

Connections

December 2005

AMBER Alert

MoDOT Working to Save Lives

by Melissa Black and Sandy Hentges

When a child is kidnapped, providing the public with urgent and timely information may be a matter of life or death. That is why we participate in the AMBER Alert Plan, designed to quickly spread emergency information through all possible means in hopes of saving lives.

We recently received a \$400,000 grant from the Federal Highway Administration to implement our portion of the plan. With the FHWA funds and \$100,000 in state money, we'll add several changeable message boards on Interstates 70 and 44 to increase emergency communication.

"These additional message boards will not only be used for AMBER Alert situations, but to also help with the overall management of the traffic system and motorist communications," said Eileen Rackers, state traffic engineer. "They'll really become an invaluable part of our overall traveler information program, helping motorists every day in some areas of our system."

MoDOT joined the AMBER Alert program several years ago and continues to work with other agencies to establish a set of procedures in the event of an abduction. The plan was created in 1996 following the abduction and brutal murder of nine-year-old Amber Hagerman in Arlington, Texas. The purpose of the plan is to provide a rapid response to the most serious child abduction cases.

MoDOT Using Cell Phones to Make Roads Safer

by Melissa Black and Sandy Hentges

MoDOT may soon be a world leader in using cell phone data to help manage the transportation system and make it safer. The department is currently negotiating a contract to use cell phones to obtain statewide traffic data - including travel time and average speed - on 5,500 roadway miles.

"We're really excited to be one of the first to use this kind of technology," said Eileen Rackers, state traffic engineer. "We'll be a worldwide leader in using cell phone technology to manage our system, make the roads safer and improve traffic flow and motorist communication."

MoDOT hopes to finalize the contract and begin receiving the data statewide after the first of the year. This information will help the department make the transportation system more safe and efficient by:

- providing advance warning of traffic delays, using messages boards, Web sites and radio announcements;
- giving travelers useful information about travel times on major routes;
- detecting and responding to emergency incidents and work zone delays quicker; and
- identifying areas of congestion where resources should be directed.

"MoDOT will not be receiving any information on individual users," Rackers said. "We'll only see reports full of



MoDOT will soon be using cell phone technology to get traffic data statewide.

anonymous data, such as average speeds and travel times, which we'll use to monitor traffic flow."

Vehicle speeds are calculated by using the time it takes a cell phone signal to bounce from one tower to the next. Cell phones need not even be in use. Data can be obtained just by having them turned on. Differences in speeds can indicate

congestion, incidents, delays and other problems on the system.

There will also be no roadside tracking devices to install and maintain. This will mean fewer obstacles and work zones, which saves MoDOT time and resources and helps motorists navigate the roads more quickly and efficiently.

"Overall, this system will be cheaper and faster than traditional detection. This project will cost about \$6 million, where it would take more than \$30 million to install traffic detectors to cover the same area," Rackers said.



Making Connections

Connections is now available online at www.modot.org. Click on News & Information.

Connections informs MoDOT employees - present and past - of agency events and news across the state. Divided into statewide and district news, Connections lets MoDOT employees know what's going on from St. Joseph to Sikeston.

MoDOT Provides Aid to Hurricane Victims in Historic First

Seven employees made MoDOT history when they traveled to southern Florida on Nov. 14 to help with hurricane relief efforts. It's the first time a MoDOT crew has assisted with any out-of-state disaster relief.

The crew, made up of Traffic employees from the districts and Central Office, worked to repair more than 2,800 traffic signals that were out of service in Broward County, Fla. due to damage from

Hurricane Wilma. To aid the process, the workers took the department's Mobile Emergency Response Vehicle and trailer, three bucket trucks and a cargo trailer filled with supplies.

Those making the journey were John Diggs, Central Office Traffic communications coordinator; Chris Weikel and John Bickel, District 4; Miguel Noriega and Larry Layton, District 6; and Larry Dill and Patrick Turner, District 8. Noriega

and Layton are assistant electricians, and Dill, Turner, Weikel and Bickel are senior electricians.

The Missouri State Emergency Management Agency will use federal funds to reimburse MoDOT for the employees' expenses.

The crew members volunteered for the mission to help the people who have been

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Human Resources staffer checks sites for accessibility



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District 1 unveils signs for Shain Creek



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Route 94 sports two new spans



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District 9 says thanks to employees

Some Missourians Seeing Red

by Melissa Black and Sandy Hentges

Some motorists in Arnold may be seeing red these days when they receive a ticket for running a red light, thanks to new red-light cameras installed in October. Recently, Arnold became the first Missouri city to install red-light running cameras at four intersections, chosen for their high accident rates.

According to the Insurance Institute for Highway Safety, red-light running is a leading cause of urban traffic crashes in the country. Nationwide, hundreds of people are killed each year and thousands more are injured in red-light-running traffic crashes. In Missouri in 2004, there were 10 fatalities and

However, MoDOT has no financial interest in the revenues generated from red-light running tickets.”

According to the Blueprint, intersection crashes are listed as the fifth-largest cause of deaths on Missouri roadways, and they’re the third largest cause of injuries. Research shows red-light running violations decrease significantly at both monitored and non-monitored intersections in cities or areas with installed cameras.

Arnold passed an ordinance allowing the city to install and enforce red-light cameras. The city approached the department and asked permission to

install them at state intersections, but they contracted with a private company to install and maintain the cameras. MoDOT’s role is to have engineer-



Arnold is the first Missouri city to use red-light running cameras.

hundreds more injured due to red-light running.

“MoDOT supports any measure that is proven to increase safety and prevent injuries and deaths on our roads,” said Don Hillis, director of System Management. “Red-light cameras also are listed as a strategy to reduce intersection crashes in the Blueprint for Safer Roadways, a plan MoDOT is committed to.



ing staff review the signal timing at any intersection being targeted for automated enforcement. This includes a review of the intersection clearance timing to ensure it is accurate.

Red-light running cameras also allow for red-light violation enforcement without endangering the officer or the general public because officers don’t have to pull over a violator.

An automated enforcement system is composed of a detection device (like radar or video), a microprocessor and a camera. The cameras link to traffic signals and photograph license plates of red-light runners. Only vehicles that enter an intersection after the light has turned red are photographed. The

camera can record the date, time of day, time elapsed since beginning of red signal and the vehicle speed. The images then are sent to local law-enforcement officials who review them and issue citations when it’s clear that a vehicle ran a red light.

Intersections with red-light running cameras are appropriately signed with “Photo Enforced” plaques in advance of the signal. Sixteen other states allow the use of red-light cameras.

Detection Cameras Provide Traffic Volume Data

Some motorists think they see red-light cameras at other intersections around the state, but these are actually video-detection cameras.

In addition to sensors placed under the pavement (called loops), MoDOT also uses video cameras at signalized intersections, attached to the traffic signal arms. These cameras focus on your vehicle as it moves toward the intersection. As your vehicle enters defined areas or “zones” within the camera’s field of view, the camera’s processor detects a change in the “zone.” This data is sent to the traffic signal’s controller (the computerized “brain” housed in a nearby metallic cabinet controlling the intersection’s timing) that says a vehicle is requesting green time for its direction.

Cameras are now the most cost-effective way of performing vehicle detection. Placing sensors in the pavement becomes very costly because they have

to be replaced every time any roadwork is performed.

Video detection cameras, like most electronics, have seen their costs steadily drop since the technology was first introduced. Camera processors, like all computers, have increased their capability as prices drop. They are installed above the road’s surface, usually away from the traffic flow. The pavement remains undisturbed and is capable of lasting longer. When cameras or processors fail, they are easily and quickly replaced without a great disturbance in traffic flow.

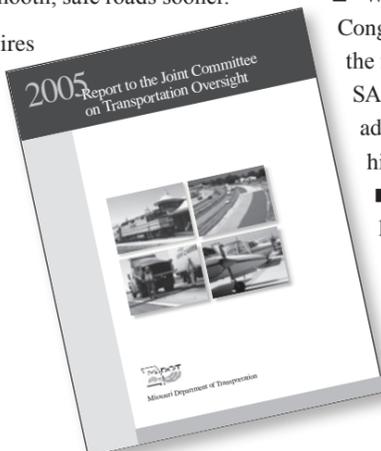
Video-detection cameras do not provide constant surveillance or archive the images. The camera view is a fixed focus, fixed location image (there is no zooming or moving the cameras once they are installed). The image is analyzed by the camera processor only for the simple presence of vehicles within defined areas or “zones.” The resolution of the image by these detection cameras is not good enough to read license plates or distinguish any facial features.

MoDOT Issues Annual Report to Legislature

Missourians are getting smoother, safer roads sooner thanks to additional funding from the passage of Amendment 3. That’s the message Missouri Department of Transportation Director Pete Rahn sent to lawmakers in the agency’s annual report delivered Nov. 10.

