January 4 2008

Mr. Jay Bestgen
MoDOT Design Division
1320 Creek Trail Drive
Jefferson City, MO 65109

Re: 2008 Awards for Excellence

Dear Mr. Bestgen:

HDR Engineering is pleased to submit the Route 367 corridor project for consideration for the 2008 Awards for Excellence competition. HDR recognizes that this will be a challenging competition and are confident that our submittal will demonstrate the significant practical design effort that was undertaken, the resultant cost savings from this process, and Route 367 will stand apart from the remaining contest submittals.

The Route 367 project is located in North St. Louis County from the intersection of Route 367 and Interstate I-270 3 miles north to the intersection of Lindbergh Boulevard. The existing 3 miles was a 4 lane divided highway with 4 at grade intersections and two way outer roads. The corridor functioned at a Level of Service F at most intersections.

A. Scope Comparison

The original MTIA plan called for the conversion of this corridor to an urban roadway section with grade separations at the side streets and converting the outer roads to one way. Continuity of the corridor would be maintained with slip ramps and Texas turnarounds. The Texas turnaround concept was not previously utilized in Missouri. The original plan called for Route 367 to span over two side streets and for two side streets to go under Route 367.

The original concept proposed to depress Route 367 at the intersection with Redman Road and two U-turn ramps going over the new Route 367. To implement this concept a large retaining wall (82,000 square foot approximately) was required along both sides of the Route 367 alignment. Ground water levels in this section were within 10 to 15 feet below existing ground and water flow was significant enough to require the design of a drainage system during construction and for permanent conditions. In addition, there were some areas at the Redman intersection presenting signs of soil contamination that needed to be addressed in the design of any selected structure. These conditions were unknown at the inception of the project and were identified during drilling for soil borings normally required for preliminary designs.

A study was conducted to evaluate available alternatives for a retaining wall structure type that could successfully be constructed within existing site conditions. The study conclusions and recommendations indicated that the only feasible wall alternative would be the construction of diaphragm walls with tieback anchors using slurry trench techniques. The cost of implementing this wall alternative (approximately $13 million) represented a significant impact on the overall construction cost originally estimated for the project.

A project revision suggested reversing the original layout proposed in the MTIA Report and have Route 367 span over Redman Road instead of under, as proposed. It was estimated that by implementing this modification, a net savings of $10,850,000 in the overall construction cost of the entire project was possible.

B. Purpose and Need

The purpose and need for this project was clearly demonstrated by the Level of Service this corridor was providing to the public. The corridor exhibited high numbers of accidents and yearly fatalities along the corridor. The corridor serviced the only level 4 trauma center in North St. Louis County at Dunn Road, two schools and several churches. The project will provide a Level of Service A for the entire corridor, reduce delay, and improve safety, all without adding any additional through lane miles. This gives a clear indication that the project met the purpose and need of the corridor.

C. New Techniques, Methods, and Non-Traditional Design

During the design of the project it was noted that reducing the typical section 4' along the inside shoulder to 10' shoulders instead of 12' would add significant savings and still provide a safe corridor.

During construction, lightweight fill was utilized over a 14' x 10' culvert in lieu of replacing the culvert. The culvert was in good condition and was at the very limit of an acceptable fill height based on the 1960 standards.

Several of the MSE walls were eliminated or shortened through the project. Steeper slopes were used with a rock blanket covering to eliminate erosion.

The project specifications contained language that encouraged contractors to revise the traffic control plans to meet their construction methods but to still meet lane closure penalties and through lane levels of service. This type of flexibility encouraged a lower bidding process.

The project specifications contained language that required a PTOE to present on the project to adjust signal timings as necessary. This type of flexibility encouraged a lower bidding process.

A right of way swap for a small amount of construction work was agreed upon with the Northeast Christian Hospital saving several thousands of dollars in condemnation fees.

On all previous projects for MoDOT, the contractor was only responsible for profilographing the mainline pavement. Bridge decks and approaches were exempt from the profilograph smoothness specification. The Route 367 project pioneered new language requiring the contractor to profilograph and achieve a smooth driving experience over the pavement, approaches and bridges. As a result the project has won state and national paving awards. This saves money as MoDOT on other corridors, had to dedicate funds and initiate projects to improve the ride over brand new bridges and approaches recently built without this specification.

D. Cost Savings

The project was listed on the STIP with a total construction cost of $87.2 million dollars. The final construction cost for this project is $59,908,510. This is a 31.2% savings in overall construction budget. The design team had consistently found ways to provide a quality project and still drive the overall construction cost.

HDR Engineering is proud of the steps that were taken during the Route 367 project. The practical design methods that were implemented will provide the traveling public a highway system that serves their needs. This project is representative of the desire to deliver a transportation system better, faster, and cheaper than before.

