

Connections

October 2006

Safe and Sound: An Extreme Makeover for Missouri's Bridges

Plan Calls for 800 Better Bridges by 2012

by Bob Brendel

Extreme makeovers are all the rage these days. From backyards to basements, wardrobes to personal appearance, it seems that every cable television channel has a show that spotlights dramatic cosmetic changes.

MoDOT is about to embark on a makeover journey, too. But it will be the state's worst bridges that will be getting an overhaul and it won't be just an effort to improve

their looks. Extending the life of "safe and sound" bridges is the goal of the program that will replace or rehabilitate 800 of Missouri's worst bridges.

Director Pete Rahn joined with Gov. Matt Blunt, Sen. Bill Stouffer and Rep. Neal St. Onge at a Boone County bridge just east of Columbia, Sept. 7, to unveil the project that is to be completed by the end of 2012.



Gov. Matt Blunt joined MoDOT Director Pete Rahn to unveil the Safe & Sound Bridge Improvement Plan at a press conference Sept. 7 near Columbia.

"We've repeatedly heard the concerns of our customers and planning partners about the condition of so many of the state's bridges," said MoDOT Director Pete Rahn. "We're going to attempt a new approach to systematically replace or rehabilitate 800 of Missouri's lowest-rated bridges."

The plan is to package these bridges and seek proposals from design-build teams who would be expected to complete



MoDOT Director Pete Rahn shows Gov. Matt Blunt some of the deficiencies underneath a bridge over the north fork of Grindstone Creek on Route WW.

the improvement project in five years and maintain them in good condition for at least 25 years. The prospective teams will also be encouraged to participate in the program's financing.

"This is an extremely innovative program we're attempting – I don't know of any other transportation department in the nation tackling their bridges so aggres-

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New Work Zone Sign Reflects Harsh Penalties

by Megan Mills

A new work zone law, which became effective Aug. 28, comes with harsh penalties for reckless drivers. A new sign was designed to alert motorists of the \$10,000 fine and potential loss of license for hitting or killing a highway worker. These signs will be positioned across the state and near the state borders



Fewer Missourians Buckling Up in 2006

With traffic crashes being the leading cause of death for people between the ages of two and 33, the decision whether to buckle up shouldn't be hard. Safety belts are one of the most important and effective safety devices proven to reduce injuries or death in a crash. Nevertheless, an alarming number of Missourians are choosing not to buckle up.

According to a new MoDOT survey, Missouri's safety belt use rate fell in 2006. A slightly smaller 75 percent of Missourians are buckling up this year, compared to 77 percent in 2005.

"I'm extremely disappointed to see our safety belt use numbers fall," said MoDOT Director Pete Rahn. "It worries me

to think of the terrible things that can happen when people are involved in traffic crashes and aren't buckled up. We know safety belts save lives, so it's sad to see the number of people using them decline."

Since 1998, the state's safety belt use rate had slowly increased, peaking at 77 percent last year. Teens rank the lowest in safety belt use with only 58 percent buckling up. Just 66 percent of pickup truck drivers wear safety belts.

Other Safety Belt Statistics

- About 68 percent of the people who die in Missouri traffic crashes aren't wearing a safety belt.
- When properly worn, safety belts and functioning air bags can reduce the risk of death in a vehicle crash 63 percent.
- A driver involved in a traffic crash in 2005 had a one in 32 chance of being killed if not wearing a safety belt. For drivers who wore safety belts, their chance of being killed was only one in 1,017.

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District 10 precast pavement project draws international attention

Share Your Extra Time With Those in Need

by Patti Knopke

Steven Powell never thought he would need help from MoDOT's ShareLeave program.

A former Right of Way employee in District 6, Powell tried to save his sick leave, often using annual leave when he was sick. Unfortunately, ill health caused him to have to request time from the ShareLeave program. The program allows employees to donate annual leave or compensatory time to help co-workers and their immediate family members who have catastrophic or life-threatening illnesses or injuries and have used all of their leave time. Now on disability, the 20-year employee says he's grateful the program was there when he needed it.

You can help fellow employees such as Powell. All you have to do to donate is go to Microsoft Word and follow these simple instructions: From the drop-down menu, select "File" and then "New." Select the MoDOT tab and scroll down to find the ShareLeave Donation form. There are three ways to donate your annual leave or comp time to the ShareLeave program. You can make a one-time donation, request an automatic donation to be made each month or automatically donate any excess of the maximum allowable leave you have accumulated as of Oct. 1 each year. Once you complete the form, give it to your supervisor. It's that easy. The time will be placed into an account and

given to those employees who qualify for the program.

The ShareLeave program does not work without your donations. Please consider giving and helping out a fellow employee.

ShareLeave Alert

Between Sept. 15, 2005 and Aug. 31, 2006 employees donated 6,929.52 hours. Those donations made a big difference, but fell just short of the 6,956.75 hours used.

On Sept. 15, 2006, the ShareLeave balance was again severely low with only about 145 hours available. With six employees currently approved for ShareLeave benefits, that meant each one only received about 24 hours for the pay period, leaving a significant gap in their paycheck and a zero balance of ShareLeave time.

It only takes a little amount of time to make a big impact. With 6,332 salaried MoDOT employees, each of us would only have to donate just one or two hours of annual or comp time each year to meet the needs of this valuable program. Have a heart. Make a donation today!

November Blueprint Conference to Improve Highway Safety

by Megan Mills

The Missouri Coalition for Roadway Safety will hold its first ever Blueprint for Safer Roadways Conference in St. Louis on Nov. 29-30. The conference will bring together regional coalition members and other safety advocates with the goal to improve Missouri's approach to highway safety through training, sharing ideas and developing action plans.

Conference attendees will go to workshops on community outreach, traffic engineering, safety practices and overall workplace skills. Highlights include a presentation by the Texas Department of Transportation on their outreach methods; a discussion led by the author of "Countermeasures That Work," a guide on behavior and engineering problems; and a keynote speech by MoDOT Director Pete Rahn.

A pre-conference workshop is scheduled for Nov. 28 for engineering, education and law enforcement. Find out more at www.savemolives.com.



This old photo of a Missouri roadway certainly shows that the problems with keeping Missouri's routes smooth and safe aren't quite like they used to be.

Missouri Bridges

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sively – and I'm excited to see how the contracting industry will respond," said Rahn. "There are more than 10,000 bridges on Missouri's state highway system, and too many of them need work. Rather than improve just a handful every year while the rest continue to wear down, we need to do something dramatic to get them in good shape quickly."

"I want to thank MoDOT for its tremendous responsiveness to the needs of our transportation system," said Gov. Blunt. "Your efforts will have a profound impact on the safety of motorists along with the economic well-being of our communities and our state."

A small team, directed by former District 3 Construction and Materials Engineer Ken Warbritton, will fine-tune the program's details and write the

design-build proposal that is due to be released in late November. Rahn hopes the Missouri Highways and Transportation Commission can approve selection of a team in May.

"MoDOT is evaluating the state's bridge system to identify the 800 bridges that most need to be improved," Rahn said. "The winning proposal will offer the best value to Missouri taxpayers. The idea is to allow the bidders flexibility to encourage innovative approaches and affordable financing."

"By the end of this year we'll have all of Missouri's busiest highways in good condition through the Smooth Roads Initiative," Rahn added. "Now it's time to start on our worst bridges."

For more information about the Safe & Sound plan, go to www.modot.org/safeandsound.

Annual Red Cross Awards

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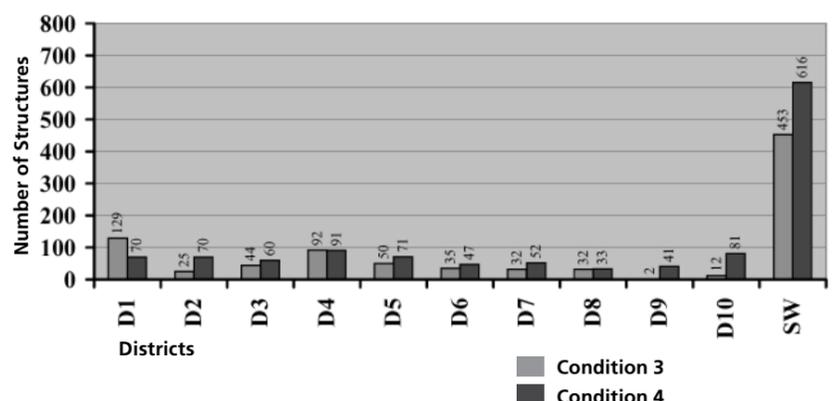
Over the years, several MoDOT employees have been recognized for using CPR/First Aid skills, both on and off the job. The department encourages employees to learn these vital skills and in 2005, nearly 2,200 MoDOT employees were trained on CPR/First Aid. There are now 104 active CPR/First

Aid instructors at MoDOT, including three new instructor-trainers: Caroline Pearson, employee development specialist – Central Office; Dale House, senior crew worker – District 10; and David Fleming, building and grounds maintenance supervisor – District 10.



