

Connections

August 2007



Professional Cyclists Prepare to Tour Missouri

by Sue Cox

The line is set. The gun is fired. The race is on.

Six days and 600 miles later, a winner of the first Tour of Missouri will be applauded in ceremonies at Union Station on Sept. 16 in St. Louis. After taking off in Kansas City on Sept. 11, 120 of the world's most elite cyclists will navigate about 600 miles along public roads throughout the state. As thousands of fans from throughout the world watch in person or on national and international television, Missouri's highways, countrysides and communities will be showcased.

Gov. Matt Blunt proclaimed the state project and has declared September Tour of

Missouri Month in honor of the first event and what it means to the state's economy. The professional cycling races in other states like Georgia and California have registered millions of dollars in quantified economic impact and tourist attraction. The Tour of Missouri is set to be an annual event, and the tour routes will vary each year spreading the tourism benefits through the entire state.

Even in its first year, the Tour of Missouri is slated to be 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 govern-

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

The Tour of Missouri is patterned after the famous Tour de France. The point-to-point racing will be done in six stages. Through a bidding process, Kansas City, Clinton, Springfield, Branson, Lebanon, Columbia, Jefferson City, 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 from Medalist Sports. Atlanta, Ga.-based

Medalist Sports is the sport marketing and management company that is contracted with Missouri to manage the event and provide operational services.

"The race runs a lot like a presidential motorcade," Hodge said, "in a well-organized, tightly guarded bubble."

The field, as Hodge calls the race group that will move along the state's roads, includes the block of cyclists called the peloton, law officers, television cameramen, photographers, team support vehicles, ambulances, VIP race sponsors and race officials.

The large job of public safety falls to the Missouri State Highway Patrol, who will serve as the field leaders. At the end of

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Survey Shows We're Moving Closer to Delighting Our Customers

by Sally Oxenhandler

The percentage of Missourians who said they were satisfied with MoDOT jumped to 79 percent this year, up from 75 percent a year ago. Even better, the percentage of people who are very satisfied with MoDOT rose from 16 percent to almost 25 percent.

Despite these rising numbers, about 21 percent of Missourians indicated they were not satisfied with MoDOT, pointing out we still have room for improvement. "These survey results show our dedication to delighting our customers is paying off," said Director Pete Rahn. "We've shown we're accountable with the resources

we've been given and can bring projects in on time and within budget. However, we want to satisfy 100 percent of our customers, so we still have work to do."

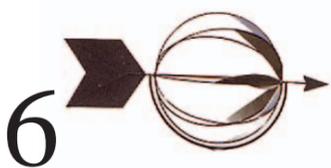
The survey, conducted through the University of Missouri-Rolla, is taken each May to determine how well we're doing as an agency. The results, gleaned from random telephone interviews with 3,500 adult Missouri residents, provide information for five Tracker measures: overall customer satisfaction; satisfaction with transportation options; public involvement; timely, accurate and understandable information; and MoDOT as Missouri's

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The race is on in September when 120 of the world's most elite cyclists will navigate 600 miles of Missouri roads in six days to determine the winner of the inaugural Tour of Missouri. Even in its first year, the Tour of Missouri is slated to be one of North America's top three professional cycling stage races.

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Tour of Missouri

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the field will be another patrol vehicle signed to indicate the end of the racing group.

Outside of the field, there are many others, mostly volunteers that will make the Tour of Missouri happen. The event uses about 20 course motor marshals on motorcycles assisting law officers in managing spectators and public traffic. The race organizers also provide about 80 mobile foot marshals supplemented by community volunteers; local fire, police and sheriff departments; and other public agencies to help guide racers and guard driveways and business entrances. Volunteers will also assist the host communities with a variety of festival-like activities at the starting and ending points of the race.

MoDOT's Role

MoDOT's planning for the Tour of Missouri began last fall. A statewide steering team led by Central Office Transportation Planning, consisting of central office and district experts in traffic, maintenance, bicycling, 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 3, 4, 5, 6, 7 and 8 – has taken the lead in identifying the final race route, developing traf-

fic 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 we go along, safety for the traveling public and for the cyclists has been 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 15 countries will compete in the Tour of Missouri, along with one of the world's top professional teams, the Discovery Channel team, owned by seven-time Tour de France winner Lance Armstrong.

The Tour of Missouri includes three types of races – traditional road races, two circuit races and a time trial.

"The road race is what you most often see at traditional cycling events," Hodge said. "The circuit race involves taking off, riding a circuit and ending



back where it started. A time trial is set up with one rider taking off at a time, each at one-minute intervals. It's a race against the clock, and the fastest guy wins."

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.

The Blueprint for Saving Lives

by Laura Holloway

Saving lives on Missouri highways – that's the objective of the Missouri Coalition for Roadway Safety, a collaboration of federal, state and local agencies and organizations. For the third year in a row, the coalition has dedicated funds to that purpose, and fatalities are currently down 16 percent as of July 15. The coalition will have about \$2 million in fiscal year 2008 to continue focusing on the most effective ways possible to save lives on Missouri roads.

In 2004 the coalition created the Blueprint for Safer Roadways, a document that outlines strategies to reduce fatal and serious injuries that are often the result of traffic crashes. The 10 regional coalitions were established to implement the effort, with MoDOT playing an important role on the state and regional level.

"We continue to focus on reaching our goal of 1,000 or fewer fatalities by 2008," said Leanna Depue, Highway Safety director and executive director of the coalition. "As we begin this next fiscal year, we look forward to working with our regions and partners on new and proven ways to make a difference and save lives."

Funding amounts allocated to the regions are based, in part, on the fatality

percentage in each area and perceived needs. The regional coalitions apply for the funds and outline what educational or other strategies they plan to implement to decrease fatalities.

Statewide activities planned for the upcoming year include:

- A continued focus on seat belt use, especially young drivers through the Never Made It campaign.
- Online advertising opportunities, particularly to reach young drivers.
- An added emphasis on the dangers of impaired driving, particularly during the holiday season.
- Additional partnerships with law enforcement, specifically for impaired driving, safety belt use, speeding and aggressive driving.
- Education regarding child passenger safety laws.
- Educational videos.

"We already have made such great progress with many successful activities and campaigns, but I know our efforts will continue to grow," Depue said. "The ultimate goal is to see everyone Arrive Alive."

For more information on the many coalition programs and efforts, visit www.saveMOLives.com.

Harlan Learning New Role as Commission Secretary-elect

by DeAnne Bonnot

Stop by the Commission Secretary's office these days and you will see Mari Ann Winters training Pam Harlan to take the reins when Winters retires in September.

The Commission secretary and her staff organize all submissions placed before the panel for their consideration, plan their meetings and coordinate inquiries from Commission members, legislators, stakeholders, municipalities, MoDOT staff and the public at large. They maintain a massive archive of

past business while taming a torrent of new transactions.

It's hectic, but after five years as one of MoDOT's legislative liaisons, Harlan feels up to the task.

"I'm looking forward to both the excitement and the routine. The Secretary's office has times of concentrated frenzy, but it shouldn't be anything like the last week of the legislative session!" said Harlan. "My husband, Stuart, and our son, Thomas, will like my more predictable schedule, too."

From her start in the Chief Counsel's office to her days in Governmental Relations, Harlan gained a broad knowledge of the department. She's worked with each district and almost every division, making hers a familiar face.

When asked about plans for her office, Harlan pays tribute to her predecessor, "Mari Ann runs a tight ship and earned the respect and trust of the entire department. My aim is to maintain her high standards for myself and my staff!"



Customer Service Survey Results

continued from page 1

transportation expert. Almost 87 percent of Missourians view MoDOT as Missouri's transportation expert, up from 81 percent last year.

When it comes to communicating, 86 percent of Missourians think MoDOT provides timely information, 84 percent think we give accurate information and 86 percent rate us as providing understandable information. Last

year's ratings in this area ranged from 76 percent to 78 percent.

Missourians' satisfaction with transportation options was the only measure to decline from previous results, falling from 75 percent in 2006 to 67 percent this year. The research report indicates the high cost of gasoline, which has caused more people to investigate alternatives to driving, may be responsible for this decline.



External Civil Rights Administrator Lester Woods fields questions at a public meeting about increasing workforce diversity on the kcICON project as Jennifer Benefield, the project's community relations manager, takes notes on the flip chart.