Sincerely
HDR, Inc.

Tim Rogaczewski, PE
Project Engineer

ROUTE	STATE	DISTRICT	SHEET NO.
367	MO	6	14

JOB NO. J6U1085B

CONTRACT ID

PROJECT NO.

COUNTY ST. LOUIS

DATE 3/7/05

TIM ROGACZEWSKI NUMBER EN-028189 REGISTERED PROFESSIONAL ENGINEER STATE OF MISSOURI

HDR Engineering, Inc.

T47N-R7E

PROPOSED 1489.94' WALL #A6921

PROPOSED 1274.67' MSE WALL #A6922

℄ O.R. EAST (LUSHER)
PI 229+00.07
PC 227+00.05
PT 231+00.05
Δ 2° 00′ 00″ (LT)
D 0° 30′ 00″
L 400.00′
T 200.02′
R 11,459.14′
S.E. NC

℄ RAMP 16B
PI 6+77.51
PC 5+71.16
PT 7+83.55
Δ 7° 36′ 21″ (RT)
D 3° 34′ 52″
L 212.39′
T 106.35′
R 1,600.00′
S.E. 3.5%

℄ RAMP 16A
PI 1+00.36
PC 0+00.00
PT 2+00.57
Δ 5° 36′ 21″ (LT)
D 2° 47′ 42″
L 200.57′
T 100.36′
R 2,050.00′
S.E. 3.2%

KINGSGATE DR.

NORTHGATE

DARLINGTON

℄ CORLYN

POT STA 3+70.76

S 14° 07′ 49″ W

+07.20 LT., NO SKEW
5% TYPE 3 W=54′
SURFACE CONCRETE
18" GROUP C PIPE

+90.83 LT., 15°10′ L.A.
3% TYPE 3 W=28′
SURFACE CONCRETE
18" GROUP C PIPE

STA 4+25.00 ℄ RAMP 16A =
STA 4+25.00 ℄ RAMP 16B, 18′ LT.

+50.10
180′

SAWCUT

EXIST. R/W

S.L.

+50.26
150′

PC STA 227+00.05

S 17° 21′ 14″ W

6" CURB

MSE WALL #A6921

PT STA 7+83.55 ℄ RAMP 16B =
STA 229+23.00 ℄ RTE. 367, 47′ LT.

C.T. BARR.

MSE WALL #A6921

MATCH LINE STA. 226+00

℄ RAMP 16B

14′ X 10′ RCB
DA = 629 ACRES
Q_{25} = 1346 CFS
DRW = 505.48′
OVERTOPPING FLOOD>100 YR

18" DIP

SAWCUT/REMOVE & REPLACE
24 SQ. YD. PAVED DITCH

MSD #09F2-150S

TYPE 1 ROCK BLANKET
AND TYPE C EROSION
CONTROL BLANKET

REMOVE & REPLACE
30′ OF FENCE

4′ F.B.D.

PT STA 231+00.05

PC STA 5+71.16

C.E.T.

4′ X 12′ X 20′
ROCK LINING
2 CU. YD.

CONCRETE SLOPE
PROTECTION

℄ RTE. 367

PC STA 0+00.00 ℄ RAMP 15A =
228+65.89 ℄ RTE. 367, 47′ RT.

℄ RAMP 15A

PT STA 2+09.76

NEW POLE
STA 226+04. 39′ RT.

TEMPORARY
EASEMENT
(CONSTRUCTION)

PC STA 228+43.66

+20.24 RT., NO SKEW
5% TYPE 3 W=63′
SURFACE ASPHALT

+19.92 RT., NO SKEW
1% TYPE 3 W=18′
SURFACE ASPHALT

MSD #09F2-149S
EXIST. R/W

PT STA 232+36.99

+56.81 RT., NO SKEW
5% TYPE 4 W=20′
SURFACE CONCRETE

4′ X 12′ X 20′
ROCK LINING
9 CU. YD.

SAWCUT

+96.62 RT., NO SKEW
1% TYPE 4 W=20′
SURFACE CONCRETE

EXIST. R/W

+66.69 RT. 6°50′ R.A.
2% TYPE 3 W=30′
SURFACE ASPHALT

TEMPORARY
EASEMENT
(CONSTRUCTION)

+99.21 RT., NO SKEW
1% TYPE 3 W=29′
SURFACE ASPHALT

PT STA 238+75.83

℄ OUTER RD. WEST (BENHAM)

S 18° 06′ 14″ W

PC STA 235+57.50

℄ RAMP 15B

PT STA 6+71.48 ℄ RAMP 15B =
STA 235+34.35 ℄ O.R. WEST, 24′ LT.

