the paint. therefore eliminating the removal process.

2. Estimate of reduction in construction costs. \$26,123.30

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

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

05/01/12
(date)

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

05/09/12 Need to know prior to the start of striping work for scheduling and ordering of material.
(date) (effect)

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

N/A
(date and/or dates)

Additional Comments:

Temporary paint should hold up better than the proposed tape, requiring less maintenance during construction.

By eliminating the removal of the temporary paint, we accelerate the schedule when final UBAWS and stripping could be completed.

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

Comments:	The core team has reviewed and approved the VE. The proposal eliminates temporary tape as the edge line and replaces it with paint. Since this section of roadway will be overlaid, the paint will give the same, if not better, delineation as well as reducing the maintenance concerns of tape while saving money	
	_____	_____
	Submitted By Resident Engineer	Date

Comments:		
<input checked="" type="checkbox"/> Approval Recommended	_____	_____
<input type="checkbox"/> Rejection Recommended	District Engineer	Date

Comments:		
<input checked="" type="checkbox"/> Approval Recommended	_____	_____
<input type="checkbox"/> Rejection Recommended	Federal Highway Administration Required for FHWA Full Oversight Projects	Date

Comments:		
<input checked="" type="checkbox"/> Approval	_____	_____
<input type="checkbox"/> Rejection	State Construction and Materials Engineer	Date

Temporary Striping VE

Line Item #	Description	Units	Units Previously Provided For	Units To Be Constructed	Units Overrun, Underrun	Unit Price	Amount Of Overrun, Underrun
470	PREF SHT TERM MARK TAPE 4" WHT	LF	38,990.00	0.00	-38,990.00	\$0.50	(\$19,495.00)
520	PAVT MARKING REMOVAL	LF	38,990.00	0.00	-38,990.00	\$0.30	(\$11,697.00)
NEW	4" WHITE TEMP PAVT MARKING PAINT	LF	0.00	38,990.00	38,990.00	\$0.13	\$5,068.70

Total Savings:							(\$26,123.30)
MoDOT Portion (50%) 75%							(\$13,061.65)
FWI Portion (50%) 25%							(\$13,061.65)

Summary of Proposed Changes:

Temporary tape installation & removal next to the TTB will be eliminated and replaced with 4" white temporary paint. This work will take place following completion of the first phase of UBAWS work. FWI will have to move the TTB over enough to allow for the temporary paint to be sprayed on the existing pavement surface not the newly placed UBAWS. In later stages the temporary paint will be covered up with UBAWS, thus eliminating the need for tape removal.