Five Things You Can Tell Your Neighbors About

by Sally Oxenhandler

This is the first in a series of monthly articles that will take a look at things happening at MoDOT that you might be asked about. The work we do is constantly in the public eye, so it's not unusual for people to have questions. So you see, all of us are subject to be spokespersons for MoDOT in some form or fashion. Hopefully, this column will give you some quick answers the next time your next-door neighbor, a relative or a friend asks you, "What's this I hear about . . ."

Five Things You Can Tell Your Neighbors About . . . MoDOT's Radical Cost Controls

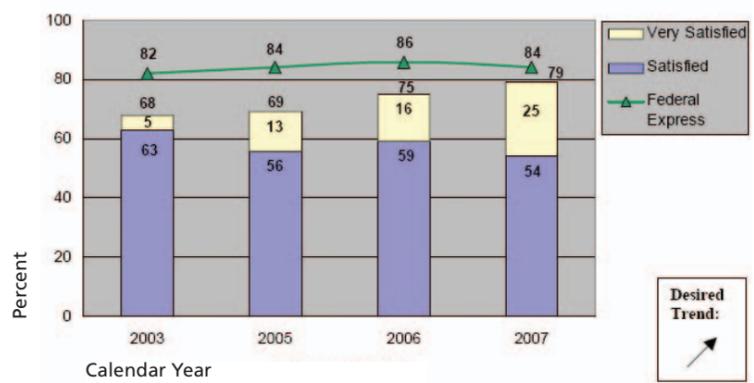
This first column lists five things you can tell your neighbors about ways we're controlling costs. Here's a little background: We're doing a good job of delivering projects on time and within budget. Over the past six years – while many transportation departments were experiencing costs 17 to 20 percent over budget, we have delivered \$5.3 billion in road improvements that came in only three-tenths of a percent over budget. In the past year alone, our cost-saving measures have lowered project costs 7.4 percent under budget, saving taxpayers \$91 million.

Here's how we're doing it:

1. We're using Practical Design to design projects to fit specific needs, without the frills. This effort has saved nearly \$500 million over the past three years and the money has been put back into highway projects.
2. If bids come in too high, we ask contractors to go back to the drawing board. In the past two years, we rebid nearly \$234 million in projects so we could get a better price.
3. We're closing roads if it means finishing projects faster and saving money. We closed 136 roads for construction over the past two years, completing those projects an average of 30 percent faster.
4. We're asking contractors to propose innovative solutions, such as using alternate materials or working off-hours. Last year, this saved \$3.7 million on 17 projects.
5. We've reduced direct administrative costs to only two percent of our annual budget. The savings go right back into highway improvements.

More information is available at wwwwi/design/files/ModotProgramManagement.pdf.

Percent of Overall Customer Satisfaction Annual Survey



SaveMOLives.com Takes on a New Look

by Laura Holloway

The Missouri Coalition for Roadway Safety is pleased to announce a new look and feel for their Web site, www.saveMOLives.com.

The redesign is geared for two audiences – traffic safety professionals and consumers of the coalition's traffic safety messages. Brighter graphics tied with current traffic safety campaigns and a highlighted news area on the homepage are intended to draw visitors deeper into the site, providing more information to the public on the importance of driving safely on Missouri roads.

A specific section for coalition partners allows quick access to program specifics, including upcoming conference information and downloadable media messages to use for regional programs.

Additional features of the site include a media section with new and archived press releases, new banners for each page and a highlighted focus on teen driving and youth safety.

A separate youth sub site is planned for the fall, with a teen-friendly dynamic look and feel to engage young drivers and encourage safe driving habits.



Making New Connections with Old Employees

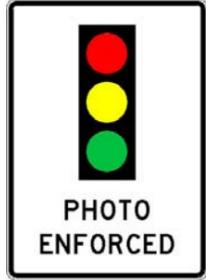
The Community Relations staff is looking for new and innovative ways to communicate what MoDOT is doing with a very important audience – our retirees. New technologies are making it easier and much quicker to

communicate with you. So if you have an e-mail address, we'd love to have it. Just go online and send it to Kristi Jamison at Kristine.Jamison@modot.mo.gov.

MoDOT Waits for a Green Light for New Red-Light Running Sign

by Megan Mills

With the continued interest in automated enforcement throughout the state, MoDOT has proposed the use of a new sign that will more effectively designate where red-light running cameras are in use than the current sign does,



and it will save the department time and money, too.

“With more and more municipalities becoming interested in photo enforcement, it

makes sense for the development of a sign to alert motorists of this specific

intersection type,” said State Traffic Engineer Eileen Rackers. “With an increase in photo-enforced intersections, this streamlined sign will cut costs and installation time.”

Currently an automated enforcement plaque is added to a Signal Ahead sign to indicate that an automated enforcement intersection is ahead. That may create a problem, however, because a Signal Ahead sign is used to alert motorists about an approaching signal in places where there is limited sight distance. The addition of an automated enforcement plaque to the Signal Ahead sign may actually minimize the effectiveness of the sign’s original purpose.

The new signs, which are still undergoing studies, are modeled after a standard design used by the state of California. Currently, an application has been submitted to the Federal Highway Administration for use of these signs in Missouri.

The new Automated Enforcement sign will save time and money because it combines the message of two separate signs into one, saving approximately \$60 per sign in production and material costs and reducing installation time.

It will also be more effective because it uses an entirely different design than the Signal Ahead sign. The Automated Enforcement sign has a white background, which symbolizes a regulatory

message, rather than the Signal Ahead sign’s yellow background, which symbolizes a warning sign.

“We are now midway through the process of conducting a study to determine if motorists understand the new sign,” said Ryan Pierce, District 6 intermediate traffic studies specialist.

The University of Missouri-Kansas City has completed a preliminary study of the signs. They were installed in the city of Arnold toward the end of June. After they have been in place for six months, an after study will be conducted. Based upon the findings of that study and approval from the FHWA to expand the program, these new signs may be used statewide.

Farming Out Mowing Makes Good Sense

by Melissa Black

Motorists in rural areas of the state are benefiting from an innovative mowing solution MoDOT is currently testing. Area farmers are using their time and equipment to mow some of MoDOT’s right of way, freeing up MoDOT crews and resources for more critical projects like repairing roads, shoulders and signs.

“This was an innovative idea to make the most of our resources, and we think it will be a win-win for all involved,” said Scott Stone, technical support engineer. “This is the first time we’ve paid anyone to mow in rural areas, although we have hired contract landscapers to mow our right of way in urban areas.”

MoDOT has traditionally performed four major mowings a year around the state: late winter or early spring, prior to the Independence Day holiday, prior to the Labor Day holiday, and a big cleanup in the fall.

While MoDOT will still complete the first and last mowings in the year, area farmers will perform the two middle mowings. After all, timing is everything. Farmers traditionally have a lag time between planting and harvesting that allows them to take over the two mowings. Farmers use their own equipment, cutting down on MoDOT’s expenses.

One project is 118 acres on a 32-mile section of Route 36 in District 3 on a two-lane road in Shelby County extending to Monroe City. The other project is 80 acres on a 10-mile section on Route 65 on a four-lane road in District 2 from the Pettis County line to Marshall. Stone said testing two different sections of highways was a good way to judge the effectiveness of the projects.

“This is a really great way to practice our good neighbor policy and help local farmers out economically, while

at the same time benefiting motorists and making the most of our sparse resources,” Stone said.

Stone said they advertised the projects in local newspapers and had an open house to discuss the details with all those interested.

“We’re starting with these two pilot projects and we’ll evaluate them,” Stone said. “If these are successful, we may

try to do a pilot project in each district in the future.”

MoDOT crews mow to keep highways safer by maintaining visibility at intersections. They also mow to control undesirable weeds and keep areas along state highways more attractive. Last year MoDOT spent almost 500,000 labor hours and more than \$18.5 million on mowing.



Thanks to a new pilot project, MoDOT crews will get a break from mowing right of way this summer. Instead, the department will contract with area farmers, freeing up our crews for other projects.

