



Connections

August 2008

Heavy Rains Cause Headaches Throughout Missouri

story by Brent Foster, photos by Cathy Morrison

The recent heavy rainfall that caused havoc for many Missourians has also had an impact on MoDOT crews around the state. The devastating flooding along the Mississippi River in the northeast portion of the state, and consistent heavy rain across many portions of Missouri has not only caused many road closures, but put MoDOT behind on many construction projects as well.

Road closures due to heavy rain have been one of the biggest problems MoDOT has encountered. There were about 240 roads closed throughout the state due to the heavy rain.

Marisa Brown, District 3 Community Relations manager, said the number of roads closed due to flooding varied from day-to-day.

“The number of roads closed was different pretty much every day,” Brown said. “The flash flooding affected the road closures as well.”

Flash flooding caused several roads to be closed for periods of time throughout Southwest and North Central Missouri.

The heavy rain has also slowed down some MoDOT construction projects.

“The rain has caused some of our construction projects to be delayed,” Angela Eden, senior Community Relations specialist in District 8 said. “But we hope that with summer upon us we can make up some of those delays.”

In northeast Missouri, the completion of the Avenue of Saints Project, which makes Route 61/27 four lanes from St. Paul, Minn. to St. Louis, also was pushed back due to wet grounds. The project was originally supposed to be finished in June, but all of the rain forced the project to



be delayed about a month. The final two lanes are still under construction across a nine-mile stretch in Clark County.

Besides the problems in Eastern Missouri, heavy rains have also caused construction delays in southwestern portions of the state. Record amounts of rain have caused many projects to fall behind schedule, including construction on the James River Freeway and Republic Road in Springfield. Brown said it is too early to tell how much

if any structural damage there will be to roadways, but she said there would most likely be several areas where shoulders have to be reworked.

While the rain has caused a slow down in most construction work, bridge maintenance is actually running ahead of schedule. Because some bridges were closed to traffic due to the flooding, bridge maintenance workers were able to finish some of their projects more quickly.



Second Annual Chip Seal Challenge Winners Announced

by Matt Hiebert

The Chip Seal Performance Challenge is more than a competition to see who puts down the best chip seal in the districts. It is a showcase for MoDOT’s talent, dedication and commitment to quality.

Now in its second year, the Challenge is a way to share award-winning work so all of MoDOT can benefit from the talents of the winning crews.

“The Chip Seal Performance Challenge is designed for districts to display their best practices,” said Don Hillis, director of Sys-



tems Management. “Chip sealing is an important and cost-effective method for maintaining roads and the competition allows district teams to demonstrate their skills and innovation.”

Like the Performance Plus Program,

the Chip Seal Performance Challenge is a way to reward employees for exceptional work. Simultaneously, it allows districts to share best practices that will improve the organization as a whole.

This year 15 different stretches of Missouri highways were judged on a variety of criteria. While all showed a high quality of workmanship, winners showed exceptional results that put them slightly ahead in both coarse and fine aggregate categories. First place winners were:

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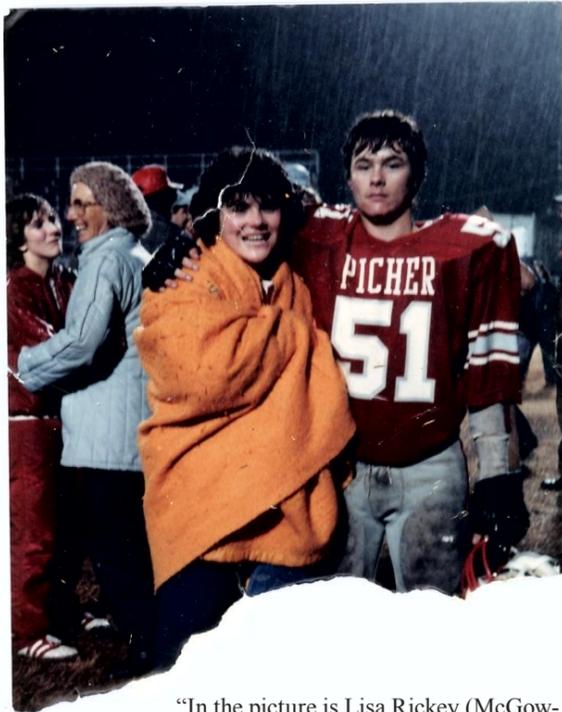
Successfully Striped

District 10 stripes roadways in half the normal time

Photo Survives Tornado, Returned Home by MoDOT Employees

by Nathaniel Allen

This past May tornadoes ripped through parts of Missouri, Oklahoma and Kansas. One tornado in particular devastated the town of Picher, Okla., a small community of approximately 700 in the extreme northeast corner of the state. The morning after that tornado, Stephanie Teasley, senior auditor in District 8, found a photograph in her driveway at her home northeast of Springfield.



“The picture was of a woman and teenage boy at a sporting event,” Teasley said. “The boy was wearing a football jersey that said ‘Picher.’ According to the news report, the population of Picher was only about 700, so I figured someone would know who the people were.”

In the same tornado, Frank Frazier, a District 7 mechanic supervisor also from Picher, lost everything. It was through the generosity of his friends and fellow employees that he was able to recover.

When Teasley heard that one of the MoDOT employees who was affected by the tornado was from Picher, she scanned the photo and sent it to Frazier who identified the two people.

“In the picture is Lisa Rickey (McGowan) and George Forbes,” Frazier said. “The picture was taken the night Picher won the state championship in their class in 1984.”

The photo belonged to Rickey’s father, Jim Rickey, who had also lost everything in the tornado. Frazier then returned the photo to Rickey.

“It’s amazing that a 24-year-old photograph survived a tornado, traveled 100 miles in the air and then returns home to its owner,” Teasley said.

Thanks to the diligence and teamwork of MoDOT employees, a photograph was brought home to a man who lost everything else in the tornado.

ShareLeave Committee Members Honored for Service

by Brent Foster

Members of the ShareLeave Committee were recognized for their service to the program at the Senior Team Management meeting in June.

The three outgoing members were honored with plaques for their two-year service to the committee, which provides a source of help for MoDOT employees during their most difficult time of need.

“I think ShareLeave is a great way to help out a fellow employee in need,” outgoing member Joe Pestka said. “Just a small donation can help an employee who has experienced an illness or injury that is life threatening, catastrophic or has resulted in a potentially permanent disability. It’s a tremendous help and is so appreciated by those employees or their families when they are experiencing very hard times.”

Outgoing committee members include Petska (Central Office), Deborah Stuart (District 8) and Jose Rodriguez (District 1). Also recognized were the three new committee members: Mary Drennan (District 3), Kevin Davidson (District 9) and Allen Bley (District 7). Two members, Dale Baumhoer (District 5) and Sandra Fritz (District 6), will remain serving the committee through May 2009.

The job of the committee is to oversee the applications for the program

and make sure it remains credible by ensuring only employees with the most critical needs are granted the extra time. During the program’s 16 years, committee members have approved more than 200 employees’ requests for assistance.

ShareLeave allows employees to help coworkers and/or their immediate family members who have a catastrophic or life-threatening illness or injury and have exhausted all of their leave time. If approved, employees can use up to three months of leave after all of their sick leave has been accrued. Since the program was implemented in 1992, employees have generously donated more than 83,000 hours to coworkers. Workers may receive up to 504 hours from the program, which gives an additional three months pay to the employee.

“The committee has managed the program very well year after year,” Human



Members of the ShareLeave Committee were recently honored for their service.

Resources director Micki Knudson said. “They deal with some pretty tough situations when deciding who should be approved for ShareLeave, considering how critical the health conditions of some employees and family members have been. Committee members take on these hard decisions without additional compensation, but with full appreciation for how their decisions can help employees who have the most critical needs. I support the ShareLeave Program and would ask employees who could spare a few hours of annual leave or comp time to provide a donation to the program. You, too, will be able to provide support to coworkers in need with your donations.”

The cost of the memorial is expected to be around \$100,000, coming entirely from private donations and employee contributions. No money from the state will be used for the memorial. MoDOT facilities maintenance staff will maintain the memorial.

If everything goes according to plan, construction of the memorial could begin in early 2009, with the memorial possibly opening later in the year.

Chip Seal Winners

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Coarse Aggregate

District 8 - Route 5, Wright County

Fine Aggregate

District 1 - Route 116, Clinton County

Honorable mentions went to the following district teams:

Honorable Mention, Coarse Aggregate District 7 - Route H, St. Clair County

Honorable Mention, Fine Aggregate District 9 - Route 21, Reynolds County

Judges came from MoDOT divisions and the private sector. MoDOT judges included representatives from Maintenance, Construction and Community Relations. The private sector was represented by contractors and suppliers from the asphalt industry.

“It’s always tough to pick the winners,” said Scott Stone, Maintenance liaison engineer and organizer of the event.

“The teams are all great. All their work deserves recognition.”