PC STA 4+68.17

℄ OUTER RD. EAST (LUSHER)

S 15° 21′ 14″ W

PC STA 0+00.00 ℄ RAMP 16A =
STA 237+03.95 ℄ O.R. EAST, 24′ RT.

PT STA 2+00.57

℄ RAMP 16A

MSE WALL #A6922

MATCH LINE STA. 240+00

STA 4+15.00 ℄ RAMP 15A =
STA 4+15.00 ℄ RAMP 15B, 18′ RT.

ROUNTREE

ARMITAGE

CHAPEL OF THE CROSS
A LUTHERAN CORP.

℄ O.R. WEST (BENHAM)
PI 230+40.40
PC 228+43.66
PT 232+36.99
Δ 3° 55′ 56″ (RT)
D 0° 59′ 59″
L 393.33′
T 196.74′
R 5,731.06′
S.E. NC

℄ O.R. WEST (BENHAM)
PI 237+16.71
PC 235+57.50
PT 238+75.83
Δ 3° 10′ 56″ (LT)
D 0° 59′ 59″
L 318.33′
T 159.21′
R 5,731.37′
S.E. NC

℄ RAMP 15A
PI 1+05.13
PC 0+00.00
PT 2+09.76
Δ 9° 36′ 53″ (RT)
D 4° 35′ 01″
L 209.76′
T 105.13′
R 1,250.00′
S.E. 3.9%

℄ RAMP 15B
PI 5+69.91
PC 4+68.17
PT 6+71.48
Δ 5° 40′ 56″ (LT)
D 2° 47′ 42″
L 203.31′
T 101.74′
R 2,050.00′
S.E. 3.2%

SCALE
0 50 100 150

– OBLITERATE EXISTING PAVEMENT
(SEE 2B SHEETS FOR OBLITERATION LIMITS)

MSD P-25206
BASE MAP # 8F AND 9F

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ROUTE	STATE	DISTRICT	SHEET NO.
367	MO	6	17
JOB NO. J6U1085B			
CONTRACT ID			
PROJECT NO.			
COUNTY ST. LOUIS			

STATE OF MISSOURI
TIM ROGACZEWSKI NUMBER EN-028189 REGISTERED PROFESSIONAL ENGINEER
DATE 3/7/05

HDR Engineering, Inc.

T47N-R7E

℄ CORLYN CUL-DE-SAC
PI 1+19.81
PC 0+79.87
PRC 2+07.41
Δ 251° 58′ 10″ (LT)
D 197° 34′ 18″
L 127.53′
T 39.94′
R 29.00′
S.E. RC

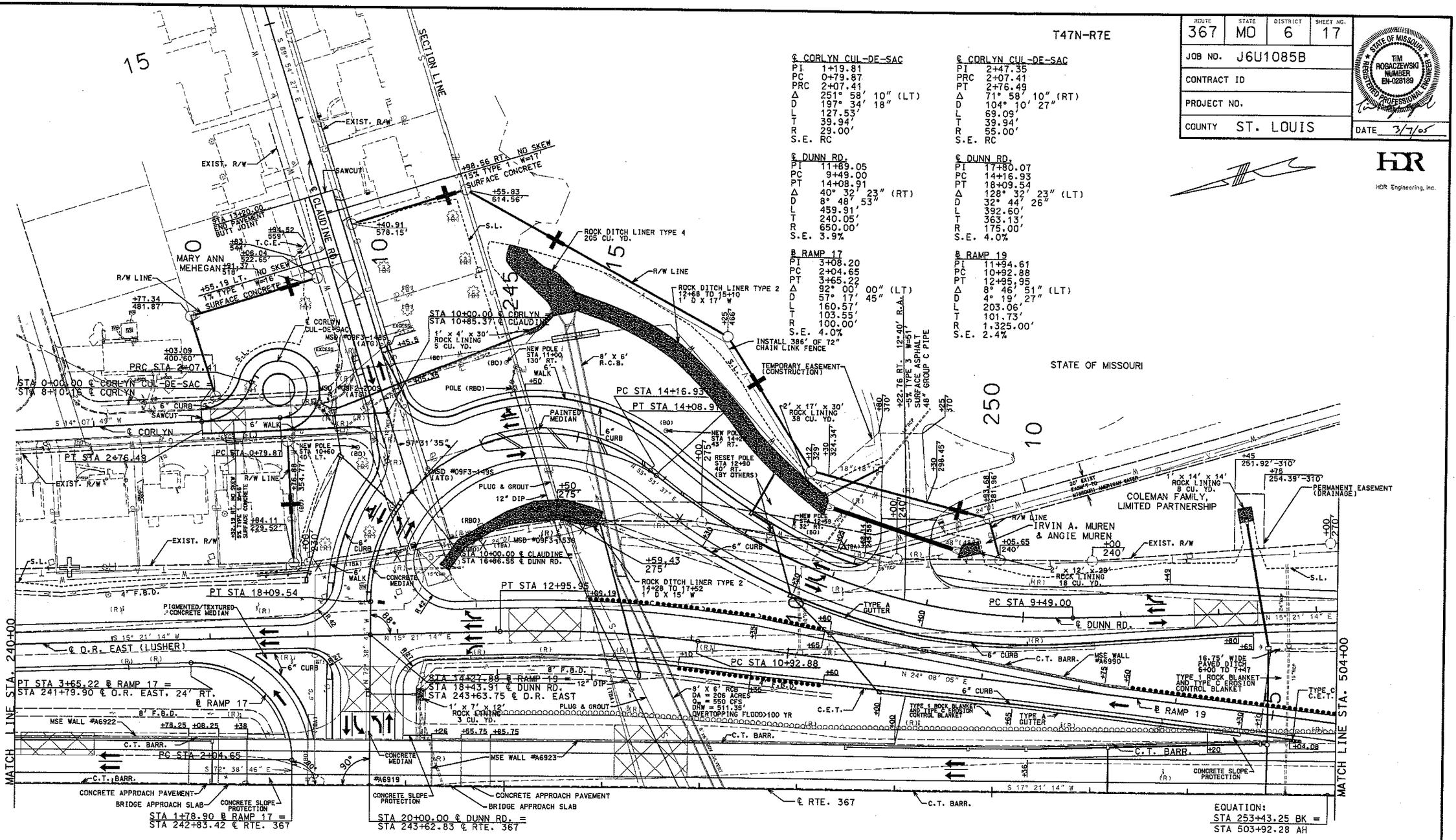
℄ DUNN RD.
PI 11+89.05
PC 9+49.00
PT 14+08.91
Δ 40° 32′ 23″ (RT)
D 8° 48′ 53″
L 459.91′
T 240.05′
R 650.00′
S.E. 3.9%