4

August Service Anniversaries

35 Years					
Dennis E. Fessler	D2	Philip J. Lecure	D5	Stephen P. Sisneros	D7
		Thomas N. Kraft	D8	Joseph L. Dotson	D8
30 Years		Jacky D. Traw	D9	Clay S. Wood	D9
Keith O. Toney	D2	Anthony T. Burrow	D10	John E. Diggs	CO
Anthony H. Wieschhaus	D3	Tim L. Richmond	D10	Terrell L. Martin	CO
Curtis D. Francy	D4			Carolyn S. Strobel	CO
Kenny W. Miller	D5	15 Years			
David W. Rein	D6	Ronald T. Gibson	D1	5 Years	
Thomas F. Fellows	D10	Edward R. Hunziger	D1	Wiley L. Gardner	D1
Kathi M. Bishop	CO	William E. Keiffer	D1	Curtiss P. Baker	D3
Colleen K. Kliethermes	CO	Kenneth E. Markwell	D1	Timmy H. Flowers	D4
Doris A. Kunze	CO	John C. Schleicher	D1	Nancy M. Lancaster	D4
		Brian A. Haeffner	D2	Lahoma M. Sardeson	D4
25 Years		Glenda L. Saunders	D4	Travis M. Overstreet	D5
Steven L. Courtney	D4	Gerald B. Poulin	D5	Jeremy B. Collier	D6
Ronald L. Baker	D5	Mark W. Schall	D6	Michael A. Johns	D6
Floyd R. Brown	D5	August R. Schaller	D7	Drew A. Johnson	D6
Steven A. Pendleton	D5	Norma J. Snelling	D8	Joseph W. O'Hara	D7
Sharon L. Clack	CO	Douglas A. Backes	CO	Brian M. Woods	D8
Michael A. Garrard	CO	Harry W. Holtmeyer	CO	Thomas D. Osburn	D9
Janet M. Ruga	CO			Maurice L. Farr	D10
20 Years		10 Years		Jason B. Harris	D10
Richard S. Teagarden	D1	Lester W. Doss	D1	Frank R. Baker	CO
Leodie Jordan	D4	David W. Kunze	D2	Timothy J. Long	CO
Debra D. Skaggs	D4	Bruce A. Murrell	D2		
		Larry R. Prentzler	D2		
		Steven L. McCollum	D5		

In Memoriam

Retirees			
Kenneth “Dean” Dolan	D4	June 7	
Larry D. Brooks	D1	June 9	
Robert “Bob” P. Rowe	D3	June 10	
Buell “Bud” F. Berlin	D3	June 11	
Stewart A. Shaw	CO	June 15	
Gaylon “Gale” E. Hampsmire	D3	June 17	
Bernard O. Camp	D2	June 18	
Kelles L. Wade	D10	June 18	
Ernest “Jack” Sooter	D4	June 18	
Harold L. Yount	D2	June 24	
Robert W. Moran	D10	June 25	
Bobby Joe Truett	D10	June 26	
Elton E. Lowry	D2	June 29	
Charles E. Due	D4	June 30	

June Retirements

Name	Location	Years of Service
John G. Hackworth	D1	31



Central Office

New Event Broadens Student Workers' Perception of MoDOT

Each year, MoDOT actively recruits civil engineer students from schools in the Midwest for a positive experience as an intern or Co-op program participant in the Central Office or one of the district offices.

"Such exposure goes a long way toward convincing new talent to eventually work full time for MoDOT when they graduate from college," said Matt Davis, senior human resources specialist. "But this year we wanted to give the students a broader exposure to the department."

So this summer, Human Resources tried something new. They brought more than 50 summer interns and Co-

and division leaders to supplement the "field" experience the students are receiving in the districts.

Central Office divisional representatives set up a career fair-like atmosphere to meet and greet the students and share information about work projects and department initiatives. Students also participated in a Q & A session with departmental leaders and learned more about MoDOT benefits, recruiting efforts and the department's commitment to diversity.

The students even got to kick up their heels a little at an evening cookout of hamburgers and brats with all the trimmings. District Engineer Roger

Schwartz and District Construction and Materials Engineer Patty Lemongelli, both from the Central District, provided "entertainment" in the form of a PowerPoint presentation about project planning and development.

"The conference was a great learning and informational session for the interns and co-ops," Davis said. "We hope to hold the conference again next summer."

Many students attending the conference were from Missouri, but others came

from the states of Kansas, Illinois and Arkansas. The majority of them attend the University of Missouri-Rolla or the University of Missouri-Columbia, although other schools were also represented.



Senior Human Resources Specialist Elizabeth Reed hosts MoDOT's version of "Who Wants to Be a Millionaire," testing this student's knowledge of civil engineering.

op students together in Jefferson City for a first-ever, two-day conference. The event provided student workers with exposure to Central Office department functions and enabled department

for more info

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New System Gives Employees Access to MoDOT Photo Archive

by Matt Hiebert

"A picture's worth a thousand words." The old adage is true...as long as you can find the right picture, of course.

employees wanting images for newsletters, presentations, displays or meetings can sort through several decades



Information Systems staff Rhonda Thompson (standing) and Glory Edoho install the new Cumulus system on a computer in Community Relations.

Using the latest in database and image technology, MoDOT's Multimedia Services is currently categorizing and uploading hundreds of images that will be available for employee review and use.

"It's a huge task, but with great benefit," said Mark Baumgartner, multimedia services supervisor. "Right now we're loading many of the digital images we have taken over the past two years. We are also beginning the process of scanning older prints that we previously had to duplicate through mechanical methods, which took a lot of man-hours. With our Cumulus archive system, electronic images eventually will be available to anyone who has access to MoDOT's intranet."

Cumulus is a database search system that allows users to type in a subject or keyword and search image archives containing hundreds of photos. Now

of photographs to find the picture that makes their point.

"It's a service that will help MoDOT communicate better both internally and with the public," Baumgartner said. "Employees will be able to see all of the images available on a subject within seconds."

In the future, many outside requests for images will also be handled through Cumulus. If a reporter or contractor needs a photo of a director, highway, bridge or any other approved subject, they will be able to access a secure site and retrieve it with the click of a mouse.

"The online archive will be constantly growing and evolving as we add more content everyday," Baumgartner said. "It's exciting for us to be able to offer this kind of immediate accessibility to our photos."



Cathy Morrison, senior multimedia services specialist, won first place in the Bridge Projects category in AASHTO's 2007 "Faces of Transportation" photo contest for this stunning shot of the Alton Bridge. Her photograph makes the bridge look like "strands of light, almost like a piece of jewelry," according to the Pulitzer-prize winning photographer who judged the entries.

D1 Northwest

Over Dimension Art?

by Holly Lea Murphy

Many things over dimension are moved on Missouri highways – including art. Recently, Gary and Ellen Dolan stopped by the District Office to request an over dimension permit to move a 25-foot high landscape sculpture. The couple of 42 years from Trenton have been transporting these unique pieces of art the past eight years. The couple who are now retired from farming, are trying to



Not all "over dimension loads" are as artistic as the ones produced by the Dolans at their home sculpture studio in Trenton.

keep up with the demand for these handcrafted iron "spinners."

Gary who works from his shop at home, bends the metal for these sculptures on a homemade pipe bender. The couple is not sure how many of these spinners they have sold. The spinners come in several different sizes and make an impressive addition to any field or landscape. They estimate they have averaged one or two spinners per month for the past eight years. They have delivered spinners to eleven different states.

Gary and wife Ellen both have a background in art, and now in their retirement they are enjoying it more than ever. They have marketed their spinners at art festivals and garden shows throughout the state. They even have their art in some pretty impressive locations. Ellen is obviously the marketer and enjoys the experience of the "deal." She refers to her quiet husband as a craftsman and a creator. She says they enjoy meeting the people and seeing their reactions when they deliver their spinner.

Gary and Ellen have two grown sons, whom they report also inherited some of their parents' creativity. One son even made creating his sole profession as a designer. Since it is just Gary and Ellen at home on the farm now, they



When set in place, the Dolan's sculpture is more than a "spinner" or a weathervane.

occasionally enlist the help of an Amish neighbor to assist Gary in the shop with his creations.

Recently, Gary was commissioned to build something a little different. He will be making metal bugs for Powell Gardens, Kansas City's botanical garden. A 15-foot ladybug and praying mantis will soon be making its way down the highway as well. We certainly enjoyed getting to know these customers and look forward to helping them transport their next creation over our highways.

Intro to Bridge Construction 101

M. Elaine Justus

Roads and bridges are what MoDOT is all about, but there are a lot of us who spend our working lives in offices or cubicles who never get a chance to go to a work site and see how things are actually done.