Memorial For Fallen Employees Pushes Forward

by Brent Foster

While the pain of losing a loved one never goes away, memorials are a way for family and friends to pay respect and honor their fallen loved ones.

Plans continue to push forward for a memorial on the north side of the State Capital honoring the 127 department employees killed in the line of duty since 1946.

“The memorial is a great way to honor the men and women who have lost their lives while improving Missouri roads,” said Don Hillis, director of System Management. “And since many districts have things to remember their fallen workers by, I think it is important to have a statewide memorial to honor these individuals.”

Several MoDOT employees responded to a survey in March regarding plans

for the memorial. The respondents gave their feedback on ideas concerning the size, location and design of the memorial. A number of employees indicated they would like to see the names of fallen employees listed on the memorial. Many also indicated lighting the memorial would allow people to visit at night, and a garden area surrounding the memorial would enhance its beauty. Some employees surveyed preferred the memorial be made out of resources native to Missouri such as granite or bronze.

The committee – made up of central office and district staff – is currently choosing between three different designs based on feedback given in the survey. A decision on the design should be reached later this month, pending approval from the governor’s office.

New Ad Campaign Reminds People Not to Drink and Drive

by Brent Foster

“Mug. Shot. Mug shot. You Drink & Drive You Lose.” That is the new campaign slogan the Missouri Coalition of Roadside Safety will run in television ads during August to spread the word about the dangers of impaired driving.



The statewide campaign begins in mid August with new radio and television advertising about the dangers of impaired driving. Increased enforcement by state and local law enforcement agencies begins Aug. 15 and runs through the Labor Day Holiday.

The new television ads feature a scene in a bar with a mug of beer and a shot glass. A voiceover reminds people that if they choose to drink and drive, they will be caught and arrested. The ads end with a drunk driver having his mug shot taken after being arrested for impaired driving.

The basic premise of the ads is to make people realize that impaired drivers will be caught and will pay for their actions.

“People need to realize there are legal consequences to drinking and driving,” said Leanna Depue, Highway Safety Division director. “It may only take one or two drinks to be impaired and get arrested. The new television ads do a great job of spreading the word that

law enforcement are on the lookout for impaired drivers.”

Driving while intoxicated is one of the most common violent crimes in the state, randomly killing or injuring someone in Missouri every one and one-half hours. These tragedies are preventable when drivers make a simple, smart choice not to drink and drive.

“Every year people in Missouri die because another person chooses to drink and drive,” stated Captain Tim Hull of the Missouri State Highway Patrol. “In 2007, 243 people were killed and 4,889 were injured in drinking-related traffic crashes. The patrol is committed to working with the public and other law enforcement agencies to find and arrest impaired drivers.”

Honor Our Commitments Because We Believe in Integrity

by Nathaniel Allen

At MoDOT, we have 17 values that we base our work around. One of those values is “MoDOT will honor our commitments because we believe in integrity.” This value has already shown up many times this year and in previous years.

By March 31, a total of 397 projects had been completed in the 2008 fiscal year. The total cost of these projects was \$850.8 million; the estimated cost was \$854.4 million. MoDOT honored its commitment by finishing the projects and finishing them \$3.6 million under budget. Also, so far in 2008, 93 percent of MoDOT’s projects have been completed on time. This is a five percent increase from 2007 and a 17 percent increase from 2006.

Another thing MoDOT is working on is decreasing the average amount of years it takes for a project to be placed in the Statewide Transportation Improvement Program to when the project is actually completed. The numbers taken were from 2003 to 2006. In those years, the amount of time it took for a resurfacing project to be committed to and completed dropped from 3.9 years to 2.6 years. The average amount of years to complete safety and other projects dropped from 3.5 years to 2.9 years. For major bridge projects, the average years of completion dropped from 11.9 years to 7.8 years.

These are just a few examples of how MoDOT has honored its commitments this year and in recent years and why the public’s perception of MoDOT continues to improve.

Adopt-A-Highway-Program Branches Out

by Brent Foster

The Adopt-A-Highway program will soon add a new member to its family.

MoDOT will begin offering a new Adopt-A-Highway program option, called Sponsor-A-Highway. Beginning this summer, groups or organizations that adopt a highway in the Kansas City and St. Louis areas (districts 2 and 4) will have the option of paying Adopt-A-Highway Litter Removal Services of America, Inc. to do litter cleanup and other services on their behalf.

“We still spend about \$5 million to \$6 million annually to clean up litter, and that doesn’t include the efforts of our adopters,” said Roadside Management Supervisor Stacy Armstrong. “And we

still have litter. This program costs taxpayers nothing and will mean cleaner roadsides for us all. It’s all about cleaning up the trash.”

The Adopt-A-Highway Litter Removal Services of America, Inc. has been in business for more than 20 years and provides litter removal services similar to Missouri in 12 other states. Their goal is to provide MoDOT with a resource for cleaning highways.

Roadside sections that are sponsored are cleaned at least once a month, or more if needed. Sponsors will still receive a sign with their name on it, denoting the highway section they have adopted, similar to the signs other groups receive for adopting highways.

The sponsors will pay the contracted company based on the amount of highway cleaned and how often their sponsored area is to be cleaned.

Since the Adopt-A-Highway program was developed in 1987, volunteers have adopted more than 3,500 miles of Missouri roadways for litter cleanup and other services, and have saved taxpayers almost \$1.5 million annually.

“If MoDOT had to do the work of these volunteers, it would cost about \$1 million a year and keep our maintenance staff from doing other needed work,” said MoDOT Director Pete Rahn.

“That’s money and resources we can put toward road improvements instead.”



Spotlight on Diversity

A MoDOT employee was recently recognized in The Kansas City Star for receiving his United States citizenship. Anup Choudhury, who currently works in Transportation Planning on data maintenance for the Transportation Management System, moved from Bangladesh to the United States in 1999 to attend college, for a second time.

Anup was born and raised in Bangladesh with six brothers and two sisters. After finishing college and graduate school in Bangladesh, he went to work as an administrative officer for a textile company. Soon after that, one of his older brothers who was working as a senior chemist for the Missouri Department of Natural Resources told Anup he could get a good job with a degree from an American university.

“I took and passed the Test of English as a Foreign Language,” Anup said. “Then I applied and was accepted to attend Lincoln University in Jefferson City.”

In 1999, Anup entered America as an international student with a student visa. Anup’s brother provided him with financial support. In 2001, Anup graduated from Lincoln University with a degree in computer information systems.

“It was a great moment for me, especially since I graduated with a 4.0 grade point average,” Anup said.

After graduating, Anup decided to go to graduate school at Lincoln University. During undergraduate school he met his future wife, Caroline. They were married in 2003, and in 2004 he graduated for the second time from Lincoln University, this time with an MBA.



In 2005, Anup started working as an intern in the Environmental Division at MoDOT. The next year, Anup received a permanent position as a senior Planning technician. Now he works with the TMS doing data maintenance. His main job duties are updating the information on vertical clearances for bridges, investigating data issues reported by Motor Carrier Services regarding routing and doing data cleanup.

“I would like to acknowledge and thank the supervisors I have had since arriving at MoDOT, Billy Graham, Danica Stovall-Taylor, Myrna Tucker and Kathi Bishop,” Anup said.

Since coming to America Anup has had many good things happen to him. “When my son, Aunindya, was born in 2005 it was a great moment for me,” he said. “Becoming a United States citizen was another great moment for me.”

On June 9, 2008, Adeyemi Olalekan, senior Traffic technician, was also sworn in as an American citizen. The ceremony was held at the District Court House in Kansas City and was the final step in several years of hard work to become a U.S. citizen. Adeyemi, who is originally from Nigeria, has lived in the United States for eight years studying and working. Adeyemi said that he is very happy to become an American citizen.

New 2009-2013 STIP Approved, but Shows Looming Drop in Funding

by Sue Cox

Honoring commitments is a value that guides customer service at MoDOT. Each year, when the department promises Missouri citizens that certain transportation projects will be built, MoDOT is making a significant commitment.

“No matter where we work in the state, our guide for the work we’ll do on Missouri’s transportation system is the Statewide Transportation Improvement Program, or STIP,” said Transportation Planning director Machel Watkins. “It’s our promise to the public we serve.”

The STIP, a five-year outlook developed with significant public input, identifies for Missourians how we’ll spend their tax dollars and what benefits they’ll get for their money. As one year of work is completed, a new fifth year is added. The program is updated each year and presented to the Missouri Highways and Transportation Commission for approval. The new 2009-2013 program approved at the recent July commission meeting shows that spending for Missouri’s roads and bridges will plummet

in fiscal year 2010 (which begins July 1, 2009) to a program where limited funding will only cover minimal maintenance and safety work.

The 2009-2013 transportation program includes \$300 million in new construction projects because lengthened bond terms and lower than expected interest rates provided additional Amendment 3 bonding capacity. The \$140 million bonded amount, combined with state savings from using Practical Design on projects and local matching funds, allows MoDOT to tackle, over the next five years, these new highway projects that include benefits like additional lanes, interchange improvements and congestion relief.

