I-435 South Loop Link Design-Build Project
Project Location
Awarded as the Best Value Proposer
Project Goals

1. Deliver the project utilizing a diverse workforce by May 1, 2020 within the program budget of $74.8 million.

2. Minimize impacts to the traveling public during construction.


Both quality control and quality assurance are administered by Radmacher.

Radmacher has chosen to utilize a third party testing corporation, Geotechnology Inc., to complete all quality testing.
Quality Verification

- MoDOT provides quality verification as agency acceptance.
- Inspection and Testing Plan is modified to include testing rates at which MoDOT will verify that quality is being met on the project (typically 10% of the QA testing rate).
Acceptance

- No pay factors
- Concrete pavement is accepted on satisfactory test results and pavement smoothness.
Acceptance

- We have adopted an existing JSP allowing concrete pavement to be open to traffic at 2500 psi
- This was done in efforts to accelerate the schedule and minimize impacts to the public during specific phases of concrete paving.

Paving concrete mixture shall obtain a compressive strength of 2,500 pounds per square inch prior to opening to traffic. When opening to traffic at a compressive strength of 2500 pounds per square inch type III cement and chloride based accelerators shall not be used.
Work Zone Constraints
Phase 1B – August 2018 to October 2018

1. Continue Phase 1 bridge construction
2. Move ramps to new ramp pavement
3. Construct remainder of ramp width
Phase 2 – November 2018 to May 2019
1. Move 2 lanes of traffic to the new outside lanes
2. Leave 2 lanes of traffic adjacent to the median barrier
3. Construct the new lanes between the travel lanes
Phase 3 – May 2019 to September 2019

1. Move all 4 lanes to new pavement (outside)
2. Construct median pavement
3. Construct median side of bridges
Concrete Overlay

- UBAWS - 3/4"
- A.C. - 6¾"
- Blt, Sta, Base - 5"
- Agg. Base - 7"
- UBAWS - 3/4"
- SP125BSM - 1 1/4"
- A.C. - 3"
- PCCP - 10"
- Agg. Base - 4"
- UBAWS - 3/4"
- UBAWS - 3/4"
- SP125BSM - 1 1/4"
- A.C. - 3"
- PCCP - 10"
- Agg. Base - 5"
- UBAWS - 3/4"
- Blt, Sta, Base - 5"
- Agg. Base - 7"
- **RFP New Pavement Section**
  1. 6” Agg Base
  2. 11” PCCP
  3. 1.25” dowels at 15’ o/c
  4. 30” tie bars at 30” o/c

- **RBE Overlay Section**
  1. Existing UBAWS interlayer
  2. 8.5” PCCP
  3. 1.5” dowels at 12’ o/c
  4. 18” tie bars at 24” o/c
Not all Design-Builds are created equal but its still the People that make all the difference!