For most employees, this is probably old news, but for the rest of us, it might be a revelation.

Did you ever wonder how far down into the ground a concrete column goes? The columns at this particular



Construction Inspector Russ Love



Construction Inspector Russ Love

bridge job go down 35 feet from the creek before the concrete is poured around the foundation piling. It takes the contractor, CC&G (Columbia Curb and Gutter), about 2½ weeks to drive the cofferdam* sheet piling, excavate the spoils, drive the 14" C.I.P. (cast in place) piling (12 piles per footing), pour the substructure and remove the cofferdam. This particular bridge (on Route 6 in Daviess County) has six of these to do.

*A temporary watertight enclosure that is pumped dry to expose the bottom of a body of water so that construction, as of piers, a dam, and bridge footings, may be undertaken.

April Trash Bash



M. Elaine Justus

Part of the Gallatin Building Crew of Daviess County were recognized in July for picking up 1,000 bags of trash during April. They are (from left): Quentin Holcomb, Retiree Richard Reynolds, Homer Rainey, Kevin Novak and James Owings.

for more info

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D2

North Central

An Innovative Solution Saves Big Bucks

by Tammy Wallace

Our philosophy of getting the most value out of every dollar spent doesn't just relate to large construction projects; it's a part of everything we do. That was evident in a recent project to replace an 80-year old culvert box (bridge) on Route 65 in Carroll County. According to Project Manager Preston Kramer, "The project was really the result of an effective core team."

Preston explained the original estimates to replace the box with a similar structure was in excess of \$200,000,

which included the cost of a temporary bypass. When the team began its work to take a second look at this project, they realized the existing box culvert was larger than needed. In addition, the team realized that localized failures, not the overall integrity, were the cause of the structurally deficient rating. This information led the team to look at rehabilitation strategies, which ultimately led to a decision to rehabilitate the structure by installing large pipes into the existing box.



John Bales

Randy Hardin, with the bridge crew, works to anchor down the pipe to the floor of the box in preparation for the concrete pour.



John Bales

The pipe on the left is completed, the right pipe is in place ready for the next step.

The pipes, with an estimated service life of 50+ years, cost approximately \$17,000, while the total material cost came in at \$33,000. Adding in equipment and labor the team now had an estimated cost of under \$50,000; a whopping 75% less than the initial estimate!

In addition, the pipe installation created less inconvenience to the traveling public than a new box installation.

So what does all this mean? According to Preston, "Since the pipes have a higher benefit/cost ratio than a new box culvert, the pipe installation has a higher 'value.'"

With the core team's innovative work completed, it was time for bridge and maintenance to step in. When the pipes, measuring 45 feet in length, 10 feet in diameter and weighing 8,380 pounds each, were delivered to the location, they were inserted into the box by a 40-ton crane assisted by dozer operator John Christy. Once the pipes were inserted, supports were placed along each side and above the pipes to keep them from moving from side to side

or from floating up. Crews then placed 4x4 wooden braces inside the pipes to keep them from becoming egg shaped during the pour. Wooden forms 12-feet wide and 12-feet high were built to place at each end of the pipes, anchoring the forms with bolts and I-beams for support to hold the concrete in place during the pour.

The Jeff City Drilling Crew drilled six holes, measuring six inches in diameter, in the top of the box above each pipe so the flowable concrete could be poured in above the pipes until the area around them was full. Each barrel required around 100 yards of flowable material and was poured in three different stages allowing time between stages for the material to set up.

Along with Kramer, Christy and the Drilling crew, District 2 materials folks Bret Davidson and Roger Reger, Scott Thompson and the Bridge crews, Todd Rounkles and the Bosworth Maintenance crews, Doug White and the Carrollton Maintenance crews, John Bales, Keith Hartwig, David Lindbloom, Travis Wombwell and Dale Niece were all involved in the completion of this project.

This new and improved box culvert is not only a great example of "value engineering" and "innovation," but also a great example of what can be accomplished with teamwork across multiple departments and work crews.

Recycling Shows Mounds of Success

by Anthony Zuccarini

Recycling is not a new concept and creating roads has been around for thousands of years.

So when Maintenance Superintendent Paul Hague found he had a load of millings that needed a place, he figured the district would benefit from combining the two.

This summer Hague contacted Procurement Agent Jason Milhollin and the two were able to rent a mobile screening plant known as the PSP 2618VM from Van Keppel Co. of Kansas City.

The machine is designed with on-board transfer conveyors, hydraulic setup and is able to screen material to pin-point processing in chip sizing, fines removal, dry manufactured sand and fraction-

ing reclaimed asphalt pavement. These material separations can range from one inch to 1/64 of an inch.

An easier way of describing this machine would be to imagine a person panning for gold. Panning for anything can be time consuming. This is where the PSP 2618VM is crucial.

On a large job, such as removing asphalt, the machine is able to load all the material into a large hopper where the product is separated, distributed out to three different conveyor belts and deposited in separate piles – fine aggregate seal, chip seal and waste. Recycled aggregate can be used for many purposes, but the primary source is for road base. Chip seal can be recycled back into the pavement of the roadway.



Junior McCoy

The PSP 2618VM separates material into piles of aggregate or chip seal.

"This is an effective way to recycle material," Hague said. "We were told that if we could find more milling piles in the district, to go ahead and find this machine. That's what we did, and we are now able to separate those piles to get what we need or can use."

Although the machine comes with a monthly rental cost of \$10,870, the it not only saves money, but it also saves energy by processing materials on site. And the machine runs on an economical 202 horse power Tier III CAT water-cooled diesel engine with an on-board generator.

So far the machine has been used at the Sweet Springs shed, the Marshall shed and the Marshall Junction shed.

According to Hague, there is only a one-month lease, but if all goes well, the machine may be sought more often.



Junior McCoy

Material to be recycled back into the roadway.

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D3

Northeast

A Designer's Life on the Highway

As one of MoDOT's newest designers, Bryan Fessler saw cross training in construction as an opportunity to learn more about how everything comes together on a project. He hasn't been disappointed. Working with fellow designer Andy Long, he has become part of one of the most memorable projects in northeast Missouri history - the Avenue of the Saints.

"We've been using a nuclear density gauge to take readings on compaction

and moisture content of dirt and base rock," he explained. This is a task normally completed by construction inspectors. "We are also making and testing concrete pavement cylinders, gradations samples on rock and aggregate materials."

Bryan said paving is the most interesting part of the project thus far, and he appreciates the opportunity to learn more about the entire process.



Bryan Fessler and Andy Long, highway designers, are helping out in construction on the Avenue of the Saints project in Clark County.



There is little rest for maintenance during one of Missouri's largest 5K/10K runs! With more than a thousand runners and walkers, the Hannibal Cannibal features much of Missouri's highway system along the Mississippi River during National Tom Sawyer Days each year and requires a lot of traffic control set up by our crews. Their work is appreciated by all who participate!



Gene Boyles and Jeff Kiser, from Shelbina maintenance, and Donnie Vincent, from New Florence maintenance, are using the lay down machine to hot mix a bridge on Route 151 near Clarence.

The Paris Partnership

MoDOT worked closely with the city of Paris to improve the business route through the town. A special 'thank you' was received from City Superintendent Philip Shatzer, recognizing MoDOT's

commitment and cooperation.

The city provided traffic control on the side streets while MoDOT crews milled and surfaced the roadway. The partnership extended across MoDOT boundaries as the St. Louis District's milling machine and power broom were used, as was a local contractor's paving



machine. Paris Supervisor Randall Galloway was recognized by the city for his leadership in the project. "This was a huge team effort, not only with external partners, but our crews also did an outstanding job," Randall said. "We had people helping from all over the district."

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Teens Recognized for Safety Efforts



Warrenton High School Team Spirit students were recognized by more than 100 of their peers as Team Spirit of the Year at the recent reunion. Blueprint Outreach Coordinator Kim Biondo (left) presented their advisor, Jeanne Wideman, and the students with a \$100 check at the Warren County Fair.



Troy Middle School student and FCCLA member Emily Crane explains the seat belt project that won her and Amber Mennemeyer a national award. The NE Regional Blueprint Committee hosted a barbecue as a 'send-off' for all FCCLA students and families.