“Even though it’s great news to be able to pursue this additional work, we can’t overlook that in this program the Amendment 3 bond proceeds are used up, and our state transportation program goes back to critically low spending levels,” MoDOT Director Pete

Rahn said. “The program that’s been approved marks the shift from having the opportunity to build new projects to barely maintaining what we have.”

Missouri transitions from a construction program averaging \$1.23 billion to a construction program of about \$575 million in 2013. Compounding the funding problem is an expected decline in federal revenue, and rising fuel and construction costs.

“We have seen great progress due to Amendment 3,” Rahn said. “Missouri must now have a conversation about what is to come regarding continued improvements to our transportation system.”

The 2009-2013 Statewide Transportation Improvement Program lists all transportation projects planned by state and regional planning agencies for fiscal years 2009 through 2013. It totals \$5.8 billion, with approximately \$4.35 billion going to about 730 highway and

State Construction Program has \$900 Million Economic Impact

Along with building new roads and bridges and repairing old ones, the MoDOT’s construction program on average creates more than 9,000 new jobs each year and adds almost \$900 million to Missouri’s economy. The program annually generates:

- \$16.2 million in new general revenues;
- \$332.5 million in new personal income; and
- \$544.7 million in new value added to the economy.

MoDOT’s construction budget, however, will nosedive in 2010 taking the economic impact with it.

bridge projects, about \$810 million to other transportation modes and approximately \$640 million to local transportation programs.

For a complete list of projects or for more information about the STIP, visit the department’s Web site at <http://www.modot.org/>.

Five Things You Can Tell Your Neighbors About Mowing

Now that summer is here, there is plenty of green grass to trim along our roadways. In some areas, mowing is contracted out to local farmers, but our own maintenance crews handle the bulk of this work. Here are five things you can tell your neighbors about mowing:

- 1) MoDOT mows about 350,000 acres of highway roadsides a year.
- 2) In 2006, MoDOT spent more than \$17.3 million and 429,000 staff hours on mowing.
- 3) The majority of mowing is to improve visibility, making driving Missouri highways safer.
- 4) MoDOT uses native plants on highway roadsides to help cut down on mowing and spraying, which saves maintenance costs and time.
- 5) MoDOT continues to explore ways to improve the efficiency of our mowing operations to save taxpayers money.



August Service Anniversaries

35 Years	
Richard H. Cook	D1
Gayle D. Davis	D8
James D. White	D10
30 Years	
Koelle G. Barbour	D1
Roger L. Wittler	D1
Michael T. Gardner	D2
Marion D. McNear	D2
Kenneth L. Hollocher	D3
Jerry L. Toland	D3
Richard L. Dennis	D4
Michael L. Craig	D5
Sherwin B. McKinney	D5
Robert L. Emily	D6
Steven P. Thompson	D6
25 Years	
William E. Swiger	D2
Richard G. Uhlmeier	D3
Dennis D. Francis	D4
Randall D. Newkirk	D4
Lee M. Silas	D4
Larry D. Dudley	D6
Louis H. Folkerts	D6
Gary F. Gastreich	D6
Jeffrey D. Head	D6
Tony E. Moore	D6
Steven V. Boatwright	D9
20 Years	
Bruce A. Harvel	D4
Theodie J. Morris	D10
Zachary T. Cartwright	CO
Terri L. Finley	CO
Marie E. Hunolt	CO
Eileen H. Rackers	CO

15 Years	
Brenda E. Christie	D1
Shannon D. Kusilek	D1
Mark C. Fisher	D4
Joseph B. Jones	D4
Virginia A. Hird	D5
Rose E. A. LaRocco	D6
Kenneth A. Black	D7
Steven V. Campbell	D7
Dave B. Taylor	D7
Paul J. Todey	D7
Johnny W. Hicks	D8
Malissa S. Julien	D8
Freddy D. Scarbrough	D9
Michael C. Meinkoth	CO
Michael E. Miller	CO
Suresh P. Patel	CO
James D. Robinson	CO
10 Years	
Sam J. Grimes	D2
Joseph D. Hinton	D2
Linda K. Hibdon	D4
Darin E. McGinnis	D4
Robert Pruitt	D4
James L. Whitsitt	D4
Jason L. Kopp	D5
Joseph T. Schmidt	D5
Barbara L. Cain	D6
James D. Collison	D8
John S. Wood	D9
Tracee D. Fisher	D10
William K. Politte	CO
Diana L. Stickler	CO
5 Years	
Scott D. Rogers	D1

James H. Holdmeier	D3
Jeffrey W. Schafer	D3
Cynthia L. Beebe	D4
Jennifer A. Benefield	D4
Stephen P. Butler	D4
John E. Deperalta	D4
Cedrick C. Owens	D4
Travis A. Richardson	D4
Christopher A. West	D4
Renita Ashley	D5
Dirk R. Honeycutt	D5
Brandon M. Anderson	D6
Stephen W. Ashley	D6
Patrick R. Bryon	D6
Christopher A. James	D6

Matthew T. Koenig	D6
Randall L. Hobart	D7
Aaron L. Renfro	D7
David L. Morris	D8
Michael G. Ridings	D8
David L. Bishop	D9
Earl G. Robinson	D10
Kirby F. Woods	D10
Shane F. Alford	CO
Jonathan A. Nelson	CO
Brianne L. Olson	CO
Christie R. Petet	CO
Harold D. Smith	CO

In Memoriam

Active Employees			
Robert E. Elsperman	D6	June 6	
Scott R. O'Brien	D6	June 10	
Michael "Mike" K. York	D4	June 11	
Retirees			
Fredrick L. Greb	CO	June 3	
James A. Collins	D8	June 3	
Charles W. Massie	D9	June 14	
Billy R. Huntsman	D4	June 17	
Johnny L. Hays	D10	June 18	
Clifford C. Crowder	D7	June 21	
Edgar Williams	D6	June 23	
Elmer H. Groppe	D6	June 24	
Phillip "Phil" R. Bailey	D4	June 25	
Roy E. McAllister	D4	June 26	

July Retirements

Name	Location	Years of Service
Dayna Aust	D8	24
James Britton	D10	37
Sammy Decker	D8	18
Timothy Eakins	D8	31
Richard Evans	D4	25
Ernestine Gage	CO	3
Terry Hartman	CO	31
Danny Johnson	D8	34
Jimmy Jones	D8	29
Kevin Leftridge	D6	32
Roger Maxwell	D9	28
Charles McDonald	D5	23
Chester Rodden	D5	16
Patricia Surette	D4	23



Central Office

Signs of the Times

by Nathaniel Allen

Shortly after Missouri's Highway Department was established in 1920, the first Sign Production Center began producing signs for the state's expanding highway system. The Sign Shop was located on Main Street in Jefferson City until 1988 when it moved to its current residence at MoDOT's complex next to Missouri Boulevard.

When the print shop began production, the screen-printing was done by hand. The frames were made of wood and the material was stretched by hand and stapled to the frame. The signs were then screened with a squeegee that was about eight inches wide. The images for the screens were created by hand-cut



Cathy Morrison

When needed, MoDOT's Sign Shop can produce more than 1,000 signs a day.

paper stencils and the screens were imaged with water-soluble lacquer.

"The employees had to be careful, as a drop of sweat would put a hole in the screen image, which would allow screen ink to flow through onto the sign face," said crew leader Steve Stacey

In 1988 when the Sign Shop was relocated, MoDOT started to reclaim signs to recycle. In 2000, the Sign Shop began using only aluminum signs. The

Sign Shop relies on the 10 districts to bring in the old signs in a timely matter so they can be reused.

"If we get old signs in a timely manner, we can make about 70 percent of our signs on reclaimed material, which is approximately 70 percent cheaper compared to new aluminum. Plus delivery of reclaimed material is approximately 75 percent faster than ordering new," said state sign and marking engineer Tom Honich.

The used signs were flattened by a series of rollers, sometimes taking up to six trips through the rollers to get the signs completely flat. Then signs were put into storage until they were needed. Missouri Vocational Enterprises now reclaims all signs for MoDOT.

Today, the reflective side of the sign is applied with an adhesive backing and screen print images are computer generated. There are two semi-automatic screen presses and one automatic screen press that can produce more than 1,000 signs each day.

"What makes us unique is that we build the signs for the entire state. A lot of states put several shops across the state and contract for their large signs," said Sign Shop superintendent

Terry Baker. "We also try to use as much reclaimed material as possible to reduce cost, as well as take care of our environment."

The Sign Shop also makes specialty items for events like the State Fair, and produces signs for other agencies including the Missouri departments of Conservation and Natural Resources, the Missouri State Highway Patrol and the Army Corps of Engineers.

for more info

Connections Editor
Phone
E-mail

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Kristi Jamison
573.526.2482
kristine.jamison@modot.mo.gov

Stretch Your Power Central Office

Dozens of green frosted cookies, themed posters and bookmarks, and a flashy new Intranet site complete with its own blog helped introduce a new energy-saving initiative to employees in the Central Office in June. Central Office members on the Energy Efficiencies Team were on hand at five different locations in three days, hosting open house events to unveil the new plan called Stretch Your Power.