Pictured at the annual MoDOT American Red Cross instructors meeting is a cross-representation of CPR/First Aid instructors currently active in MoDOT offices across the state. Representatives from Districts 1, 4, 6 and 8 were unable to attend.

Number of Condition 3 and Condition 4 Bridges and Culverts



For Your Benefit

Use It or Lose It

Have you been saving up your annual leave for a rainy day? Or maybe a not-so-rainy-day? If your annual leave is reaching the maximum amount you can accrue, you will need to figure out what to do with those extra hours soon.

The state's payroll system monitors employees' annual leave balances on a yearly basis. On Oct. 31 of each year, the system updates annual leave balances for employees who have accumulated more than their maximum balance. If you have more annual leave than the maximum allows, you will lose the hours and a new, reduced annual leave balance will be reflected on your Nov. 15 check stub for the pay period ending Oct. 31.

The chart below can help you determine where you need to be on Oct. 31 in order to keep all of your annual leave.

Leave Accrual Rate Per Pay Period	Maximum Annual Leave Accrual	October 31 Annual Leave Balance
5 Hours	240 Hours	235 Hours
6 Hours	288 Hours	282 Hours
7 Hours	336 Hours	329 Hours

Those employees who do not use all of their annual leave hours will lose them. Those hours will automatically be donated to the ShareLeave program to benefit fellow employees, unless you tell your payroll representative oth-

erwise. Hours not donated are deleted from the system and will not benefit anyone.

For more information regarding maximum leave balances, please contact your District Payroll Office or, for Central Office employees, your designated payroll representative.

Employee Benefits System Online Soon

A new Web-based management system headed your way this fall will allow you to make changes to certain health and life insurance benefits online. For example, you'll be able to initiate changes to your medical insurance enrollment or change your life insurance beneficiaries without the hassle of all the paperwork you now have to submit.

The system will also help us comply with new federal privacy and security standards designed to protect your personal health information. As a result, you'll be able to use a unique identification other than your social security number to access the system.

You'll receive new identification cards and additional information on this new option in the mail soon. In the meantime, contact Employee Benefits at 573-526-0138 if you have any questions.

Focus on Teen Safety Belt Usage Rates

by Megan Mills

Safety belt usage saves lives in traffic crashes. The Missouri Coalition for Roadway Safety is constantly looking for ways to convey this message to teenagers throughout the state and encourage them to buckle up to save lives and reduce injuries in vehicle crashes.

Nationally, teens lag behind in safety belt usage by three percent and are leaders in traffic crash rates: a deadly combination. The National Highway Traffic Safety Administration reports that vehicle crashes are the leading cause of death for young drivers, with 3,657 drivers aged 15-20 years old killed in 2003. A 2004 study reports that nearly 64 percent of teens killed in traffic crashes each year are not wearing their safety belts.

Despite these alarming statistics, teens continually refrain from using safety belts. So the coalition teamed up with the Institute of Public Policy and the Truman School of Public Affairs at the University of Missouri-Columbia to conduct several focus groups. The purpose was to provide insight on how young Missouri drivers make decisions on safety belt use and to determine what outreach methods have the potential to influence their future decisions related to traffic safety.

Twelve focus groups took place this summer across the state and surveyed 101 teens, ages 11-19. Participants

were fairly representative of Missouri's population and were from both urban and rural areas.

Several key findings materialized from the focus groups:

- Parental belt usage habits impact whether the teens use them. Although teens may not model good seat belt usage behaviors, they are more likely to not use safety belts if their parents don't use them.
- Urban legends about safety belts are firmly rooted in Missouri culture, including the most common misconception that seat belts could kill someone.
- Realism should be used in public outreach and advertising efforts toward teens. They prefer people who are like them and have relevant experiences to share.
- Significant law enforcement efforts and higher fines would be most influential in encouraging the teens to wear their seat belts.

The coalition plans to use these findings in their next educational blitz in the upcoming months when they focus on increasing teen safety belt use.

A Look Back at Missouri's Highway Patrol Celebrating 75 Years

by Tom Gubbels

Throughout the 1920s and 1930s, automotive traffic on Missouri roads increased significantly. Missouri's leaders quickly realized that a new police force was needed to enforce traffic laws and promote safe travel along the highway system, and thus the 56th General Assembly created the Missouri State Highway Patrol. According to the bill signed into law by Gov. Henry Caulfield on April 24, 1931, the tasks of the new Missouri State Highway Patrol were:

To police the highways constructed and maintained by the Commission; to regulate the movement of traffic thereon; to enforce thereon the laws of the state relating to the operation and use of vehicles on the highways; to enforce and prevent thereon the violation of the laws relating to the size, weight and speed of commercial vehicles; and all laws designed to protect and safeguard the highways constructed and maintained by the Commission.

The original Missouri State Highway Patrol consisted of 115 patrolmen and 10 captains. By 1939, another 50 patrolmen had been added to the force. The Missouri State Highway Patrol was originally assigned solely to protect the highways. Patrolmen were not given the right to serve civil process warrants



or assist in local law enforcement without express permission, but they were allowed to arrest any person who they witnessed violating a state law. The first patrolmen killed in the line of duty was Benjamin Booth, who was killed on June 14, 1933, while assisting Boone County Sheriff Roger Wilson in the investigation of a bank robbery.

Since its creation in 1931, the duties of the Missouri State Highway Patrol have been extended well beyond basic law enforcement. The patrol added a radio division in the early 1930s to promote effective communication and provide

radio service for all of Missouri's police forces, and in 1936 a state crime lab was created to assist in the investigation of major crimes. In 1942 the state patrol took over the operation of weigh stations along Missouri's highways to help ensure that commercial vehicles traveling through the state complied with safety laws and load limits. Today, the Missouri State Highway Patrol performs many tasks in addition to enforcing laws along Missouri's highways, such as providing protection for the governor, combating the production and distribution of illegal drugs, and testing applicants for commercial drivers licenses. The Missouri State Highway Patrol has made travel safer on Missouri's highways for 75 years, and the patrol continues to serve and protect Missourians today as a fully certified law enforcement agency.

State Fair Scavenger Hunt Winner



MoDOT Roadside Maintenance Specialist Rand Swanigan presents Peyton Dodson, winner of the State Fair MoDOT scavenger hunt, with his prize bike at Peyton's elementary school in Hale.

Express to Success Launches Intranet Site

Want to know more about Express to Success? Now you can go to the Intranet to learn about this new way Information Systems' will do business.

Visit <http://wwwwi/intranet/IS/E2S.htm> to find out about the changes IS is undergoing to increase efficiency and output. You'll also learn how these changes will affect you and your department.

Some of the features on the intranet page include:

- An overview of the changes in PowerPoint format. These 15 slides will show you the who, what, where, when and why of E2S.

- An interactive work flow chart so employees can get an idea of the steps involved in E2S.
- A Glossary of Terms related to E2S.
- A Road Map showing each stage of the transformation so you'll be informed every step of the way.
- Reprints of *Connections* articles on E2S.

Communication is an important aspect of E2S. As the change progresses, this intranet page will be updated with new and current information. It will also give advice, tips and hints on how you can use the new structure to improve the technology base of your division.

New Software Will Help Identify Crash Patterns

by Reeve Booth and Megan Mills

New computerized collision diagram software will soon help districts more efficiently identify intersection crash patterns, which will increase safety and save the department valuable time and resources. The increased focus on crash analysis is a result of Missouri's Blueprint for Safer Roads and the federal highway bill, SAFETEA-LU, which concentrates on highway safety.

"Identifying crash patterns is vital in helping us find ways to make the roads safer," said Brian Chandler, MoDOT traffic safety engineer. "Analysis of crash types, weather conditions, time of day, etc. can give engineers the information they need to make good decisions."

In the past, these intersection diagrams have required the review of each crash

report and then a hand drawing of the collision. This process will now be automated through the Transportation Management System (TMS).

"The time savings are significant with this new system," Chandler said. "On average, it can take hours to fully complete a complex collision diagram by hand, where the new software can do it in a few minutes or less."

Minimal training is needed to use the new program. When creating a collision diagram with the new system, a user simply selects an intersection and an icon will appear in TMS to automatically create the collision diagram.

The new system will be fundamental in an upcoming project that will provide in-depth analyses of crash patterns on the state's highway corridors.