℄ RAMP 17
PI 3+08.20
PC 2+04.65
PT 3+65.22
Δ 92° 00′ 00″ (LT)
D 57° 17′ 45″
L 160.57′
T 103.55′
R 100.00′
S.E. 4.0%

℄ CORLYN CUL-DE-SAC
PI 2+47.35
PRC 2+07.41
PT 2+76.49
Δ 71° 58′ 10″ (RT)
D 104° 10′ 27″
L 69.09′
T 39.94′
R 55.00′
S.E. RC

℄ DUNN RD.
PI 17+80.07
PC 14+16.93
PT 18+09.54
Δ 128° 32′ 23″ (LT)
D 32° 44′ 26″
L 392.60′
T 363.13′
R 175.00′
S.E. 4.0%

℄ RAMP 19
PI 11+94.61
PC 10+92.88
PT 12+95.95
Δ 8° 46′ 51″ (LT)
D 4° 19′ 27″
L 203.06′
T 101.73′
R 1,325.00′
S.E. 2.4%



SCALE
0 50 100 150

MSD P-25206
BASE MAP # 8F AND 9F

PROPOSED 16412 ft² MSE WALL #A6922

PROPOSED BRIDGE #A6919
STA. 243+62.83
CONTINUOUS COMPOSITE PLATE GIRDER SPANS
81', 114' SPANS

PROPOSED 2550 ft² MSE WALL #A6990

PROPOSED 17556 ft² MSE WALL #A6923

– OBLITERATE EXISTING PAVEMENT (SEE 2B SHEETS FOR OBLITERATION LIMITS)