D4

Kansas City Area

Driver's Ed Students Learn Roundabouts, Safety

by Steve Porter

How do you reach nearly 500 soon-to-be-new drivers who need to learn about traffic safety and the latest wrinkle in intersection design?

In a roundabout way, so to speak.

A handful of MoDOT engineers, a surveyor and a community relations specialist spent pretty much every Thursday and Friday morning for a month visiting Kansas City area driver's education classes to explain roundabouts and traffic safety. Armed with knowledge, wit, charm and dozens of giveaways to capture the attention of teenage eyes and ears, the presentation team visited Kearney, Liberty, Raymore-Peculiar, Belton and Pleasant Hill school districts.

For the past two years, Senior Community Relations Specialist Steve Porter and Transportation Project Designer Lisa Stupps have conducted an hour-long roundabout presentation for driver's education students. This year, Transportation Project Manager Randy Johnson and Traffic Studies Specialist Lindsay Hogan offered to join them with a traffic safety component. Also joining the presenters were Senior Highway Designer Jodie Puhr, Transportation Project Designer Susan Nelson, Highway Designers

Jacob Wilson and Taylor Hill, Survey Instrument Operator Dennis Betz, and intern Joe Presswood.

"We started in Belton two years ago, hoping to help new drivers understand how to drive a roundabout and why we built four of them in Belton," Stupps said. "Each community we visit has or will soon have roundabouts. By teaching the communities' youngest drivers, they become roundabout experts, sort of our ambassadors helping educate their parents and the rest of the community."

Belton has four roundabouts, one is under construction in Pleasant Hill, and there are roundabouts in each of the other communities – all added within the past three years.

For Puhr, speaking in front of an audience wasn't comfortable initially, but soon she had her young audience fully engaged and eager to participate.

"This was a valuable public speaking experience that helps me fulfill my job requirements, but there is more," said Puhr. "I enjoyed talking about my work and how roundabouts are safer and more efficient and cost-effective than a signal-controlled intersection."



Steve Porter

Some bystanders enjoyed one Kearney student's failing effort to overcome the "impaired" sensation created by Fatal Vision Goggles.

The presentations also exposed the district's newest engineers to a facet of transportation that puts them in contact with the users, she pointed out.

"It was a field check of a different kind," Puhr said. "Less dust, more smiles."

Betz was in familiar territory when speaking to the students. Years earlier, he had been a mathematics and driver's education teacher in the Fort Osage School District.

"I've spent enough time with students at this age to know what can get through to them, how to make an impression that, we hope, will make them more cautious drivers," Betz said.

Johnson and Hogan added the traffic safety component this year that presentations in previous years touched only generally. Their emphasis was on buckling up, paying attention,

eliminating distractions and obeying traffic signs and signals.

"When they hear that 43,000 people die from traffic crashes in the U.S. each year – the equivalent of two jetliners crashing each week – most of these students begin to understand the importance of safe driving," Johnson said. "And when we tell them that more than three-quarters of young crash fatalities involve unbuckled occupants, we think it begins to sink in. Maybe our efforts will save lives."

Hogan placed "Fatal Vision" goggles on students, which simulates the blurred, uneven vision of an impaired driver. Wavering, staggering participants elicited laughs from fellow students, but in the end, the message was far more sobering.



Steve Porter

Transportation Project Manager Randy Johnson (left) stands ready to redirect a Kearney student as he veers from a tape line while wearing Fatal Vision goggles.



Steve Porter

Transportation Project Designer Lisa Stupps explains roundabouts to students in the Kearney High School driver's education class.

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Summer Transportation Institute

by Kerri Lewis

The Kansas City Summer Transportation Institute provides local high school students an opportunity to learn about careers available in transportation during a four-week summer program.

The annual program is hosted by the University of Missouri Kansas City and funded by the Federal Highway Administration. MoDOT District 4 is a proud participant in the Kansas City sessions, which include skill-building workshops, leadership training and personal development. In addition, students interact with transportation professionals who can help them

explore specific areas in the transportation industry.

On June 26, 28 STI students spent the day at District 4 exploring occupational fields that included KC Scout, Traffic, Materials/Construction, Design/Project Managers, Right of Way, and the Sign Shop. Volunteers showed the students around, answered their questions and offered them a hands-on learning approach during their time at MoDOT.

Many of the students expressed their gratitude for allowing them to visit and learn about the industry.

David Bower (left), information specialist, shows the students how to create a Web page during the Kansas City Summer Institute program.



D5

Central

Ten Bridges Are Under Construction This Summer

Innovative Materials Used on Several Projects

by Holly Dentner

Bridges all over mid-Missouri are getting a face lift this summer as the Central District targets 10 in need of repair. It's an unusually high number for the district to tackle in one season, but the plan means each route involved will only close for a few months and most will reopen by the time school starts in late August.

All 10 bridges are on lettered routes that extend across nine of the district's 13 counties. Most of the structures will



Pre-made concrete panels are being used to rebuild the Strobel Creek Bridge on Route U in Cole County.

receive new bridge decks and a few involve some innovative materials. The award cost for all 10 structures totals approximately \$3.49 million. The price tag for these projects has remained low because no right of way was needed and no temporary bypasses were built.

Work began in late May on the Cedar

Creek Bridge, located on Route Y near the Boone/Callaway County line. The new bridge deck will include fiberglass and carbon reinforced rods and fiberglass fibers mixed in with the concrete, a first for the district.

"We hope that the fiberglass and carbon rods lengthen the life of the bridge because they don't have a tendency to rust like traditional steel rods," said Chuck Sullivan, resident engineer. "Combined with the fiberglass mixed in with the concrete, we want to see how the bridge deck will hold up compared to traditional methods."

Crews are working on two bridge decks in Callaway County: the Loutre Creek Bridge on Route B, near the Callaway/Montgomery County line, and the Miller Creek Bridge on Route F, two miles east of Route J. In addition to the new deck, Route F will

also get 950 feet of new asphalt leading up to the bridge.

"The asphalt for Route F is made with old rooftop shingles," said Louis Nunley, senior construction inspector. "Our contractor is mixing the shingles into the asphalt mix to make it more durable

and less expensive."

Strobel Creek crosses Route U in Cole County one mile south of Route 50, and its bridge is also under construction this summer.

The bridge is small, only a single span, and the contractor is using pre-made

concrete panels that will be bolted and fused together to replace the bridge structure.

Work began in May on the bridge deck over the west branch of the Clarks Fork Creek on Route U in Cooper County. The bridge is located 4.5 miles north of Route J. A second bridge deck on Route U, over a different branch of Clarks Fork Creek near Prairie Home, is also being replaced. The contractor has minimized the impact to traffic by finishing the first deck before starting the second.

Four other routes in the district will receive new bridge decks: Route H in Gasconade County, over Big Berger Creek; Route OO in Miller County,



This photo shows the progress made on the Third Creek Bridge on Route D in Osage County, as of July 5.

over South Moreau Creek; Route T in Moniteau County, over Burris Fork Creek; and Route D in Osage County, over Third Creek.



A track hoe frames workers on the Clarks Fork Creek Bridge on Route U in Cooper County.

10



The Cedar Creek Bridge is five miles east of Ashland on Route Y.

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Around the District



The crashed truck gets attention wherever it goes, and this time it was on display at the Cosmo Skateboard Park in Columbia to encourage seat belt use. The Central Region Missouri Coalition for Roadway Safety was one of several organizations with displays at Go Skateboard Day, held June 23.



MoDOT Director Pete Rahn speaks to the media during a news conference June 28 at a roadside park in Jefferson City. The event announced findings by TRIP, a national nonprofit transportation research group, that found Missouri roads much improved since 2004.

D6

St. Louis Area

The Dedicated Life of Motorist Assist

by Andrew Gates

The sun is well below the horizon as a parade of trucks silently eases out of a small maintenance lot in Chesterfield. The headlights cast a bluish-white cone of light through the early Missouri morning, illuminating the line of white trucks with yellow accents heading for the nearby interstate. Within moments, the low thrum of an accelerating diesel engine reverberates through the vehicles as MoDOT's Motorist Assist operators head off on their daily patrols of St. Louis interstates.

"Our mission is to keep the public safer, keep first responders like police and emergency vehicles safer and expedite the flow of traffic around St. Louis," said Bob Garner, District 6 motorist assist operations supervisor.