“The past year has been incredible for MoDOT and transportation in Missouri, and we’re happy to have a lot of positive news to report,” said Rahn. “Thanks in large part to the passage of Amendment 3 in November 2004, we were able to get started giving Missourians what they want – smooth, safe roads sooner.”

State law requires MoDOT to submit the report to the



governor, lieutenant governor and legislators before Nov. 10 of each year. The document outlines where MoDOT’s money comes from and where it’s spent. It also lists completed and future projects and costs.

Some MoDOT highlights from the past year include:

- Implementing the Smoother, Safer, Sooner initiative that will deliver 2,200 miles of smooth road by December 2007, speed existing work and build new, major projects with revenue from Amendment 3.
- Working with Missouri’s Congressional delegation on the federal transportation bill, SAFETEA-LU, which means additional funding for critical highway and transit needs.
- Approving the largest construction program in Missouri’s history over the next five years – 866 projects totaling \$7.3 billion.
- Providing an informative, easy-

to-understand work zone map that motorists can access at www.modot.org to find out where work is in progress throughout the state.

- Implementing a new, more visible pavement marking system that will make Missouri roads safer.
- Adopting a practical approach to designing projects that will save nearly \$400 million over the next five years.
- Starting a new initiative to develop a statewide, long-range transportation plan.
- Establishing a results-based performance management system to monitor progress and show the agency is accountable.

In addition, an independent audit of the department’s financial statements gave us the highest rating possible for the sixth straight year.

A copy of the complete report can be found on our Web site at www.modot.org.

MoDOT Provides Aid to Hurricane Victims

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hit so hard by hurricanes this year. Their willingness to volunteer shows they have a strong desire to do the right thing and help people get their lives back on track.

“We are blessed to have great employees who not only do great work for Missouri’s citizens year round, but are willing to sacrifice time away from family and friends to help others in time of need,” said Don Hillis, director of System Management.

At press time, the crew was planning to return to Missouri on Nov. 23 in time to spend Thanksgiving with their families. Two of the original crew members were scheduled to team up with five new volunteers and return to Florida after the Thanksgiving holiday. They’re planning to stay until Dec. 17.

For Your Benefit

Retirees Have New Prescription Drug Option

Retirees who have Medicare as their primary health care coverage and participate in the MoDOT/MSHP Medical and Life Insurance Plan have a new prescription drug coverage option referred to as Medicare Part D. However, the coverage provided by the MoDOT plan, on average, has been determined to be at least as good as or better than the standard Medicare Part D prescription drug coverage. Here are some details you need to know:

- You don't need to enroll in a Medicare Part D program offered either directly through Medicare or through another carrier. Again, the coverage provided by our plan, on average, has been determined to be at least as good as or better than the standard Medicare Part D prescription drug coverage. This means that if you decide to continue coverage under our plan you can ignore the advertising you are receiving from various Medicare Part D plans and other sources. Spouses or others who are not enrolled in our plan should con-

tact their plan to see what options they have.

- If you are currently on Medicare and enrolled in our plan, you will not need to make any changes in your coverage to maintain your current level of prescription drug coverage in 2006.

- If you enroll in Medicare prescription drug coverage through another carrier, you and any dependents who are covered under your membership will no longer be eligible to participate in our plan for either prescription drug or other medical coverage. That's because our plan premium includes both medical and prescription drugs.

- Medicare provides additional information about the Medicare Part D benefit in their Medicare and You 2006 handbook. You can also visit the Medicare Web site at www.medicare.gov or call Medicare at 1-800-MEDICARE (1-800-633-4227)

For more information about our plan, call Employee Benefits staff at 1-877-863-9406.

New Group To Promote Practical Design

Better. Faster. Cheaper.

That's the motive driving our efforts to give our customers what they want. One way we're doing that is through Practical Design, which allows us to customize projects to fit specific needs, rather than apply generic standards across the board. The money saved will fund additional projects.

We've created a new group called Engineering Policy to promote Practical Design. Chief Engineer Kevin Keith has moved this group, comprised of nine employees from Standards, out of Design to a position that reports directly to him.

The group, led by Joe Jones, technical support engineer, has identified MoDOT's "cost drivers" - the relatively

few items involved in grading, paving, right of way, bridges and so forth that determine 80 percent of project costs. The group is working to provide guidelines that incorporate the Practical Design theory for these cost drivers.

Engineering Policy's primary long-term goal is to produce a single electronic manual streamlining all MoDOT policies and guidelines that pertain to road and bridge projects and operations. Users will be able to obtain integrated, up-to-date information about everything from planning to guardrails to maintenance.

"Engineering policy will apply to anyone from Maintenance to Design," said Jones. "Our goal is to facilitate guidelines for all groups and bring them into one electronic source."



Members of the new Engineering Policy group discuss ways to promote our Practical Design initiative. From left to right are Dan Tschirgi, Joe Jones, Tom Allen, Angie Otto and Keith Smith.

E-mail Service Reaches Out To Customers

by Matt Hiebert

Proactive.

The word means to take action. To reach out rather than respond. To initiate.

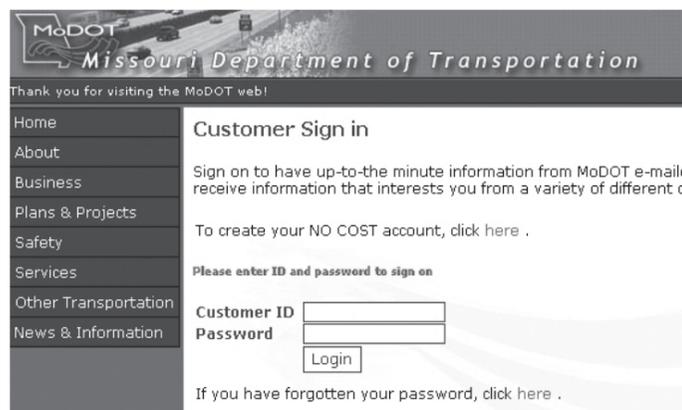
One way you see MoDOT defining the word is through the new E-update system on the department Web site. With this online subscription service, we can keep Missouri citizens informed of roadwork, public meetings, project developments or anything we want to share. It reaches out to our audience rather than expecting them to come to our Web site seeking information.

The system is easy to use. A visitor surfs to a MoDOT district site. They click on the E-update button located in the navigation panel. Once they register

their e-mail address, they can choose to be updated on any information MoDOT sends out by county, route or project.

From there, updated information is e-mailed directly to their inbox. No longer do they have to dig around looking for it. If they want to keep tabs on the Hermann Bridge project, they just need to go to the Northeast district Web site. If they want general information on all the projects in Jefferson County, they can choose that option. They can even receive updates on a statewide level.

And all the information is just a mouse click away.



Briefs

MoDOT Express Lane!

MoDOT's first e-mail newsletter, the "MoDOT Express Lane - Transportation News to You in 12 Articles or Less," was sent to hundreds of MoDOT stakeholders, including employees and retirees, on Oct. 20. This twice-monthly newsletter features the latest, most interesting news articles about department activities in a short, easy-to-read format. This is a low-cost way to provide information about transportation issues directly to anyone interested in transportation topics.

Retirement System Merger Update

Gov. Matt Blunt recently named the members of the State Retirement Consolidation Commission, which will examine the issue of consolidating the MoDOT and Patrol Employees' Retirement System with the Missouri State Employees' Retirement System. MoDOT Director Pete Rahn and Missouri Highways and Transportation Commissioner Jim Anderson will serve on the committee, which has yet to meet.

MoDOT and the commission support the consolidation of the MPERS and MOSERS retirement systems with a blended contribution rate for all its members, if the following issues are addressed:

- Current benefits to employees continue.
- MoDOT and the Patrol are able to continue their existing medical life insurance and disability benefits.
- The Missouri Highways and Transportation Commission and MoDOT are represented on the consolidated retirement board.

Employee Satisfaction Survey Results

We've received initial results from the employee satisfaction survey, and they are available on the Intranet at: <http://wwwwi/intranet/documents/Employee%20Survey.pdf>.

The firm that conducted the survey, Behavior Health Concepts, is continuing to analyze the data and in mid-December will provide a detailed interpretation of what you had to say.

The results show MoDOT has made some progress in all areas of employee satisfaction. However, the initial data confirms that pay, recognition, promotions and employee input continue to be issues that impact job satisfaction. Therefore, these are some of the areas we are trying to improve.

If you have any questions about the survey or the findings, please contact Mollie LeBlanc at 573-522-5259 or Mollie.LeBlanc@modot.mo.gov.