PROPOSED 16412 ft² MSE WALL #A6922

PROPOSED BRIDGE #A6919
STA. 243+62.83
CONTINUOUS COMPOSITE PLATE GIRDER SPANS
81', 114' SPANS

PROPOSED 17556 ft² MSE WALL #A6923

PROPOSED 2924 ft² MSE WALL #A6991

T47N-R7E

ROUTE	STATE	DISTRICT	SHEET NO.
367	MO	6	18

JOB NO. J6U1085B

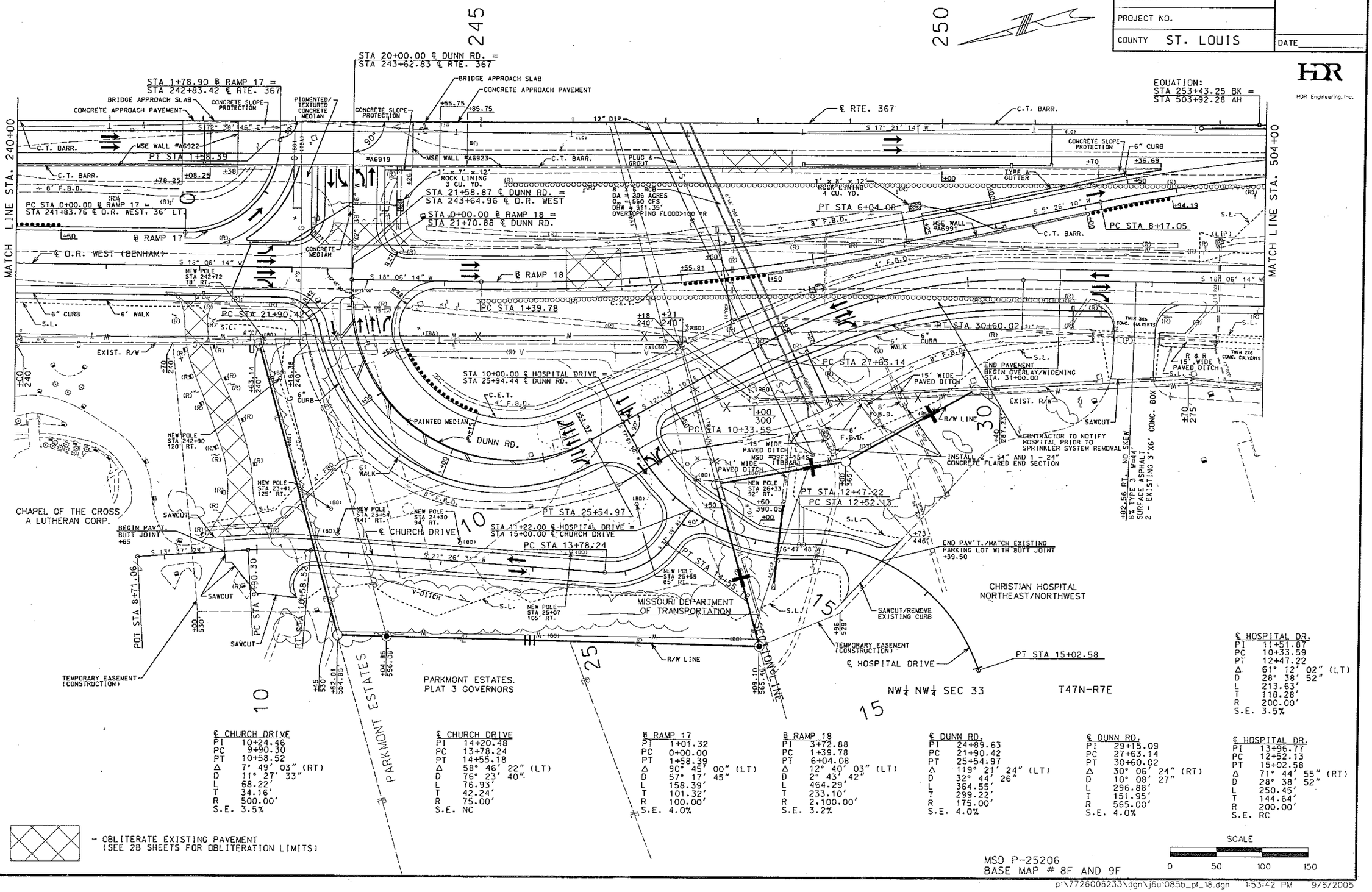
CONTRACT ID

PROJECT NO.

COUNTY ST. LOUIS

DATE

HDR Engineering, Inc.



℄ CHURCH DRIVE	
PI	10+24.46
PC	9+90.30
PT	10+58.52
Δ	7° 49' 03" (RT)
D	11° 27' 33"
L	68.22'
T	34.16'
R	500.00'
S.E.	3.5%

℄ CHURCH DRIVE	
PI	14+20.48
PC	13+78.24
PT	14+55.18
Δ	58° 46' 22" (LT)
D	76° 23' 40"
L	76.93'
T	42.24'
R	75.00'
S.E.	NC

℄ RAMP 17	
PI	1+01.32
PC	0+00.00
PT	1+58.39
Δ	90° 45' 00" (LT)
D	57° 17' 45"
L	158.39'
T	101.32'
R	100.00'
S.E.	4.0%

℄ RAMP 18	
PI	3+72.88
PC	1+39.78
PT	6+04.08
Δ	12° 40' 03" (LT)
D	2° 43' 42"
L	464.29'
T	233.10'
R	2,100.00'
S.E.	3.2%

℄ DUNN RD.	
PI	24+89.63
PC	21+90.42
PT	25+54.97
Δ	119° 21' 24" (LT)
D	32° 44' 26"
L	364.55'
T	299.22'
R	175.00'
S.E.	4.0%

