

Connections

July 2007

Primary Seat Belt Law Ejected

by Sandy Hentges

The proposed primary seat belt law which would have saved 90 lives a year in Missouri and reduced many serious injuries was left for dead in the final days of the Missouri legislative session.

Throughout the session, supporters rallied, visited, called, testified, changed tactics, brought in experts and pulled out all the stops and the Senate passed it – but in the end the issue didn't even get to be voted on in the House of Representatives.

"We had a tremendous outpouring of support for this legislation statewide, and all indications are there were enough votes in the House to pass the bill, but it never came to a vote. That's what is really discouraging," Pete Rahn said.

In the last few weeks before the end of the session there was renewed hope that adding the proposal to an omnibus transportation bill could get the new law to the Governor's desk, but it didn't make it.

Numerous unrelated amendments were added to House Bill 90 when it was brought up for floor debate in April. When

a few opponents bogged down debate with the amendments, the bill was set aside.

"We're disappointed but not defeated," said Dale Findlay, executive director of the Missouri Safety Council. "Those 90 lives a year are too important to give up now, we'll see you next year."

Fortunately, the repeal of Missouri's All Rider Motorcycle Helmet Law was unsuccessful.

"At least that represents some accomplishment," said Findlay. "Keeping that law in place will make a difference in the number of people who die on our highways."

House Bill 90 would have changed Missouri's safety belt law to allow law enforcement officers to stop motorists solely because they are not wearing their safety belts. The current law only lets officers ticket motorists for not wearing a seat belt if they are first pulled over for another offense. Of the more than 500 traffic laws in Missouri's statutes, the current safety belt law is the only one restricted to secondary enforcement.



Shaun Schmitz

Rep. Robin Wright-Jones answers questions from the media at a news conference following the Housing Transportation Committee Hearing on HB 90 in February. Rep. Sally Faith and Matt Cushman, EMS director for the city of Raytown, are in the background.

"All we wanted was for law enforcement to be able to do their jobs and enforce the safety belt law already on the books," Rahn said. "Now we can only hope that

the publicity this legislation received during the session reinforced the importance of wearing safety belts and saving lives."

Pay Raises Approved for Second Straight Year MoDOT Implements New Pay Grid

At its June meeting, the Highways and Transportation Commission approved the department's fiscal year 2008 budget, which includes a 3 percent cost of living salary increase for many department employees. These increases took effect July 1. Those receiving the increase will see the raise in their paycheck at the end of July.

However, while certain groups of MoDOT employees are eligible for the salary increase, others are not. Those who are eligible include salaried (including redlined employees), permanent part-time, and co-op employees who meet certain eligibility criteria.

Those who are not eligible include retirees, summer/intern, seasonal, temporary part-

time and other wage employees. In addition, any employees who received a final overall rating of "Needs Improvement" at their final MAPS meeting earlier this year or who are currently on disciplinary probation, suspension or received a disciplinary demotion in the last 12 months will not receive the salary increase until their status is improved according to Human Resources guidelines.

Salary Grid Changes

The department also made the following changes to the salary grid July 1:

1. all steps of the current grid (FY07 grid effective July 1, 2006) were adjusted by 3 percent;

2. references to "half-steps were removed;"
3. one step was added to the bottom of each salary grade to help eliminate the issue of salary compression by creating some distance between the salaries of new or recently promoted employees compared to more experienced employees; and
4. references to "market rate" steps were removed.

Holiday Pay Differential/Other Salary Increases

Because of the 3 percent raise, the department will also increase the holiday pay differential from \$8.50 per hour to \$8.75

per hour for eligible employees who work on holidays. In addition, MoDOT plans to continue funding for career ladder promotions. Limited numbers of equity increases may also be granted in the fall to address some salary equity issues among supervisors who are paid less than employees they supervise.

How To Determine Your New Salary

The new salary grid, which can be found on the Human Resources Division's Intranet site at wwwi/intranet/hr/compensation.htm, will help you determine exactly how much you'll be making effective July 1. If you have questions, contact your supervisor or local Human Resources representative.

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Perfect Storm Brewing in Transportation

by MoDOT Director Pete Rahn

A “perfect storm” is taking shape for the funding of Missouri’s highways. Three negative factors are potentially coming together to cause the investment in roads and bridges to fall off a cliff beginning in 2010 – leaving too little money to sufficiently maintain our highways, much less address congestion, safety and economic development concerns.

For the past two years, Missourians have dodged a tremendous number of orange barrels dotting our highways during construction season. That’s because we’ve been able to tackle a record amount of construction projects – about \$2.1 billion worth in 2005 and 2006. This might suggest that all is well in the transportation world because there seemingly is plenty of money for highway construction.

Unfortunately, that’s not the case. In Missouri, we’ve been riding a highway construction wave that is soon to end. The groundswell is largely due to an increase in federal highway funds and voters approving Amendment 3 in November 2004, which redirected one half of the vehicle sales tax from the state’s general fund to road construction and improvements.

Amendment 3 required the Missouri Department of Transportation to leverage this funding through bonding. Using this bond money, we improved the state’s busiest highways that carry 60 percent of all traffic in a two-year period, accelerated key projects and authorized close to \$1.6 billion worth of new construction. As a result, we’ve gone from having the third worst pavement on our major roads to an estimated ninth best. Seventy-four percent of Missouri’s major roads are now in good condition.

In just two years, however, our transportation revenue spirals off a cliff. We will drop from a construction program totaling \$1.23 billion in 2008 to an annual program of \$569 million in 2010. Over the next 20 years, we project we’ll need more than \$37 billion to meet Missouri’s most critical transportation needs. The bad news is we will have only \$19 billion to invest - a gap of \$18 billion not including inflation.

by October 2009 - for the first time ever - the Highway Trust Fund will have a deficit balance, forcing a substantial decrease in federal aid to state highway, bridge and safety programs.

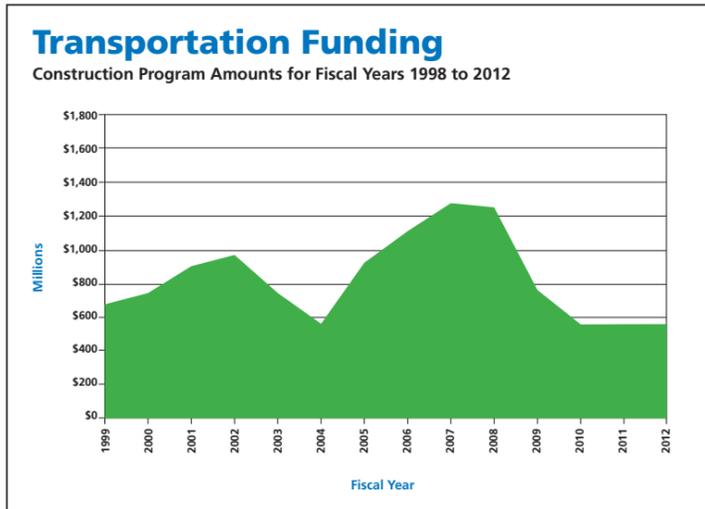
Roads are like cars. You buy them and you use them up. When you go to replace them, they cost more. So what is the Missouri Department of Transportation doing to address this funding

cent on \$5.3 billion worth of work over nearly a six-year period.

Our Practical Design initiative - which stresses designing projects to fit specific needs without the frills - has allowed us to save nearly \$500 million and put it back into road and bridge improvements. Also, for the past three years we’ve managed our direct administrative costs to two percent of our annual budget. While these are long-term actions, they barely scratch the surface of our long-range funding needs.

I’m encouraged that Missouri’s legislative leaders have seen the need to bring future funding for transportation to the public’s attention. Both Sen. Bill Stouffer, chair of the Senate Transportation Committee, and Rep. Neal St. Onge, chair of the House Transportation Committee, proposed legislation in the last session that would invest in transportation. It’s good to see the discussion enter the public arena.

In public service, it’s not the policies we make but the lives we save and the quality of life we provide that will be our legacy. It’s up to our General Assembly to decide how to fund transportation. It’s up to MoDOT to show we’re good stewards of Missourians’ money. It’s up to the voters to decide if they want to invest in their children and grandchildren’s future through the foundation of our modern economy . . . transportation.



Our looming financial woes are largely due to a stagnant funding source further complicated by increasing construction, maintenance and fuel costs. State and federal fuel taxes – a significant source of transportation revenue - are assessed on a per gallon basis and are not set up to keep pace with the rising costs. They also provide little revenue for alternative modes of transportation, such as aviation, rail, barge and public transit. Additionally, this revenue is shared with cities, counties and other state agencies.