Preparing Yourself for Promotion

by Patti Knopke

Employees in all organizations often find themselves wondering "How do I get ahead?" or "What does it take to get a promotion around here?" In a culture where MoDOT customers and partners are constantly expecting staff to accomplish more with less, only those who have prepared themselves for the next level can expect to get there. For MoDOT employees, Human Resources staff members have developed strategies to help employees prepare for both career ladder promotions and competitive promotions.

The preparation guide for career ladder promotions asks you to put yourself in your supervisor's shoes and assess yourself with questions related to work ethics and attitude. Sample questions include: Do you accept and support change? Are you a team player? Do you treat everyone with dignity and respect?

Here are some other quick tips relating to career ladder promotions:

- 1) Make sure that you and your supervisor are discussing your progress toward meeting the skills required for the next level.

- 2) Document all of your efforts and accomplishments, this will help show that you are ready to move up the career ladder at MoDOT.

And when you are competing with other employees for a vacancy, there is another guide to help you prepare for that all-important interview. Every time we fill a job at MoDOT, we try to promote and recruit the best-qualified people, as well as recognize and encourage diversity in the work place. Because the supervisors and interview panel put a lot of time and effort into the interview process, you should put an equal amount of thought and effort into preparing for the interview. This guide will help you put your best foot forward.

The Human Resources Intranet site has recently been improved to make it easier to use. Information on the site is now more relevant to employees, and even features information of interest to supervisors, as well. Human Resources staff expects to regularly add new informational topics to their site so, as they say, "Check it out!" <http://wwwwi/intranet/hr/>



Shaun Schmitz

Human Resources staffers Elizabeth Reed, left, and Dave Spieker, along with Linda Wyss, Motor Carrier Services, simulate a panel interview that would be conducted when an employee competes with other employees for a vacant position. The employee being "interviewed" is Lisa Stephen, Equal Opportunity Division.

October Service Anniversaries

Years	Name	Location	Years	Name	Location	
30 Years	Flint A. Hibler	D1	Dawndy J. Baum	D7	David A. Baker	D9
	John E. Dawson	D2	Gill B. Welton	D8	Barbara K. Kliethermes	CO
	Charles W. Kelsey	D5	Jesse F. Atkinson	D9	Henry C. Knight	CO
	Janice M. Gerding	D6	J. Mark Barton	D9	Tanya M. Powell	CO
	John H. Fite	D7	Georgia J. Campbell	D9	Kenneth Sowers	CO
	Michael L. Hudson	D7	Donald D. Noles	D10	Joseph T. Pestka	CO
	Dennis J. Benefield	D10	Kathryn P. Harvey	CO	Debra A. Taylor	CO
	Stephen C. Derendinger	CO	Jessica B. Sawyer	CO		
	25 Years	Samuel F. Vice	D3	10 years		
		Gary D. McClanahan	D4	Bruce A. Nichols	D1	
Michael A. Roberts		D4	Jacob D. Kerby	D2		
Richard J. Hamilton		D6	Steven C. Rench	D3		
			Duston W. Wilson	D3		
			Barbara J. Orrison	D4		
20 Years	Randall E. Ashley	D4	Jerry D. Hanger	D5		
	Jerry L. Bell	D4	Chidambaram C. Latha	D6		
	Timothy C. Ackert	D5	Michael B. Workes	D6		
			Doyle D. Clement	D8		
			Harold D. Merritt	D9		
15 Years	William N. White	D2	Angela L. Wilson	D10		
	Wayne A. Neagles	D3	Sheri L. Prewett	CO		
	David S. Thompson	D3	5 Years			
	Douglas E. Williams	D3	Ricky L. Bonnett	D1		
	Jafar G. Deghani	D4	Robert D. Crow	D1		
	William C. Porter	D5	Correy A. Miller	D1		
	Monica R. Bax	D6	Kaleb L. O'Hanlon	D6		
		Mitchell E. Landes	D7			

In Memoriam

Active Employees	Location	Date
Ken Hoierman	D6	Aug. 15
Retirees	Location	Date
William "Bill" O. Dedmon	D9	Aug. 4
Harold L. Long	D7	Aug. 6
Herman "Hamm" F. Martin	D5	Aug. 7
James M. Fink	CO	Aug. 12
Woodrow "Woody" Hawkins	D10	Aug. 14
John D. Worrell	D3	Aug. 15
Daniel "Dan" J. Carter	D3	Aug. 18
Norman "Jeff" C. Jefferies	D1	Aug. 18
Donald "Don" R. Hoit	D3	Aug. 24
William "Ray" R. Ball	D3	Aug. 25
Ellerd W. Dierks	D6	Aug. 27

August Retirements

Name	Location	Years of Service
Lita Mae Cambers	D7	17
Donna Clayton	CO	37
Mark Duncan	D10	30
John Eckhart	D7	33
Lois Embry	D5	6
Dewayn Gaddy	CO	15
Harvey Gilbert	D8	29
Larry Jefferson	D4	21
Harry Madden	D4	5
Ronald McCanles	D7	29
James Neal	D3	27
Ronald Newberry	D1	17
Ollen Pitts	D7	33
Merlin Pyrtle	D9	22
Glenn Rice	D3	40
David Roberts	D3	12
Charles Stutler	D4	15
Shannah Taylor	D1	40
James Thomas	D2	27
Marilyn Turner	D5	24
Sylvia Wilbers	CO	21
Harold Wolf	D5	29
Daymon Wray	D6	25



Central Office

HR Employees Respond to Emergency

Aug. 21 started out like a typical Monday for two Central Office HRED employees, Senior Employee Development Specialist Ray Wood and Employee Development Specialist James Cox. That was until they came upon the scene of an accident just south of the AC exit on Route 63.

The driver of a northbound dump truck driven by an APAC employee overturned two times in the median between the two lanes spilling sand and dirt on both the inner north- and southbound lanes of Route 63.

Immediately Ray and James wasted no time to make the call for help. As Ray directed traffic on the northbound side of Route 63, James ensured the southbound traffic was moving smoothly. Although both inner lanes of the north and southbound highways were shut down for emergency vehicles, the outbound lanes were still open, and traffic was allowed to flow freely under the guidance of Ray and James.

Within 10 minutes of the initial call to MoDOT, Mark Embrey of the Colum-



Don Shrubshell, Columbia Daily Tribune

Accident scene on Route 63.

bia maintenance shed arrived with a street sweeper and had the northbound lane cleaned of debris in just a few minutes. MoDOT personnel had the road cleaned and were headed back to the shop prior to the wrecked vehicle being removed from the median.

KMIZ Channel 17 stated, "MoDOT crews were called to the scene to clean up the sand and had the road open in 20 minutes." The quick thinking of Ray and James kept traffic flowing while the road was cleaned and rescue workers did their job to pull the driver from the wreckage and transport him to the hospital.

Training Tomorrow's Transportation Work Force

by Kristi Jamison

College students in Missouri and across the nation are back on campuses and fully engaged in their classes. But the traditional teacher/classroom setting isn't the only place to learn. Did you know that MoDOT can play an important role in some of these students' education?

Since March 2001, MoDOT has participated in the national Cooperative Education Program in conjunction with Lincoln University. This year the program is being expanded to other campuses as well.

The program helps create a unique learning environment in which students integrate classroom studies with hands-on experience in a field related to their academic/career goals. At MoDOT, we

reach out to students planning a career in civil engineering, business administration-related courses, information systems or criminal justice. Students earn a salary and benefits and gain valuable on-the-job training while they earn their degree.

For the program to succeed, we need strongly committed MoDOT supervisors who are interested in helping train and develop Co-op students.

Supervising a Co-op student means you get additional assistance on projects without an increase in your FTEs or your payroll budget. That's because, if approved by the Equal Opportunity Division, they pay the expenses for your Co-op student. In fact, Equal Opportunity staff will even complete a Co-op student's time sheet and enter it into the payroll system.

for more info

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MoDOT Wins Awards for Outstanding Communications Work

By Patti Knopke

MoDOT received three awards at the American Association of State Highway and Transportation Officials' annual National Transportation Public Affairs Workshop held in July. NTPAW provides an opportunity for all state DOT public affairs/communications/community relations' directors and staff to learn from experts, exchange information and share best practices.

One award received was in the issues/crisis management category, in which MoDOT entered its communications plan for the Kansas City Paseo Bridge

was Buckle Up for Graduation, a public service announcement geared toward encouraging teenagers to buckle up.

The catchy spot asked, "Wanna know the coolest thing to wear to graduation this year?" Which was answered with, "Your seat belt." The spot ended with the thought-provoking statement, "It's easier to say good-bye at graduation than to say good-bye forever."