Strategic Advance Yields Opportunities, Strengths and Roadblocks

Forty members of MoDOT's leadership team spent Oct. 26 zeroing in on what we need to do in the next two years to make our organization successful at achieving our tangible results. They developed actions to build on strengths and minimize roadblocks.

Here are the outcomes from the Strategic Advance:

Top Eight Opportunities for MoDOT

1. Market our good things.
2. Increase public/private partnerships.
3. Increase revenue.
4. Determine what's after SRI.
5. Continue to practice Practical Design.
6. Improve relationships with external stakeholders.
7. Make a giant leap in traffic management and operations.
8. Attract and retain a workforce that takes pride in working at MoDOT.

Top Eight Strengths of MoDOT

1. Dedicated, talented and loyal employees.
2. Leadership.
3. Openness to new ideas.
4. Proven ability to deliver what we promise.
5. Success, which brings success.
6. Strong relationships with stakeholders and partners.
7. History of providing a critical function to society.
8. Success of SRI.

Top 11 Roadblocks MoDOT Needs to Overcome

1. Workforce issues such as multiple years with no pay raises.
2. Costs of projects rising over our estimates.
3. Everything is a high priority.
4. Legal constraints/inability to pass legislation.
5. Possible eminent domain reforms

6. Increased number of work zones could mean travel delays and inconvenienced drivers.
7. SRI pavement doesn't hold up.
8. Failing to fulfill our promises.
9. A system that keeps growing and continues to deteriorate.
10. We incur too much debt.
11. Arguments over funding distribution.



Cathy Morrison

Organizational Results' Margie Bramon, right, leads senior managers in a discussion on how we can achieve our tangible results.

RideShare Database Links Car Poolers

by Matt Hiebert

Remember when you complained a few years ago when gas was a buck a gallon? Ah, those were the days.

To help employees save a gallon or two, MoDOT's Human Resources and Community Relations divisions got together and came up with an Intranet site that connects commuters and offers fuel-saving tips.

By going to [wwwi](http://wwwi.intranet/cr/savemogas.htm) and following the links (or going directly to <http://wwwi.intranet/cr/savemogas.htm>) you can

get a list of tips to help stretch your mileage. You'll also find an easy-to-use database that lets you find fellow employees that are going your way. The RideShare database lets you enter your name, point of origin and destination into a list that can be viewed by other employees. If someone is using the same route you are - and shares your work schedule - you can contact him or her and start trading drive days.

2006 Legislative Dates of Interest

Jan. 4	General Assembly convenes at noon
Jan. 16	Legislature not in session – Martin Luther King Jr. Holiday
Feb. 7	State of Transportation Address (10 a.m.)
March 1	Last day for introduction of Senate bills
March 15	Last day to place Senate bills on the consent calendar
March 16-27	Spring Break
April 15	Last day to place House bills on the consent calendar
May 5	Appropriation bills must be truly agreed and finally passed
May 12	Session ends at 6 p.m.
May 30	Adjournment per state constitution
July 14	Last day for governor to veto bills
Aug. 28	Most adopted bills become law
Sept. 13	Veto Session

October Retirements

Name	Location	Years of Service
Billy Becker	D10	30
Troy Caldwell	D5	32
John Derr	CO	26
Kelly Eaton	D4	35
George Goff	CO	8
George Graham	D10	37
Kurt Groenda	D3	33
Patricia Higgins	CO	20
Gerry May	D1	29
Rickey Owen	D1	28
Lee Price	D5	26
Rickie Proffer	D10	26
Larry Thompson	CO	33
Stephen Torbet	D10	28
Jack Wilson	CO	21
Jerry Young	D4	30

December Service Anniversaries

35 Years		Tommie L. Chitwood	D9
Michael H. Prussman	D1	Judy M. Harris-Turner	D9
Carol G. Pleus	D5	Beverly S. Thoenen	CO
30 Years		5 Years	
Carolyn Corum	CO	Craig A. Heckenbach	D1
Steven L. Tarr	D2	Douglas J. Reeves	D1
25 Years		Larry W. West	D1
Donald W. Bigby	D2	Terry J. Beets	D2
Kenneth L. Burrus	D9	Jason G. Harvey	D2
Duane L. Buersmeyer	CO	Christina M. Owen	D2
20 Years		R. Keith Boling	D3
Gary W. Fewins	D1	Karin L. Cummins	D4
Thomas J. Dewall	D2	Kurtis K. Hathaway	D4
Keith M. Deweese	D2	John P. Joyce	D4
Roger D. Page	D3	Carl King	D4
Arthur R. Mueller	D5	Michael J. King	D4
Donald G. Benham	D7	Brenda L. Rempe	D4
Paul W. Kraft	D7	Jerica L. Holtsclaw	D5
Jimmie G. Chastain	D8	Brad A. Allsup	D6
Thomas W. Gerleve	D8	Dennis A. Brown	D6
Robert M. Ringeisen	D9	Timothy T. Burke	D6
Allen E. Friedrich	D10	Robert L. Creamer	D6
Mark E. Shelton	D10	Kenneth E. Jenkins	D6
15 Years		James L. Leach	D6
David C. Doty	D1	Kevin W. Ogden	D6
Loren G. Dickmeier	D4	Jesse B. Peoples	D6
Bradford E. Williams	D4	Wesley C. Stephen	D6
10 Years		Gary B. Clinton	D7
Brett Conkling	D1	Jerad A. Finch	D8
Randy L. Demery	D5	Michael J. Brandon	D10
Phillip M. Ruffus	D6	Andrew P. Mack	D10
Keith D. Martin	D7	Pamela K. Masterson	D10
Doug H. Wilks	D7	Todd A. Hogg	CO
		Teresa L. Houck	CO

In Memoriam

<i>Active Employees</i>		
Phillip H. Dawson	D 6	Oct. 27
<i>Retirees</i>		
Billy E. Clifton	D7	Sept. 28
William A. Haukap, Jr.	D6	Sept. 29
Warren E. McDaniel	D2	Oct. 2
Jerry D. Mallory	D3	Oct. 8
Harold F. Gatenby	D1	Oct. 13
Clarence F. Roth	D10	Oct. 15
Fred A. Shirley	D4	Oct. 17
William F. Mushrush	CO	Oct. 28
John T. Christopher	D9	Oct. 31
Billy R. Madewell	D4	Nov. 1



Central Office

Broeker Is New CFO

Most of us find it hard enough to manage our own finances. Imagine having to oversee MoDOT's financial and administrative operations, including its \$2.2 million budget.

That's what Roberta Broeker signed on to do on Oct. 24 after serving as the department's acting chief financial and administrative officer for several months. Broeker, who previously served as the department's director of Audits and Investigations, replaced Pat Goff, who retired.

Is going from the director of Audits and Investigations to the chief finan-

cial and administrative officer position a little like jumping from the frying pan into the fire?

Broeker, who is the highest-ranking female in the agency's 84-year history, doesn't see it that way.

"I'm having a great time in my new position, and I'm pleased that Pete (Mo-



Shaun Schmitz

DOT Director Pete Rahn) believes my abilities are in line with what we're trying to achieve as an organization," Broeker said.

"Roberta is a tremendous asset to our department and will provide the steady, insightful leadership we need in this critical position," said Rahn.

Broeker began working for MoDOT in 1998, after serving in a number of positions for the State Auditor's office, including audit manager. She has a bachelor's degree in business administration from Southeast Missouri State University.

A native of Washington, Mo., Broeker is a certified public accountant, a certified internal auditor and a certified government financial manager. She is a member of the American Institute of Certified Public Accountants, the Missouri Society of Certified Public Accountants, the Association of Government Accountants, and the Institute of Internal Auditors and has held a number of leadership roles in these professional organizations.

When she's not working, Broeker enjoys traveling and singing in the Jefferson City Cantorum and at her church. She also collects Depression glass and cat stuff, such as figurines, planters and cookie jars.

Other Duties as Assigned

by DeAnne Bonnot

When he was hired last year as an office assistant in Central Office Human Resources, Stewart Strong expected to handle mail, file stacks of paper and take phone duty. He never expected that MoDOT would send him on an all-expenses-paid tour . . . of highway rest areas.

The tour came about because Dave DeWitt, deputy administrative officer, represents MoDOT on the Governor's Council on Disability. A council member mentioned having trouble opening a rest area door. DeWitt worked to rectify the problem, then brought questions back to his team, "Are there other accessibility barriers in the rest areas? Are there improvements we could make that go beyond ADA requirements?"

Strong tackled the assignment from the perfect perspective. He uses a self-propelled wheelchair to get around. In three days, he, Chris DeVore, CO general services manager, and others took Multimodal's new accessible transit van for a spin through five rest areas: Concordia, Booneville, Dearborn, Wright City and Mineola.

It didn't take long to spot problems.

