

# Connections

September 2011

## Hybrid Composite Beams

What works for boats works for bridges.

As part of its Safe & Sound Bridge Improvement Program, MoDOT is using hybrid composite beams on three bridge projects in Douglas, Shannon and Dade Counties. These innovative structural elements are much lighter than conventional steel or concrete beams.

The exterior of HCBs is fiberglass, materials also used to construct boats and sulfuric acid storage tanks. The fiberglass makes them more resistant to water and chlorides, and therefore longer lasting. They will not corrode like traditional steel beams.

Steel reinforces the bottom, and foam fills much of the space. Once on the job site,



Once on the job site, the beams are filled with concrete to make a strong arch to support traffic.



The first project to use HCBs is the Route 76 bridge over Beaver Creek in Douglas County.

the beams are filled with concrete to make a strong arch to support traffic.

“The innovative use of materials creates beams that are both durable and lightweight,” said MoDOT Structural Liaison Engineer Stacy McMillan.

The lightweight beams mean a big savings on shipping costs.

“It takes two trucks instead of the usual 15 to transport the beams,” said McMillan. “Even once the beams are filled with concrete, they weigh about half as much as typical concrete I-girders.”

The first project to use HCBs is the Route 76 bridge over Beaver Creek in Douglas County. That project began mid-August. Bridges in Shannon and Dade counties will follow.

The projects were made possible through a \$1 million Highways for Life grant from the Federal Highway Administration. Watch a video on MoDOT’s YouTube site to learn more details about this innovative technology at [www.youtube.com/modot-video](http://www.youtube.com/modot-video).

## Safe & Sound Program Ahead of Schedule

A year ago, MoDOT was celebrating the 200th new bridge constructed under its “Safe & Sound Bridge Improvement Program.” When a new bridge over Apple Creek on US Route 61 in Perry County opened to traffic in August, it was the Safe & Sound program’s 500th bridge.

Now more than 60 percent complete, the \$685 million program is more than a year ahead of schedule and should be complete by the end of 2012. To date, the average

closure across the state has been about 40 days, or half the time a typical bridge replacement requires.

KTU Constructors, MoDOT’s design-build contractor that is replacing more than 550 of these bridges, is responsible for 307 of the completed projects.

Find more information about the 500th bridge opening on the Southeast District page on page 11.



Cathy Morrison

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**500 and Counting**  
Route 61 bridge opens in the SE District as 500th Safe & Sound bridge

# Quite Frankly

Not long ago, one of our division directors shared a story with me about a work zone she and some coworkers encountered in another state that caused their blood pressure to skyrocket. The work zone had been mishandled, causing frustrating and unnecessary delays for motorists. I point this out because of two reasons: 1) we do a good job of handling our work zones here in Missouri, and I want to thank you for that; and 2) work zones are our primary contact with customers. Most of them don't stop by our offices or buildings or give us a call. So you can see how important it is for us to make a good impression out on our highways.



I can't stress enough the importance of customer service. But what's most important is that we realize each one of us is responsible for delivering good customer service. No matter how big or small, we each have a choice everyday to leave an impression. I want to make sure those impressions are good ones.

This summer has brought many changes to MoDOT, but it's more important now than ever to be diligent and ensure we are providing outstanding customer service.

This fall, I will be traveling throughout the state to visit with you and talk about the best ways to reach out and provide the best service possible to Missourians. You'll get more details about my visits as they become available.

In the meantime, remember customer service is everyone's job. Stay focused, stay safe and thank you for the great things you do each day.

Kevin

## Free Coffee, Free Seat Checks

by Reeve White

Car seats save lives. That's why no new mom is allowed to leave the hospital without one. Even though most parents understand the need for using a car seat in their younger children, many children are still unnecessarily injured in car accidents.

Among the factors that contribute to these preventable injuries are car seats used incorrectly or not used at all, children being placed in the wrong type of car seat, and moving children out of a car seat or booster and into regular seat belts at too early an age.

Missouri law requires all children under eight to be in an appropriate child safety seat. Car seats (with a five-point harness) are the best protection for kids until they

are at least 4 years old AND at least 40 pounds. Boosters are the best protection for school-age children until the vehicle's seat belt fits properly without the booster.

Sept. 24 is car seat check Saturday. Car seat checks will be held across the state to help parents install car seats and check that they have car seats installed correctly.

In addition, the Missouri Coalition for Roadway Safety has enlisted the help of coffee shops across the state to spread the message that car seats save lives.

Dunn Brothers coffee shops will be distributing coffee sleeves and giving away free coffee on Saturday, Sept. 24 to remind parents to "Boost and Buckle Kids Under 8."

A list of car seat inspection stations and a car seat check calendar can be found at [www.saveMOLives.com](http://www.saveMOLives.com).



Please help your fellow employees today!