The initiative calls on employees to adopt new practices or strengthen existing ones that will help MoDOT reduce its energy costs associated with our fleet and facilities. After several



months of research, the team used this platform to share several energy-saving recommendations and is to seek out additional ideas from employees about how MoDOT can reduce its energy use while remaining environmentally friendly. These energy saving tips can be found on the Stretch Your Power Intranet site at wwwi.



Shaun Schmitz

External Civil Rights Receives Award

by Nathaniel Allen

MoDOT recently became the first public agency to be honored for receiving the Mid America Minority Business Development Council's Contract Award Recognition. On May 21, MoDOT's Office of External Civil Rights was recognized with this award at the MAMBDC

member and certified disadvantaged business enterprise.

"The 'Contract Award Recognition' award is a new incentive implemented by the MAMBDC in order to acknowledge and encourage mainstream



Patricia Weekley accepts the award from Dennis Thompson, Chairman of the MAMBDC.

annual Contract Recognition Ceremony. The award was accepted by Patricia Weekley, External Civil Rights senior specialist for District 6.

The External Civil Rights department was recognized for its contract award to P/Strada, LLC, a minority business

businesses and organizations who aggressively strive and succeed in diversifying their business partnerships," Weekley said. "Evidently by winning this recognition, MoDOT has 'pioneered' the standard for all public agencies to strive for."

D1

Northwest

Saving a Life

Story by Holly Lea Murphy



Eagleville Maintenance supervisor Darin Hunt

Darin Huitt is what you would describe as quiet. He's a busy man who lives in rural Harrison County, which is close to the Iowa line. He's an 11-year veteran of MoDOT and is currently a Maintenance supervisor at the Eagleville building. When he's not at MoDOT, he's busy with his other job, raising a family and running his own farming operation. If all of this isn't enough, Darin has committed to yet another job. For the past 10 years, Darin has served his community through volunteering as an EMT for the North Harrison Ambulance District. "It's hard to find people to volunteer in

a rural area for emergency services," commented Darin when asked what made him become an EMT.

Darin recently found himself in a reverse situation, when a driver pulled into the path of the MoDOT pick-up he was driving along with his passenger David Doty, regional Maintenance supervisor. In the split second of realization that the impact was unavoidable, Darin said he didn't even realize that he was bracing against the steering wheel so hard that he bent it. Seatbelts saved both men from serious injury as they hit the small car broadside.

According to David, Darin was quick to assist the man who they found face down and unconscious in the back seat. As adrenaline and experience kicked in, Darin quickly found the man to be suffering from a severe laceration to a major artery. The man was having difficulty breathing and Darin said he



The car that pulled out in front of Darin's truck came to rest quite a distance from the accident.

did the only thing he could at the time, which was to hold his head to open the airway.

"Helpless is the best way to describe how it felt to be in this accident," said Darin. He went on to say when responding as a part of an emergency team, you have the equipment you need and other trained people to assist. The first responders quickly arrived on the scene and the young man was taken to a nearby hospital.

Darin is very humble about his part in helping this young man. David however is quick to say

that without a doubt Darin saved the young man in the car. The Missouri State Highway Patrolman that worked the accident told our District Safety and Health manager Lori Dake, had it not been for the quick actions of Darin, the young man in the car most certainly would have died.

The young man sought Darin out after the accident to thank him for helping him during the accident and for saving his life. Seatbelts obviously saved Darin and David from serious injury. But, what were the chances the man from Harrison County driving the pick-up would be an EMT who could save the young man's life?



Darin's truck was totaled after the accident. It was later displayed at the District office as a lesson in seatbelt safety.

Hide & Seek

Story by M. Elaine Justus, photos by Rick Reynolds



This is what drivers on I-35 could see of the car.

Senior Maintenance worker in Landscaping Rick Reynolds and senior facility operations crew worker in General Service Bob Stone were on their way back from the new welcome center in early July, when they saw a car leave Interstate 35. It looked for all the world like it was taking an exit, but there was no exit. "There were no brake lights or anything," Rick said. "This little blue Hyundai Sonata just

left the road at 65 miles an hour like it was going somewhere."

Rick and Bob turned around and came back to see what was going on. After searching around for a little bit, they found the car about 100 feet from I-35. It had traveled almost 300 feet down an embankment (hitting trees), through a meadow of Crown Vetch

(which helped slow them down), until it came to rest in a drainage ditch. Rick and Bob fought their way through the brush to find the husband (age 86) sitting dazed in the car, and the wife (age 82) wandering away (in the wrong direction) to look for help. Both of them were in shock and disoriented. Thanks to cell phones, Rick and Bob had the local EMTs there within 10 minutes to check them out.

According to the husband, they were from Minnesota and were on their way to a family Fourth of July gathering in Kansas City. He had been driving for the last two days and began to get dizzy. When he tried to pull over, he

just kept on going. As you can see from the pictures, it could have been quite a while before anyone found them if it hadn't been for good luck, and a couple of very observant MoDOT people.



It isn't until you zoom-in on the photo that you can actually see the car. According to Rick and Bob, the car travelled almost 300 feet through trees, and a meadow of Crown Vetch to come to rest in a drainage ditch. The passengers (86 and 82 years old), were not hurt, but bruised and in shock when they found them.

for more info

Community Relations Manager
Phone
E-mail

Elaine Justus
816.387.2353
margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64502

D2

North Central

Regional Bridge Crews - What a Concept!

by Tammy Wallace

After nearly a year in the making, a concept to operate regional bridge crews across the state came to fruition this spring; and District 2 was very eager to be the first district to get a crew up and running.

amount of turnover due to the heavy travel requirements, and of course a lot of travel expenses were incurred as well. Improved efficiency coupled with reduced turnover and costs - it doesn't get better than that.



Regional Bridge Crew - Front Row (left to right) Christopher Dorrell-Ruhl, Joe Mason, Rusty Reed, Scott Stephens. Back Row (left to right) Gary Lux, Ed Leivian, Jerry Steele, Kenny Harvey, Jacob Shoush, Kenneth Nerini.

What a notion, to regionalize bridge crews who are knowledgeable in structural repairs and painting by stationing those crews out in the districts. Prior to this new concept, the state bridge crews traveled across the entire state making these types of repairs.

This concept is very appealing because it not only increases efficiency by reducing all the travel time, but the state bridge crews had a tremendous

State Bridge Maintenance engineer Scott Stotlemeyer and his team nurtured the concept and received support from the district engineers. "We established eight separate regions around the state and put together the plan for implementation," said Stotlemeyer. "Not only will we see increased efficiency, by working locally these crews will work closely with others in the district to provide the total bridge maintenance package."

Employees Did an Excellent Job Responding to Emergency Flooding

by Dan Niece

The last few days of June were anything but pleasant in District 2, as torrential rain created massive flooding across the

area. Employees began working around the clock to ensure motorists safety as route after route was covered with wa-



Route 24 in Chariton County virtually lost under water.

for more info

Community Relations Manager Tammy Wallace
660.385.8209
E-mail Tammy.Wallace@modot.mo.gov
Route 63
P.O. Box 8
Macon, MO 63552

To launch this nine-person regional crew three veterans were first to volunteer to come on board, Bridge Maintenance supervisor Ed Leivian and Bridge Maintenance crew leaders Gary Lux and Jerry Steele. These three veterans with a combined 90-years experience, worked with the district's Bridge engineer, Scott Stephens, to interview and fill six additional positions to complete the regional crew.

Kerry Harvey transferred from the district's bridge crew, and five other seasonal employees were hired full-time. Jacob Shoush, Rusty Reed, Christopher Dorrell-Ruhl, Joe Mason and Kenneth Nerini round out the group. These new hires spent a week in training. Now it will be up to Ed, Gary and Jerry to provide on-the-job training sharing their many years of experience.

The regional bridge crew will be responsible for structural repairs and painting work on 786 bridges within a 20 county region, 12 counties in District 2 and 8 counties in District 3. To accomplish the work, needed equipment used by the central office bridge crew has been transferred to the district.

Scott Stephens developed a plan of action so the crew can begin working on the highest priority bridges, and he will communicate the plan to both districts. Scott says we have a pretty good-sized list of work that needs to be done and he is looking forward to all the improvements he knows this crew can handle.



Training Week - Jacob Shoush on boom truck, Gary Lux training and Kerry Harvey practicing hand signals.

New elements have been added to the district's Tracker to measure the performance of the crew. Assistant district engineer Kevin James fully expects those measures will prove that by regionalizing and dedicating staff and resources we will have the flexibility to get more of this needed work accomplished.

The regional bridge crew will be located in the special crews complex with the district's bridge crew led by Scott Thompson; and storage bays at the sign shop will be used for the materials and equipment.

The existing District 2 and District 3 bridge crews will work together with the regional crew to perform every aspect of bridge maintenance and repair within the district and within this new region.