"At one stop, we didn't have to leave the van to notice an issue. The curb ramp was located directly in front

of the disabled parking space. If you parked there, you'd block off the access to the ramp - defeating the whole concept of access," said DeVore.

Sidewalks were another concern. In most rest areas, sections of concrete had heaved, raising some sections five inches higher than the rest. In other places, whole pieces shifted, leaving gaps in the path. These aren't just issues for the mobility-impaired - they're trip hazards for pedestrians.

At one location, Strong and DeVore found an arrangement they're likely to recommend for all rest areas. In an accessible restroom stall they found that the toilet paper dispenser was installed above, rather than below, the grab bar - the rail on the wall that people use to steady themselves.

"A simple thing like the location of a dispenser is a big deal if a disability causes you to have problems with balance," said Strong. "If we relocate dispensers above the grab bar, our customers won't have to lean off-center. That's much safer."

Added DeVore: "When the Americans with Disabilities Act became a law, MoDOT made a significant investment of resources to come into compliance. We addressed all offices, rest areas and thousands of sidewalk curb ramps statewide. In looking at how we can go

above and beyond required standards, we found many common sense adjustments to make our facilities more convenient and safer for all customers."

"Most of the issues Stewart and Chris saw require just a simple fix. But that

fix will mean all the world to physically challenged customers," said DeWitt.

It's that kind of thinking that moves MoDOT from just meeting standards to truly delighting its customers.



Stewart Strong, left, an office assistant in Human Resources, helps Michael Roberts and John Cool check the accessibility of a highway rest area. Roberts is a building utilities service specialist with District 4, and Cool is the district facility manager for District 1.



Strong points out the difficulties shifting pavement can cause to people in wheel chairs.

for more info

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D1

Northwest

Dedication: Rural Style

Story and photos by Elaine Justus

Dedications, ribbon cuttings and groundbreaking are on-going affairs for our organization. There can be a world of difference, though, between those events that take place in a large

more of a small, personal event. Recently, MoDOT was contacted by a family in Eagleville in Harrison County (that's up near the Iowa line,



Area Engineer Erik Maninga braved the chilly weather to represent MoDOT at the unveiling of two signs at Shain Creek. A crowd of about 30 people attended the event.

urban setting and those that happen in the more rural districts.

Dedications in the urban environment can mean a huge gathering of marching bands, speeches by politicians, special commemorative giveaways, etc. They can often take months to plan and involve dozens of people.

Dedications in the rural area are often the same, but occasionally they become

for those of you who are geographically challenged). It seems in 1858 their great, great grandfather was among the very first white settlers in this "wild native" portion of Missouri. His name was Thomas Shain, and not only did he operate the first mercantile in the area, but he housed the first post office and funded the building of a local school. He owned more than 600 acres of prairie and forest and one



Jane Smith, former principal of North Harrison High School and a recognized local historian, brought along anecdotes about the area she gleaned from "The History of Harrison County, 1888." The book is a family heirloom that belonged to her father.

for more info

Community Relations Manager	Elaine Justus
Phone	816.387.2353
E-mail	margaret.justus@modot.mo.gov

3602 N. Belt Highway
P.O. Box 287
St. Joseph, MO 64502



Four generations of Shain men came forward to accept the commemorative sign for their creek and the Senate resolution specially prepared by Sen. David Klindt, that recognized their ancestors as being among the first settlers in Harrison County.

clear running stream, which he immediately named after himself.

Everyone in the area knows Shain Creek, but there has never been a sign to actually mark it as such. The family asked if it would be possible to have a sign on each of the two state routes that cross the creek, and we agreed. Together we decided a formal dedication ceremony was warranted in light of the history of this family. News releases were sent out (there's only one paper in the county, one radio station and no television stations), invitations were extended to the local schools and the appropriate elected officials and we picked a date of Oct. 24. The day dawned crisp and windy, but no rain. Because the state road was a narrow two lane with minimal traffic and no shoulders, we decided to completely close the road for the short period the event would take. It made the occasion safer and gave everyone a good place to park.

Jane Smith, former principal of North Harrison High School and a respected local historian, shared stories about the

formation of Harrison County. Apparently residents got on famously with the native American population. The only incident (called Killian's Indian War) was just a misunderstanding. Seems Mr. Killian got lost and was presumed kidnapped. The vigilante posse found him as he was being led home by the local tribesmen, and no violence ensued.

Sen. David Klindt sent a special Senate resolution for the family, which patriarch Delbert Shain accepted with great pride.

After the ceremony, we all adjourned to the Shain home in Eagleville for a nice, homemade lunch (complete with sliced raw turnips, a family favorite). It turned into a family reunion of sorts, as everyone shared family history, and told anecdotes (it seems Mrs. Tom Shain wore a black satin dress, smoked a pipe and was legendary for never losing her temper!)

The Shain family even purchased ad space in the local paper to thank MoDOT. Let's see the big urban areas top that!



Following the formal sign dedication ceremony, family and friends gathered at the Shain home in Eagleville to have lunch and review family histories and memorabilia.

D2

North Central

Local Citizens Team with MoDOT for a Big Success

What happens when a community wants something that seems impossible? Say for instance a multimillion dollar four-lane highway that has no funding? They organize, roll up their sleeves and get to work. A few short years later, many reap the benefits.

Most everyone in north central Missouri has heard of the Highway 63 Transportation Corporation and its efforts to team with MoDOT to four-lane Route 63 from Macon to Kirksville.

Assistant District Engineer Mike Herleth, who has worked with the 63 Corporation since their inception, said, "I am very proud to have been a part

MoDOT district office with the Macon High School Marching Band playing selections from their field show. After brief remarks offered by the invited speakers, everyone tied yellow ribbons on the antennas of their vehicles and headed to the next stop along the way.

At each ceremony throughout the day, state officials and local residents shared what the expansion of Route 63 to four lanes meant to them personally and to their communities. A basic theme connected the speakers messages – cooperation, teamwork, and local citizens stepping up to make their dreams a reality.

When it came time for the lanes to



Route 63 ceremony participants cut the ribbon in Kirksville.

of this effort and to have worked with such professional individuals as those members of the 63 Corporation. It has been a great privilege and an outstanding learning experience."

The process, started in 1999 to provide safety, economic development and a sound future for north central Missouri, came to a highly anticipated conclusion on Oct. 27, when the new lanes opened to traffic for the very first time.

Prior to the opening, ribbon-cutting ceremonies were held in Macon, Atlanta, La Plata and Kirksville to celebrate the auspicious occasion. The local communities worked together to give citizens a day of music, food and fun.

The procession started in Macon at the

open, Area Engineer Dennis Brucks, Resident Engineer Jeff Gander, and Construction Inspector Shane Viers, with assistance from other District 2 employees and the Highway Patrol, orchestrated the process of shifting traffic from the two-lane roadway to four-lane. Once opened, corporation members were among the first to drive over the new pavement.

"This was the first time a transportation corporation partnered with MoDOT to complete a major system improvement," said District Engineer Dan Niec. "Since the inception of this project, three other four-lane corridor projects have followed suit. Without the efforts of the 63 Corporation, we would not be driving on a four-lane facility between Kirksville and Macon today."

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Signs are uncovered minutes before the four-lanes of Route 63 from Macon to Kirksville open to traffic.

Route 63 Project Diary – Chronology of Success

Thanks to the dedication of the Highway 63 Transportation Corporation and the citizens who voted to fund the project, a four-lane highway has opened to traffic years ahead of schedule. Now that's a success story.

Spring 1999 – MoDOT begins discussions with the Kirksville Area Chamber of Commerce on innovative financing options.

November 1999 - Highway 63 Transportation Corporation is formed.

April 2000 – The Missouri Highways and Transportation Commission approves the corporation and allows them to proceed to generate a plan to finance the project. MoDOT begins the process of scoping and creating the required environmental document.

Spring 2001 – Realizing the corporation could not meet the standard 50 percent participation of the project cost normally required by MHTC, the Corporation invited private groups to consider innovative contracting and financing methods that might be attractive to the commission.

The corporation selected Koch Performance Roads as a partner with the innovation of a 15-year surface warranty and an ability to deliver the project very quickly at a capped cost.

November 2001 – The corporation presents the plan to the commission, which approved the plan and the partnership with Koch.

April 2002 – The corporation proposed a half cent sales tax proposal to the voters of the City of Kirksville,

which was approved by a 78 percent to 22 percent margin.

May 2002 – Project development activities begin between MoDOT, Koch, and Koch's consultant, HNTB.

March 2003 – Bid for the construction of the bridge north of La Plata awarded to Emery Sapp and Sons, Inc.

May 2003 – Ground-breaking ceremony to celebrate the reality of this project held at the Kirksville Airport, with more than 600 people in attendance.