The Motorist Assist department is constantly on the move, surveying lanes and ramps for debris, stalled vehicles, crashes or other incidents that could slow traffic. When an incident comes up, the operator helps clear the traffic lane as quickly as possible and sets up cones or truck-mounted traffic arrows to move traffic smoothly around the blocked lane, helping keep

any responders safe. Motorist Assist doesn't rely on luck to get them to the site of potential traffic incidents. They draw information from many sources, including the transportation management center, the state or municipal highway patrols and calls from other employees.

The first shift starts at 4 a.m. where the operators receive a briefing on safety and operations from the shift supervisor and then prepare for one of seven patrol routes. They return about noon, top off the tanks and prepare the vehicle for the next shift, ensuring it's "ready to go when anyone gets in the truck," according to Garner.

The second shift comes in at noon and works until 8:30 p.m. They, too, will ensure their vehicle is ready for the next morning.

Two additional elements ensure this department provides around-the-clock service. Two teams of four motorist assist operators work alternating weeks putting in 10-hour days to ensure the roads are covered during shift changes and weekends. Additionally, a four-person emergency response team covers the roads daily from 6:30 p.m. to 5 a.m.



Motorist Assist Operator James Taylor changes a tire for a driver stranded along I-270 near Dougherty Ferry.

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when Motorist Assist teams are off the roads to provide many of the same services to MoDOT's network of first response partners. These allies and the operators' professionalism are the two main reasons for Motorist Assist's success.

"Our partners expect us to be there and help keep them safe as well as keep traffic moving along," Garner said. The department's effectiveness was verified during a 2002 study by Washington University, which determined that by reducing congestion and secondary crashes, MoDOT's Motorist Assist provides about \$16 million savings annually in fuel, time and property to the greater St. Louis metropolitan area.

"The 30 members of this devoted team are close-knit and all of them have the same goals and values in mind for MoDOT, which makes it easier to work

as one unit," Garner said. "Some may say we are all a family."

And as a family, an impact on one of the operators causes reverberations throughout the entire department. For instance, the Motorist Assist team gathered together to commemorate Ken Hoierman by donating blood at a recent American Red Cross blood drive. Hoierman was killed in the line of duty when responding to an incident in August 2006. Additionally, the operators will remember Hoierman during a ceremony on the anniversary of his death, Aug. 15, by unveiling a commemorative plaque and removing the black remembrance ribbon from MoDOT vehicles.

Thank you, Motorist Assist for all your hard work and dedicated efforts! MoDOT appreciates all that you do to provide a world-class transportation experience that ensures the safety of Missouri motorists.

Riegel Uses Beauty Title as Platform for Safety Issues

by Kara Price

Jennifer Riegel, a senior highway design technician for the Franklin County team, recently won the title of 2007 Mrs. Missouri in the Beauties of America pageant within the 30's division. She is going to the national competition in August at Myrtle Beach, S.C.

"Being crowned 2007 Beauties of America means the world to me, especially since I will have more opportunities to speak out against issues that I strongly believe in such as the importance of always wearing your seat belt and not drinking and driving," Riegel said.

Riegel is a strong advocate of Breast Cancer awareness, American Red Cross blood drives, the Arrive Alive Seatbelt Safety Program and No Drinking and Driving Campaigns. She is a member of Mothers Against Drinking and Driving, but not as a mother, rather as a survivor who was in a head-on car accident caused by a drunk driver.

"I think my best asset is self-motivation because ever since my major car wreck in December 2001, I never gave up and challenged myself mentally and physically after each surgery for my ankle, knee and major back surgery," Riegel said. "I have pulled through every obstacle of the long recovery with the help of my loving family."

Riegel is an alumni from New Haven High School and Linn State Technical College with an Associate of Applied Science Degree in Design Drafting. She has been with MoDOT for five years and has received several awards for her dedicated work to help improve Missouri routes.



Jennifer Riegel, senior highway design technician

"Jennifer is very energetic, enthusiastic and works hard at everything she does," said Bill Langenbacher, Transportation project designer and Riegel's supervisor. "I'm sure her enthusiasm and great attitude helped her win this award."

"I am thrilled to be a design engineer for MoDOT and one of my life ambitions is to become a personal fitness trainer," Riegel said. "Three words that best describe me are: honest, self-motivated and empathetic."

Riegel has modeled in bridal shows for more than 10 years for Margo's A Wedding Place in Union. She has a variety of hobbies that include, drawing, fitness, canoeing, snorkeling and para-sailing.

"My daily philosophy, especially when I promote seat belt safety and no drinking and driving campaigns, is The Serenity Prayer," Riegel added. "God grant me the serenity to accept the things I can't change, the courage to change the things I can and the wisdom to know the difference."

D7

Southwest

'Home on the Range' Line Bypass

by Lori Marble

Mike Middleton, resident engineer for the Southwest District, gestured to the open grasslands and the broad sweeping expanse of bridge decking, as a cowboy riding up in a white hat would point to the next ridge – ready to conquer the road.

"I knew this was a project I had to be a part of," said Middleton. "There's more than likely never going to be an opportunity this big, this detailed, in my lifetime."

Built on an area that was once heavily dotted by lead, zinc and coal mining, Jasper County Route 249, or the Range Line bypass, has been rich in opportunity for creative problem



Rep. Blunt looks at an overpass on the Range Line bypass.

solving. Various shafts, caverns and support pillars abound. Old mining maps were pulled and significant amounts of drilling were done to

uncover the various voids. HNTB Corp. was hired to conduct a geological survey and advise on the best placement of the project's six bridges.

U.S. Rep. Roy Blunt recently toured the project site. Federal and state funds made up the largest portion of the funding package. When complete, the bypass will allow traffic to travel from Business 71 to Interstate 44 around Joplin, and subsequently reduce traffic on the heavily congested Range Line Road.

Where past mining communities left chat piles like mini-mountains or small ghost town communities, the 249/Range Line bypass project is breathing new life and the promise of prosperity into a once used-up landscape.



Above, Rep. Roy Blunt (center) asks Resident Engineer Mike Middleton (in the ten-gallon cowboy hardhat) a question about construction while District Engineer Becky Baltz listens. Below, operators wait to fire up their equipment.



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Partnership Results in Downtown Revitalization

by Wendy Brunner-Lewis

On July 9, District Engineer Becky Baltz participated in the groundbreaking ceremony marking the beginning of the downtown Adrian revitalization project on Bates County Route 18.

Several years ago, the city of Adrian approached MoDOT for a way to solve their winter parking problems. Residents couldn't park in front of businesses and back out of the parking spots if the road was icy. The city wanted to fix that, and asked if

we'd partner with them. They had the funding, and they had a plan to revitalize their downtown by improving the parking and adding new sidewalks and shorter crosswalks, thus improving pedestrian safety.

"It's not often MoDOT gets viewed as a hero by cities," said Project Manager Sean Matlock. "Adrian is really excited to get this project going, and we're happy we could make the revitalization a reality for them."



District Engineer Becky Baltz speaks to Adrian residents prior to the groundbreaking of the downtown revitalization project.



Left to right: Bates County Commissioner Randy Pike, Adrian Mayor Cindy Kendrick, state Community Development Representative Jeff Kormann, Becky Baltz, Rep. David Pearce and City Councilman Mark Lovelace get the project started.

And the Rain Kept Falling



Cedar County Route 39, above, was one of 22 roads in District 7 closed due to flooding over the 4th of July holiday.

D8

Springfield Area

New I-44/65 Skyline: 'Flyover' Ramp Open, 65 Bridge Going Up

by Angela Eden and Bob Edwards

Two major construction milestones reached by mid-July changed the skyline at Interstate 44 and Route 65 in Spring-

Inspector Adam Humphrey. That was despite having to close lanes of I-44 for several nights to hang girders.



Paul Svendrowski

Traffic eases across the new flyover ramp at I-44/65 in Springfield the day it opened – June 28. On the ramp a few days before its opening (inset), District Engineer Kirk Juranas, center, and U.S. Rep. Roy Blunt visit with reporters about funding issues after Blunt is briefed on the project.

field and moved the interchange reconstruction project forward significantly.