Compounding this problem is lagging federal revenue. The U.S. Department of Transportation is advising states that

shortfall? We are continuing to bring projects in on time and within budget. In fact, for fiscal year 2007, project awards are expected to be 7.4 percent under the programmed amount, which translates to a \$90 million savings. And despite some double-digit increases in construction costs, we’re delivering projects within three-tenths of a per-

“It is my opinion that the Missouri Department of Transportation has become a model of the things that are right about public agencies. And the attributes I have noticed the most are threefold. The first is the attribute of inclusiveness. The second is the attribute of transparency. And the third is the attribute of innovation ... in my opinion, MoDOT has indeed lived up to its promises for better roads and brighter future. And for that we thank you and look forward to continuing to work with you.”

An excerpt from a public presentation by Chuck Boughton, outgoing chair, Highway 63 Transportation Corporation, at the June Missouri Highways and Transportation Commission Meeting

Others Examine Missouri’s Transportation Funding

by Sally Oxenhandler

We’re not the only ones concerned about the severe decline in the future level of transportation funding in Missouri. This issue is also on the radar of the Joint Committee on Transportation Oversight, as well as Associated Industries of Missouri. Both entities have or will join with MoDOT to examine the state’s transportation funding crisis.

AIM hosted an open forum on June 11, discussing transportation’s impact on businesses and the investment that will be required to improve and maintain Missouri’s roads. The summit featured Director Pete Rahn; Sen. Bill Stouffer, chairman of the Senate Transportation Committee; and Rep. Neal St. Onge, chairman of the House Transportation Committee.

Later this month, Director Rahn will set the stage as the Joint Committee on

Transportation Oversight meets for a daylong hearing July 31 at the Capitol Plaza Hotel in Jefferson City. Tyler Duvall, assistant secretary for transportation planning for the U.S. Department of Transportation, will provide the national perspective on transportation funding.

Legislative leaders from several other states have been invited to talk about their successes in obtaining additional revenue, and HNTB will provide speakers who will address innovative financing and related issues.

“I’m delighted to see transportation funding discussed in these public forums,” said Rahn. “This will help get the ball rolling and set the stage for how Missouri plans to tackle this very real and serious situation we’re facing.”



Occupational Therapist Patty Daus, with Boone Hospital Center, works with a mature driver who attended the CarFit event in Columbia on May 15. MoDOT’s Highway Safety Division sponsored the training program, which provides trained staff to check how older drivers “fit” in their vehicle according to safety recommendations. For more information about CarFit, visit www.asaging.org/carfit.

Shaun Schmitz

Re-Engineering the Future

Changing Work Practices to Improve Safety

by Sally Oxenhandler

Which activity do you think poses less risk to an employee: lifting a 100-pound or a 50-pound bag of concrete? Chances are you said the 50-pound bag. If so, you're right.

It's that simple way of thinking that is at the heart of a new MoDOT program called the Re-Engineering Initiative. Under the initiative, Risk Management is working with district staff to improve safety by changing the way we do business and altering the specifications for the equipment and material we buy.

Here are some changes already made under the Re-Engineering Initiative:

- Instead of using heavy, harder-to-operate 90-pound jackhammers, workers now are running 30-pound and 60-pound jackhammers.
- Back to those bags of concrete. We now buy 48-pound bags of Portland concrete instead of 90-pound bags that are harder to lift and carry. The same goes for sand.
- Many districts have implemented the lower 75-pound weight lifting guideline to mirror the work simulation program's lifting requirement.

These are the first safety concerns – or red-flag items as Risk Management calls them – addressed under the Re-Engineering Initiative. More difficult challenges lie ahead.



Wendell Lockridge, regional maintenance supervisor in District 10, uses the boom lift "re-engineering pilot" at the Hayti Building.

"There are no quick fixes for some of the jobs we do, such as dealing with large loader tires," said Jeff Lockwood, senior risk management specialist. "Dump truck tail gates are also an issue."

Lockwood has been visiting the districts to introduce employees to the re-engineering concept, which he defines as "looking at ways to make things safer."

"Sometimes the solutions are out there, you just have to find them," Lockwood said.

Districts 7, 9 and 10 are conducting a boom-lift pilot project as part of the

Re-Engineering Initiative. The districts have come up with three different approaches that may be combined into one statewide best practice.

Other re-engineering projects in the works include testing a new type of concrete saw and modifying our truck specifications. District 7 is testing a saw

much different than those we use now. Instead of lifting the saw, the operator maneuvers it by applying downward pressure. The downward pressure requires about 90 pounds of force, as opposed to lifting the saws, which takes about 200-300 pounds of exertion.

A team is also looking at ways to modify our dump truck specifications to make the end product safer. The new specifications include a dual-arm tarp system, a double-action tailgate and a change in where the ladder is located.

"Instead of altering the dump trucks after we've bought them to make them safer and easier to operate, the modifications will be included in the purchasing specifications so we get what we want when we bid the trucks," Lockwood said.

District 9 has taken the re-engineering challenge one step further by making it part of their safety awards. District Engineer Tom Stehn asked each maintenance building to bring at least one re-engineering project to the district's safety awards presentation so other employees could learn new safety approaches from the demonstrations.

"I was amazed by the response of our employees," Stehn said. "The sheer number and the quality of solutions they have created are quite impressive. Long before the launch of this program, they were designing new ways to do their jobs better and putting their ideas to work. I am pleased they now have an outlet for their talents."

Lockwood hopes re-engineering will become the standard in the not-too-distant future.

"Re-engineering enables us to work better, faster and cheaper, and it provides a safer work environment for employees," he said.

Efforts Under Way to Improve Internal Communications

by Sally Oxenhandler

We're a big organization with a lot going on all over the state. So it's no wonder that our agency's group dynamics sometimes make communicating with one another a challenge.

To find ways to improve employee communications, Organizational Results recently asked 28 employees in four regional focus groups to tell them what we do well in terms of communication and what needs improvement. In a nutshell, here's what they said:

- Employees prefer to receive information from their direct supervisors rather than through more formal means of communication, such as newsletters.
- Information sharing tends to break down as it moves from the top down.
- Employees think supervisors fail to share information or only pass along what they want to disclose.

What did the employees think could help? Their recommendations included:

- Allowing employees to directly access information;
- Having management ensure that messages have been effectively communicated; and
- Seeking employee input.

The directors of Community Relations, Human Resources, Information Systems and Organizational Results have formed a team to address these issues. Here's a look at the team's recommendations and progress so far:

Address the concern for direct access to information

- Ensure successful completion of the EAC project providing computer and Internet access to all employees. **Status:** In progress. Computers have been installed in maintenance areas throughout the state, with a few districts still needing to complete this task.
- Provide access to e-mails sent to all employees with Internet access on MoDOT's Intranet page. **Status:** Complete. Employees in the field can read and print broadcast e-mails by logging on to *wwwi*.
- Ensure basic computer skills training is available to all employees receiving access to computers and printers for the first time. **Status:** In Progress. District computer specialists have provided informal on-site training as the computers have been installed. In addition, Human Resources is providing a basic computer skills course including Internet

navigation skills. Twenty-three sessions have been held at three locations with 254 employees participating.

Enhance management communication

- Continue Pete's Brown Bag Lunches and encourage Pete and senior managers in Jefferson City and the districts to conduct employee meetings. **Status:** Community Relations is working with the EAC to look at ways to enhance employee meetings with management. Questions and answers following such sessions are distributed to employees, and video from some of Pete's meetings with employee groups is available on the Intranet.
- Emphasize accountability in supervisors' MAPS expectations about the importance of communication. **Status:** The two mandatory

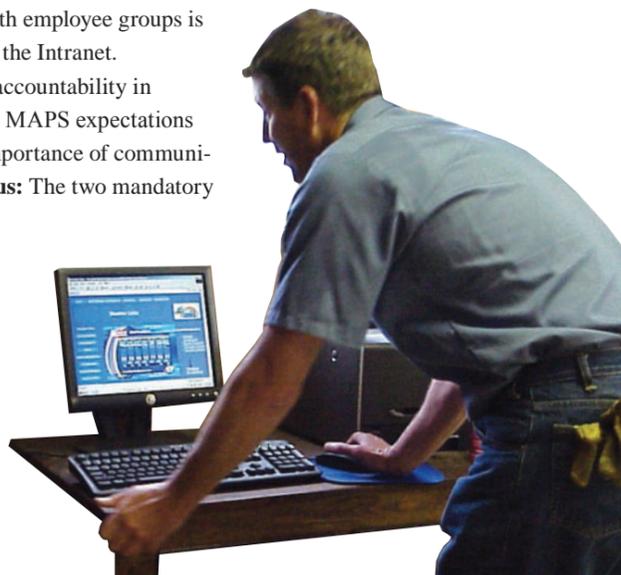
expectations regarding communications have been re-emphasized in the MAPS process.

Ensure supervisors fully share information

- **Status:** Several questions regarding communication were included in the Employee Satisfaction Survey sent to employees in May.

Address employee input

- **Status:** Information Systems has provided a link to the EAC comment form on MoDOT's Intranet home page and is also working to install an icon on every MoDOT computer's Desktop.