November 2003 – Bid for the four-laning project awarded to Chester Bross & Sons, Inc.

Project Costs – Total cost is approximately \$23.1 million. MoDOT has a 15-year pavement warranty backed by Koch to ensure a smooth-riding, high performance pavement. The corporation is paying \$11.5 million over a 10-year period to MoDOT, which represents about 35 percent of the total out of pocket cost to MoDOT.

October 2005 – Ribbon-cutting ceremony and opening of the four lanes.

Spring 2007 - Two, four-mile sections of Route 63 are scheduled for construction in 2007. The sections are just south of Kirksville and just north of Macon. Upon completion, the projects will extend the 22-miles of four-lane just opened into each city at a cost of \$7 million a piece.



MACON • ATLANTA • LA PLATA • KIRKSVILLE

Cathy Morrison

Winston Vanderhoof, Truman State University Publications

D3

Northeast

The Bridges of Montgomery County

Although they are not covered bridges, two significant and unique projects are occurring in the southernmost part of the Northeast District.

The Route N bridge at Mineola over the Loutre River (*which means otter in French*) has a distinct look. The concrete bridge barrier resembles stone, which complements the picturesque

unique aesthetic features when completed. Right now, though, the most interesting activity is being able to actually watch construction as it progresses via the Web.

Three cameras have been installed near the bridge to take snapshots every 15 minutes that are immediately posted on the Web. Those interested in seeing



The Loutre River bridge on Route N in Montgomery County features a stone-like barrier to complement the beautiful area.

rural landscape. This structure replaced a through-truss bridge that was built in 1925. The road was realigned, and the new bridge was built to the south. There was a historic blacksmith shop that was disassembled by local residents and moved to the Crane Museum in Williamsburg.

The new \$30 million Bond Bridge, located on the Montgomery/Gasconade county line near Hermann, is now under construction. It, too, will have

how work is progressing can go to www.modot.org/northeast and click on the Hermann Bridge link.



See how work on the Hermann Bridge has progressed since this snapshot was taken on Nov. 14 by going to MoDOT's Web site.



Kevin James, traffic operations engineer, and Tim Lake, signing crew supervisor, review the sign log on the computer.

Roadway Visibility Is A Good Sign

The customers in northeast Missouri said more than 91 percent of the signs along major roads met their overall expectation. This is good news for Tim Lake and his crew who are responsible for maintaining the sign log and making changes when needed. "My crew works hard, so I'm not surprised by the results," Tim said. "We stay on top of these by regularly reviewing signs and listening to our co-workers who see the signs every day," he said.

He and his crew are already working to improve the 91.05 percent. "We're digging holes to install new guide signs as we speak," Tim said during the interview over his cell phone.

Overall, 61 percent of customers said signage on major roads met their expectations.

District	Percent Meeting Customer Expectations
1	85.00%
2	85.00%
3	91.05%
4	85.00%

Ed Fox, Kurt Groenda Retire

Looking forward to a life of hunting, fishing and relaxation, Ed Fox was given a memorable send off during his retirement reception last month.

Of course, these things will only come after he gets the long list of "honey do's" that have been neglected. "Oh, I'll get to them, but I'm going to do nothing for awhile," Ed said. Ed retired after 23 years with MoDOT.



Ed Fox is pictured with his wife, Bert, at his retirement reception.

Kurt Groenda also retired this fall after 33 years of service to MoDOT. He is already putting his time to good use by serving as the director of the local humane shelter. Congratulations to both Ed and Kurt!



Kurt Groenda retired at the end of September.

8 Ronnie Rouse Takes "29" Highway to Retirement



The "Ronnie Roast" was disguised as his retirement reception, but Ronnie Rouse was well prepared for the gag gifts and even the video. He may not have been prepared for the 12-foot-long honey-do list provided by his wife. It was done in fun and showed

how much Ronnie will be missed by his co-workers. From the platform shoes to the box of cans, Ronnie will have good memories to share of his retirement reception.

Ronnie plans to hunt, fish, ride his motorcycle and take it easy for awhile. "Maybe next spring I'll take on some work, but for now I want to enjoy the winter without getting phone calls," he jokingly said.

Congratulations to Ronnie on his retirement after 29 years of service to MoDOT.

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The Great Chili Cookoff for Kids

It may not have been the traditional chili cookoff, but it raised almost \$300 for the Children's Christmas Committee. "This was a fun way to raise money for disadvantaged children," said Janet Groenda.

"It is so wonderful to see the kids' faces and know that we have contributed to their happiness," Janet said.

Other events the committee has held this year include a barbecue, parking raffles, a fish fry, and a "guess the giant pumpkin weight" game.

The committee holds fundraisers throughout the year with a goal to give some children a wonderful holiday. In December, the children will visit the Northeast District office. "They visit each of the departments in the district office, then we gather them around the Christmas tree, give them treats, and Santa and Mrs. Claus stop by to drop off the presents," Janet continued. Each child is assigned a "helper," a volunteer from the district office.



Tom Batenhorst's "TNT" chili won first place in the cookoff. Tom and his wife, Terry, made the chili, hence the "TNT."

D4

Kansas City Area

MoHELPS Hurricane Relief Efforts Continue

by Jennifer Benefield

Kansas City-area state employees from the departments of Transportation, Natural Resources, Conservation and the Missouri State Highway Patrol continue to raise money and collect

off luncheon and cash donations, state employees have raised \$4,585 to date.

State employees also donated time on Saturdays through October to collect water, food, clothing and household goods at MoDOT maintenance facilities throughout the district.

Dave Walker of Walker Tire-Truck & Tow Service of Odessa and his employees have made several trips to the Gulf Coast region and voluntarily distributed the donations to those in need.

Prime Outlets of Odessa has provided free space to Walker

so the donated items can be securely stored until volunteers can sort and load the items into tractor trailers.

State employees presented Walker with a \$600 check for fuel and a certificate of appreciation Nov. 8 for his generous support of the MoHELPS campaign.



Jennifer Benefield

Liaison Engineer Coordinator Mike Thomas, Roarke Holzschuh Missouri Department of Natural Resources and Missouri State Highway Patrolman Sgt. Green (l-r) present a \$600 MoHELPS campaign check for fuel and a certificate of appreciation to Dave Walker of Walker Tire-Truck & Tow Service.

donations to aid those impacted by Hurricane Katrina.

A Halloween Soups, Brews & Stews luncheon and silent auction held at MoDOT's District 4 office generated an additional \$2,678 for the fund.

Combined with a Sept. 21 chili cook-

Route 152 from Amity to Hampton Now Open

by Jennifer Benefield

The new Route 152 lane additions from Amity Avenue to Hampton Road were opened to traffic Nov. 7.

The project began in March 2005 and consisted of constructing 2.25 miles of westbound lanes and one new bridge. Route 152 is now a four-lane divided facility stretching 18 miles from Interstate 35 in Clay County to Interstate 435 in Platte County.

MoDOT and the prime contractor, Emery Sapp & Sons, Inc., hosted a ribbon-cutting event Nov. 2 on the new westbound bridge.

District engineer Beth Wright said construction of Route 152 began in

October 1982, and lanes, bridges and interchanges were added over the years as traffic increased and funding became available. The total cost to construct Route 152 to date is \$84.3 million.

"This is a great day...we are pleased to deliver this project on time and on budget," said Wright. "Route 152 will play a vital role in the economic prosperity of Platte and Clay counties."

Wrap-up work continued through late November as crews made repairs to the eastbound pavement, installed drains and guardrail, and striped the pavement.

Interstate 70 Reconstruction Project Complete

by Jennifer Benefield

Two construction seasons of narrow, reduced lanes and congested traffic ended Oct. 24 when all east- and westbound lanes of Interstate 70 from I-470/Route 291 to Route 7 were reopened to traffic.

MoDOT Director Pete Rahn and District Engineer Beth Wright thanked elected officials, area businesses, APAC-Kansas, Inc., and its subcontractors who gathered in the parking lot of Blue Ridge Bank and Trust Oct. 21 to mark the completion of the 5-mile, \$40 million project.

"We are extremely pleased to deliver this project on time," said District Engineer Beth Wright.

"We appreciate the cooperation of the cities of Independence and Blue Springs and the patience of the traveling public while the project was constructed."

"For all you football fans, that's like paving Arrowhead 26 times," said Gammon

Blue Springs Mayor Steve Steiner, Independence City Councilman Jim Schultz, State Rep. Gary Dusenburg and Blue Ridge Bank and Trust president Bill Esry thanked MoDOT for



Steve Porter

The project began in Fall 2003 with earth and retaining wall work. It

included total pavement replacement of east- and westbound lanes; construction of auxiliary lanes between I-470 and Little Blue Parkway; construction of 12-foot shoulders designed to accommodate future expansion; widening, rehabilitation and redecking of the east- and westbound bridges over the Little Blue River; widening and rehabilitation of the east- and westbound bridges over Kansas City Southern Railways; and the incorporation of Kansas City Scout's traffic management system.