Finally, MoDOT's MAP Funding Allocation Challenge won in the interactive presentation category. Missouri Advanced Planning, or MAP, is a planning initiative based on public



closing. The plan included a two-year public involvement and information campaign and a Web site that educated visitors on the closing, alternate routes, carpools and enhanced transit services. With a prepared public, MoDOT was able to keep commuters on time and finish the bridge repairs without interruption and ahead of schedule.

The second award was for audio public service announcements without a consultant. MoDOT's entry for this award

participation. The Funding Allocation Challenge, located on the MAP Web site, is designed to listen, learn, discuss, educate and garner support for future transportation decisions. Players are given \$100 to allocate to those projects they thought were of most importance. Then MoDOT Director Pete Rahn tells them the consequences of their choices.

"It seems that with each year we find ourselves busier and busier, needing to produce more work with fewer resources," said David Williams, senior human resources specialist. "The Co-op Program gives us an opportunity to tap into a talented pool of fresh ideas and enthusiasm."

If you decide to oversee a Co-op student, you must establish performance expectations and provide them with progressive professional opportunities. Just be prepared to get as much out of the experience as your Co-op student does.

Contact the Equal Opportunity Division for more information.



Cathy Morrison

Analyzing coarse aggregate is one of the many things Physical Lab Director Will Stalcup, right, is teaching Co-op student Darius Wynn.

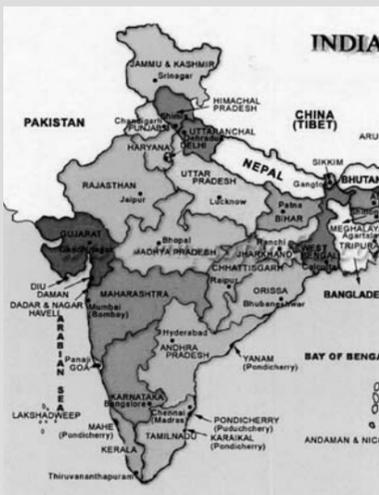
D1

Northwest

A Different Perspective

Story and photo by Elaine Justus

Chaitanya Gampa is from India. More precisely, she is from Hyderabad, a city of four million souls located in the state of Andhrapradesh in south central India. She is also a Jayhawk, having graduated from the University of Kansas with a master's degree in civil engineering. Thanks to a sponsorship by MoDOT, she has been working as one of our highway designers for a couple of years now.



Recently, when the opportunity to volunteer for the State Fair became available, she jumped at the chance.

She is no stranger to state fairs since the "All India Industrial Exhibition" (India's version of the Missouri State Fair) was something she had attended and enjoyed all her life. We couldn't resist the opportunity to ask her how Missouri compared, and the differences were surprising. For starters, our event lasts 10 days in August. In India, it lasts about 45 days (from the first of January to the 15th of February). At Sedalia, we begin early in the morning, and head for home at 6 p.m. In India very little is open in the morning, and most people attend between 7 p.m. and 1 a.m. Even in January, evening temperatures range from 60 to 70 degrees.

The real attraction in India is the variety of stalls selling goods: shoes, clothing, furniture, glassware, electronics. The newest and the best from all over the country (and a few other countries) are available to buy. Chaitanya was surprised to find that even though there were displays of goods at Sedalia, very little of it was for sale.

"We have games and the same kinds of amusement rides that you do. Our candy and snacks are a lot different, though." Chaitanya admits that corn



Northwest District Highway Designer Chaitanya Gampa wore a beautiful, delicate turquoise and purple chiffon sari on the day we did this interview. When asked if it was something worn only on special occasions she responded, "No. My mother wears these every day."

dogs and deep fat fried twinkies do not have the same appeal as the "tiffin" and "chat" snacks that she is used to.

What was the best part of the Missouri

State Fair? "Getting to meet so many people from so many different walks of life. It was a long van ride (seven hours), but I enjoyed it."

Partnering for Success

Story by Elaine Justus

6



The U.S. Fish and Wildlife Service was the host agency for the 2006 Transportation Conference held Aug. 29-30 at the National Conservation Training Center in Shepardstown, W. Va. Northwest District's Transportation Planning Manager Shannon Kusilek helped to host one of the breakout sessions regarding habitat restoration.

for more info

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In many ways, this has become the "Story That Wouldn't Die," but that's a good thing. It was in 1999 that the Northwest District began design work on a project involving improvements to Route 118 in Holt County. As the project progressed, it became more and more evident that a significant amount of fill dirt was going to be needed to do the job properly and raise the roadbed above the flood plain. At the same time, Squaw Creek National Wildlife Refuge, under the direction of Refuge Manager Ron Bell, was seeking a way to remove silt from repeated flooding of Squaw Creek. Over the years, this silt accumulated to a depth of four feet in a very important 40-acre wetland.

Bottom line: MoDOT used the wetlands silt to raise our roadbed, and Squaw Creek reclaimed their wetlands as habitat for shorebirds and migratory waterfowl. The project was so successful that U.S. Fish and Wildlife, who hosted the Transportation Conference in cooperation with the Bureau of Land Management, U.S. Forest Service,

National Park Service, and the Federal Highway Administration, invited MoDOT and Squaw Creek to host a breakout session for "Best Practices."

The 2006 Transportation Conference was held in Shepardstown, W. Va. on Aug. 29-30. The primary goal of the conference was to share ways to help improve all aspects of transportation within federal land management through enhancement funding, scenic byways or other less well-known venues for funding.



This aerial photograph illustrates how the wetlands have returned to the 40-acre section of the Squaw Creek National Wildlife Refuge previously filled with four feet of silt from flooding.

D2

North Central

Equipped for the Future

District 2 has created a Fleet Vision Team to set a direction for managing our fleet. Assistant District Engineer Mike Herleth, General Services Manager Joey Hinton, Construction Engineer Dennis Brucks, Maintenance Operations Engineer Travis Wombwell, Maintenance Superintendent Dale Niece and Area Engineers Mike McGrath and Phil Sandifer make up the new team. Their task is to set a vision for our fleet by looking at the

the money that has been spent making those repairs. "We want to keep our fleet up to date and in good working order," said Hinton. "Also, MoDOT's fleet and fuel budget is not increasing, but the cost to purchase equipment and fuel is increasing dramatically. If we surplus equipment that is not being utilized or is constantly needing repair, we can use that money to purchase equipment we need."



equipment we have and how we use that equipment with the work we are currently doing and the work we will be doing in the future.

"Our team is not focusing on the condition of our equipment, we're trying to anticipate our future needs," said Herleth. "We want to make sure employees have the tools they need to take pride in their work and provide the level of service our customers expect."

During its first meeting in July, the team focused on four items – loaders, backhoes, distributors and motor graders. In looking at the use and need for this equipment, the team agreed to reduce the total number of these units by 18 and redistribute some of the units to other facilities.

General Services then began conducting field inspections on all of these units to evaluate the condition of each. The overall condition decides which unit they surplus to reach the desired number. They also developed a time line when each unit will be sold.

During the inspections some of the things taken into consideration were the age of the unit, repair history and

Next, the team looked at the light duty portion of the fleet, which included passenger cars, pickups, utility trucks, light duty trucks and vans. The team established several goals for this portion of the fleet that they will implement with our equipment trading cycle. Two of the goals included needing the DE's approval to purchase any four-wheel drive units or SUVs, and placing a one-ton truck that is capable of plowing snow at each maintenance facility.

The team also tackled the special snow removal fleet. Based upon a reduced utilization of this fleet due to fewer snow events over the last five years and the continuing upgrade of our heavy duty and extra-heavy duty fleet, they realized we no longer have a need to own this specialized equipment. The team decided to surplus two FWD units and a Snow-Go snow blower.

Although this decision may cause some uncertainty about handling drifting snow problems, the team feels it is necessary to balance our ability to handle infrequent major snow events with the overall need of MoDOT. By continuing to focus our efforts on the priority one and priority two routes for snow



removal and increasing the number of trucks with wing plows, the team believes the risk is minimized, that we are becoming more efficient at winter operations and our level of service for snow removal will stay comparable with our neighboring districts.

The team plans to continue their review of all classes of equipment. To complete this first round of reviews, the team will look at signing and striping equipment in September, heavy duty and extra-heavy duty fleet in October; and finish in November with tractors, rollers and our leasing plan for 2007.

General Services will continue their field inspections to determine which units they will surplus, until all equip-

ment and units have been evaluated. The team will continue aggressively looking at where we are and where we want to be with our fleet and reevaluating our equipment every year to increase and decrease units as needed.