Taming the Paper Beast

by Matt Hiebert

Legislative Action Extends Retirement Benefit to MoDOT Employees

Changes brought about by the passage of SB127 now extend a retirement benefit to MoDOT employees and others that, in the past, was only available to uniformed members of the highway patrol. Now every member of the Missouri Department of Transportation and Highway Patrol Employees' Retirement System can purchase, prior to retirement, up to four years of creditable service for any time they served as a non-federal, full-time, public employee in Missouri prior to becoming a member of the system. In addition, members

of the retirement system no longer are required to file an affidavit stating that the member is not receiving credits or benefits from any other public plan for the service to be purchased.

The act also provides that there shall be two retirees on the board of trustees for the MPERS retirement system, rather than one, in addition to board members provided in current law. One will be a retired employee from MoDOT and the other a retired employee of the civilian or uniformed highway patrol.

UCR Bill Fails in Legislature Motor Carriers Must Register in Other States

The 2007 Missouri Legislature adjourned May 18 without passing a bill that would have allowed the state to participate in the Unified Carrier Registration program.

"We're very disappointed," said Jan Skouby, MoDOT Motor Carrier Services director. "Because the law did not pass, our office cannot register carriers into the federally required UCR should the program board begin enrollment in 2007."

Outlined in 2005's SAFETEA-LU Act, UCR replaces the Single State Registration System. It is expected to begin in late 2007 in states that have adopted the program as law. Because the bill did

not pass in Missouri this year, carriers who base their businesses here will have to go to another state to file for UCR. The other state gets to keep the fee, so Missouri will lose an estimated \$2.3 million in safety funds for 2007.

MoDOT MCS hopes to provide carriers a list of participating states and registration instructions when the program begins.

"MoDOT will petition the UCR board for inclusion in 2008," said Skouby.

"We'll also ask next year's legislature to authorize Missouri to become a UCR state. Until then, we'll do what we can to help customers register for the program elsewhere."

If all 40 million sheets of paper currently being stored by MoDOT were stacked on top of each other, the ream would tower nearly four miles high! And that only includes the paper being stored in archives!

That fact alone is a strong case for document management, but as Ritchie Jenkins, Information System project manager, can tell you, there are other reasons.

"We have some users who have nearly 10 gigabytes of e-mails sitting in their Lotus notes folders," Jenkins said.

"That's thousands of e-mails stretching back years. It takes 10 hours just to back up some of our servers."

Wrestling this paper (and electronic) monster is not easy, but it is a job that must be done and it will require the cooperation of every employee at MoDOT.

Jenkins is steering a pilot project to turn the paper mountain into a molehill. The first challenge is finding all these documents and transferring them from paper to electrons.

"Right now we have a warehouse full of documents that is only a fire or flood

away from being completely lost," he said. "We're working with divisions and districts to break the process into phases."

A preliminary assessment has been performed on the department. Jenkins is currently awaiting the resulting documentation. He and his teammates will be meeting with division heads to identify and categorize existing paper documents, figuring out what needs to be converted. From that point, they develop retention schedules, index points, and other cataloging details, and prepare the old documents to be scanned.

The team is working with division heads and other personnel to gain a perspective on the breadth and depth of their task. Once basic information on document retention is gathered, plans for making the transfer will be tailored for each unit or division and the work will begin.

It will take years to fully catalog, prep, scan, store or toss these millions of documents. But the risks of not taking action on the paper problem far outweigh the effort it will take to tame it.



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July Service Anniversaries

30 Years

Junior L. McCoy D2
Larry W. Clark D3
Weston K. Smith D3
Mark D. Embrey D5
Philip J. Ferkel D6
Kevin M. Leftridge D6
Larry D. Lay D8
J. Reece Johnson D10
James F. Bledsoe CO
Terry D. Hartman CO

25 Years

Kenneth D. Strube D1
Robey L. Farr D3
Lary D. Duffey D4
Douglas R. Thomas D5
Michael S. Corl D9
Lenard A. Dedrick CO

20 Years

Vernita A. Runkles D1
Frank L. Allen D2
Shari R. Dye D2
Mike L. Mudd D2
Sharon H. Fuller D6
Charles L. Rowden D6
Charles Wiggins D6
Brenda J. Gonten D8
Sherry L. Nelson D8
Glenn B. Fortner D9
Richard L. Helvey D9
Ronald T. Laney D9
Judy L. Curran CO

Anthony S. Evans CO
Marian R. Kremer CO

15 Years

Deanna J. Culver D1
John F. Miller D1
Curtis L. Elam D2
Lara K. Lucas D2
Donna J. Martin D2
Robert W. Teter D2
Susan G. Ledbetter D3
Joseph G. Donner D4
Amy K. Garnett D4
Stephen A. Hanson D4
William J. Harris D4
Peggy J. Higgins D5
Kenneth R. Maass D6
Jerry D. Coose D7
Garry L. Hall D7
Timothy J. Lindeman D7
Michael E. Rinehart D7
Alberta M. Green D10
Jeffrey K. Lambert D10
Mark D. Pfeffer D10
George H. Davis CO
Misty M. Finley CO
David M. Koenig CO
Sue E. Olson CO
Steve D. Owens CO
Brian F. Reagan CO
Jay R. Schroeder CO
Frank K. Senter CO
Kenneth A. Tuttle CO
Carol S. Wieberg CO

10 Years

Lance E. Murry D1
Steven G. Walkup D1
Richard A. Gaul D2
Maysel K. Mansfield D2
Maurita S. Miller D2
Donald L. Smith D2
Frances M. Whiteaker D4
Anthony C. Wood D5
Allen W. Day D6
Kelvin R. Mack D6
James A. Eagles D7
Betty E. Kelley D10
Dallas L. McRoy D10
Travis Stanback D10
Mara K. Campbell CO
Ronald W. Reynolds CO
Carolyn M. Ruder CO
Ronald J. Rudroff CO
Connie G. Shaw CO
Susan S. York CO

5 Years

Christopher B. Cole D1
Richard L. Messner D1
Gordon W. Camden D3
Gary D. Burke D4
Ernest F. Durham D4
Clara M. Winkler D4
Patrick J. Wulff D5
Anthony W. Carusa D6
Darrell J. Hoyer D7
Michael L. Marion D7
Floyd A. Morrow D7

Terry S. Nailling D10
Caryn D. Giarratano CO
Pamela A. Hoelscher CO
Royal J. Perkins CO
James N. Smith CO

In Memoriam

Active employees

William "Craig" Baldwin D5 May 3
Rodney T. Pinson D6 May 18
Theon Compas D10 May 19

Retirees

Ralph "Dale" Montgomery D4 May 1
Harry "Junior" A. Martin D4 May 13
Billy "Newt" Carroll D10 May 18
Palmer "Paul" Mueller D4 May 29

May Retirements

There were no May retirements.

Oops!

An article in the June issue about incident by-pass route signs was incorrect. These signs were first installed in June on Interstate 55.



Central Office

Heckman Named State Bridge Engineer

Dennis Heckman was recently named MoDOT's new state bridge engineer.

"We will continue to look for ways the Bridge Division can help the department do its job better, faster and cheaper," Heckman said. "With the increasing age of Missouri's bridges, we will continue to see a lot of bridge work in the near future. I look forward to working with my staff and the divisions and districts to provide innovative solutions that will meet the state's bridge needs in the most cost effective and safe way."

The Bridge Division is responsible for approximately 25 percent of the plans for the state's construction program, including all bridge plans for the districts' roadway projects. Staff also reviews load ratings for super load permits, making sure that trucks carrying heavy loads only cross bridges that can support the cargo's weight. In addition, the division is responsible for maintaining the inventory of all of the bridges in the state, including those owned by counties and cities.

Dennis brings solid experience to his new position. He has worked at



MoDOT for a total of 14 years, serving as the Structural Resource Manager for the past six years. He began his career at MoDOT as a Structural Designer and has held a variety of design and supervisory positions within the Bridge Division.

Dennis is a registered professional engineer. He earned his bachelor's degree in Civil Engineering in 1990 from the University of Missouri-Columbia. Prior to working at MoDOT, he worked for a private consulting firm as a construction engineer for two years.



1st Place Winner - Invasive Kudzu - Danny Woods

MoDOT Takes Award-Winning Photos

Ten photographs, submitted by three MoDOT employees, placed in seven out of eight categories in the latest Federal Highway Administration's Annual Photo Opportunity contest.

"We did very well again this year and are very proud of all our winners," said State Maintenance Engineer Jim Carney. "This is the eighth consecutive year that a MoDOT employee has won a first place prize in the FHWA photo contest."

Ten states submitted a total of 120 photographs for the contest. The results were announced in November, but an awards presentation is still pending.