Scott Gammon, vice president of APAC-Kansas, Inc., said his company was pleased to be a part of the project and complete the work with 59 days still left in the contract. He described the large amount of concrete needed for the newly constructed lanes.

completing such a large project with minimal disruption to the area.

Steiner, who was elected mayor about the same time the project started, said the City of Blue Springs had anticipated much larger impact to traffic and commerce.

"It wasn't all that bad," said Steiner.

Rahn said in his travels across the state, MoDOT's customers are noticing a marked improvement in the state's transportation system, thanks to the Smoother, Safer, Sooner initiative. Rahn said MoDOT hopes to one day improve the remaining 200 miles of Interstate 70 between Kansas City and St. Louis, but currently there is no funding for the overall project.

"It could cost \$3.5 billion," Rahn said. "Right now we have zero."

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D5

Central

Work Wraps on Two Route 94 Bridges

Route 94 motorists are now traveling over two new bridges in Callaway County. The Logan and Big Tavern Creek Bridges were opened in October, as crews continued work on the project. A ribbon-cutting ceremony was held on Nov. 7.

The \$4.2 million project included replacing the two bridges, realigning the roadway and removing the previous bridges. The project will improve safety for motorists traveling Route 94. The new bridges include shoulders and wider lanes. They are also longer and higher to minimize flooding.

The recent bridge replacements are part of a series of projects to replace deteriorating bridges along Route 94 in Callaway County. MoDOT finished replacing four bridges along the rural route in 2003. Design plans are currently being prepared for the replacement of the bridge over Eagle Creek in Portland.

Speakers at the ceremony included Rep. Danielle Moore, Callaway County Presiding Commissioner Lee Fritz and Central District Engineer Roger Schwartz. The South Callaway High School Band performed during the event.



Rep. Danielle Moore helps two local residents cut the ceremonial ribbon near the new Logan Creek Bridge.

Shaun Schmitz



The South Callaway High School Band began the bridge completion ceremony with the national anthem. They performed a second patriotic song just prior to the ribbon cutting.

Shaun Schmitz

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New Route 54 Expressway



Kristin Gerber

Senior Highway Designer Jerica Holtsclaw talks with a resident about proposed plans for the Route 54 Expressway through the Lake of the Ozarks. Nearly 450 people attended two hearings in November to provide input about the project. The new highway will improve traffic flow and safety through Osage Beach. Construction is expected to begin in late 2006 and be completed in late 2010.

Buckle Up! Arrive Alive!

An I-70 billboard just east of Columbia displays a thought provoking image of a windshield likely shattered by the head of an unrestrained motorist. Prominently displayed across the photo are the words, "What's Stopping You? Buckle Up! Arrive Alive!"

A second billboard image can be seen on Route 54 in Cole County west of Jefferson City. It displays the image of an upside down pickup truck with the words, "Pickups Rock. They also roll. Buckle Up! Arrive Alive."

The billboards are the work of the Missouri Coalition for Roadway Safety. The group aims to reduce the number of fatalities occurring on Missouri roadways by encouraging safe driving practices, particularly among young drivers.

In central Missouri, the regional coalition is made up of the state Highway Patrol, MoDOT, local enforcement agencies, ThinkFirst, the Federal Highway Administration, as well as several cities and counties.

Partners of the central region coalition held a news conference in Jefferson City on Oct. 28 to update the public about their recent efforts, which include safety upgrades to the roadway system, additional traffic enforcement and educational/awareness efforts.

As the group began regional efforts earlier this year, they researched fatal crashes and their causes. They found that central Missouri leads the state in fatalities and disabling injuries connected to young drivers under 21. Coalition members also learned that 65 percent of young, male pickup truck drivers in central Missouri do not wear seatbelts.

"The coalition is working hard to reduce the number of fatalities occurring on Missouri's roadway system," said District Traffic Engineer Matt Myers. "But it's important to remember that motorists share the responsibility to drive safely. Our goal is for everyone to 'Arrive Alive.'"



Mike Wright

Missouri State Highway Patrol Captain Dale Schmidt and District Engineer Roger Schwartz lead a cooperative regional effort to reduce traffic-related fatalities among young drivers. During a recent news conference, the men introduced billboards being used as one part of a larger awareness campaign designed to encourage drivers to buckle up and drive safely.

D6

St. Louis Area

District 6 Opens an Improved Intersection and Two Bridges



Megan McEntee

(L-R) Greg Meyers, South County Chamber of Commerce president elect; Aaron Block, representative from the office of U.S. Congressman Russ Carnahan; Missouri Rep. Sue Schoemehl; Missouri Rep. Walt Bivins; Mark Bussen, South County Chamber president; MoDOT Area Engineer Tom Blair; Donna Abernathy, South County Chamber executive director; St. Louis County Executive Charles Dooley; Missouri Rep. Patricia Yaeger; Missouri Sen. Harry Kennedy; and Patrick Warner, representative from the office of U.S. Congressman Todd Akin celebrate the \$3.2 million project that constructed dual left-turn lanes and dedicated right-turn lanes at all approaches of the Lindbergh Boulevard and Lemay Ferry Road intersection. This intersection previously could not handle the large amount of vehicles traveling through the area. This was due partly to the fact there were single left-turn lanes and single shared through/right-turn lanes to and from Lindbergh Boulevard and Lemay Ferry Road. Construction began in August 2004 and was completed in October 2005, approximately three weeks ahead of schedule.



Megan McEntee

The eastbound Route 30 bridge over the Meramec River reopened to traffic on Oct. 27, approximately three weeks ahead of schedule. This was the first major rehabilitation work on the eastbound and westbound Route 30 bridges over the Meramec River since the bridges opened to traffic in 1968. The \$8.6 million project included repairs to the substructures and removal of the entire driving surface of the two bridges. A new concrete surface was also added to the bridges. The bridges still need to be painted, and the approaches to the bridges need new asphalt. The entire project will be complete in July 2006.



Megan McEntee

The Route 40/Route N project constructed a fully functional interchange that eliminates at-grade crossings at Route N to allow greater flow and safety on Route 40 and Route N. Many of the improvements included better access to local roads and business developments. With the interchange opening, the contractor can continue constructing new eastbound and westbound lanes on Route 40 where the signalized intersection was located. The entire project will be completed by late spring of 2006.

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Employees Demonstrate Equipment at Career Day



Byron Witherspoon

(L-R) Assistant Maintenance Supervisor George Conway from the Festus Maintenance Building and Maintenance Specialist Harry Madlem from the Shreve Maintenance Building demonstrated how to use a front-end loader (foreground) and a backhoe (background) at Construction Career Day. In October, approximately 500 high school students from the St. Louis Metropolitan area attended the third annual Construction Career Day event held on the Washington University campus. Students were introduced to the numerous and diverse career opportunities with unlimited potential for advancement offered by the construction industry. Students were also able to operate heavy equipment, participate in a variety of other activities, including face-to-face contact with industry employers and interaction with the apprenticeship coordinators from the various labor unions.

Operators and Cameras Save a Man's Life

by Bo Sanders

On Oct. 18, Tunnel Operator Larry King and Metro Networks Operator Bo Sanders witnessed a medical emergency using the Gateway Guide Cameras. They were able to give details to emergency responders and help save a man's life. Here is a detailed account and timeline of the incident:

At approximately 7:15 a.m. King noticed on one of the tunnel's exterior cameras that a dump truck, which was traveling southbound on Route 67, pulled over to the right shoulder just south of the tunnel. The male driver, who looked to be in his late 50s, got out of the cab, circled the front of the truck and stepped onto the grass near the shoulder.

The man then bent down on his hands and knees and looked like he was nauseous. At 7:17 a.m. King notified the Bridgeton Police Department of the apparent sick case and asked for an officer, as well as an ambulance, to respond. At 7:18 a.m. Motorist Assistance Operator Tim Kluner was also dispatched to the scene.

Soon after the calls were made, the man's condition seemed to get worse. He rolled over onto his back and was struggling to remove his jacket. Once his jacket was off, the man curled up into a fetal position. At this time, King zoomed in with the camera to check the man's breathing. The victim's breaths were shallow and rapid.

Around 7:20 a.m. King made a second call to the Bridgeton Police Department to stress the urgency of the situation. At 7:22 a.m., two Bridgeton Police officers arrived at the scene and checked the victim's vital signs. The man did not seem responsive. Kluner arrived less than a minute later to provide traffic support by blocking the right lane behind the incident. King then activated message boards and lane use indicators within the southbound cell of the tunnel to warn of the lane closure.