The District 2 Business Plan and the statewide direction for maintenance from Central Office will guide the team to make the best decisions for the district. Selling outdated, underutilized equipment and using those dollars to purchase or lease new equipment that we need will give District 2 the best fleet for the best value of every dollar spent.

MoDOT History

As part of Macon's Sesquicentennial, a special day was held to honor a Macon resident, Theodore Gary. Gary was not only a Macon resident, but the first chairman of the state highway commission and was instrumental in establishing the commission in those early years. Gary was also involved in many community projects in Macon.

The Historical Society scheduled several events honoring Gary. The hospital's ladies auxiliary hosted a reception and MoDOT's customer service organized a special table with information regarding Gary's involvement with the commission, including a copy of his resignation letter when he left the position. Intermediate Design Technician Jonathan Bruner created a large poster to display, which was so well received that the Historical Society has placed it in the local museum with other Gary memorabilia.



Theodore Gary Chairman State Highway Commission 1921 - 1926

- 1921-1926 - Gary was appointed to the newly formed State Highway Commission by Governor Hyde, serving as chairman during his tenure on the commission
- December 6, 1921 - The first meeting of the commission was held in the Speaker's Room of the Capitol Building, called to order by Gary
- November 19, 1926 - Gary resigned from the commission
- November 5, 1952 - Gary passed away
- November 14, 1952 - The commission designates Theodore Gary Roadside Park, located on Route 36, two miles west of New Cambria

At the park, Gary's son Hunter erected a sign which read:

**In memory of Theodore Gary
who gratuitously devoted
much time and thought
to the building of highways
for the state of Missouri.**

The park was removed during the recent construction of the four-lane project on Route 36. The plaque now hangs in the district office.

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D3

North east

Partners Celebrate Bridge Opening

Finishing a bridge on Route 15 just north of Mexico may not seem to be that big of a deal, but more than 40 area residents turned out to officially open the bridge over Skull Lick Creek because it was done a year ahead of the plan. "MoDOT was great to work with, and we really appreciate their willingness to move the bridge up a year," said

Audrain County Presiding Commissioner Dick Webber.

MoDOT District Design Engineer Tom Batenhorst thanked area residents for their patience during construction. "We were able to save time and money by closing the road, and this allowed us to move the bridge up a year," Tom said. "For that, we thank area residents."



The official ribbon cutting opening the bridge over Skull Lick Creek was attended by more than 40 area residents. Included in the ceremony were (l - r) Dave Silvester, MoDOT; Rep. Steve Hobbs; Sen. John Cauthorn; Tom Batenhorst, MoDOT; Dick Webber, Audrain County Commissioner; Jackie Bordeleau, MoDOT; Kevin Williams, MoDOT; Tom Threlkeld, MoDOT; and Kevin Barker, MoDOT.

Smile! You're Done With A Cinder Seal



Danny Brennan, LaBelle maintenance supervisor, is all smiles because several of the crews from the north area just finished a cinder seal on Route A in Scotland County. So far this year, the NE District has preserved more than 150 miles of road using chip and cinder seals.

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During a north area road trip, customer service representatives stopped to visit the guys at the Luray Maintenance Building. Linley Lipper (pictured above) was building a carrier to haul signing equipment on the back of the truck. "With the new telspar posts, we are trying to get all the necessary equipment together, including the new electric jackhammers, so it's easier to haul, load and unload," explained Luray Maintenance Supervisor Roger Sedore.

The Road to Safer Highways

The Northeast Regional Blueprint Committee was the first to submit its comprehensive 2006-2007 plan to the Missouri Coalition for Roadway Safety. "This plan combines education, enforcement, engineering and emergency services to help us reduce fatalities on the road," explained Regional Blueprint

member and Missouri State Highway Patrolman Cpl. Julie Scerine.

Using a statewide "blueprint" developed by the coalition, regions are implementing the four Es to achieve the goal of less than 1,000 fatalities on our roads by the end of 2008. The committee's plan can be found at www.savemolives.com.

Can You Hear Me Now?



At the request of a customer, the NE District recently installed its first talking crosswalk at a busy intersection in Hannibal. "A sight-impaired resident asked if we could add sound so he could safely cross McMaster's Avenue," explained Warren Brehm, signal electrician who installed the device.

"It was relatively inexpensive, and we felt it would benefit anyone crossing this intersection because it is near a school," said Maintenance and Traffic Engineer Mark Giessinger.

When the button is pushed, an audible message is given to the pedestrian, indicating when it is appropriate to cross.

Warren Brehm demonstrates the new "talking crosswalk" at McMaster's Avenue and Stardust Drive in Hannibal. The device was installed at the request of a customer.

D4

Kansas City Area

Construction Begins on Route 7 Improvements

Area Development, Projected Traffic Increase Triggers Projects

by Jennifer Benefield

One and a half billion dollars over 10 years. This is the estimated economic growth projected for Blue Springs and the stimulus for accelerating improvements to Route 7 – the arterial roadway in the center of a residential and commercial boon in the southern portion of the city.

The Route 7 improvements, divided into two phases, are a collaborative effort of the city of Blue Springs and the Missouri Department of Transportation. Designed by city of Blue Springs consultant TranSystems Corporation, the project will improve safety and add capacity through roadway widening and a new traffic signal system at Route 7 and Colbern Road.

“The city was very proactive in contacting MoDOT once they became aware

of the development,” said Transportation Project Manager Susan McCubbins. “They knew this development would significantly increase traffic volumes in the area and they wanted improvements in place that could handle it.”

Construction began in mid-July on Route 7 Phase I improvements from Wyatt Road to just north of the Colbern Road intersection. These improvements include widening Route 7 from



Alan Greer

Emery Sapp & Sons grades the new northbound lanes of Route 7 from Wyatt Road to just north of Colbern Road in July 2006.

two lanes to four, a landscaped median, bicycle accommodations, and sufficient right of way to install sidewalks and traffic signals as future development occurs. Route 7 will remain open to traffic during construction with minimal disruptions. Made possible by the 2004 passage of Amendment 3, this \$6.3 million improvement is expected to be complete in late 2007.

“One of the reasons we received Amendment 3 funding for this project is because the city and area developers were willing to contribute a significant amount of money – they were committed to this project,” said McCubbins. “The Amendment 3 funding allowed the project to be accelerated and

regular meetings and cooperation with the city, county, developers and utility companies helped the project to move quickly and smoothly.”

Route 7 Phase II improvements are simultaneously under way. Approximately 50 people attended an Aug. 17 public hearing to learn more about a plan that calls for intersection improvements at Colbern Road to be constructed by fall 2008, dependent on right of way acquisition and funding. The design takes into consideration the projected traffic associated with developments in the surrounding area and includes bicycle and pedestrian accommodations.



Shot Bee

District Engineer Beth Wright attended an Aug. 3 Route 7 ground breaking ceremony with (l-r) Sen. Matt Bartle, Rep. Brian Yates, Rep. Bryan Pratt, Rep. Gary Dusenberg and Sam Panettiere representing U.S. Congressman

A Better Route 150 Project

Public Input Helps Plan

by Steve Porter

MoDOT has learned that it designs better roads when the department has a dialogue with the public. So how best to go about designing a new, four-lane Route 150 between Routes 291 and 71? First have a talk, well, lots of talks, with the public.

Since May, MoDOT and its consultants have met with 16 stakeholder groups and conducted four community cof-

ees to seek input on the \$30 million project. That input is helping to direct the new highway design, which is quite different than initially posed during the environmental process in 2001.

More than five years ago, the department held a public meeting on the rapidly developing corridor and came away with a concept to build a rural four-lane highway with a wide,

depressed median and paved shoulders. Design speeds would be 60 mph and right of way acquisition would have cut a wide swath, taking many homes.

But in the ensuing five years, development along Route 150 kicked into overdrive, changing the texture of the corridor. During this spring and summer’s meetings, MoDOT asked stakeholders if they would consider a narrower, urban four-lane design with a 45-mph speed and limited access.

People living along the most densely developed segments, in Lee’s Summit to the east and Grandview to the west, are generally more supportive of the narrower corridor. Kansas City

stakeholders, who are sandwiched in the middle, also saw the change as less intrusive and more forward-thinking. The narrower footprint also allows designers some flexibility to build on either side of the current two-lane alignment, avoiding problematic issues such as a water tower or dense residential development.

More public input is scheduled this fall as the project moves toward a preliminary design. By November, MoDOT expects to have a plan in place for a public hearing. In 2008, construction is expected to begin, and the project could be completed in 2010.