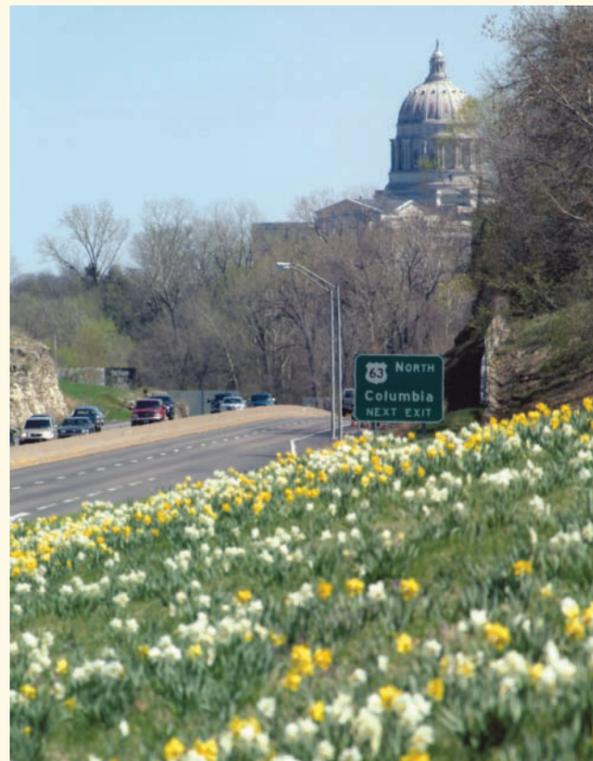
Winning photos appeared in the spring issue of *Greener Roadsides*. Several of the photographs will also appear in the 2007 Earth Day calendar.

Roadside Management Specialist Danny Woods received the first place award in the Public Awareness, Vegetation Management and Invasive Plants category; second place in the Planted Non-natives and Protected Remnants categories; and third place in the Invasive Plants category.

Cathy Morrison received first place in the Stewardship category, second in the Public Awareness category and third in the Stewardship category.

Roadside Management Supervisor Stacy Armstrong received second place for her photograph in the Close-up category.

The contest began 13 years ago.



1st Place Winner - State Capitol Building and Daffodils - Cathy Morrison



2nd Place Winner - Pale Purple Coneflower - Stacy Armstrong

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D1

Northwest

Car Seats and Special Needs

by Holly Lea Murphy

If you have ever buckled a squirming toddler into a safety seat, then you know it can be a real challenge. Now, just imagine buckling in a child with a cast on both legs. There is a National Center for the Safe Transportation of Children with Special Health Care Needs, which is dedicated to making sure children with special needs are transported in the safest way possible. Recently, they offered a training to safety seat technicians, which was dedicated to children with special needs such as physical, developmental, or behavioral needs.

Lana Allen, construction project office assistant and a safety seat technician since July 2004, attended this training. The training provided a lot of information about different health conditions and considerations that must be understood to know how to place a child in a safety seat. Often with a special needs child, the typical placement in a safety seat is not recommended. Many infants suffer from apnea – a breathing condition, which requires the child to be on their stomach. A special car bed seat is designed for children who cannot sit in the upright position.



Whether the special needs of your child involve issues relating to breathing, muscle control, premature birth, broken legs or Downs syndrome, there is a special child safety seat procedure and installation just for them.

Often a referral for a specialized car seat comes from a health care provider such as a physical therapist who is working with a child. Specialized car seats are often expensive and can cost as much as \$1,500 or more. In many cases, a letter of medical necessity can be provided to have insurance help cover the costs.

Installing a car seat of any kind can be challenging. Lana said in her two years

of installing safety seats, she consistently meets with parents who are certain they have their child's safety seat installed properly. "Ninety-nine percent of the time there is at least one adjustment that can be made to make the seat safer for the child," commented Allen. She is now registered on a national Web site and will be a reference for people who need assistance with adaptive safety seat equipment for children with special needs.

A Lesson in Cooperation

If the recent flooding emergency taught us anything, it taught us about the importance of working together as a team. Whether it is intra-state or inter-state, cooperation and communication are critical.

Steve Mefford of the Iowa DOT said: "The cooperation . . . experienced in setting up and coordinating multi-state road closures and detour routes through the blizzard and recent flooding events has been tremendous. Not only with the cooperation from other districts within Iowa, but with the states of Missouri and Nebraska as well.

Martin Liles, MoDOT area engineer, said:

"I really appreciate the cooperation MoDOT received from the Iowa Department of Transportation and the Nebraska Department of Roads during the winter blizzard and the recent flooding events in Northwest Missouri. In the month of May, Northwest Missouri had several major routes (*editor's note: 88 roads were closed*) closed due to flooding. In two separate situations, MoDOT had to close Interstate 29. Iowa DOT and NDOR helped coordinate detour routes on their state systems, and provided traffic control and traveler information to the motorists on the selected detour routes. It's good to know we can all work together to provide a safe transportation system to the traveling public."

Don't Horse Around in a Work Zone

by M. Elaine Justus

You see a lot of unusual things when you work in a MoDOT work zone: speeding semis, drunk drivers, folks not paying attention. We'll bet, though, it's the rare work zone that has to deal with equestrian traffic issues.

In case you didn't know, St. Joseph is the birthplace of the Pony Express. What's the Pony Express? It was a noble venture to improve mail delivery through the use of fast horses and young, tough riders. It lasted about 18 months from April 3, 1860 to late October 1861. Relays of horses and riders travelled a distance of 1,966 miles, covering eight states to deliver mail from St. Joseph to Sacramento, Calif. The fastest time for the ride was seven days and 17 hours (a blistering and

astonishing record for that time). When it began, the cost to have your note to grandma carried was \$5.00 per 1/2 ounce. Eighteen months later, the price had dropped to \$1.00 per 1/2 ounce, but it was already too late to save the program. The start of the Civil War and the development of the telegraph sounded the death knell. The original Pony Express Stables has been re-built (it burned years ago) and restored to a full-fledged museum.

On June 11 of this year, the city of St. Joseph celebrated the 147th anniversary of this short-lived mail delivery system. Part of that celebration included the annual re-enactment of the Pony Express mail delivery ride. The re-enactment begins, just like the original ride, at the front doors of the Patee House Hotel

(a block east of the stables). About 10 a.m. that morning, five Pony Express riders (and their ponies) left the hotel at a gallop.

In 1860, the riders would cross the Missouri River on the edge of town on a ferry. Now, of course, there's a bridge (The "Pony Express Bridge") and the ride this year just happened to coincide

with work that was being done on the bridge. MoDOT had narrowed the westbound lanes to one lane to replace bridge expansion joints. We stopped the jackhammers just long enough to let the riders pass. As the old saying goes: "Neither rain nor sleet nor snow (nor MoDOT) shall stay these couriers from their appointed rounds."



Road workers looked up to see five horses and their riders crossing the Missouri River on June 11 using the Pony Express Bridge. Expansion joints were being replaced on the bridge so it was narrowed to one lane at the time. Not something you see everyday in a work zone.

Holly Lea Murphy

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D2

North Central

Something Old Something New

The Village of Arrow Rock, located off Interstate 70 on Route 41 in Saline County, was designated as a National Historic Landmark in 1964. The village offers tourist's quaint shops, bed and breakfasts, parks, museums, scenic views and the list goes on and on. They



Arrow Rock in need of that missing element - a smooth roadway.

also have many special events throughout the year, including a professional lyceum theatre.

When you visit the village you will see beautiful historic architecture that has been carefully restored and is being well maintained to preserve this peaceful community.

It seemed this historic village had it all, but in fact it was missing one important element; a smooth paved street for walking, cycling, driving cars and golf carts. Knowing that the small village could not afford to upgrade the half-mile of pavement, Arrow Rock Chairman of the Board Tom Beamer began

knocking on doors to find some way to fund the improvements.

Mr. Beamer contacted District Engineer Dan Niec asking MoDOT for assistance. Dan suggested the project may be a candidate for funding under

the federal enhancement program, and put Mr. Beamer in contact with District Design Liaison Ron Watts to pursue.

Although what Arrow Rock was needing wasn't typically the kind of project that receives enhancement funds, Ron worked with Mr. Beamer to get the ball rolling.

Mike Dickey with DNR, Bill Lovin and many other members of the Arrow Rock community were also closely involved in the process. Thanks largely to the efforts of Environmental Coordinator Engineer Peggy Casey with FHWA, this unique project was allowed to compete for funding; and when the selection committee reviewed all

requests, the Arrow Rock project was given a nod by the committee. "We were pleased that MoDOT was able to use these transportation enhancement funds to help preserve this historic community," said Casey.



Above, workers finish the asphalt by hand near the gutters. Below, the gutters are protected as the fresh oil is placed on the new surface.



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The peaceful setting of Arrow Rock with the new smooth surface mixed with the historic limestone gutters.

With the project funded, the next challenges began. Arrow Rock's historic nature forced some very special considerations to be made in designing the project. Senior Historic Preservation Specialist James Harcourt, along with District 2's Program Delivery folks Paula Gough, Brian Haeffner, Jonathan Bruner, Dennis Fessler and Curt Henry, knew that protecting the limestone gutters would be a particular challenge.