At 7:26 a.m. an ambulance arrived, and medics began administering first aid. They then prepped the victim for transport. The man was given oxygen and placed on a stretcher. At 7:40 a.m. the ambulance left with the man for DePaul Hospital, and the lane restriction was lifted. At 8:27 a.m. King called DePaul Hospital's emergency room and was told that the man had suffered a stroke or seizure and was in critical condition.

"Given the location of the man's body when he collapsed (on the side of his truck that was furthest from traffic, blocking the view of other motorists), it is my opinion that help may not have been called in time, if at all, had it not been for the cameras and Mr. King's alertness and quick reaction," said Sanders.

D7

Southwest

Squeezing the Nickel in District 7

by Kent Boyd

Every year thousands of individual items go in and out of MoDOT stockrooms. Keeping track of it is a huge task for General Services' staff. And trying to keep costs down is a bigger job yet. But General Services Manager John Sinclair and the District 7 General Services staff are up to the challenge.

"Last year D7 spent \$72,840 on heavy duty truck tires," said Sinclair. "Then we spent more than \$12,000 to get rid of worn-out tires." After analyzing these numbers, Sinclair and staff thought, why not sell some of the old tires to retread companies? "If we had just sold the worn-out rear tires we had last year, we could have made more than \$13,000."

Other opportunities for savings abound.

"We started looking at oil and air filters," Sinclair said. "We discovered that

maintenance buildings would stockpile filters." They'd stockpile so many that the truck they fit would be sold and gone—but the filters remained. "So we'd have a bunch of filters on hand that were obsolete."

To solve the problem, General Services staff is now asking mechanics to only have a few filters on hand. As soon as one is used, the stockroom sends another. It's the MoDOT version of "just-in-time delivery."

"Making our entire operation more efficient is a top priority," said Richard Walter, district engineer. "While these sorts of savings are relatively small, they do add up. It's part of our goal to provide taxpayers great value for every dollar spent."

Alternate Passing Lanes Installed



The southbound passing lanes on Barry County Route 37 are striped and finished. In last month's issue we reported that District 7 is using alternate passing lanes on the 18-mile stretch between Monett and Cassville to improve safety.

Highway Named for Albert E. Brumley

by Wendy Brunner-Lewis



Jack (third from left), Bob (center) and Al Brumley, Jr. (left, with guitar), perform with The Lewis Family at a dedication ceremony naming part of Route E after Albert E. Brumley.

One hundred years to the day after Albert E. Brumley's birth, a stretch of Route E in McDonald County was dedicated in the song-writer's name. On Oct. 29, the Brumley family hosted a dedication ceremony to celebrate the highway naming.

Brumley is best known for writing the gospel songs "I'll Fly Away" and "Turn Your Radio On." According to the family, the Smithsonian Institute has recognized Brumley as the most prolific songwriter before World War II. He spent most of his life in McDonald County and died in 1977.

In 1987, this same stretch of highway was unofficially named after Brumley. It's unofficial because no one knows who built the homemade sign that read "You are now entering the Albert E. Brumley Parkway. Dedicated in 1987. In Honor of the Greatest Composer of Gospel Music. Missouri Highway 76 13 Miles." No one knows who planned or

attended a dedication ceremony.

In 2004, a constituent asked Rep. Marilyn Ruestman why after 17 years MoDOT had never put the official signs up. Apparently a bill was never

written to name the highway after Brumley, so she introduced the bill, which was passed earlier this year. She presented the family the House proclamation during the recent ceremony.

Gospel singers The Lewis Family, who have performed with the Brumleys since the 1950s, put on a concert after the signs were unveiled, with three of Brumley's sons—Al, Jr., Bob and Jack—singing with them.



The old, unofficial sign.

Life After MoDOT...D7 Retirees' Corner

12 | Ruth Vanskike: Traveling, Farming and Good Health

by Lita Cambers

For the first year after Stockton Intermediate Crew Worker Ruth Vanskike's 2003 retirement, she traveled.

"I took my trusty Oldsmobile and went to the Black Hills," she said. "It was very different from when I saw them in 1962. Some of the changes didn't seem for the better, but I guess they had to make the changes to accommodate the many people who travel to see them."

Vanskike traveled from the Black Hills to central Montana to visit friends, and

then she went to Washington, Oregon and northern California.

"I'm really glad I went to Montana because a week after I was there, one of the friends I visited died."

After her travels, she ended up having open-heart surgery. She had one bypass, a valve replaced and a hole closed between two chambers. She feels pretty good now.

Vanskike stays busy with her 25 head of registered Gelbvieh cattle that she's raising as breeding stock near Stockton.

"I get along well with this breed," Vanskike said. "They're gentle, which is something a woman on her own has to consider."

She and her gentleman friend Russell both have grass they wanted baled, so they bought a big tractor, baler, rake and mower to do it themselves. "We couldn't wait for someone to get around



Ruth Vanskike with one of her Gelbvieh cows.

to baling it for us and then taking half or more for their cut. Now I mow and rake the grass, and he bales it."

She said there is always something to do, and like she has heard many a retiree say, she doesn't know how she had time to hold down a job.

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D8

Springfield Area



D8 at Work

Intermediate Construction Inspector Howard Henderson, left, and Construction Inspector Steve Howell (top left photo) consult plans on a bridge construction project on Greene County Route O east of Willard.

Lebanon Senior Crew Workers Rusty Quick, in loader, and Sam Decker, in dump truck, (top right photo) are part of a crew working to build shoulders on the I-44 south outer road east of Lebanon between Route F near Sleeper and Route 133 at Hazelgreen.

Signing and Striping Crew Supervisor Jim Mezel paints stripes on Route 60 at Seymour (bottom right photo). Striping crews painted 10,300 lane miles this year about the same as in 2004.



Bob Edwards

New Signs Are Reminder: 'Move Over or Slow Down'

by Bob Edwards

It's common sense. It's the law, too.

That's the message behind new "Move Over or Slow Down" signs placed in 12 locations in District 8 and many other places in the state.

The signs are meant to remind people of a 2002 law that requires drivers on a multiple-lane, high-speed highway to:

- change lanes, if traffic allows, to move away from a stopped emergency vehicle with warning lights flashing.
- reduce speed if changing lanes is unsafe or impossible.

"Most people don't realize it is the law," District Engineer Dale Ricks said. The signs should boost awareness.

Troop D Highway Patrol Lt. Terry Moore said the law aims to protect workers who must respond to emergencies right next to traffic – law officers, medical personnel, firefighters and highway crews.

Plans were developed to put up "Move Over" signs along interstates. However, the deaths of two southwest Missouri troopers working beside the road were among several tragic incidents in recent months that prompted a decision to install signs at more locations.

It is hoped that the signs' benefits have a far greater reach.

"It's for the motoring public as well," Moore said. If the letter and spirit of

the "Move Over or Slow Down" law is observed, he said, drivers and their families have a better chance of avoiding a crash where a previous incident is still being handled.

Traffic Engineer Joe Rickman said the new signs were put up near where major highways intersect. MoDOT will make and put up more of the signs if the Patrol requests them, he said.



D8 'Move Over' Sign Locations

I-44/Springfield
Eastbound – east of Route 65
Westbound – west of Route 360

I-44/Lebanon
Eastbound – east of Loop 44/Route MM
Westbound – west of Loop 44/Exit 127

Route 60/Springfield
Eastbound – east of Route 65

Route 60/Mansfield
Eastbound – east of Route 5/east
Westbound – west of Route 5/west

Route 65/Springfield
Southbound – south of Evans Road

Route 65/Branson
Northbound – north of Route 160

Route 13/Springfield
Northbound – north of I-44

Route 13/Bolivar
Northbound – north of Route 32
Southbound – south of Route 83/Bus. 13

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Route 13/Humansville Update

by Angela Eden

Contractor crews are working every day weather permits, weekends included, to widen Route 13 to four lanes between Humansville and Route UU south of Collins.

The project in late November stood eight months ahead of schedule, said Buffalo Senior Construction Inspector Ken Reding.

"We should be done a year from now," Reding said, instead of the spring or summer of 2007 as first estimated.

Winter work continues on completing:

- Two bridges on Route 13 at Polk County Route N.
- A drainage box bridge under Route 13 north of Route N.
- Deck repairs on the existing Panther Creek and Brush Creek bridges on Route 13.

• Asphalt paving for the new southbound lanes of Route 13.

• Resurfacing the existing Route 13 for the future northbound lanes.

Through November, bridges have been built over Brush and Panther creeks for the new southbound lanes of Route 13.

Traffic is using the new Route N bridge over Brush Creek west of Route 13 and new sections of Route N on both sides of Route 13.

Journagan Construction of Springfield is the prime contractor for a low bid of \$21.3 million.