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D5 Central

80-Year-Old Bridges Replaced in Maries County

by Holly Dentner

Motorists in Maries County have been driving over the Maries River Bridge on Route N and Little Maries River Bridge on Route DD for 80 years. Drivers have been crossing the Carnes Branch Bridge on Route 133 for 73 years. After all that time, wear and tear on the three bridges meant they needed to be replaced with structures that could safely handle today's traffic.

This year workers began replacing the three bridges, and all three were reopened in August. About 50 people gathered on Aug. 30 to celebrate the new bridges with a ribbon-cutting ceremony on the Carnes Branch Bridge on Route 133.

Crews built the new Carnes Branch Bridge just east of the old structure, and realigned about one-half mile of roadway to provide better sight distance for drivers. The new bridge is 15 feet wider, providing two full lanes and four-foot



District Engineer Roger Schwartz presents Maries County Presiding Commissioner James Kleffner with the sign from the old Carnes Branch Bridge.

shoulders. Work began in January and cost approximately \$1.9 million.

Both the Maries River Bridge on Route N and the Little Maries River Bridge on Route DD were rebuilt in the same location as the original structures. Work on the bridges began this spring and cost \$1.2 million.



The new Carnes Branch Bridge on Route 133 is 15 feet wider and 13 feet higher than the old bridge.



The new Little Maries Bridge on Route DD is 26 feet wide, six feet wider than the original bridge.



The new Maries River Bridge on Route N is 32 feet wide, with two 12-foot lanes and two four-foot shoulders.



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Around The District



Crew workers from the Vienna maintenance building lay asphalt on Route DD in Maries County.



Television cameras got an unusual angle during the Seat of Your Pants tour of District 5. After a news conference in Boone County to discuss the progress made on the Smooth Roads Initiative, reporters climbed aboard the MoDOT van to tour a section of Route 63.

Crew Worker Tells His Story at Work Zone News Conference

by Holly Dentner

Injuring or killing a highway worker in a work zone now means big penalties, including the loss of your driver's license and up to a \$10,000 fine. The new law went into effect on Aug. 28, and the district helped publicize it by holding a news conference in Jefferson City.

District 5 Senior Crew Worker Tim Jones knows the danger of work zones all too well and was present at the news conference to share his story with reporters. Jones found himself surrounded by them following the news conference where Director Pete Rahn, Missouri State Highway Patrol Captain Dale Schmidt, and Duane Kraft, president of Associated General Contractors of Missouri, praised the new law.

Since 2000, 214 MoDOT employees have been injured and seven have been killed in work zones. Jones is one of those employees, but was lucky enough to recover completely and come back to work. He works with the district's signing and striping division, and spent the morning prior to the news conference installing one of the new "Hit a Worker" signs in the central Missouri area.

Five years ago he was installing stop bars at an intersection in

Columbia during the overnight hours. Around 1:30 a.m., a vehicle swerved into the work zone, right through the traffic cones, and hit Jones as he worked. He had one foot on the curb and one in the road, and the driver ran over Jones' right ankle, breaking it. The driver did not stop after the collision and was never caught.

Jones told the reporters that he was glad the new law was in place, and hoped the new "Hit a Worker" signs going up across the state would remind people to slow down and drive safely through work zones.



Senior Crew Worker Tim Jones tells reporters about the car that struck him while he was in a work zone.

D6

St. Louis Area

New Area Engineer Named

District 6 has a brand new area engineer for the South St. Louis County/ North Jefferson County area. Kristy Yates began her duties on Aug. 1.

Yates replaces Tom Blair, who was recently promoted to assistant district engineer in District 6. Yates has worked for MoDOT for more than five years and was previously a senior traffic studies specialist in MoDOT's Hannibal District. She also worked in the traffic department in MoDOT's St. Louis Metro District for three years before moving to the Hannibal District.

"I am very excited about this opportunity and look forward to working with MoDOT staff in the South St. Louis County and North Jefferson County areas, as well as with the local communities," Yates said. "I will also work to preserve the relationships Tom has made and establish myself as a resource for the area."



Kristy Yates

Yates is a South St. Louis County native and is very familiar with the area and its present and future transportation needs. She is also a licensed professional engineer and has a bachelor's degree in civil engineering from the University of Missouri-Rolla.

Yates currently resides in O'Fallon with her two daughters and is looking to move to the South St. Louis County area within the year.

Safety Training Assists Motor Carriers

MoDOT's Motor Carrier Services Division offered a free seminar on commercial vehicle safety regulations and federal hazardous materials rules for commercial vehicle drivers in the St. Louis area in late July. The safety training is designed to help motor carriers with compliance and reduce accidents involving commercial motor vehicles.

Transportation Enforcement Investigations Supervisor Michael Kratzer helped moderate the safety and compliance seminar in District 6.

He said these types of seminars are held twice a year in nine districts. "The course explains the Federal Motor Carrier Safety Regulations and lets commercial vehicle drivers know just what Motor Carrier Services will be looking

at when a review is conducted at their place of business," he said. Motor Carrier Services performs compliance reviews on these industries.

Missouri Highway Patrol Corporal Al Nothum had a special demonstration for those who attended the July seminar. Nothum brought out a rollover simulator to show what happens when drivers do not wear their seatbelts. Nothum said safety belts could reduce fatalities to front-seat occupants of passenger cars by 45 percent and of light trucks by 60 percent.

Motor Carrier Services also offers a hazardous materials course, a passenger specific course, and a course for agricultural producers throughout the year.



Missouri Highway Patrol Corporal Al Nothum uses the rollover simulator to demonstrate what happens when drivers don't wear their safety belt.

Bridges Open Ahead of Schedule

Wednesday, Aug. 30 was a morning hinting of fall's early arrival and full of construction firsts. More than 25 MoDOT officials, elected officials, media and members of the Midtown community celebrated the opening of the new bridges at Interstate 64 at Compton Avenue and Market Street. Completed three months ahead of schedule and within budget, all present were ecstatic with the look of the bridge, which incorporates the aesthetics of the New I-64 Project, slated to begin next year.



Linda Wilson

Cutting the ribbon are, Ed Hassinger, district engineer; Ishmael-Lateef Ahmad, office of U.S. Congressman William Clay, Jr.; Angel McCormick, office of U.S. Senator Jim Talent; Charlie Barnes, office of U.S. Senator Christopher Bond; Kathy Hale office of Mayor Francis Slay; State Representative Robin Wright-Jones; Alderman Lewis Reed; Charles Gooden from Harris-Stowe State University; Deanna Venker, city area engineer and William Seaton of Sigma Aldrich.



Cathy Morrison

The Compton Ave. bridges over I-64 and Market St. in the city of St. Louis opened to traffic three months ahead of schedule.

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D7

Southwest

QIMS Idea Earns Employee \$300

by Wendy Brunner-Lewis

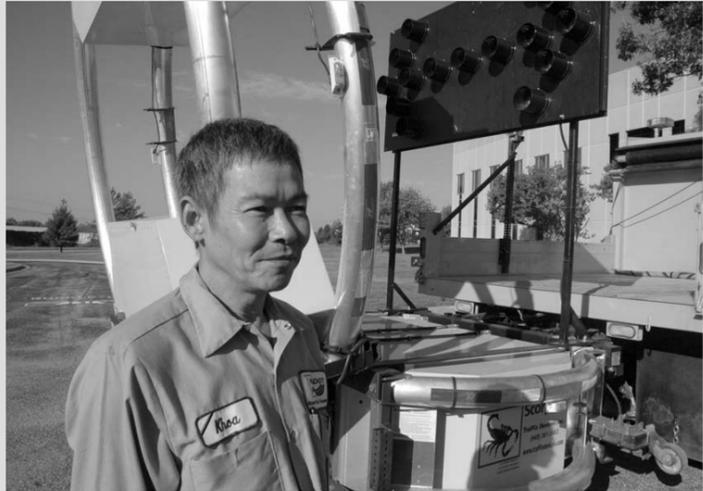
General Services Equipment Specialist Khoa Nguyen knew there had to be a better way of mounting an arrow board and truck-mounted attenuator (TMA) to a dump truck. He just had to think of it.

In late spring, Nguyen designed and fabricated a bracket system that

makes an arrow board and TMA one removable piece. He turned his idea into QIMS, MoDOT's employee suggestion program, and it was implemented by District 7. His idea earned him a \$300 reward.

Nguyen fastened an LED arrow board to a Scorpion TMA so that it folds up and down with the TMA. With this system, the need for a loader or other equipment to lift the arrow board and power supply into the truck is eliminated, as is the need for people to climb into the truck bed to fasten the arrow board down.

Another advantage: Nguyen said that since the parts are now joined together,



Khoa Nguyen designed a bracket system to make an arrow board and TMA one removable piece.