℄ DUNN RD.	
PI	29+15.09
PC	27+63.14
PT	30+60.02
Δ	30° 06' 24" (RT)
D	10° 08' 27"
L	296.88'
T	151.95'
R	565.00'
S.E.	4.0%

℄ HOSPITAL DR.	
PI	11+51.87
PC	10+33.59
PT	12+47.22
Δ	61° 12' 02" (LT)
D	28° 38' 52"
L	213.63'
T	118.28'
R	200.00'
S.E.	3.5%

℄ HOSPITAL DR.	
PI	13+96.77
PC	12+52.13
PT	15+02.58
Δ	71° 44' 55" (RT)
D	28° 38' 52"
L	250.45'
T	144.64'
R	200.00'
S.E.	RC

- OBLITERATE EXISTING PAVEMENT (SEE 28 SHEETS FOR OBLITERATION LIMITS)

MSD P-25206
BASE MAP # 8F AND 9F

SCALE 0 50 100 150

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Date: 5/14/2007

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

CHANGE ORDER

Change Order No. 065
Contract ID 050520-607
Route 367
County St. Louis
Change Order Type Resident Engineer

TO 0010306 Fred Weber, Inc. Contractor

YOU ARE HEREBY DIRECTED TO MAKE THE FOLLOWING CHANGES FROM THE CONTRACT:

ESTIMATE OF COST OF WORK AFFECTED BY THIS CHANGE ORDER

PROJECT NUMBER	LINE ITEM NUMBER	ITEM CODE	CATEGORY NUMBER	DESCRIPTION	UNITS	UNITS PREVIOUSLY PROVIDED FOR	UNITS TO BE CONSTRUCTED	UNITS OVERRUN, UNDERRUN, CONTINGENT	CONTRACT OR AGREED UNIT PRICE	AMOUNT OF OVERRUN OR PLUS CONTINGENT	AMOUNT OF UNDERRUN OR MINUS CONTINGENT
J6U1085B	1390	8031000A	0001	TURF TYPE TALL FESCUE SODDING	SQYD	81997.000	82763.000	766.000	$3.5000	$2,681.00	
	7089	9039902	0001	MISC. HIGHWAY SIGNING FLEXIBLE DELINEATOR UNUSED MATERIAL PURCHASE	EA	0.000	1916.950	1916.950	$1.0000	$1,916.95	
J6U1085C	4820	8031000A	0001	TURF TYPE TALL FESCUE SODDING	SQYD	43761.000	43961.000	200.000	$3.5000	$700.00	
	7152	9039902	0001	MISC. HIGHWAY SIGNING FLEXIBLE DELINEATOR UNUSED MATERIAL PURCHASE	EA	0.000	1073.150	1073.150	$1.0000	$1,073.15	
									Totals	**$6,371.10**	

SETTLEMENT FOR COST OF THE ABOVE CHANGE TO BE MADE AT CONTRACT UNIT PRICES, EXCEPT AS NOTED:

CONTRACT AMOUNT		$44,958,167.97
OVERRUN THIS ORDER	$6,371.10	
OVERRUN PREVIOUS ORDERS	($271,375.67)	
TOTAL OVERRUN TO DATE		($265,004.57)
TOTAL		$44,693,163.40

THE TERMS OF SETTLEMENT OUTLINED ABOVE ARE HEREBY AGREED TO:

0010306 Fred Weber, Inc.
CONTRACTOR

BY _____ _____
DATE

_____ _____
APPROVED RESIDENT ENGINEER DATE

Date: 12/11/2007

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

CHANGE ORDER

Change Order No. 015
Contract ID 060929-604
Route 367
County St. Louis
Change Order Type Resident Engineer

TO 0010583 Gershenson Construction Co. In Contractor

YOU ARE HEREBY DIRECTED TO MAKE THE FOLLOWING CHANGES FROM THE CONTRACT:

ESTIMATE OF COST OF WORK AFFECTED BY THIS CHANGE ORDER

PROJECT NUMBER	LINE ITEM NUMBER	ITEM CODE	CATEGORY NUMBER	DESCRIPTION	UNITS	UNITS PREVIOUSLY PROVIDED FOR	UNITS TO BE CONSTRUCTED	UNITS OVERRUN, UNDERRUN, CONTINGENT	CONTRACT OR AGREED UNIT PRICE	AMOUNT OF OVERRUN OR PLUS CONTINGENT	AMOUNT OF UNDERRUN OR MINUS CONTINGENT
J6U1085	0340	6053030A	0001	PIPE AGGREGATE PAVEMENT EDGE DRAIN	LF	3813.000	4416.000	603.000	$6.9400	$4,184.82	
	0350	6061010	0001	GUARDRAIL TYPE A	LF	4198.500	4199.000	0.500	$19.5000	$9.75	
	0440	6081000	0001	CONCRETE MEDIAN	SQYD	15.300	11.800	-3.50	$140.6000		($492.10)
	0450	6081010	0001	CONCRETE CURB RAMP	SQYD	136.400	109.400	-27.00	$100.0000		($2,700.00)
	0500	6089905	0001	MISC. PIGMENTED TEXTURED 4 IN. CONCRETE MEDIAN	SQYD	406.900	315.500	-91.40	$56.8000		($5,191.52)
	0510	6091010	0001	CONCRETE CURB (6 IN. HEIGHT AND UNDER) TYPE S	LF	3717.000	3644.000	-73.00	$19.3700		($1,414.01)
	0530	6092011	0001	INTEGRAL CURB (6 IN. HEIGHT AND UNDER) TYPE A	LF	3277.000	4100.000	823.000	$11.1100	$9,143.53	
	0550	6092014	0001	INTEGRAL CURB TYPE N	LF	239.000	154.000	-85.00	$16.9200		($1,438.20)
	0570	6096020	0001	FURNISHING TYPE 2 ROCK DITCH LINER	CUYD	708.000	1279.000	571.000	$35.1200	$20,053.52	
	0590	6096042	0001	PLACING TYPE 2 ROCK DITCH LINER	CUYD	708.000	1279.000	571.000	$18.6500	$10,649.15	
	0630	6099903	0001	MISC. OPTIONAL CURB	LF	3385.000	3302.000	-83.00	$11.7100		($971.93)
	0670	6123000	0001	TRUCK MOUNTED ATTENUATOR (TMA)	EA	2.000	1.000	-1.00	$8000.0000		($8,000.00)
	0800	6161005	0001	CONSTRUCTION SIGNS	SQFT	3100.000	3006.000	-94.00	$8.5000		($799.00)
	0930	6191000	0001	PAVEMENT EDGE TREATMENT	LF	39120.000	2033.000	-37087.00	$2.2000		($81,591.40)
	0990	6205301B	0001	PREFORMED REMOVABLE MARKING TAPE 4 IN., WHITE	LF	3332.000	3330.000	-2.00	$1.1000		($2.20)
	1000	6205303B	0001	PREFORMED REMOVABLE MARKING TAPE 4 IN., YELLOW	LF	1508.000	1510.000	2.000	$1.1000	$2.20	
	1010	6205900	0001	4 IN. WHITE HIGH BUILD ACRYLIC WATERBORNE PAVEMENT MARKING PAINT	LF	32637.000	32640.000	3.000	$0.3500	$1.05	
	1020	6205901	0001	4 IN. YELLOW HIGH BUILD ACRYLIC WATERBORNE PAVEMENT MARKING PAINT	LF	21642.000	21640.000	-2.00	$0.3500		($0.70)
	1190	6240103A	0001	PERMANENT EROSION CONTROL GEOTEXTILE	SQYD	1917.000	3702.000	1785.000	$3.5000	$6,247.50	
	1530	8061016	0001	SEDIMENT REMOVAL	CUYD	270.000	118.000	-152.00	$50.0000		($7,600.00)
	1560	8061022	0001	TYPE II DITCH CHECK	EA	97.000	71.000	-26.00	$97.0000		($2,522.00)
	1600	5021310	0002	CONCRETE PAVEMENT (10 IN. NON-REINFORCED 15 FT. JOINTS)	SQYD	42246.900	42014.000	-232.90	$38.3400		($8,929.39)
	1780	9016110	0020	PULL BOX, PREFORMED CLASS 1	EA	29.000	28.000	-1.00	$1107.0000		($1,107.00)
	1930	9022715	0030	POST, SIGNAL 15 FT. OR 4.6 M	EA	1.000	2.000	1.000	$824.0000	$824.00	
	2130	9029902	0030	MISC. 6 X 6 LOOP DETECTOR	EA	10.000	8.000	-2.00	$932.0000		($1,864.00)
	2580	9108406	0050	WIRE, 6 AWG, BARE NEUTRAL	LF	624.000	842.000	218.000	$2.2500	$490.50	
	5004	6122030	0001	IMPACT ATTENUATOR (RELOCATION)	EA	4.000	2.000	-2.00	$500.0000		($1,000.00)

CONTRACT AMOUNT		$15,598,220.00
OVERRUN THIS ORDER	($73,911.23)	
OVERRUN PREVIOUS ORDERS	($308,960.81)	
TOTAL OVERRUN TO DATE		($382,872.04)
TOTAL		$15,215,347.96