"Talkin' Transportation"
Call-In Radio Show
KWTO 560 AM, Springfield
10-10:50 a.m. Wednesdays
radiospringfield.com

D9

South Central

Employee Appreciation Week

by Ann Marie Newberry

District 9 paused to appreciate employees last week. The management team served lunch four different days in the three areas to celebrate.

During the luncheons, District Engineer Tom Stehn spoke regarding MoDOT Director Pete Rahn's commitment to pursuing salary increases and the possible merger of the MoDOT and state employee retirement systems. Certificates and pins were presented to those who used no sick leave and those who used less than 10 hours of sick leave during 2004. During the meal, a

slide show featuring district employees was shown.

"The week was an important opportunity to thank members of the MoDOT Team in District 9 for all they do," said Stehn. "The work we do makes a difference in the lives of Missourians, and I'm proud of our commitment to that end."



Missouri Avenue Ceremony

by Ann Marie Newberry

A ribbon cutting for the Missouri Avenue project was held Friday at the Fort Leonard Wood Visitor's Center, located at the North Gate in St. Robert, Angie Rolufs, director of public works for Fort Leonard Wood, conducted the ceremony.

Coats; Mayor of St. Robert George Sanders; Former Mayor of St. Robert George Lauritson; MoDOT Chief Engineer Kevin Keith and South Central District Engineer Tom Stehn.

The event began with the presentation of colors, playing of the National Anthem and invocation. Speakers at the ceremony included Brigadier General Stanley H. Lillie; District Office Director for Senator Christopher "Kit" Bond, Derek



From left: South Central District Engineer Tom Stehn, MoDOT Chief Engineer Kevin Keith, Mayor of St. Robert George Sanders, Former Mayor of St. Robert George Lauritson and District Office Director for Senator Christopher "Kit" Bond, Derek Coats, cut the ribbon to the new Missouri Avenue project.

District 9 Uses New Method For Flood Control

by Brandi Tune

A process designed to prevent erosion recently was used for the first time in District 9, and only the second time by MoDOT, on Route AM in Howell County.

Anyone who has driven along Route AM knows stream bank erosion is an issue. Stream bank erosion often produces steep banks with little or no vegetation. These unprotected banks are even more vulnerable to erosion due to over steeping, loss of ground cover, groundwater drainage and erosion at the base of the bank.

Over the years, as runoff from several hundred surrounding acres flowed through Indian Creek, it gradually washed away the shoulder of the

roadway near three box culverts. Over time, two of the three box culverts installed in 1961 were filled with sediment blocking what should have been a channel for the water. The sediment continued to build, and trees began to grow up in the creek bed in front of the two culverts. When the creek flooded, water whirled around the sediment and gradually started washing out the shoulder, which supported the pavement.

Incarcerated crews cut the trees from the creek and the Willow Springs maintenance crew removed the sediment and rock to prepare the creek bed. After the creek was cleared, in only one day, the incarcerated crew installed A-Jacks on the north side of the creek bed to help

direct water flow and prevent further shoulder erosion.

A-Jacks are concrete blocks shaped like toy jacks. These concrete units provide a cost-effective solution to erosion control. AJ-24 units (24 inch A-Jacks) were used on this project. This size weighs 78 pounds, which is relatively small, making them easy to assemble and place by hand. The unit is composed of two halves, which fit together to form a single unit. They can be assembled to interlock in horizontal or vertical rows.

MoDOT Special Maintenance Crew Supervisor Travis Pearson expressed his thanks to several groups who made the work possible. "A special thank you goes to land owner Wayne Cole for allowing our crews to use his property for access to the creek," he said. "The project went smoothly thanks to Mr. Cole and the work of the Willow Springs and Summersville maintenance crews and the special concrete and landscaping crews from Willow Springs."



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D10

Southeast

Bridges Come Down During School Competition

by Tonya Wells

The Southeast District sponsored its second annual bridge competition in November. The competition is open to high school juniors and seniors in the Southeast District.

Twelve schools and 35 students competed this year. Students were given balsa wood, glue and string and asked to design and build the most efficient bridge (the lightest bridge to carry the greatest load).

The project team partnered with the University of Missouri-Rolla, University of Missouri-Columbia, Southern Illinois University, Southeast Missouri State University and Arkansas State University to offer \$8,500 in civil engineering scholarships to participants.

McDonalds of Portageville, Hayti and Kennett as well as the Missouri Society of Professional Engineers donated cash prizes to the winners. Cash prizes were awarded for first, second, and third place as well as the most creative design and aesthetic design.

"It's a great event and it's very rewarding to be able to help future engineers from Southeast Missouri with their education," said Transportation Project Designer Jason Williams. "It is also a lot of work. Our team, including Craig Compas, Gretchen Hanks, Anita Easton, Kirby Woods, Lisa Kenley and Tonya Wells, along with many other volunteers worked very hard to make the event a success."

The winning bridge came from Curt Gegg at Ste. Genevieve High School. The bridge weighed 30.75 grams and carried a load of 53.7 pounds.

"The whole bridge competition experience was cool. I'm very glad that MoDOT is creating ways to help out students with awards and scholarships," Gegg said.

"The designs were really varied and very impressive," said Williams. "The students did an excellent job and the results show that. Some of the bridges held more than 50 pounds."



Bridge Competition Winner Curt Gegg, Ste. Genevieve High School, and Transportation Project Designer Jason Williams.

Students from throughout southeast Missouri attended the event to watch their designs in action. A computer bridge modeling contest was also held the day of the competition to give students a chance to electronically design and test a bridge.

Additional winners include Chris Carnell, Sikeston High School, who placed second and Tom Polhamus, Oak Ridge High School, who placed third. Most creative design went to Carnell, while most aesthetic design was awarded to Adam Basler, Ste. Genevieve High School.

Route 67 West Outer Road Will Link Three Communities In St. Francois County



Southeast District representatives, legislative and local officials along with members of the public recently celebrated the opening of the Route 67 West Outer Road (Woodlawn Drive) in St. Francois County. A ribbon cutting was held on Nov. 7 in Farmington. The project is the first phase of the fairgrounds interchange and included building a three-mile outer road linking Route 32 in Leadington to Maple Street in Farmington. The \$4.3 million contract was awarded to H.R. Quadri Construction, Inc., Van Buren in Nov. 2004.

I-55 SRI Improvement Making Great Progress

The Smooth Roads Initiative continues to provide great improvements along Interstate 55 in the northern part of the Southeast District.

"The weather has been super, enabling the contractor to make great progress with the diamond grinding, joint sealing and new asphalt shoulders in Ste. Genevieve, Perry and northern Cape Girardeau counties," Senior Construction Inspector Rick Lamb said.

The \$9 million project has been ongoing day and night along 60 miles of I-55 since June and is anticipated to wrap up next summer.



The shoulders of I-55 get prepped for new asphalt and striping in Ste. Genevieve County.



Diamond grinding on I-55 in Ste. Genevieve County.

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Connections

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Coalition Launches Safety Campaign

by Melissa Black and Sandy Hentges

ARRIVE ALIVE.

That's the goal of stepped-up safety efforts on Missouri roadways. The Blueprint for Safer Roadways has been the driving force behind more visible striping, signing and guardrails, additional median guard cable, smoother pavement and more law enforcement efforts.

As part of the action, the Blueprint's public information committee has developed a statewide education campaign that focuses on safety belts, driver inattention, impaired driving and speeding.

"We've had the help of so many federal, state, regional and local safety experts formulating plans and building partnerships," said Leanna Depue, MoDOT's new director of Highway Safety

"Seventy percent of drivers and 67 percent of passengers killed last year in traffic crashes were not wearing their safety belts."

Leanna Depue, Director of Highway Safety

and chair of the Blueprint's executive committee. "Now it's very exciting to see strategies and actions that can help save lives being put into place.

"We feel safety belt use is an area where we can make a lot of difference," Depue said. Seventy percent of drivers and sixty-seven percent of passengers killed last year in traffic crashes were not wearing their safety belts."

The campaign includes statewide billboard and radio advertisements and some regional theater advertising. The primary target audiences are pickup truck drivers and young males ages 16-34.

"These communication pieces are just a glimpse of what people will be seeing and hearing in the next several years regarding highway safety," Depue said.



These are two of the billboard advertisements that are part of the Blueprint for Safer Roadway's new safety campaign.

Employee Safety Belt Use On the Rise

by Wendy Brunner-Lewis

Statewide, MoDOT safety belt use increased from 65 percent in 2004 to 88 percent this year according to the Missouri Safety Center, which helped MoDOT conduct an agency-wide safety belt use survey from July 5 through Aug. 17. Thirty-four locations, including work zones and district offices, were surveyed across the state.

Safety Belt Use by District