- The curving, 1.2-mile long northbound Route 65-to-westbound I-44 “flyover” ramp was opened to traffic on June 28. Its 1,384-foot long bridge spans the interchange 40 feet above the I-44 pavement and removes the point of greatest conflict for traffic at the interchange.
- The late 1950s-era northbound Route 65 bridge was torn down the week end of July 7-8, requiring the shut down of I-44 for 2½ hours. Construction of a new northbound bridge is under way, with completion by the end of the year.

The flyover, or directional, ramp was built in about 10 months.

“Everything fell into place,” with minimal problems, said Senior Construction

Once the new ramp was opened, the northbound Route 65 traffic was shifted to the southbound side, reducing traffic to one lane each direction on Route 65 over I-44. Contractors then closed the northbound bridge to be taken down.

The weekend closing of I-44 for the bridge demolition prompted intense planning of alternate routes. Fifty-five employees were scheduled in 12-hour shifts to work with law officers to divert traffic and keep it moving.

The Customer Service Center, with 11 employees scheduled for duty, stayed open to answer phone calls from travelers and operate the radio.

Incident Management Coordinator Earl Wallace set the traffic control plan designed to keep traffic moving. MoDOT provided plenty of advance information

in the news and on the many message boards along I-44 and other routes. MoDOT and law enforcement personnel directed traffic and quickly responded to the few incidents that occurred.

“It came out great,” Wallace said.



Bob Edwards

Special Maintenance Supervisor Andy McNeill directs traffic at Routes 744/OO/Farm Road 199 as westbound I-44 traffic is diverted.

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Bob Edwards



Angela Eden

D8 at Work

Grinding the pavement on Christian County Route CC near Fremont Hills (top photo) is Senior Maintenance Worker Charles Polodna, in grader, with direction from Branson/Ozark Maintenance Superintendent Steve Dunn, left, and Senior Pavement Specialist Brad Brown.

MoDOT Director Pete Rahn (middle photo) meets with Manes shop employees, from left, Senior Maintenance Workers Elmer Lowery, Glendon Burris and Charlie Stowers.

Business and Benefits Senior Financial Services Technician Tammy Westervelt (bottom photo) explains benefits to newly-hired Springfield Construction Inspector Jason Evenden.

Wheatland's Randy Workman Retires

by Angela Eden

Wheatland Senior Maintenance Worker Randy Workman

Service: 18 years (Hired July 1, 1991)

Career: Maintenance worker, Striping Crew, 1991; intermediate maintenance worker to senior maintenance worker, Sign Crew, 1997; senior maintenance worker, Wheatland, 1999

Memorable Work: Working with and setting up the first changeable message boards in the district. “It was a pretty interesting time.”

Biggest Change: More pay grades; more opportunities to promote in maintenance

Post-MoDOT Plans: Spending time with grandkids, fishing and traveling with wife, Merry



Workman

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

D9

South Central

Crews Busy Chip Sealing 325 Miles Planned for 2007

Summer's mid-point behind them, the maintenance crews of the South Central District have approximately 285 miles of chipping and sealing under their belts. The completion of all chip and seal operations is expected by mid-September with a final goal of 325 miles.

The chipping machine has made its way through the southern portion of the district and is now making its way across the north. The new regional structure, where multiple buildings are grouped together to accomplish work, has been a good support to the operations. Work schedules have been adjusted to keep crews off the road during high traffic times, such as Saturdays, and to ensure time is kept within the regular 40 hours.

Weather has been cooperative for the most part. Work began the second week in April. Starting early in the season could have presented temperature issues but thanks to mild weather, crews were able to perform their work

successfully. Rain has interfered a few times but operations were quickly rescheduled and work has stayed fairly well on track.

The primary material used this year has been Iron Mountain Trap Rock. According to Maintenance Engineer Henry Haggard, it is performing well. "It creates a hard, durable surface that holds up well when plowed for snow," he said.

Haggard said next year, he plans to use all Iron Mountain Trap Rock and Creek

Gravel. "We plan to try our best not to use limestone. These other two options

are working very well and we see long-term benefits to their use," he said.



Maintenance personnel from the Cuba, St. James and Rolla facilities chipped Route B, Phelps County, in mid July. By combining crews from multiple buildings, the work went quickly and smoothly.

Success of Corridor Web Page Prompts Two Additional Pages

Wide acceptance of the Route 63 Web page, launched in early June, prompted the creation of two more major route pages for the South Central District site. Extensive work is planned for Routes 60 and 8 in the next few years, all of which is detailed on the two new pages.

The Route 60 page is significant due to the magnitude of the corridor expansion, which crosses three counties. With

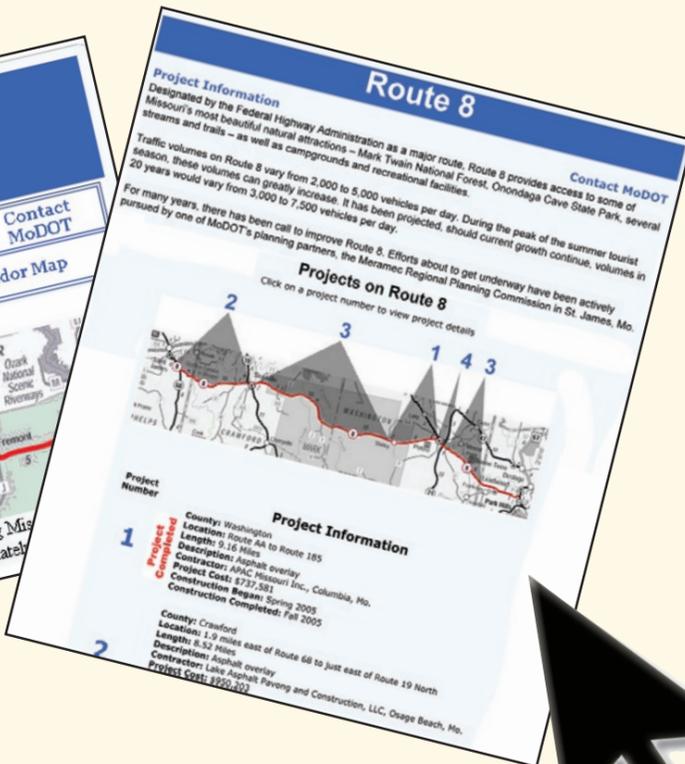
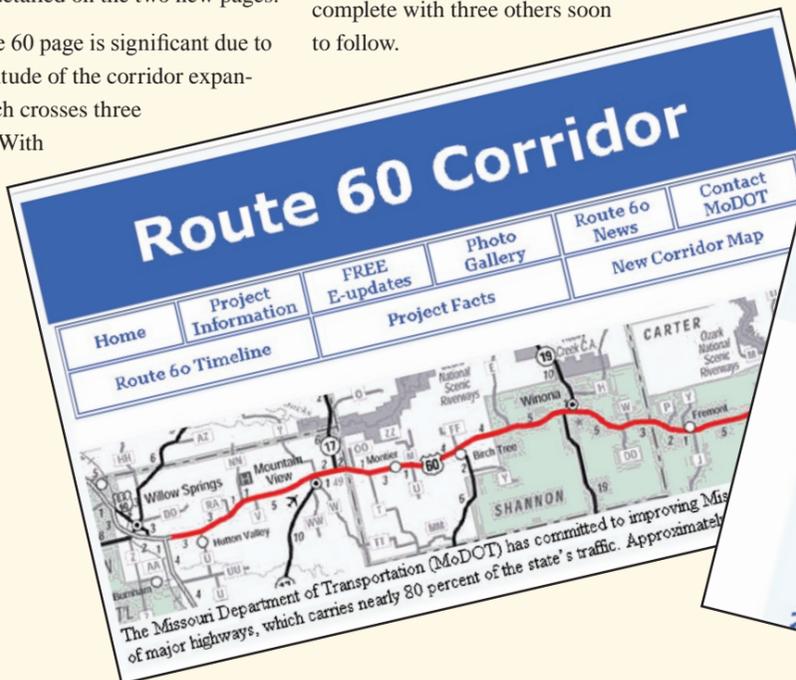
work spanning 59 miles, this promises to be a popular page. All construction is expected to be complete by the end of 2010.

Just over 45 miles of work can be found on the page for Route 8. One project is complete with three others soon to follow.

Features on both pages include maps, project information, opportunities to sign up for free E-Updates and more. Information will be updated as work progresses. For Route 60, type the fol-

lowing address in your Web browser: www.modot.org/southcentral/Route60. Route 8 can be accessed at www.modot.org/southcentral/Route8.