By the first part of August additional crews will have been established in Villa Ridge, Licking and Springfield. Early in 2009, the remaining crews will be located in Savannah, Oak Grove, Jefferson City and Poplar Bluff. Additionally, central office will have four bridge inspection crews to handle special bridge inspections, and one bridge maintenance crew to take care of major bridge needs.

ter and closed to traffic. At one time as many as 50 routes were closed, including major routes 36, 24 and 10.

This flooding warranted the largest emergency response coordination effort that has taken place in the district since the 1993 flood. Assistant district engineer Kevin James, Maintenance superintendent Dale Niece, operations engineer Travis Wombwell and others coordinated the efforts to ensure safety for motorists and for our employees.

Those crews in the field - maintenance, construction, special crews and others in the district office and around the district worked long tiring hours and did an incredible job.

Once the water began to recede, crews began working to clean debris and make repairs to roadways, shoulders and bridges that were damaged from the high water.

Our district is very fortunate to have so many competent and dedicated employees who can step up and take control of

any situation, particularly an emergency situation of this magnitude. Thanks to their skill, there were no injuries and no major incidents during this potentially dangerous situation.



Above, a washed out shoulder. Crews still continue repairing shoulders and bridge abutments, replacing tubes, and doing other repair work caused by the flooding.

D3

Northeast

Fifteen Years Makes a Difference in the Flood Battle

A flood is a flood...or is it? Regardless of when a flood occurs, it destroys homes and valuable farm land. The devastation left behind is immeasurable, and much of Missouri felt these effects in the Flood of 1993. The Flood of 2008, while more isolated to the Mississippi River, had many similarities to 1993. The water crept up slowly for weeks, then within hours it was at the top of every levee along the way. Sandbagging became a full-time job for many residents. Levee patrol was an everyday news topic. Yet, there were differences in this year's flood that helped MoDOT and communities manage the flood better. Mark Giessinger, Maintenance and Traffic engineer and 20-year veteran of MoDOT, was active in fighting both floods. "The technology available to us this time certainly improved communication," he said. "The

Internet allowed us to have a better understanding of what was coming through the National Weather Service Web site," he explained. Cell phones in 1993 had just been introduced to the area. "I remember running to Radio Shack to buy a \$250 bag phone," Mark said. "We had four in our district, but if you got outside Hannibal, there was no signal," he explained.

In 1993... "I remember running to Radio Shack to buy a \$250 bag phone."

**Mark Giessinger
Maintenance and Traffic engineer**

"This time, emergency management coordinators all had cell phones, and it helped in the way of preparation and communication," Mark continued.

Fifteen years ago, the hydrographs from the weather service were hand drawn on the old green and white computer paper, based on information being received at the time. "By the time we got one done, it was almost too late to help us, so a lot of what we did in 1993 was reactive," Mark said. "This time, we were more proactive because of the information available on the Web," he said. "The hydrographs online provided up-to-the-minute, accurate predictions of flooding, and it certainly helped us make better decisions," he elaborated.



Hydrographs like this one were available 24/7 via the Web during the flood of 2008.

8 Persistence Pays

If you know Information Systems manager Greg Lay, then you know he has a fetish about cell phone bills. Being thorough, however, has paid



One of Information Systems Manager Greg Lay's roles is to check cell phone bills for accuracy.

off, literally! Last June, as Greg sifted through each individual cell phone bill, he noticed a surcharge. "Under state contract, companies are not to charge any undisclosed cost, so I started working to get the charge removed," Greg said. What resulted, several months later, was a credit to MoDOT for nearly \$2,500! "This isn't the first time we've had this happen, which is why we have to monitor our bills so closely," Greg added.

Other state agencies are now in the process of obtaining reimbursement from the same company.

for more info

Community Relations Manager
Phone
E-mail

Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Marisa Brown
573.248.2502
marisa.brown@modot.mo.gov

The Floods of 1993 and 2008



This pipe was put into place by maintenance crews to remove water from the median of U.S. 61 in Clark County.



MoDOT is working with Ralls County to leave the rock in place that raised Route E near Saverton during the height of the flood. MoDOT will surface the road, making it permanently higher.

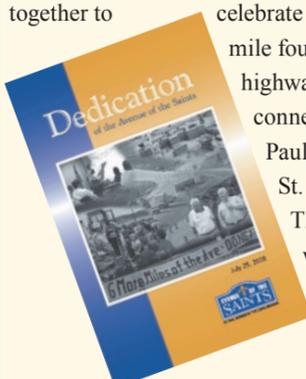


In 1993, there were three trucks equipped to pump water out from the railroad underpass near Quincy, IL. Two MoDOT crew members were here when the levee broke. Alvin Johnson and Danny Sawyer each jumped in a truck and drove out of the area, one with the pump running in the back of the truck, dragging the hose behind it. The MoDOT truck pictured was the lone casualty of MoDOT's Northeast District fleet in 1993.

The Avenue is Open!

Like any other completion of a major transportation project, communities gathered to celebrate an accomplishment and recognize those individuals and organizations who contributed to the accomplishment. The uniqueness of the dedication ceremony for the Avenue of the Saints is that it involved four Midwestern states coming together to

held on Friday, July 25 in a rural setting, symbolizing the importance of economic impact and connectivity throughout the region. Several hundred participated in the actual ceremony and throughout the day as a caravan of vehicles journeyed down the Avenue, making whistle stops along the way. MoDOT's chief engineer traveled the entire route to designate cities as "Saints" communities at the whistle stops. Cities and counties all joined in the caravan, which concluded at the Spirit of St. Louis Airport. MoDOT crews placed the "Saints" designation decals on each of the city limit signs for the communities.



celebrate a 550-mile four-lane highway that connects St. Paul, MN to St. Louis. The event was

Pictures of the event can be found online at modot.org/northeast.

D4

Kansas City Area

Kansas City Scout Receives MARC Regional Leadership Award

by Gina Myles

The Mid-America Regional Council (MARC) bestowed Kansas City Scout with its Regional Leadership Award on June 13. The award recognizes individual and institutions that demonstrate leadership and excellence in the improvement of the quality of life for the region's citizens. US Senator, Pat Roberts and Missouri State Senator, Chris Koster also received this high honor. Award recipients were honored for advocating regional programs, advancing the vision of the region as a community of excellence, addressing regional challenges and applying innovative solutions to regional problems.

The award was presented to E. Jason Sims, Manager of Kansas City Scout and Jerry Younger, Kansas Depart-

ment of Transportation, Deputy Secretary for Engineering & State Transportation Engineer, at a luncheon ceremony held today at the Westin Crown Center, in downtown Kansas City, Missouri.

Scout earned the award for its "Travel Time Implementation Project," which highlights the need to reduce congestion on area interstates and the realization that conventional methods such as pavement expansion had already been exhausted. As a solution Kansas City Scout launched Travel Times, and in a concept new to the nation, combined Travel Time Messaging with Incident Messaging in an innovative two-phase message concept.



Jason Sims, Kansas City Scout traffic center manager, welcomes partners KSHB TV and 3rd Dimension in providing the newest enhancement to the KC Scout system. Commuters and motorists will be able to receive streaming video via cell phones.

Travel Times represents the time it takes a driver, driving at current freeway speeds to travel from one fixed point to another target. Incident Messaging along with Travel Times greater satisfies the commuting public's desire to receive real time travel information. If an incident occurs, messages are configured to show both travel time messages and incident messages. This information now lets commuters gauge how long it will take to get past the blocked lane(s) coupling travel times with incident information, drivers can make informed decisions about alternative routes.



D4 Continues to Support the American Red Cross

by Kerri Lewis

The American Red Cross recently recognized D4 by extending a heartfelt thank you to the district in appreciation for hosting the many blood drives and being a major supporter for the Red Cross. During their visit to the D4 office, the Donor Recruitment Representatives presented a plaque to Beth Wright, District engineer, and Karin Branch, Business and Benefits.

The most recent blood drive netted 29 donations from 38 attempts. Every person should remember that one donation can save up to three lives.

Jennifer Hammerman and Charlotte Moccia, American Red Cross Donor Recruitment Representatives presented Karin Branch, Business and Benefits and Beth Wright, District Engineer with a plaque thanking D4 for continued support.



kcICON's New Web Cam

by Jennifer Benefield

MoDOT kcICON project director Brian Kidwell and Gary Naugle, HNTB's construction auditor for the project, get a bird's eye view of downtown Kansas City, from atop the Paseo Bridge over the Missouri River. Kidwell and Naugle investigated locations for the installation of a web

camera that will transmit construction images of the new Christopher S. Bond Bridge, the cable-stayed replacement for the Paseo Bridge carrying Interstates 29 and 35. The camera should be on line within the next 30 days, and images can be viewed at <http://www.kcicon.com>.



for more info

Community Relations Manager Phone E-mail Kristy Hill 816.622.6327 kristy.hill@modot.mo.gov

600 NE Colbern Road Lee's Summit, MO 64068

D5

Central

Keeping Watch Over Work Zones

by Holly Dentner

Missouri work zones can be on any city, county or state roadway. They can happen day or night, and involve construction, roadway maintenance, mowing, bridge inspection, utility work, emergency repair or even snow removal.