During his research, James found that the gutters were reported to have been



and the finished height of the roadway surface were compatible.

Once the milling was complete, six inches of new asphalt, which included recycling the old pavement into the new mixture, was placed between the gutters.

To protect the historic gutters, APAC was careful to keep at least one foot away during their operations. Next to the gutters, crews removed by hand the material left by the milling process,

and a hand-operated compactor was used rather than the rolling machine.

To complete the project, MoDOT maintenance crews placed a chip seal over the entire section of the road using iron mountain chips. During this work, landscaping material was placed over the gutters for extra protection.

Kurt Wengert, Kevin Walter, Rob Hargrave and Jeff Alfrey of District 2's Marshall Project office oversaw the construction, while Saline County maintenance crews provided the maintenance work. Mike McGrath also worked with the village and helped to oversee the project.

Once completed, a ribbon cutting ceremony was held in the park next to the very new roadway and the very old

Dan Niec (left) and Ken Blair sign the transfer of ownership. Below, the ceremonial ribbon is cut.



built by African American Slaves, who were often hired out for construction projects during the non-agricultural seasons. Construction of the gutters started in March 1858 and a number of the rocks were hand carved.

It was thought that a walkway ran under the pavement between the Inn and the original bank; which proved to be the case. However, the walkway was made of concrete that dated back to about 1920 or so, and not laid stone as some locals believed. While artifacts were found under the pavement, they appeared to have been brought in with fill material used to repair the road over time. The most common artifact found was brick that may have been recycled after town fires in 1872 and 1901.

The contractor, APAC-Missouri, Inc., began the project by milling off the entire roadway level with the gutters, and then milling down another six inches. It was important to mill down far enough so that the limestone gutter

limestone gutters. Sen. Bill Stouffer and Rep. Joe Aull, along with former Arrow Rock Chairman Tom Beamer and current Chairman Ken Blair, noted the cooperation between the Village, FHWA and MoDOT to accomplish the \$220,000 improvement to this historic community.

During the ceremony, Dan presented Chairman Blair a letter to signify that ownership of this new smooth roadway was transferred from MoDOT to the village of Arrow Rock. District 2 Right of Way employees Kent Wray and Eldon Jones worked to secure the necessary paperwork for the transfer, the final step in the project.

This outcome was a combined effort of many different people in many different roles coming together to provide an innovative solution for this tourist area. Something old, combined with something new, has given this historic community those finishing touches it was lacking. Now Arrow Rock really does have it all.

D3

Northeast

It's All About the Road

From the choice of the chip and the mix of the oil to the building of a new bridge, road crews have been delivering the goods to the people of northeast Missouri.

Sealing: Chip and cinder seals are being perfected using different materials. These include coal cinders from a power plant, crushed river gravel from a company in Louisiana and iron mountain trap rock from southeast Missouri.

Heavier, coarser cinders from the power plant were used on Route 94 in southern Montgomery and Warren Counties. "We'll have to see how this holds up over the winter before we know the rate of success, but it looks good so far," said Maintenance Engineer Mark Giessinger. The trap rock, which is harder, will be used on Routes T and P in Ralls County, and on Route A from Hawk

Point to Truxton later this year. One of the longest chip seal projects (86 lane miles) in the district was just completed on Route 15 from Shelbina to Mexico. In conjunction with this project, the crews cinder sealed an additional 22 lane miles on a collector route in the area. Fourteen building crews worked together to complete the job.

Behind the Scenes: Even though a lot of the road work can be seen, a lot of it is more "behind the scenes" such as the upcoming value engineering study for the Route 151/36 interchange and the enhancement project selection process.

Celebrations: Preparations are under way to celebrate the successful completions of more four-lane highway on Route 61 in Lewis County (Avenue of the Saints); an interchange at Route C/61 in Moscow Mills; and the Bond Bridge at Hermann.

Teamwork and Partnership:

None of these things would happen without the help of our staff, communities, the traveling public and elected officials.

We're off to a great season...be safe!



Donnie Maddox, Williamsburg maintenance, is shown here on a chip/cinder seal machine on Route 94 in Warren County. A heavier, coarser cinder was used on this seal.



Above left shows the results of a harsh winter on Route 79 between Elsberry and Winfield. The road wasn't scheduled for a full resurfacing, but maintenance crews rose to the challenge of keeping it together until the new surface could be applied. They patched the road with hot mix in the worst spots, and next year the plan is to resurface about 15 miles of Route 79.

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More than 50 crew members were involved in putting down one of the longest chip seals ever! About 86 lane miles of road between Shelbina and Mexico received treatment. This picture shows two crew members putting the finishing touches on a short cinder seal operation through Shelbina. Cinders were used through the town of Shelbina so there wouldn't be a dust problem.



Materials inspector Tim Barnes (right in MoDOT green) carefully watches the contractor lay down a one-inch surface on Route B (Business Route 61) through Canton and LaGrange. Another section of the Avenue of the Saints on Route 61 is slated to open in September. Visit the web site at www.modot.org/northeast for updated information.

A Connection On Site

Road work has certainly changed! At least it encompasses more than the traditional large equipment. MoDOT

staff are shown here installing wireless connections so that inspectors and other construction staff can work

more efficiently in remote locations using technology not necessarily new to MoDOT, but being used in new ways. Instead of returning to the office each day to input project information, they can now do their computer work at the site. Access points are installed when a major project begins, but can be easily removed when a project is completed. Currently, the Northeast District has access points on Route 61 in Clark County and on Route 36 at West Ely Road just west of Hannibal.



Steve Collins, who works in the telecom group out of information systems in central office, is installing an antenna for a wireless access point on Route 61 at Route Z. This access point is being used for the construction on the Avenue of the Saints in Clark County.

D4

Kansas City Area

A State of Emergency

Flooding Closes Roads Through Early June

by Kerri Lewis

A line of severe spring thunderstorms that swept across western Missouri and points north in mid-May left the land drenched and quickly filled streams and rivers. Within a few hours, floodwaters were wreaking havoc upon much of northwest Missouri along the Missouri River and its tributaries.

MoDOT crews had to respond quickly to close roads affected by the flooding. The flood drill continued in District 4 until June 4, when Route D in Lafayette County reopened.

Gov. Matt Blunt declared a state of emergency as floodwaters continued to rise. Both major and minor roads across District 4 were forced to close as a result of the high waters. Regular

updates to the media and the MoDOT Web site kept travelers informed about their roadways.

According to the Department of Public Safety in the Office of the Adjutant General, most of District 4's counties suffered some flood damage.

Many state agencies stepped in to contribute to the efforts. MoDOT's role during the flood included reporting state road closures; preparing news releases for the local media; completing an emergency declaration to waive federal and state regulations for motor carriers to participate in relief efforts; and providing barricades and other support to local jurisdictions as possible.

Route Z was impassable as floodwaters raged out of control.



Ed Nichols

Route 92 in Tracy, Platte County.



Kirsten Munck

MoDOT crews had sandbags ready to help minimize flooding off of I-29 in Platte County.



Kirsten Munck

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Devastation When the Smoke Cleared

by Kerri Lewis

A May 14 fire destroyed the Stadium Project Office in Kansas City.

Three pumper trucks responded to the alarm, hosing the structure to bring the fire under control. Even with the three-truck response, the building was a total loss. Although the cause is still under investigation, faulty electrical equipment is the chief suspect.

The office has temporarily relocated to the old district office garage at 31st and Van Brunt. No decision has been made regarding the permanent placement of the project office. District operations are being reviewed to see if another location would better serve MoDOT's needs.



Kathi Brundage



Kathi Brundage

Crews could not salvage very much after the fire destroyed most of the building.

Bike Safety Family Day

by Kerri Lewis

MoDOT hosted a Bike Safety Family Day in May in cooperation with Destination Safe, the city of Lee's Summit, Share the Road Safety Task Force, Safe Kids Metro KC, Jackson County Sheriff's Department and the traveling Safety Town from Lee's Summit Parks and Recreation. The event was held at the Longview Lake beach area.

Riders of all ages attended the free event. Sponsors were on hand to offer safety tips, fun activities and prizes for members of the entire family. MoDOT's Randy Johnson, Lindsay Hogan, and Nicole Noah helped in the event.



Participants worked their way through a bicycle obstacle course, learning the importance of street signs and proper bicycle safety.

D5 Central

Widened Route 5 Improves Safety for Motorists

by Holly Dentner

State and local officials gathered in Morgan County on June 7 to celebrate the completion of a road widening project on Route 5 through the city of Laurie. The 1.02-mile stretch of Route 5 was widened to add a center turn lane and four-foot shoulders.

The new road will improve safety and traffic flow through the area, especially during the busy summer season around the Lake of the Ozarks. Central District Engineer Roger Schwartz; Sen. Carl Vogel; Laurie Mayor Rick Purdon; and Peggy Talken, assistant to Rep. Tom Self; all spoke about the

benefit the project will have for the city and for motorists in the area.