Khoa Nguyen received this "check" from Becky Baltz.

it reduces the possibility of mixing up components from truck to truck.

"This is really a super-sweet idea Khoa came up with," said Mechanic Supervisor Frank Frazier.

Nguyen estimates MoDOT could save \$1,200 on each unit by eliminating the

batteries and solar panel and using the truck's batteries instead to power the LED arrow board.

"We talk a lot about taking risks," District Engineer Becky Baltz said. "Khoa has shown creativity with his idea that will be a great benefit to District 7 and our employees."

Tour Shows Benefit of Mile Markers

by Lori Marble

Surreal is the best word to describe one period during the recent Seat of Your Pants tour in District 7. After an uneventful, yet informative, morning tour, members of the media were invited to ride along with District Engineer Becky Baltz and Director of System Management Don Hillis.

Television crews representing Joplin's major network affiliates and the editor of a local Web news site all piled into the "Seat of Your Pants" van. Just minutes after the group left the district office headed westbound on Interstate 44, they came across a vehicle crash, which had occurred only moments before.

John Hacker, editor of JoplinDaily.com, reported:

The group got an unexpected demonstration of the benefits of the new mile-markers, which are placed every two-tenths of a mile...

...The driver of the vehicle apparently

lost control, slid across the westbound lanes and sheared off a heavy metal light pole, demolishing the car and injuring the driver.

Hillis said the presence of the new mile markers allowed people calling 911 to tell emergency workers exactly where they were.

"This was an idea that originated in this district 11," said Hillis. "The information on the sign is visible from almost anywhere, and they do improve emergency response."

Jasper County Emergency Management first suggested the .2-mile markers. MoDOT District 7 personnel immediately saw the value of the additional signage. The idea then spread throughout the I-44 system.

"As unfortunate as the accident was," said Baltz, "it was a good opportunity for us to share with our media partners just how critical roadway safety is and how important it is to have signage that provides the best information to our emergency response teams."

Surface Recycling New to D7

by Lori Marble



First it was the hybrid truck. Now District 7 is jumping on the environmental bandwagon again with the utilization of "hot in-place recycling" on the westbound lanes of Interstate 44, from mile marker four to mile marker two.

"This has been an exciting process," said Resident Engineer Mike Middleton. "I've been so impressed with the technology and quick turn-around of the work each evening."



Steps involved with hot in-place recycling:

1. Custom-made, propane-fueled preheaters move across the roadway.
2. The last heater pulls a scarifier that loosens the heated asphalt pavement.
3. The asphalt recycle paver is next and adds rejuvenation oil prior to milling and mixing.
4. After the addition of rejuvenator, the material is milled, mixed, and redistributed.
5. The reprocessed asphalt is then compacted using conventional rolling methods.



(Information from the Dustrol, Inc. Web site: <http://www.dustrol.com/hotinplace.htm>)

12

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D8

Springfield Area



Springfield Senior Construction Inspector Gail Hannaford, left, and Construction Inspector Cindy Dunnaway, now a traffic studies specialist, check bridge elevations and discuss roadway paving at the new Bowman's Branch Bridge.

Sound Bridges Result Of Systematic Effort

by Angela Eden

District 8 made a concerted push to fix bridges in 2006, building on a program begun two years ago to bring more bridges to good condition and reduce the need for repeated maintenance.

This year's tally: seven deteriorating bridges replaced, including the Greene County Route M bridge at Wilson's Creek between Springfield and Republic, and five bridges rehabilitated. It has been one of the busiest years for bridge work in the district's history.

"We have provided safer and more sound bridges throughout the district. We've definitely improved safety," said District Maintenance Engineer Dave O'Connor, the district's former bridge maintenance engineer.

Looking back, three bridges were replaced in 2005. In 2004, one bridge was replaced and one, on Route 64 at Pomme de Terre Lake, underwent extensive rehabilitation.

District 8 was able to complete so many bridge projects this year by closing the road at many of the bridges, O'Connor said - something that was not done very much in the past.

"While road closings are a major inconvenience to the public, they helped the district keep costs down, work on more bridges and get the work done quicker," O'Connor said. "Now, maintenance crews won't have to make frequent re-

Bridge Work in 2006

Replacements

- Route 160, Sac River, west of Ash Grove - \$1.9 million
- Route 38, Bowman's Branch, west of Hartville - \$600,000
- Greene County Route M, Wilson's Creek, west of Springfield - \$2.4 million
- Greene County Route T, Bennett Creek, south of Bois D'Arc - \$375,000
- Hickory County Route U, Mill Creek, north of Hermitage - \$600,000
- Polk County Route P, Hominy Creek, north of Halfway - \$718,000
- Polk County Route KK, Sycamore Branch, north of Pleasant Hope - \$853,000

Rehabilitations

- Route 86, Long Creek Arm of Table Rock Lake, west of Ridgedale - \$2.5 million
- Route 86, Little Indian and Big Indian Creeks, west of Blue Eye - \$1.5 million for both
- Route 38, Beaver Creek, east of Hartville - \$324,000
- Route 76, North Fork of White River, east of Vanzant - \$499,000

pairs on those bridges and will be able to stay out of drivers' way for many years."

"Our folks have done a good job of maintaining bridges and programming deficient bridges that are beyond our ability to repair," said District Engineer Dale Ricks.

District 8's bridge program will mesh with the new "Safe & Sound Bridge Improvement Plan" being developed to repair or replace 800 bridges (many still to be determined) statewide through 2012.

The new "Safe & Sound program will enable the district to generate far more bridge improvement work than would otherwise be possible, Ricks said.

"Talkin' Transportation"
Call-In Radio Show

KWTO 560 AM, Springfield
10-10:50 a.m. Wednesdays
radiospringfield.com

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D8 at Work

Buffalo Senior Construction Inspector Craig Huckaby (top photo), overseeing the I-44 rehabilitation and resurfacing project east of Lebanon, measures lane and ramp width during the paving operation at Route N/T.

Mowing along Ozark County Route H east and north of Tecumseh (middle photo) are Dora Crew Workers Luke Cooley, left, and Scott Cronley.

Announcing a new highway worker safety law (bottom photo) is District Engineer Dale Ricks, at microphone, flanked by workers from throughout District 8 representing all who must be on the roadways to do their jobs. Also participating are officers with the Highway Patrol, Greene County Sheriff's Department and Springfield Police Department along with state Rep. Charlie Denison, behind sign, of the House Transportation Committee.

Buckle-Up Message Aimed at Teens

by Bob Edwards

Persuading more young drivers to buckle up when they get behind the wheel will be a major push in 2006-2007 by the Springfield area's highway safety coalition under Missouri's Blueprint for Roadway Safety.

A school seat-belt competition called "Battle of the Belt" will be a key part of the year's Blueprint activities statewide. Other outreach plans for the Springfield region include providing banners, pavement stencils and signs at driveway exits and a highway safety curriculum component for area schools. All will carry the "buckle up" message, targeting teens.

District 8 Assistant District Engineer Matt Seiler, one of MoDOT's representatives on the regional Blueprint committee, said young drivers who buckle up are likely to continue that practice all their lives and eventually insist that

their own children do the same.

"It passes on that good habit to the next generation," Seiler said.

The Blueprint generated a variety of safety-related activities in its first year in the Springfield region, thanks in large part to the participation of several organizations. They include, along with MoDOT, the Highway Patrol, Springfield Police Department, St. John's Regional Health Center, Safety Council of the Ozarks and Traffic Safety Alliance. Representatives of other law enforcement agencies and the education, trucking and insurance industries have joined the effort.

"It really takes people from all sides to create a safe environment for Missouri's drivers," said St. John's Trauma Prevention Education Coordinator Pam Holt, who developed the "Battle of the Belt" program in 2004.

D9

South Central

Taum Sauk Responders Honored

AASHTO Trailblazer Award

The Taum Sauk Response Team recently was awarded the American Association of State Highway and Transportation Officials Trailblazer Award for its efforts during the Dec. 14, 2005 Taum Sauk Reservoir failure in Reynolds County, near Lesterville. This award is a fitting honor for the group of maintenance employees from Belleview, Bunker and Centerville, who spent the entire day moving mud and debris from the path of rescuers.

The award was based on three categories:

customer focus, process management and results. The primary focus of the entry was on the team's identification of customer needs and actions to address them, as well as communication throughout the process. Among customers of the team the day of the response were representatives from the Missouri State Highway Patrol and Missouri Department of Conservation.

South Central District Engineer Tom Stehn said this award is well deserved by the team. "The crews were committed to improving access to the area so emergency personnel and others responding to the incident could make their way into the park," Stehn said. "I am so proud of our team. The response went very smoothly, and this award is a wonderful tribute to their efforts."