THE TERMS OF SETTLEMENT OUTLINED ABOVE ARE HEREBY AGREED TO:

0010583 Gershenson Construction Co. Inc.

CONTRACTOR

BY _____ _____

DATE

_____ _____

SUBMITTED RESIDENT ENGINEER DATE

_____ _____

APPROVED - DISTRICT ENGINEER DATE

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

CHANGE ORDER

TO 0010583 Gershenson Construction Co. In Contractor

YOU ARE HEREBY DIRECTED TO MAKE THE FOLLOWING CHANGES FROM THE CONTRACT:

Change Order No. 015
Contract ID 060929-604
Route 367
County St. Louis
Change Order Type Resident Engineer

PROJECT NUMBER	LINE ITEM NUMBER	ITEM CODE	CATEGORY NUMBER	DESCRIPTION	UNITS	UNITS PREVIOUSLY PROVIDED FOR	UNITS TO BE CONSTRUCTED	UNITS OVERRUN, UNDERRUN, CONTINGENT	CONTRACT OR AGREED UNIT PRICE	AMOUNT OF OVERRUN OR PLUS CONTINGENT	AMOUNT OF UNDERRUN OR MINUS CONTINGENT
J6U1085	5013	6061011A	0001	GUARDRAIL TYPE A, 7 FT. POST, 3 FT - 1.5	LF	3087.500	3088.000	0.500	$33.6000	$16.80	
	5022	6079902	0001	MISC. FENCING FENCE POST FOOTINGS IN ROCK FILL	EA	95.000	79.000	-16.00	$74.7400		($1,195.84)
	5029	7061060	0073	REINFORCING STEEL (BRIDGES) ADDITIONAL STEEL	LB	0.000	1130.000	1130.000	$0.4480	$506.24	
	5030	9020113	0030	SIGNAL HEAD, TYPE 3T	EA	0.000	1.000	1.000	$779.0000	$779.00	
									Totals	**$52,908.06**	**($126,819.29)**

MoDOT PROJECTS
2008 APPLICATION FORM
(required for each entry)

Job No. J6U1085 A, B, C **Route** 367 **County** North St. Louis

STIP Description (Scoping or Construction, state which STIP) Route 367 freeway reconstruction

Is the submittal for the entire project or just a portion of the project? Please explain: This submittal is for the entire Route 367 corridor.

Project Manager (could have both) **MoDOT** Larry Burke, P.E. **Consultant** Barry Rolle, P.E.

Key core team members as approved by the MoDOT PM (may include consultants) (limit of 9)

Bill Schnell - MoDOT	Jim Smith - MoDOT	Tim Rogaczewski - HDR
Larry Burke - MoDOT	Stan Ermeling - MoDOT	Mike Ecker - HDR
Steve Lockett - MoDOT	Barry Rolle - HDR	Kevin Kriete - HDR

Project Contacts: **District** Larry Burke – D6 **Consultant** Barry Rolle - HDR

Project Budget:

Conceptual budget $ **Initial STIP Budget** $ 87.2 million

Final STIP budget $ **Award amount** $ 60,556,387

Other : Final cost $59,908,510

Value Engineering study during design? yes **X** no ☐ (if yes) **Project Stage** Preliminary Design

Total VE savings implemented $ 10,850,000 **VE Contact Person** Barry Rolle

Construction-stage VE (VECP)? Yes **X** no ☐ (if yes) **Explain** Reducing MSE walls, using lightweight fill in lieu of replacing box culverts. Implementing Type A shoulders during construction, etc.

Total VECP savings $ 647,876 **VECP Contact Person** Kevin Fuller, CMT

Overall VE savings for the Route 367 Corridor $11,984,476

What would make this entry stand out from the rest of the entries when considering MoDOT's practical design philosophy? (In layman's terms - 100 words or fewer) After the preliminary design phase, it was noted to deviate from the original MTIA concept to recognize significant cost savings. It was also noted that construction bids are best when little or no conflicts of utilities exist during procurement. Therefore, a concentrated effort was made to move existing utilities or design around them prior to bidding. This project also broke new ground with several innovative specifications. Such as a new pavement smoothness specification (which the project won National Silver Award at the PCCP Pavement Conference). The project had a traffic management specification which included a PTOE to be on staff during the project which is now a model on how to do projects in the state. It also included that the Community Action Group be a part of this project entirely through construction to ensure the public that they are a part of the project. St. Louis County Government recently passed a resolution at the December 18th meeting that Route 367 is a great project. A rare move and is probably a first for MoDOT.

Send entries to: MoDOT Design Division, ATTN: Jay Bestgen
1320 Creek Trail Dr., Jefferson City, Missouri 65109