Every time a work zone affects traffic flow on our state highways, information about the work being done, the day and time work will occur and any other details of the operation must be entered into MoDOT's Transportation Management System (TMS). While that information is submitted by a variety of MoDOT employees, each district has a work zone coordinator to make sure everything runs smoothly.

At the Central District, senior Traffic studies specialist Liz Duvall is the engineer who keeps an eye on all our work zones. As our district work zone coordinator, it is her job to approve work zones submitted into TMS.

"I look at the scheduled work zones to check where they're taking place, when, and what kind of work is going on," said Duvall. "I make sure the work zone won't interfere with peak traffic times or with any other scheduled work in the area."

Liz is also notified if a work zone fails to pass inspection. She follows up with the workers involved to discuss the situation and resolve it.



Holly Dentner

Senior Traffic studies specialist Liz Duvall reviews new work zones planned in the district.

"Sometimes a work zone issue is an isolated incident, but I also look out for things that we can improve for future work," said Duvall.

Liz is not typically out in the field, but occasionally will go on site if she needs clarification on an issue. Her work is a behind-the-scenes job without a lot of contact with the public.

"The duties of MODOT work zone coordinators might vary by district," said Liz. "But the goal of each is the same,

to work with the maintenance crews and operations engineers to manage traffic flow and try to reduce the work zone impacts."

Liz also works with district personnel to organize work zone training and analyze work zones operations in a broader sense.

"We examine the overall picture of our work zones to look for ways to improve safety and the efficiency of our work," says Duvall.

Over 250 Years of Service Accumulated by Recent Retirees

by Holly Dentner

The Central District has wished good luck to nine valued employees over the last six months. The latest batch of retirees has an impressive 251 years of combined service with the department:

Larry Burlingame retired March 1 after 23 years with the District. He started in Design as a design technician and eventually moved to Construction and Materials, where he was a senior materials inspector.



Kenny Miller worked for MoDOT for 31 years before retiring in May as a Maintenance supervisor at the Vienna

maintenance building. He also worked on the Central Office bridge crew and at Brinktown during his career at MoDOT.

Bill Hawken started work at MoDOT 29 years ago as a member of the Central Office Bridge Crew. He retired on May 1 as a Maintenance supervisor at the Tuscomb maintenance building.

Randy "Gilly" Gilmore retired May 1 after 30 years with the Central District. He began as a Maintenance worker and retired as a Maintenance crew leader at the Columbia maintenance building.



Phillip Schouten worked at MoDOT for 37 years before retiring June 1 as a Maintenance supervisor in La Monte. He worked as a construction assistant, Maintenance worker, and senior Maintenance worker during his service at MoDOT.



Terry Farrar started work at MoDOT 30 years ago as a Maintenance worker at the Columbia maintenance building. He spent all 30 years there and retired June 1 as a Maintenance crew leader.



Charlie McDonald retired July 1 as a senior equipment technician in Callaway County. In his 24 years at MoDOT he also worked in New

Bloomfield and Williamsburg, and also held the positions of field mechanic and equipment specialist.

Chester Junior Rodden retired July 1 after 15 years with the Central District. He was a senior Maintenance worker at the Osage Beach maintenance building.



Farand Lutjen spent the last 32 years at the Lincoln maintenance building. He retired August 1 as the Maintenance



supervisor there, but also worked as a Maintenance worker, senior Maintenance worker and local Maintenance supervisor.

Intersection Improvements in Sedalia



A view of the new right turn lane from eastbound Route 50 to southbound Route 65.

Construction is underway on the Route 50/65 intersection in Sedalia, as crews add turn lanes and install new traffic signals and median islands. The work will allow large trucks additional space to make turns and will improve safety and traffic flow.

Eric Bruss

for more info

Community Relations Manager Phone E-mail Kristin Gerber 573.522.3375 kristin.gerber@modot.mo.gov
1511 Missouri Boulevard P.O. Box 718 Jefferson City, MO 65102

Going to the Birds in Boonville



Kerry Thompson

Thanks to a private donation, all 19 rest areas along Missouri interstates were recently provided with purple martin and bluebird houses. The birdhouses at the Boonville rest area will help control insects and beautify the grounds.

D6

St. Louis Area

District 6 Welcomes New Management

by Kara Price and Jack Wang

Greg Horn, P.E., serves as MoDOT's Project director for the New Mississippi River Bridge connecting Missouri and Illinois in St. Louis City. The \$640 million project is the largest bi-state project in the region's history. In his position, he is responsible for coordinating property acquisition, design and construction to ensure the project is built on time and within budget.



Horn became the St. Louis assistant district engineer for Project Delivery in 1999. In that position, he was responsible for more than 300 employees encompassing design, property acquisition and construction. Since that time, Horn and his team have delivered more than 800 construction projects totaling over \$2 billion, on time and within budget.

Horn received his bachelor of science in civil engineering from the University of Missouri-Columbia and is a registered professional engineer in the state of Missouri.

Bill Schnell, P.E., was recently promoted to the assistant district engineer for the St. Louis region. Most recently, he served as the MoDOT area engineer for North St. Louis County for nine years. Prior to that, Schnell was the resident engineer at the Chesterfield Project Office for 12 years. Overall, he has been with MoDOT for more than 25 years.



Schnell's new position will be responsible for project delivery in District 6, overseeing the design, construction and right of way program.

Schnell earned a bachelor of science degree in civil engineering from the University of Missouri-Rolla and is a registered professional engineer in the state of Missouri.

On July 17, the Interstate 64 Project completed mainline paving between McCutcheon Road and Clayton/Warson Roads. A total of 40,000 cubic yards of new concrete was placed along this 2.5-mile stretch of I-64 to construct eight new lanes of highway. Paving crews will complete medians, shoulders and ramps next and then begin mainline paving operations between McCutcheon and Brentwood Boulevard.



Mollie LeBlanc was recently promoted to assistant to the district engineer in the St. Louis district. She will work with district engineer Ed Hassinger in all facets of management of district operations, including human resources, information systems, risk management, safety and health, support services, fleet, facilities, budget and business plan.



Previously, LeBlanc spent 11 years in Jefferson City's Central Office, most recently serving as a special projects coordinator in MoDOT's Human Resources Division. LeBlanc has also worked as a MoDOT Human Resources specialist in employment and recruiting, an employment supervisor, and a Human Resources manager.

LeBlanc received a bachelor of science degree in business administration with an emphasis in human resources management from the University of Missouri-Columbia. LeBlanc is also certified as a senior professional in human resources by the Society for Human Resources Management Certification Institute.

Larry Welty, P.E., was recently promoted to area engineer for North St. Louis County in the St. Louis region. Prior to this new promotion, Welty served as district utilities engineer for two years. He has also held positions as urban liaison engineer in Transportation Planning and district highway Design engineer in District 6. Welty began his career with MoDOT in 1984 as a construction inspector in District 4.



Welty earned his bachelor of science degree in civil engineering at the University of Missouri-Rolla and also holds a masters' degree in public policy administration from the University of Missouri-St. Louis. Welty is a registered professional engineer in the state of Missouri.



for more info

Community Relations Manager Yvonne Elliott
 Phone 314.340.4524
 Yvonne.Elliott@modot.mo.gov

1590 Woodlake Drive
 Chesterfield, MO 63017

D7

Southwest

Solar-cars Speed Through Southwest Missouri

by Lori Marble



A solar car is escorted by a chase vehicle near Routes 59 and FF in Newton County.

When you think of races, it is easy to envision low, hug-the-road shiny speedsters, blowing up dust as they round the track corners, and the whine of the engines drowning out all other noise.

On July 15, just such a race ripped through the Southwest District, utilizing Route 71. Some of the brightest engineering college students of North America and Europe jockeyed with each other for staging position and bragging rights during the 2008 North American Solar Challenge (NASC2008), a competition to design, build and race solar-powered cars in a cross-country event beginning in



This solar car speeds north toward Barton County on Route 71 in Jasper County.

Plano, Texas and ending at the finish line in Calgary, Alberta, Canada, for a total distance of 2,400 miles.

Compared to traditional races, the NASC event was what you would expect. The cars traveled fast, they had their fans near the race route, there was dust...the only thing missing was the noise. Solar vehicles make no sound except for the hum of tires on the hot summer pavement.

NASC sponsors include Toyota and Crowder College in Neosho. The event is designed to inspire young people to pursue careers in science and engineering.

NASC's predecessors, the American Solar Challenge and Sunrayce, generally held the event every two years since 1990. With each event, the solar cars travel faster and further with greater reliability.

The NASC promotes:

- Renewable energy technologies, specifically photovoltaic or "solar cells"
- Educational excellence in science, engineering and mathematics
- Creative integration of technical and scientific expertise across a wide range of disciplines
- "Hands-on" experience for

students and engineers to develop and demonstrate their technical and creative abilities

- Environmental consciousness.