The project cost was approximately \$1 million, with the city of Laurie contributing half the funding. About 30 people attended the event, including representatives from the county commission and Congressman Ike Skelton's office.



Laurie Mayor Rick Purdon cuts the ribbon to officially open Route 5 in Morgan County.

Columbia Students Market Seat Belt Use to Their Peers

Last winter the Central Region Group of the Missouri Coalition for Roadway Safety challenged Columbia high school students to help enhance our safety belt message. Marketing students from Hickman and Rockbridge formed teams to create a marketing plan geared toward their peers and competed against each other to present the best plan to the coalition.

Both teams spent the semester analyzing past regional coalition campaigns, surveying their fellow students about the most effective ways to change behavior and creating a plan to get teenagers to wear their seat belts.



The "QP Agency" from Hickman High School in Columbia.



Rockbridge High School marketing students with Matt Myers (left), district traffic engineer.

During their presentations to regional coalition members this spring, the teams offered ideas that emphasized the reality of what happens during traffic crashes. The Hickman team was selected as the winner, with a campaign that focused on teenagers' desire to "take charge" of their lives.

The regional coalition hopes to expand on the ideas presented by the students and work them into future seat belt safety campaigns.

Buckle Up in Your Truck!



Missouri State Highway Patrol Sergeant Paul Reinsch demonstrated how unbuckled travelers can be thrown out during a vehicle rollover. The event, held June 7 at the Cole County Farm Safety Day, is targeted for middle school students, teaching them how to prevent farm incidents. Sgt. Reinsch joined District 5 Senior Traffic Technician Carol Pleus and a dozen other community representatives on hand to reinforce safety, responsible decisions and respecting parents' safety rules. Reinsch showed students the pick-up truck rollover simulator in conjunction with the District 5 crashed truck, which is displayed around the region to encourage seat belt use.

Over 200 Years of Service for Recent Retirees

by Holly Dentner

Retirement from MoDOT comes with mixed feelings for some – Maintenance Supervisor Gary Kueffer says he'll miss the good people he worked with but will be "glad to not dodge cars anymore." Like many retirees who decide it's time to leave the highway work to others, the ones listed here say they will spend their retirement working on their property or just taking it easy. These retirees have accumulated 201 years of service for the department, and we thank them for their commitment to improve Missouri's highways.

After 30 years at MoDOT, Louis Branson retired April 1 as a maintenance crew leader. Branson worked on the district bridge crew, moving up from crew worker and senior crew worker. He began his tenure at MoDOT as a structural steel painter for the Central Office bridge crew.



Senior Maintenance Worker Bobby Quick retired April 1 after 21 years with the district. Quick spent all 21 years working at the

Fulton maintenance building. For the last few years, Quick managed one of the district's incarcerated crews.

Kenneth Hilkerbaumer, a field mechanic at the Drake maintenance building, retired on April 1. Hilkerbaumer also worked as a mechanic helper and crew worker at the Owensville and Drake buildings during his 30 years.

April 1 also marked the last day for Field Mechanic Stanley Dill, who was employed at MoDOT for 28 years. He

worked at Central Office until 1990, and at the District 5 Linn maintenance building from 1990 to the present.

Maintenance Crew Leader Melvin Lock retired on May 1 after 37 years with the district.

Lock worked for the district striping crew. He held the positions of structural steel painter, bridge painting crew leader, crew worker, senior crew worker, assistant maintenance supervisor, and signing and striping specialist. Lock also worked at Central Office.



After 22 years at MoDOT, Cecil Schlesselmann retired July 1 as a senior maintenance worker. Schlesselmann worked at the

Cole Camp maintenance building his entire time at the district, moving up from crew worker and intermediate crew worker.

July 1 was also the last day for Gary Kueffer, maintenance supervisor at the California maintenance building.

Kueffer started at MoDOT 33 years ago at Central Office, working in the sign shop and on the bridge crew. He also served as a crew worker and senior crew worker at the California building.



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D6

St. Louis Area

MoDOT Launches Origin/Destination Tool

“Map My Trip” Will Help Motorists Get Around Closures in St. Louis

by Linda Wilson

Motorists now have a tool to assist them in finding alternate routes around highway and ramp closures in the St. Louis area, especially along the Interstate 64 reconstruction project.

On May 21, MoDOT unveiled “Map My Trip,” a Web-based travel information tool that will aid motorists traveling through St. Louis city and county.



Before heading out for a drive, travelers can visit www.modot.org and click on the “Map My Trip” feature. Links are also available on the I-64 Web site at www.thenewi64.org.

After providing origin and destination locations, the program will offer an alternative route, directing motorists away from complete ramp, interchange or highway closures due to construction in St. Louis city and county.

“Although this is not the first origin/destination tool available, it is different because it considers construction activities,” said MoDOT District Engineer Ed Hassinger. “The I-64 project is going to force many drivers out of

their comfort zones and onto different routes to get to their usual destinations.

“Map My Trip” provides simple street-by-street directions to get motorists around the closures on I-64 and all of MoDOT’s work in St. Louis.”

Travel can be plotted from any origin or destination, but accurate information on highway and ramp closures is limited only to St. Louis city and county.

“Map My Trip” will suggest an alternate route for your travel, however, that route may not necessarily reflect the fastest route based on real-time traffic conditions. For current travel times on St. Louis interstates and highways, motorists are encouraged to visit Gateway Guide at www.gatewayguide.com or dial 511, a free voice activated telephone service that provides around-the-clock, real-time traffic information or incidents on interstates and major state highways in the St. Louis area.

Businesses and attractions are encouraged to link their Web sites to “Map My Trip,” so people can continue to visit their favorite shopping, dining and entertainment venues in St. Louis despite the construction work. “Map My Trip” also includes popular tourist destination addresses, so motorists can just click on the St. Louis Zoo, Gateway Arch and others to map their trip.

Map My Trip

Welcome to the St. Louis “Map My Trip,” a tool to help travelers avoid highway and ramp closures due to construction in the St. Louis area. Travel may be plotted from any origin or destination, but accurate information on highway and ramp closures is limited to St. Louis city and county only. This map is one suggested route for your travels and does not necessarily reflect the fastest route based on the real-time traffic conditions. For current travel times on St. Louis highways, please visit [Gateway Guide](#).

Since construction zones change quickly, the information available in a map generated today will only be accurate for today.

Click on either the [Departure](#) or [Destination](#) links to preload addresses for a number of common locations.

<p>A Departure:</p> <p>Address <input style="width: 90%;" type="text"/></p> <p>City <input style="width: 30%;" type="text"/> State <input style="width: 30%;" type="text"/> Zip <input style="width: 30%;" type="text"/></p>	<p>B Destination:</p> <p>Address <input style="width: 90%;" type="text"/></p> <p>City <input style="width: 30%;" type="text"/> State <input style="width: 30%;" type="text"/> Zip <input style="width: 30%;" type="text"/></p>
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Web screen capture of Map My Trip

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District 6 Welcomes the New Community Relations Manager

by Debbie Allen

Marie Elliott recently joined MoDOT to lead community relations efforts in District 6. She has more than 20 years experience in various aspects of communications, including positions as a newspaper reporter, public information officer for Mississippi Department of Transportation and media coordinator for a health care system.

She embarked upon her newest challenge at MoDOT in April as the community Relations manager. At MoDOT, Marie will lead her team in the daily requirements of engaging the public, media and elected officials.

“Marie’s former positions with the Mississippi Commissioner and newspapers in Mississippi and Tennessee adds value to her vision and responsibilities in assisting MoDOT to provide a world-



Kara Price

District 6’s new Community Relations Manager Marie Elliott

class transportation experience for Missouri motorists,” said MoDOT District Engineer Ed Hassinger.

Marie earned her master of arts in Media Communications from Webster University in 2003. She resides in St. Louis County with her family.

MoDOT Closes Dougherty Ferry Across I-270 to Replace the Bridge

by Andrew Gates

District 6 crews worked around the clock to remove and clean up a popular 2,000-ton bridge over a major St. Louis interstate one day ahead of schedule. MoDOT closed Interstate 270 under Dougherty Ferry on June 1 to take down the Dougherty Ferry Bridge in preparation for reconstruction.

The bridge was closed completely to speed up the project’s completion. MoDOT closed the road over the bridge shortly after Memorial Day and expects to have the interchange and ramps rebuilt before Labor Day weekend. The bridge was originally built in the 1960s. The current interchange could no longer handle the amount of traffic, which often caused traffic congestion on I-270 during peak traffic hours. About 8,000 vehicles travel over the bridge daily and more than 160,000 vehicles travel under it every day.