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Route 60: www.modot.org/southcentral/Route60
 Route 8: www.modot.org/southcentral/Route8

D10

Southeast

Ada Green Receives Meritorious Safety Award

by Belinda McMurry

“We at MoDOT do heroic things every day,” said Don Hillis, director of system management. “But once in a while, someone steps up to the plate and does something extra heroic. Ada stepped up to the plate and saved a life. That’s truly heroic.”

Ada Green displayed her heroism on a January afternoon when she came to the rescue of a woman in a local restaurant’s parking lot. Although there were several people gathered around the woman, who had apparently suffered from a heart attack, no one was helping the woman. Green, being trained in CPR, began to check the woman’s vital signs. After finding no pulse or breath-

ing, Green and the lady’s daughter began CPR. They continued until medical help arrived on the scene.

The first responders reported that the lady most likely would not have survived if Green had not come to the lady’s aid. Due to this heroic effort, Ada Green was awarded the Meritorious Safety Award on June 27.

“It thrills me when one of our district employees is recognized with an award,” said Mark Shelton, district engineer. “But this is not just an award for regular practice, it’s an award for having an integral part in saving someone’s life. We’re thrilled and proud of you Ada.”



Director of System Management Don Hillis awards Ada Green, intermediate maintenance worker, with the Meritorious Safety Award during a ceremony on June 27 at the district office.

Ribbon Cutting Marks the Completion of Route 412

by Tonya Wells



The mayor of Hayti and the mayor of Kennett, center of photo, cut the ribbon at the Route 412 ceremony on June 29.



District Engineer Mark Shelton welcomes the public to the Route 412 ribbon cutting ceremony.

MoDOT joined with the cities of Kennett and Hayti to celebrate as the Route 412 four-lane improvements between the communities came to completion.

The public was invited to a ribbon cutting ceremony on June 29 at the Little River Conservation Area, east of Kennett on Route 412.

Due to weather delays, the new four-lane was not open to the public during the ribbon cutting ceremony. Those that attended the ceremony, though, were the first to use the new roadway when they took part in an inaugural caravan from the ceremony to the American Legion Hall in Kennett, where the Kennett Chamber

of Commerce hosted a reception. The new four-lane roadway was open to the public on July 10.

“This major improvement project has been seven years and more than \$65 million in the making,” said Mark Shelton, district engineer. “Each of the communities seem very anxious to take full advantage of the four-lane Route 412 between Kennett and Hayti.”

I-55 Project Promotes Incident Bypass Signing

MoDOT is constructing an interchange at the connection of the city of Jackson’s East Main Street extension and the city of Cape Girardeau’s proposed LaSalle Avenue. As part of the construction progress, traffic on Interstate 55 from Mile Marker 101 to 103 is reduced to one lane in both directions with traffic diverted to the northbound ramps.

“With only one lane in each direction, there is the potential for traffic to be seriously delayed by any accident that might occur,” said Project Manager Andy Meyer. “MoDOT has been working with the cities of Cape and Jackson, as well as Cape County and the Missouri Highway Patrol, on an incident management plan to ensure that, should

any unforeseen traffic stoppages occur, a plan is in place to easily detour drivers and reduce the potential for any backup on I-55.”

Drivers began seeing part of that plan with a new set of detour signs installed to mark an alternate way to get around the temporary construction project. The blue signs reading “Incident Bypass Route” will stay in place permanently.

“These signs are intended to manage congestion caused by an incident along major interstates,” said Meyer. “The permanent signs will save MoDOT time, manpower and money in the long run, while giving motorists an instant alternative route and saving them the

possible frustration and time lost sitting in traffic.”

Another important part of the incident management plan includes keeping the public informed. Tonya Wells, senior community relations specialist, coordinated 15 public meetings and eight media interviews to do just that.

“We focused heavily on pro-active communication,” said Meyer. “Tonya helped tremendously in assuring that every emergency service provider, commuter and business had multiple opportunities to learn about the bypass route.

In addition, our traffic and maintenance personnel did a great job installing the signs as part of our communication plan to keep the public informed.”

Missouri is the first state to use the permanent signing for designating incident bypass routes, and the I-55 project is the first in the state of Missouri to use the new signs.



The new Incident Bypass Route signs were first used in District 10 in conjunction with an Interstate 55 project. This project was the first in Missouri to use the new signs.



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Not If, But When Preparing for the Unpredictable

by Sandy Hentges

A major earthquake along the New Madrid fault line is the most devastating natural disaster that could occur in Missouri. Scientists say it is not a matter of if, but when the



From left: MoDOT staff Jeff Briggs, Lisa Vieth, Rick Bennett and Mike Shea participate in the statewide earthquake drill.

fault will move again. Predicting an earthquake is difficult...preparing for one is also a challenge, but not an impossible one.

On June 19, 20 and 21, MoDOT helped ready Missouri for an earthquake emergency by participating in an exercise conducted by the State Emergency Management Agency. During the three days, Missouri's emergency management and public safety community experienced a simulated earthquake of a 7.7 magnitude along the New Madrid fault line. MoDOT played a key role in the week's activities with over 100 employees involved in the exercise.

"Our job is to get the roads open," said Rick Bennett, MoDOT's emergency management coordinator. "I have no doubt that we are up to the task. Our people are capable, we have a lot of resources to bring and we know how to engage contractors and other resources to get the job done."

Bennett says MoDOT staff stepped up and played well even when some curveballs were thrown into the

scenario. They worked through issues of fallen bridges, trapped motorists, crumbled roadways and essential employees who were injured or incapacitated during the recovery phase of the exercise.

All Districts and many Central Office Divisions participated at various levels. "In particular," said Bennett, "District 9 went above and beyond the call of duty to make this exercise

successful. They took all the information as real and reacted as they would in a true earthquake."

The South Central District would be particularly essential in an earthquake because of their proximity to the affected area and their ability to provide accessible resources. They would host a MoDOT staging area (command station) in Van Buren. Additional MoDOT staging areas would be set up at Wentzville and St. Clair.

Bennet said he did see an opportunity to fine-tune backup communication systems and processes the department employs when normal communications are out of service. Training additional staff for disaster communication and response will also improve MoDOT operations in a time of crisis.

In addition to internal operations, MoDOT also worked well with other agencies on the local, state and federal level because of relationships that are already in place. Those relationships will help communication and coordination during the event of a real emergency.

Gov. Matt Blunt was pleased with the exercise. "I was impressed with the search and rescue response to a simulated structure collapse after an earthquake. If a crisis of this magnitude were to occur the damages would be incomprehensible. After witnessing Missouri's public safety community in action, Missourians can take solace that we stand ready to respond at a moments notice." The New Madrid fault has a demonstrated history of devastating power. In 1811-1812, there were five earthquakes greater than 8.0 in

magnitude. These quakes were larger than the famed San Francisco quake of 1906 and strong enough to ring church bells on the Eastern seaboard. The fault is active and is the highest earthquake risk in the mainland U.S. outside the west coast. In 2002, the U.S. Geological Survey estimated a 25 to 40 percent chance of a 6.0 or greater earthquake along the New Madrid fault occurring in the next 50 years, and a 7 to 10 percent chance of a 7.5 to 8.0 earthquake in the same period.



Director Pete Rahn looks on as Carolyn Bonifas of TRIP speaks to reporters at a June 28 press conference in Jefferson City.

At stops in St. Louis, Springfield and Jefferson City, The Road Information Program, a national research group, announced results of its report on Missouri highways, saying MoDOT has dramatically improved highway conditions over the past several years.

It credits MoDOT's Smooth Roads Initiative with improving major road conditions from 47 percent good in 2004 to 74 percent good today. But the state faces an \$18 billion funding shortfall over the next 20 years, leaving many needed improvements unfunded.

The report says MoDOT's annual construction program, anticipated at \$1.2 billion in 2008, will drop to \$569 million in 2010.

It adds that while miles traveled in Missouri increased 35 percent between 1990 and 2005, lane miles increased only five percent, leading to increased congestion and dangerous driving conditions. Between 2001 and 2005, 5,925 people were killed in Missouri traffic crashes, and Missouri's traffic fatality rate is 26 percent higher than the national average. The full report is available at www.tripnet.org.