Safety is the first priority for the NASC solar car event. Each team put its car through grueling qualifying and technical inspections. Teams that failed to meet requirements did not participate. During the event, each team was escorted by lead and chase ve-

hicles sporting rooftop hazard flashers. An official observer accompanied each solar car team to keep it alert to any roadway safety issues.

Three Buildings Have Combined 25 Years With No Claims

by Wendy Brunner-Lewis

In the last five years, District 7 has spent \$1.8 million on worker's compensation claims. But employees in three buildings throughout the district haven't had a worker's compensation claim in a combined 25 years.

Nevada Construction has gone over 12 years without a worker's compensation claim, Longview Maintenance has gone over seven years and Golden City Maintenance has gone over six years without a claim.

A worker's compensation claim can include a lost-time claim, an OSHA-recordable claim or a medical claim.

"It's really amazing that we have employees who have gone up to 12 years without a worker's compensation claim," said district engineer Becky Baltz. "I appreciate their dedication to safety, and I challenge everyone in the district to strive to meet or exceed these goals."

Top, Gary Clinton and Becky Baltz congratulate Aaron Rieder. Bottom, Baltz hands Glen Kester his shirt for no lost time accidents.



Appreciation from Around the District

From Tom Higdon, Newtonia Battlefields Protection Association, Inc:

"Just wanted to drop you a line to say 'thank you' so very much for the assistance from MoDOT in removing and cleaning up the trees and debris along the highways around the Village of Newtonia caused by the terrible tornado May 10th. Your crew performed a great service to our community in need and did more than expected in cleaning up the debris. We will always be deeply grateful for your kindness and hard work in helping us get back to normal. Much of the debris was too large for most of us in town to handle.

"On a personal note, I had six 75-year-old hedge trees knocked down on my property line and along the highway, and your crew did a marvelous job cleaning up the devastation. I cannot thank you personally enough for the job well done.

"Again, thank you for all you have done to help Newtonia clean up after the tornado of May 10th."

From Seligman Mayor Duane Corn:

"On behalf of the City of Seligman, thank you very much for the right-of-way mowing you have done here in the city. It looks great!

"Additionally, we appreciated the speed in which you cleared the highways during this past winter. Thanks again!"

From Kimberling City resident Mike Richards:

"Just wanted to say thank you for fixing the shoulders at the intersection of Highways F and 112 in Roaring River State Park. What a difference it makes for me and everyone else using that road. You are the most awesome state agency ever! Keep up the fantastic work and give a personal thanks to whomever was responsible to make it happen so fast."

Maintenance superintendent Don Boultinghouse received a thank you from Sac Osage Electric Cooperative General Manager Tom Killebrew:

"Thank you for your assistance in providing public signage information during our annual meeting event. We appreciate your willingness to help and continually appreciate our good working relationship with your district office. Thanks again."

From Redings Mill Fire Chief Andy Nimmo:

"The Redings Mill Fire District appreciates the smooth road on Gateway Drive south of Tipton Ford. Much improved."

for more info

Community Relations Manager	Lori Marble
Phone	417.629.3300
E-mail	lori.marble@modot.mo.gov
3901 E. 32nd Street	
Joplin, MO 64804	

D8

Springfield Area

Technique, Teamwork Earn Chip Seal Award for D8

by Angela Eden

Constantly improving technique while just plain doing more miles of chip seal work than in the recent past helped District 8 win one of MoDOT's highest awards for the rock-and-oil pavement sealing process.

Maintenance crews from Laclede, Webster and Christian counties joined forces to win the 2007 MoDOT Chip Seal Challenge for coarse aggregate – larger size rock chips. It was for a 4-1/2-mile long stretch of Route 5 north of Grovespring in Wright County.

"The personnel take pride in the work they do," district Maintenance engineer



Bob Edwards

A chip-seal south of Gainesville in 2004 was the first project in a series of pavement improvement projects along the Route 5 corridor between the Missouri-Arkansas state line and Lebanon – more than 100 miles.

Dave O'Connor said. "We've come a long way in the quality of our chip seals."

The judges gave District 8 top marks for low cost, high quality, good appearance and low number of driver claims filed. The crews used red granite on the \$83,000 project.

The chip seal north of Grovespring completed a significant improvement to the pavement of the Route 5 corridor between Lebanon and the Missouri-Arkansas line that began in 2004.

New asphalt was laid on sections of Route 5 that carry more traffic. Other sections were given a chip seal to preserve the roadway.

Route 5 is an important roadway for rural counties east of Springfield.

District 8 has completed 200-plus miles of chip seals in each of the last three years. Some districts do more chip seals and others do less.

"It's a good, economical treatment," said district engineer Kirk Juranas. "It allows us to work on more miles of road than the one-inch overlay program."

On average, a typical resurfacing project with hot-mix asphalt costs about \$50,000 a mile. A chip seal performed by MoDOT maintenance crews costs roughly \$18,000 a mile.



Bob Edwards

Maintenance Veteran Retires

by Angela Eden

Buffalo Maintenance Crew Leader Bill Hicks

Service: 30 years
(Hired April 1, 1979)

Career: Maintenance worker, 1979-1997; intermediate Maintenance worker, 1997-2000; senior Maintenance worker, 2000-2005; Maintenance crew leader, 2005-2008 – all at Buffalo Maintenance

Memorable Experience: Liked doing it



Hicks

all, especially working outdoors

Biggest Change: The equipment is much safer and better.

Quote: "The equipment now makes it a lot easier to get your job done."

Post-MoDOT Plans: Work on his farm and spend more time with his family

"Talkin' Transportation"
Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

for more info

Community Relations Manager
Phone
E-mail

3025 E. Kearney
P.O. Box 868

Springfield, MO 65801

Bob Edwards
417.895.7713
robert.edwards@modot.mo.gov

D8 at Work

Photos top to bottom:

Bridge crew worker Paul Hyde saws the edge of westbound Route 60 at Rogersville as part of a safety project to build a right-turn lane at Greene County Farm Road 243 – "the back way" to Logan-Rogersville High School being used by more and more drivers.

Project manager Don Saiko, left, explains the Diverging Diamond Interchange at a public meeting at the Ozark Empire Fairgrounds. The first-in-the-USA design will be used at the I-44/Route 13 interchange in northwest Springfield.

Outdoor Advertising Permit Specialist Jessica Sawyer, left, and senior Traffic studies specialist Cindy Dunnaway answer questions from listeners on the district's "Talkin' Transportation" call-in radio program in Springfield.

Bolivar senior Maintenance worker Scott Austin is part of a mowing crew working along Route 13 at Greene County Route CC between Springfield and Bolivar.

D9

South Central

SGI-USA, MoDOT Celebrate Roadside Park Beautification Partnership

When members of the Soka Gakkai International – USA (SGI-USA) first entered an Adopt-A-Highway agreement with the MoDOT in April 2005, neither organization could have imagined the beauty that would be added to the Tip Top Roadside Park in just three short years. The park, located on Route 21, approximately 3 miles south of Arcadia, in Iron County, already offered a breathtaking view of the mountainous, natural region. Thanks to the generous donations of time and funds from SGI-USA, it has become a well-landscaped attraction few motorists can pass by.

In June of 2005 a group of youth and adults associated with SGI-USA went to work raking the grounds of Tip Top Park, trimming trees, planting shrubs and making various other improvements. The ultimate goal for the group was to work toward a viewing area complete with pathways. That goal was achieved and celebrated during a ceremony on July 19 as officials with SGI-USA and MoDOT came together at the park to enjoy the fruits of their labor.

A donation from SGI-USA of \$10,000 in December 2007 gave life to the project. The group presented the check to MoDOT as a means of covering material costs to construct an overlook and pathways. With the money in hand, Maintenance engineer Henry Haggard,

district Design engineer Mike Wake and Design technician Steve Belcher put their heads together to come up with a design.

By early spring, actual construction was underway. Members of the work release crews in the area, including supervisors, joined forces with MoDOT maintenance crew workers. The MoDOT personnel involved included: Maintenance crew leader Mike Moon and senior Maintenance workers Dale Bollinger, Brian Wooten and Doug Inman.

The pathways are now in place and a deck has been constructed to create the viewing area the group had envisioned. The generous donation, Haggard said, has resulted in the creation of a visually appealing viewing structure to compliment the already outstanding view of Taum Sauk State Park.

The entire project took only a few short weeks and all involved parties have agreed it has been a rewarding experience. Work was complete in early July, just in time for the July 19 celebration.

“I am pleased at how well the project turned out and the hard work our crews put into it,” Haggard said. “Our partnership with SGI-USA is a meaningful one and we welcome other organizations who wish to pursue beautification work or adopt stretches of highway for the purpose of litter control.”