During this \$6.1 million project, crews will widen the bridge from four lanes to seven lanes, including two through lanes and two left turn lanes on westbound Dougherty Ferry, as well as one through lane and two left turn lanes on eastbound Dougherty Ferry. It will also add an additional left turn lane from northbound I-270 to westbound Dougherty Ferry and an additional right turn lane from northbound I-270 to westbound Dougherty Ferry. Finally, the project will add an additional lane on westbound Dougherty Ferry between I-270 and Des Peres Road.

Motorists may experience delays during this work and are encouraged to use alternate routes.



Andrew Gates

MoDOT crews and the project’s contractor, Kozeny-Wagner Inc., are working hard to improve the interchange and ramps before Labor Day weekend.

D7

Southwest

District 7's Turn to Deal with Flooding

by Lori Marble

Southwest district maintenance crews spent many hours during the middle of June battling high water and rapidly changing flooding conditions. Extreme thunderstorms dumped more than 10 inches of rain in less than 18 hours to start the workweek on June 11.

Closing Route 71 for part of a day was a striking reminder of how strong the storms were and how large the rainfall.

"Our crews battled," said Jennifer Hinson, traffic engineer and incident command responder. "At one time we had 24 roads closed, but that didn't last for long. We watched and worked these roads around the clock until we were able to open the last one."



Barton County Route 126 was one of the first roads in the district closed by high water.

Besides dumping vast amounts of water on the district, Mother Nature showed off in other ways.

"The ground was simply crawling," said Area Engineer Skip Schaller. "Just ahead of the rising flood waters, you

could look and see the ground move. There were hundreds and hundreds of night crawlers, snakes, mice and large bugs just heading for higher ground."

Plans Dusted Off 30 Years After Being Shelved

by Lori Marble

Roughly 40 Stockton area residents mingled throughout the Stockton High School cafeteria on June 14, reviewing design plans and visiting with project engineers. Some were landowners ready with right of way questions. Some were anxious about construction detours and how they would manage the lake-area routes in order to make their daily commutes. Still yet, quite a large number were simply curious, ready for the start of a project they have been anticipating for some time.

The Route 32 corridor east of Stockton to Route 13 was reviewed as part of a 1967 report. Route 32 is an important

corridor between Stockton and Bolivar as well as recreational access to Stockton Lake. This location has four sharp horizontal curves that are posted at 25 mph. The original alignments were presented at public hearings in 1974 and were later shelved after initial public opposition.

In 1986, the bridges to the east over Moore's Branch and Bear Creek were replaced and the road was straightened and widened along the shortened segment. Yet lake traffic, combined with local residents' driving needs and that of the farming community, often meant slow going on the road's sharp curves.

In 2000, MoDOT acquired right of way along Route 32 from just west of Route A to just east of Route 245. The decades-old project plans were re-evaluated using practical design concepts, which led to a redesign that is now possible due to the affordable cost.

Proposed improvements eliminate two sharp curves near County Road 1750 and provide larger radius curves at

Bear Creek and at Route H. The new roadway consists of two 11-foot travel lanes with four-foot shoulders (two-foot paved and two-foot earth).

"This project will provide a great safety improvement on Route 32," said District Engineer Becky Baltz.

Construction is tentatively scheduled to begin in 2009.

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Residents line up to comment on the Cedar County Route 32 project.

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The new improvements are shown in red.

D8

Springfield Area

Targeted Repairs Improve Bridges, Save Money

by Bob Edwards

Doing work that targets needs and asking the public to accept road closings in some locations are factors helping District 8 make significant improvements to six bridges this year.

“We’re just attacking what needs to be fixed,” said Assistant District Engineer Andy Mueller, making sure “practical design” principles are followed.

Only when enough bridge components must be replaced will the entire bridge be replaced, Mueller said. Otherwise, he said, make repairs where needed and move on. This approach extends the life of the bridge and conserves money for use on another bridge.

“It’s an effort to spread the money as far as we can,” Mueller said.

People seem to understand that when MoDOT closes a road to do a bridge project that everyone in the vicinity wants done, the work is completed quicker, is less expensive and is safer.

Here are the 2007 bridge projects in the construction program, with completion in the Fall of 2007.

- Route 123 over Panther Creek between Humansville and Weaubleau – New bridge.
- Route 215 over Turkey Creek near Aldrich – Deck rehabilitation.
- Route 413 over Wilson’s Creek between Springfield and Republic – Deck rehabilitation.
- Route 76 over Bull Shoals Lake east of Forsyth – Painting and deck sealing.
- Route 160 over Swan Creek east of Forsyth – Painting.
- Greene County Route M between Springfield and Republic. New Bridge. Built in 2006-07. Opened in June.

In addition, the district’s Bridge Crew is working on the Route 13 bridge over Table Rock Lake at Kimberling City, with deck repairs, a sealant and new driving surface.

“It’ll extend the life of the deck and provide a smoother ride,” said District Bridge Engineer Darin Hamelink.



Bob Edwards

D8 at Work

Hartville Senior Maintenance Worker Russell Divine (top photo) mows along Route 38 in Hartville.

Reviewing sign plans in the District Office (middle photo) are Senior Traffic Studies Specialist Derek Olson, left, and Senior Highway Designer Cindy Merritt. This is for a project to relocate eight miles of northbound Route 13 between Springfield and Bolivar.

Buffalo Senior Construction Technician David Twyman, left, talks with Columbia Curb and Gutter foreman Pat Watkins (bottom photo) at the Route 215 bridge over the Turkey Creek Arm of Stockton Lake. The bridge, near Aldrich, is being fitted with a new deck.



Bob Edwards

A new bridge is being built on Route 123 between Humansville and Weaubleau. Contractor Widel, Inc., of Blackwater (above) started work at the end of May and quickly razed the old bridge, built in 1947. The road is closed and detours are signed, including the Route 123/Business 13 intersection in Humansville (photo at top). The bridge must be open to traffic by Sept. 21.

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Early-July End in Sight For Ice Storm Cleanup

by Angela Eden

District 8’s massive campaign to clean up ice storm debris will be completed in early July, six months after weighed-down tree limbs and utility lines snapped and crashed all over the region in mid-January.

Trees were trimmed and limbs and brush removed in nine counties.

“Work has progressed smoothly,” said District Maintenance Engineer Dave O’Connor.

As tree-debris cleanup work continued in many locations every day, few problems cropped up, O’Connor said. Only a couple of accidents occurred where workers were set up. A contractor employee was injured in one case.

Contractors removed approximately 17,000 tons from state rights of way in Greene, Dallas and Laclede counties. That’s equivalent to 654 fully-loaded tractor trailer units.

Approximately 7,400 tons of tree-debris was cleaned up by MoDOT maintenance forces in Stone, Christian, Polk, Hickory, Webster and Wright counties. Most of the work done by MoDOT crews was completed by Memorial Day.

The district worked closely with Federal Emergency Management Agency officials to document the debris removal and tree trimming activities. MoDOT maintenance, construction and business and benefits employees worked as monitors or helped with bookkeeping.

MoDOT is seeking FEMA reimbursement for 75 percent of the cleanup cost.

While the storm cleanup was going on, MoDOT maintenance crews and others pushed to keep up with normal duties.

“Talkin’ Transportation”
 Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

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D9

South Central

Phill Knott Reaches Milestone with MoDOT

Resident Engineer Phill Knott celebrated a milestone few will ever see in their careers with MoDOT. Phill was hired by the department 50 years ago, as of June 1. He was presented with a proclamation signed by the governor and spent the day doing what he loves most – traveling construction projects.

Phill said he has been eligible to retire since 1989 but loves his work. According to District Construction and Materials Engineer Ed Hess, Phill is truly respected by the people that work for him and the contractors that work with him.

“The contractors respect the years he has had with the department and know they will receive a fair shake,” Ed said. “The relationships Phill has fostered over the years have resulted in great benefit to the department.”

Phill has given no sign of looking toward retirement. His busy schedule, which includes projects that are a part of the four-laning of Route 60, keeps him hopping and he appears to fully enjoy it.

While several things including technology and the level of customer involvement in transportation have changed

over the course of Phill’s career, he contends one thing is still the same.

“The fact that you have good people you work with has not changed,” he explained. “My office, for example, makes



my job very enjoyable. We all work together and they do a good job.”

Phill points proudly to his project office staff’s involvement in helping complete the Smooth Roads Initiative one year ahead of schedule. “It’s a long haul to Interstate 44 from our office in Willow Springs,” he said. “SRI was a big accomplishment for MoDOT and I’m proud my office was a part of making it happen.”

Improvements for Route 63 Taking Shape

Route 63 through the South Central District is seeing and will continue to see considerable improvements over the next couple of years. One major project around Cabool is already underway, two more were just awarded and additional plans are on the horizon.

The Cabool project, which includes intersection improvements at Route 63 and Business Route 60, as well as barrier curbs on two bridges north of town, has been under way since March. One bridge is finished and two closures with detours have allowed crews to make strides toward reconfiguring the intersection from a Y-type to a T-type. Completion of this project is expected in August 2007.