Trailblazer

Innovations Portal Pilot Produces First South Central Honoree

An unfortunate incident in the South Central District led to a solution that now will be shared statewide thanks to the Innovations Portal pilot program. Following an accident involving an incarcerated crew member, Special Maintenance Supervisor Travis Pearson came up with a way to make gloves easily accessible to anyone who may come in contact with blood or other bodily fluids.

Special crew members in the South Central District now wear small pouches containing latex gloves on their belts.

These pouches put the gloves at their fingertips should they find themselves in a situation where they are needed.

The South Central and Kansas City Area districts were selected to participate in the Innovations Portal pilot, which began July 1. South Central District Engineer Tom Stehn said he is pleased to host this pilot and thrilled to have Pearson's best practice selected for statewide implementation. "Travis' innovation is an important one," he said. "With safety as our number one priority, this best practice is a great way to help protect our employees."



Pictured is the glove pouch submitted by Special Maintenance Supervisor Travis Pearson as a best practice.

21 Days to Create a Habit-- Buckle Up and Arrive Alive

Young drivers in rural areas have been shown among the least likely to wear their safety belts. The South Central Regional Coalition of the Blueprint

mind or perform an act without thinking consciously about it. It begins with an unannounced safety belt check and an all-school assembly where the results



Community Relations Manager Ann Marie Newberry presents the 21 Days Program to high schools in the South Central District.

for Safer Roadways has addressed this issue with a program titled "21 Days to Create a Habit – Buckle Up and Arrive Alive."

The program is based on the psychology theory it takes 21 days to train the

are revealed. Then, for 21 days, high school students are exposed to safety belt facts or statistics in the classroom, radio messages voiced by their peers and visual reminders including banners, posters, window clings and blue bracelets.

Six high schools in the southern part of the region are piloting the program and will conclude with their final safety belt checks in October. An unannounced check will be performed prior to the visual one where radio stations will broadcast live from parking lots and award 21 Days T-shirts to those wearing their safety belts.



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D10

Southeast

D10 Goes International

by Mary Kalinowski

The work of District 10 gathered international and national interest at the Missouri Precast Prestressed Concrete Pavement Workshop recently held in Sikeston.

The precast pavement project on Interstate 57 is the third research project of its kind in the nation. A three-tenths mile section of northbound I-57 near Charleston was replaced with pavement panels that were precast, meaning instead of pouring concrete on site, it arrived as 38-foot by 10-foot panels.

“Interstate 57 was a good candidate,” said Eric Krapf, transportation project manager. “It was an area that needed pavement replaced, with no curves and constant widths along with a high volume of traffic.”

There were at least 60 attendees at the workshop, including participants as far away as Japan. College professors from Purdue; DOTs from Florida, Utah and California; and the private sector also learned about the project and saw how it is constructed firsthand.

The first day of the workshop started with break-out sessions that generated ideas about processing further projects and developing technology.

During the second day of the workshop attendees witnessed the maintenance crew from Charleston simulate the fitting of the precast panels.

Finally, workshop attendees saw the actual pilot project. A lane drop was created on I-57, and they examined the pavement on site.



Attendees view the precast pavement panels on I-57 on Aug. 16 at the Missouri Precast Prestressed Concrete Pavement Workshop.

Recent Retirements



Scott Perry retired Sept. 1 after 45 years with MoDOT. He was a transportation project designer.



Kent Bridges retired Oct. 1 after 30 years with MoDOT. He was a maintenance specialist in Puxico.



James Hill retired Oct. 1 after 29 years with MoDOT. He was a senior crew worker in East Prairie.

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I-55 Groundbreaking



City and state leaders break ground for the new I-55 interchange in Cape Girardeau County. From left, Jackson Mayor Paul Sander, state Sen. Jason Crowell, MoDOT Chief Engineer Kevin Keith, Cape Girardeau County Presiding Commissioner Gerald Jones, Contractor Danny Dumey, U.S. Rep. Jo Ann Emerson, U.S. Sen. Kit Bond, U.S. Sen. Jim Talent, Southeast Missouri State University President Dr. Ken Dobbins, Cape Girardeau Mayor Jay Knudtson, state Rep. Nathan Cooper and District Engineer Mark Shelton.

Team Creates New Barriers

by Angie Thomason

Two bridges on Route VV will be repaired by late fall. Route VV is near Gideon in New Madrid County. The bridges are in good condition; however, the bridge decks have deteriorated.

“We can’t build a wider deck, but we can improve the existing bridges by replacing the bridge decks and railings,” said Project Manager Eric Krapf.

The new, low profile bridge rail will be 20 inches tall. Statewide, this is the first project to use bridge rail this size.

Transportation Project Designer Jason Williams thought of the details for a shorter barrier.

“It seemed like a good idea since many of the people who use these bridges are farmers and drive farm equipment,” said Williams. “Farm equipment is much larger than a standard size vehicle and will create more damage than if a truck hits a railing on a narrow bridge.”

As a result, the bridges will be safer and farmers will not hit the rails with their equipment.

Route 60/25 Ribboncutting



Officials from all branches of government cut the ribbon Aug. 25 at the new Route 60/25 interchange in Dexter. From left, Alderman Jerry Corder; state Rep. Billy Pat Wright; Bootheel Regional Planning Commission Director Steve Duke; Chamber Director Janet Coleman; Commissioner Ray Coats; Presiding Commissioner Greg Mathis; Mayor Joe Weber; state Sen. Rob Mayer; Alderman Tim Aslin; City Administrator Mark Stidham; Kristi Nitsch, representing from Jo Ann Emerson’s office; Commissioner Frank Sifford; and District Engineer Mark Shelton.



D10 at the Missouri State Fair



D10 employees worked at the Missouri State Fair on Aug. 15. Front row, from left, Erin Blakemore, Barb Shelby, June Pullum. Back row, from left, Connie Roe, Dave Fleming, James Riggins and Rachel Blalock.

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



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Cathy Morrison

On Aug. 23, MoDOT Director Pete Rahn toured the new, eight-mile MetroLink extension in St. Louis and signed documents certifying it was safe for passenger service. The MetroLink expansion opened to the public Aug. 28, bringing service to Washington University as well as the communities of University City, Clayton, Richmond Heights, Brentwood, Maplewood and Shrewsbury. MoDOT is responsible for the safety oversight of public transit systems.

Tick...tick...tick...

by Matt Hiebert

100 99 98 97

On Sept. 22 the Smooth Roads Initiative entered its last hundred days. With the clock ticking, MoDOT is closing the miles to meet the Governor's challenge.

To make sure everything is on schedule, department management hit the highways last month on the Seat of Your Pants Tour. These touring inspections looked at pavement, stripes and signage on all 2,200 miles of SRI roadways. They wanted to know exactly what challenges remained.

"I'm pleased with the progress that has been made and I'm confident we're going to meet the challenge and honor our commitment to Missouri citizens," said Don Hillis, director of System Management. "The districts have been working very diligently to keep things on track. I like what I've seen. The roads are definitely smoother and safer."

Hundreds of completed miles have passed inspection, but there are still more to go in these final days. Crews are working diligently in all aspects of the initiative to meet the deadline.

"I'm pleased with the progress that has been made and I'm confident we're going to meet the challenge and honor our commitment to Missouri citizens."

~ Don Hillis, director of System Management

Hotspots Keep Employees Connected

by Patti Knopke

With 60 hotspots scattered throughout the state and 30 more on the way, MoDOT is making it easier than ever for employees to get on the Internet. MoDOT's wireless hotspots allow employees to check e-mail, access network drives and function just as they would in the office without stepping foot inside a building. Most hotspots are located at district maintenance buildings and resident engineer/area engineer offices throughout the state.

"These hotspots help employees do their jobs more effectively when they can't get into their office or they are traveling for work," said Steve Collins, who works in the Information Systems Division's Telecommunications unit.

Finding a hotspot is simple. Just go to MoDOT's Intranet and click on the Quick Link, "MoDOT Wireless Hotspots." Click on the red icon that you may be near, and a popup message will show you where the nearest hotspot is located. You will also be able to see where other hotspots are located or scheduled to be installed. Soon wireless logos will be in place to indicate buildings where the wireless network is available.

The hotspots were created for MoDOT employees such as bridge crews, traveling employees, field personal or any other employee that may require access to the network without having to go inside buildings; or for off-hour, work-related usage when buildings are locked.



Marisa Brown

Senior Construction Technician Kurt Kleusner, District 3, takes advantage of one of MoDOT's wireless hotspots as he works in the field on a new interchange at Route C and Route 61 at Moscow Mills.