SGI-USA Representative Claire Wroblewski said the partnership between her organization and MoDOT to beautify the park has been a wonderful experience. “We, the SGI organization and myself, are so happy to have partnered with MoDOT in revitalizing and beauti-

“It’s so rewarding to visit and see so many residents from the local community and travelers stop at the park to unwind and rest and enjoy the many lovely features. All involved should be so proud of themselves and we trust this relationship will continue for years to come.”



During the Ikeda Tip Top Roadside Park Celebration July 19, Maintenance engineer Henry Haggard was presented with a Justice Award by members of SGI-USA. The award reads “in recognition of your longstanding, meritorious contributions to the development of your country and the world through your sincere dedication to peace, justice and the happiness of humanity.”

fying this charming roadside park,” she said. “As beautiful as the new gardens, monument, pathways and outlook are, what is even more beautiful are the bonds of friendship and spirit of cooperation and trust that the SGI, MoDOT, the work release program and the local community now enjoy.

Soka Gakkai, which means, “value creating society,” was founded in 1930. Today, Soka Gakkai International is led by President Dr. Daisaku Ikeda and has a membership of over 12 million in 193 countries. The American Branch Headquarters is in Santa Monica, Calif.

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for more info

Community Relations Manager Ann Marie Newberry
 Phone 417.469.6203
 E-mail ann.newberry@modot.mo.gov
 910 Old Springfield Road
 P.O. Box 220
 Willow Springs, MO 65793



D10

Southeast

D10 Striping Success

by Marissa Van Robey

MoDOT crews have been working throughout Butler, Scott, Stoddard, Pemiscot and Dunklin Counties to re-stripe the roadways to improve visibility for motorists.

In addition to the brighter stripes, the project was com-



pleted in about half the time it normally takes.

“We completed the striping in four months,” said District Maintenance Engineer Mike Helpingstine. “This amount of striping would have normally taken us seven to nine months to complete.”

Helpingstine attributes the increased productivity of the crew to the new work schedule. For the project, crews worked in two alternating 11-hour shifts Monday through Thursday.

MoDOT Welcomes New Engineers and Interns to the Team

New engineers and interns were welcomed to the D10 team during the Southeast District New Engineer and Intern Luncheon and Tour.



Climbing the tower of the Bill Emerson Memorial Bridge

The tour began at the Bill Emerson Memorial Bridge. New engineers and interns were taken on the bridge tower climb by senior electrician Mike Demann. In the climb, participants climbed several hundred feet into one of the bridge towers.

In addition, participants were taken on a construction bridge tour by senior Construction engineer Allen Friedrich and a seismic bridge tour by district Bridge engineer Jeff Lambert.

After lunch, project manager Eric Krapf gave a presentation about recent I-57 projects, including both pre-cast concrete and resurfacing with concrete.

The tour was coordinated by the Human Resources Department.

“Besides being a fun day for the interns and new employees, it also gives them a flavor of what we do at MoDOT that might be ‘outside’ of what they are doing on a daily basis,” said senior Human Resource specialist Lisa Kenley.

Recent Retirees in D10



Jim Britton retired July 1 after 38 years with MoDOT. Britton was an Intermediate Construction Inspector.



Jimmy Jones retired July 1 after 29 years with MoDOT. Jones was a Regional Maintenance Supervisor.

for more info

Community Relations Manager Angie Wilson
 Phone 573.472.6632
 E-mail angela.wilson@modot.mo.gov
 2675 N. Main Street
 P.O. Box 160
 Sikeston, MO 63801

Teaming Up to Educate

by Marissa Van Robey

MoDOT employees continuously strive to better educate the public on MoDOT and safety. While the education component is normally a duty associated more closely with some jobs than others, employees from many different departments in District 10 have become actively involved in various education efforts.

“It is great the way that other departments offer their resources and expertise during special educational events,” said intermediate Community Relations specialist Belinda McMurry.

MoDOT employees from traffic, human resources, engineering and maintenance have recently been very active in education efforts throughout the district. Through this teamwork, D10 was able to visit several local schools, teaching students from preschool to high school.

“When possible, we always try to assist other departments,” said Traffic operations engineer Steve Hoernig.

In addition to MoDOT employees, local law enforcement officials, as well as national organizations, such as Mothers Against Drunk Driving, have taken part.



MoDOT maintenance workers host a safety event at the Brazeau shed for preschoolers as part of a special field trip on their last day of school.



MoDOT employees explain how to lay sod to the Delta Ag class. The project was completed as part of a partnership to help prevent the soil erosion the school had been experiencing next to its roadway.



Regional Maintenance supervisor Don Edgar explains work zone safety to summer school students.



Project manager Andy Meyer gives middle school students a lesson on bridge construction.



Park Hills Maintenance supervisor Harley Green shows students the inside of MoDOT equipment at a recent school event.



Intermediate Community Relations specialist Belinda McMurry welcomes elementary students to a highway safety event.



Highway Patrolman Dale Moreland discusses highway safety with the Chaffee High School student body. Chaffee High School was a 2008 Battle of the Belt participating school.



Traffic operations engineer Steve Hoernig assists with registry for a car seat drawing at the Osage Center’s Park and Rec Day. In addition to car seat safety, students were able to learn about traffic and work zone safety. Over 1,200 students attended the special event.



The Southeast Coalition for Roadway Safety and MADD presented safety messages to area high schools in hopes of decreasing fatalities on Missouri roadways.

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.

Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Kristi Jamison

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Kristi Jamison, editor
573.526.2482
Kristine.Jamison@modot.mo.gov

Additional copies are available upon request. Suggestions, questions and comments are always welcome.



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



Missouri Department of Transportation
Community Relations
105 W. Capitol Avenue
Jefferson City, MO 65102

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Tour of Missouri Rides Again Along Missouri's State Highways

story by Sue Cox, photos by Cathy Morrison

When the gun is fired Sept. 8 in St. Joseph, 120 bicyclists from around the world will take off on a 600-mile race ending in St. Louis on Sept. 14. The second annual Tour of Missouri will once again turn thousands of eyes toward Missouri's state highway system.

Missouri government officials are eager to surpass last year's successes. In its first year, the 2007 race caught the attention of some 368,000 spectators representing a group of about 70 percent Missourians and 30 percent visitors to the state. Missouri's lieutenant governor's office and Division of Tourism report the economic impact to Missouri was \$26 million – \$5 million spent by Missourians and \$21 million spent by visitors.

This year, seven racing days are planned compared to six days last year. The tour route includes some of last year's roads as well as new ones. Missouri's rich and varied terrain, rolling back hills and Ozark Mountains offer professional cyclists the challenges they like, according to the project's organizers. Most of the course is planned on low-volume, rural routes.

The Tour of Missouri is slated as one of one of North America's top three professional cycling stage races, along with the Tours of California and Georgia. It has been sanctioned by USA Cycling and by the international governing

body of cycling as a 2.1 rating, one of the highest in North America.

The Missouri race, a free event staged on public roads, is patterned after the famous Tour de France. The point-to-point racing will be done in seven stages. Through a bidding process, St. Joseph, Kansas City, Clinton, Springfield, Branson, Rolla, St. James, Lebanon, Jefferson City, Hermann, St. Charles and St. Louis won the honor to serve as host for either a race start or finish and to welcome to their communities the American and foreign athletes who include world, national and Olympic champions.

The cyclists will represent 15 teams sponsored like NASCAR racing teams, says Chuck Hodge, the race's technical director representing Medalist Sports. The Atlanta, Ga. -based company is the sport marketing and management company contracted with Missouri to manage the event and provide operational services

MoDOT's Role

MoDOT's planning for the Tour of Missouri began early this year. A statewide steering team led by Central Office Transportation Planning, consisting of central office and district experts in traffic, maintenance, community and government relations, railroads and planning, has worked several months with Medalist Sports to outline a race route that is safe and attractive for both race participants and race observers.

MoDOT staff representing the districts along the race route – Districts 1, 4, 5, 6, 7, 8 and 9 – has taken the lead in identifying the final race route, developing traffic management plans, and driving and logging information about the route.



Now that the route is set, the MoDOT focus is one of sharing information with the public about traffic interruptions along the state highways during the race.

"We've worked hard to contribute to making this a successful event for the state of Missouri," said MoDOT Director Pete Rahn. "As the race goes along, safety for the traveling public and for the cyclists is our major concern.

"We're proud that the national and international coverage of the race will highlight our state," Rahn said. "Missouri's highway system will be a significant feature of those watching the event from around the world."

The Race is On

Cyclists from 20 countries will compete in the Tour of Missouri as George Hincapie attempts to defend his 2007

Tour of Missouri championship. Thousands of worldwide fans watching in person or on national and international television, will see three types of races during the Tour of Missouri – traditional road races, circuit races and a time trial.

A daily race winner will be celebrated during an awards ceremony at the finish line. However, the overall Tour of Missouri winner will be the racer with the lowest cumulative time over the course of the week. Points are also awarded based on winning identified sprint races on individual times and on stage wins.

For more race information, race route details and photographs, visit www.tourofmissouri.com and www.modot.org.