At the June meeting of the Missouri Highways and Transportation Commission, two Route 63 projects were awarded. One involves diamond grinding 1.4 miles of pavement through the city of Houston. The second includes a 5-3/4” asphalt overlay and striping for climbing and passing lanes through Edgar Springs.

Other projects already awarded and set to start soon include:

- north of Rolla to the Maries County line – resurfacing and construction of asphalt shoulders,

beginning Spring 2007, completed July 2008

- from Route CC in Rolla to 3.6 miles south of the Little Piney River – resurfacing and striping for climbing/passing lanes, beginning Spring 2007, completed July 2008
- north of the Texas County line to Route 32 in Licking – resurfacing, beginning July 2007, completed October 2007
- through Houston – diamond grinding, beginning Summer 2007, complete December 2007
- from 3.1 miles north of Edgar Springs to south of Route K - resurfacing and striping for climbing/passing lanes, beginning early 2008, completed July 2008

The two projects scheduled for letting are:

- replacement of the bridge over Beaver Creek in Phelps County – September 2007 letting, December 2008 completion
- West Plains to Thayer - resurfacing and striping for climbing/passing lanes, January 2008 letting

Complete information regarding projects on Route 63 through the South Central District in 2007-08 is available online at www.modot.org/southcentral/Route63.

Rolla Maintenance Crew Takes No MOrE Trash! Bash Crown

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It was a big challenge the Rolla Maintenance Crew took very seriously. So seriously, the 12-member crew contributed 438 bags to the South Central District No MOrE Trash! Bash bag total.

In appreciation, each member of the crew received a 16-quart, Coleman cooler with the No MOrE Trash! Bash logo imprinted on the side.



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Route 60 Four-Lane Expansion In Full Swing

The section of Route 60 known as the “59-mile Gap” is beginning to close. Work has been under way since passage of Amendment 3 to quickly design, let and build additional lanes to complete the four-laning of this east-west corridor.

A recent success was the opening of the section through Van Buren. This section includes the Current River Bridge and is heavily traveled by river-going tourists. May 15, eastbound traffic was put over onto the new bridge and the new lanes were opened.

The next section to open will be from Van Buren to Route C. Traffic currently is moving on the two new lanes of pavement while crews construct a concrete box under the existing lanes. It is expected this section will be completely open to traffic by August 2007.

A logging contract for the section between Winona and Route C was

awarded. The logging company is logging timber in preparation for the project, which lets in July.

Work on the section through Mountain View began in late March. Crews have swarmed the area performing dirt work, building box culverts and bridges. This section will go from four lanes with a median to a five-lane configuration through Mountain View.

Route U at its intersection with Route 60 closed for a period during June to allow for tying in the end of the road with the height of new lanes being constructed on Route 60. During this closure, traffic was re-routed around county roads.

Progress is being made quickly, which has allowed for more immediate satisfaction for those involved in planning, designing and building this important corridor. Expected completion of the entire stretch is the end of 2010.

D10

Southeast

Click It or Ticket Press Conferences Held in D10

by Belinda McMurry

With the enforcement part of the *Click It or Ticket* campaign under way, the Southeast District held two *Click It or Ticket* press conferences on May 21.

The first press conference was held at the National Guard Armory in Dexter. Sgt. Dale Moreland of the Highway Patrol, along with Stoddard County enforcement officers, informed the local media of the campaign and the driving force behind it.

“Click It or Ticket is being implemented to help crack down on low seat belt use and to reduce highway fatalities,” said Moreland. “We hope that we can be an

important part of the statewide enforcement program here in Southeast Missouri. Our hope is to inform as many people as possible of the importance of buckling up and how it can save their life if they are involved in an accident.”

The second press conference was held outside the Sikeston Factory Outlet Mall near Interstate 55. Moreland and enforcement officers from Scott and Cape Girardeau counties were in attendance.

After the press conference, the public was able to experience the impact of the *Seat Belt Convincer* and view a vehicle involved in a fatal accident.



Sgt. Barry Hovis of the Cape Girardeau Police Department addresses the audience at the *Click It or Ticket* press conference in Sikeston. Hovis explains how the red sports car (left side of photo) was involved in a traffic accident on Missouri roadways—two people died in the accident and they were not wearing their seat belts.



Sgt. Dale Moreland, public information and education officer for the Missouri State Highway Patrol, speaks during the *Click It or Ticket* press conference in Sikeston. Law enforcement officers from Cape Girardeau County and Scott County were present during the press conference to show their support of buckling up and saving lives.

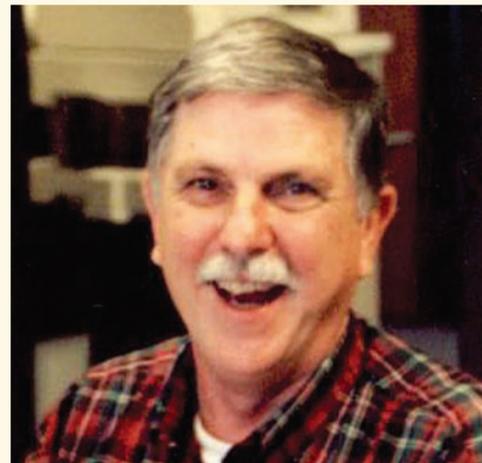
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Remembering Theon

45-Year MoDOT Veteran



District 10 lost a 45-year MoDOT veteran when Theon Compas passed away on May 19. Theon began his career with MoDOT as a draftsman in design and worked his way to senior right of way specialist. Theon chose to continue his dedicated service to MoDOT long after he was able to retire. Theon was an immense asset to the state of Missouri, to MoDOT and to his coworkers and friends. Theon will be missed by all at District 10.

\$afety Bucks Winners



Joe Steward, district safety and health manager, (left) and Lynn Smith, intermediate construction inspector, Kennett

Individual Safety Awards are given to recognize individual employees in safety sensitive jobs that do not have any lost time injuries. Full time employees who meet all of the criteria established for an Individual Safety Award are eligible for the annual “Safety Bucks” drawing. Five employees from each district are awarded \$50 each if their name is drawn from the random drawing. Joe Steward, district safety and health manager, presented the awards to the Southeast District recipients.



Steward and Chris Driskill, senior traffic technician, Sikeston Traffic



Steward and Jerry Friese, regional maintenance supervisor, Jackson



Steward and Robert Jordan, intermediate maintenance worker, Kewanee



Steward and Jason Estes, senior maintenance worker, Sikeston Sign Shop

Recent Retirees



John Price retired June 1 after 32 years with MoDOT. Price was an intermediate construction inspector in Jackson.



Johnny Davis retired June 1 after 30 years with MoDOT. Davis was a senior maintenance worker in Campbell.

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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It's Almost Show Time for the 2007 Missouri State Fair

by Megan Mills

It's Show Time is the theme for this year's Missouri State Fair, which will run from Aug. 9-19 in Sedalia. The fair features concerts, food, games, rides, competitions and exhibits. Several big country music stars have already been booked for the concerts – Dierks Bentley will perform on Sunday, Aug. 12, and Big & Rich will perform on Thursday, Aug. 16.

MoDOT is also planning a big show for the Highway Gardens this year. Discover new displays at the Highway Gardens Transportation Exposition Center, including one for the Safe & Sound Plan and the 20th anniversary of the Missouri Adopt-A-Highway program. The center will also feature several giveaway items and other displays including Better Roads/Brighter Future, work

zone safety, Amtrak and other highway safety displays. Visitors are encouraged to explore the guard cable display and seat belt convincer right outside the exposition center.

Kids are encouraged to check out the "Kid Zone," full of a variety of computer games that will focus on highway safety and other transportation issues. They can also participate in a scavenger hunt, held every day, with a chance at winning a new bicycle!

In honor of the 20-year anniversary of the Adopt-A-Highway program, No MORE Trash day will

feature several special events, including hands-on activities and chances to sign up to participate in the program.

"The fair is a great venue to educate more than 300,000 visitors about all the



Arleasha Mays, a Department of Conservation No MORE! Trash Coordinator, educates fairgoers on the importance of a litter-free Missouri.

great things MoDOT does," said Don Hillis, director of System Management.

If you want to save a little cash, visit the fair on Dollar Day or Two for the

Show day. For more information about the Missouri State Fair, visit www.mo-statefair.com.

Top 10 Work Zones to Look Out For in 2007

by Jeff Briggs

With travel season in full swing and MoDOT in the middle of one of its largest-ever construction seasons, travelers will soon discover numerous highway work zones. In fact, there will be more than 1,000 work zones active throughout the year.

"Missouri's roads are getting better in a big way this year," said MoDOT Director Pete Rahn. "But that means there

will be growing pains for the next few months. We've got some big projects planned that will require motorists' full attention."

To help travelers prepare for what's ahead, MoDOT put together a list of the state's top 10 work zones to look out for, based on volume of traffic, amount of work and level of delay.

Top 10 Work Zones to Look Out for in 2007