Visit [www.intranet/shareleave](http://www.intranet/shareleave)

## New Employee Advisory Council Members

New members began serving on the Employee Advisory Council beginning July 1: Denise Thompson, Rodney Fuller, Lisa Lamons, Jorma Duran, Leroy Brumett and Mike Roberts. These employees volunteer for the program and are then presented to a nominating

committee to review for approval. They will serve for a three-year term.

The council typically has two representatives per district and five from Central Office.

The EAC was established in 2005 to foster and enhance a positive work en-

vironment for all employees by assisting management and employees with cultural diversity, policy review and communication issues. Concerns are confidential and presented to leadership, while employees remain anonymous.

"We're here for any concerns an employ-

ee might have with the Bolder Five-Year Direction or with MoDOT," said EAC Chair Matt Sonner.

Do you have a question for the EAC? Fill out a concern form on the Intranet at [www.intranet/eac/](http://www.intranet/eac/) or send an e-mail to [eac@modot.mo.gov](mailto:eac@modot.mo.gov).

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(l-r) Shawn Nilges, Lisa Lamons, Jason Piper, Glenn Holmes, Jorma Duran, Denise Thompson, Damon Lafaver, Carol Lueckenhoff, Denise Voss, Billy Griffin, Keith Boling, Vice Chair Jeff Leible, Brenda Wells, James Hake, Rodney Fuller, Assistant Secretary Randy Kelley, Chair Matt Sonner, Michael Roberts, Leroy Brumett, Rodney Welch, Joe Schmidt, Secretary Mary Shrubbs, Not Pictured: Amber Dydell, Mike Foppe, Dolon Silimon, Kelly Tummons, and EAC Liaison Rudy Nickens

# Ready, Set, GO!

Ready, Set, GO! Once again, the annual Missouri State Employees Charitable Campaign is quickly approaching! In today's economy, as we all know, there are many needs from neighbors both far and near. With this in mind, it's more important than ever to consider and take part in the MSECC. This year, current participating charities that are also leading the charitable relief efforts in Joplin have been assigned a specific code for Joplin Relief. Your contributions go so far and help so many, there is no better time than the present to get involved!

The 2012 campaign marks the 27th year of giving. The theme for this year's campaign is "Helping others ... Every Step of the Way." Missouri state employees will once again be asked to show just how bighearted they are during the campaign. MoDOT's official campaign will start on September 22 and continue through October 31. This time allows employees the chance to make individual pledges through an easy payroll deduction or take part in



one of the many fun and interesting fundraising activities that are sure to take place in district and division offices. (Look for more information coming soon.)

A very exciting aspect of the campaign is that MoDOT was the largest donor agency for the fourth year in a row! During the 2011 campaign, MoDOT employees gave \$202,682 to charities. The amount raised reflects 1,973 pledge card donations, representing about 32 percent of MoDOT employees, as well as all those individuals who gave during the many fundraising efforts held

throughout the campaign. Even during these tough economic times, MoDOT employees show again and again how willing they are to help their fellow

**A total of over \$1.0 million was raised by all Missouri state employees during the 2011 campaign!**

Missourians!

Participating in the Charitable Campaign is voluntary. Any amount, no matter how big or small, will go a long way toward helping people. We are one Team MoDOT and anything is possible if we all work together!

This year's new brochure will be used again during next year's campaign to cut costs associated with printing. For those of you who would prefer to review things electronically, the brochure can also be found in its entirety by logging onto [www.msecc.mo.gov](http://www.msecc.mo.gov). As a reminder, the paper brochure and pledge cards will be available and distributed to all employees once the campaign has begun.

For more information on the campaign, contact MoDOT's CO MSECC coordinators: Jennifer Jorgensen at 573-751-7446, Dawn Haslag at 573-751-5678, Jackie Kampeter at 573-522-2457,

Danielle Thomas at 573-526-7860 or your district/division coordinator.

## Battle of the Belt 2011 Tries to Raise Teen Seat Belt Use

Teen seat belt use rose to 67 percent in 2011. While this is the highest teen seat belt use in Missouri has ever been, it is still much lower than statewide – and national – seat belt use. The Missouri Coalition for Roadway Safety will enlist Missouri high school students to take the Battle of the Belt again this year to educate young drivers about seat belt use, reduce traffic crash injuries and save teen lives.

This year's Battle of the Belt program will run October 3 to November 11. Schools can sign up, submit forms and access resources through the online

system at [www.saveMOLives.com](http://www.saveMOLives.com). Additional award categories will give more schools the opportunity to be a Battle of the Belt winner. Statewide and regional prizes are awarded to schools reaching high seat belt usage rates.

The program consists of two surprise seat belt checks at each high school to measure student seat belt use before and after an educational campaign on the importance of safety belt use. In addition, schools have the opportunity to submit a 30-second video spot aimed at encouraging their peers to buckle up.



The schools with the top three videos will receive monetary awards to be used to further seat belt education at their schools and communities.

The program was originally brought to southwest Missouri by the Missouri Emergency Nurses Association and St. John's Hospital. In 2006, the Missouri Coalition for Roadway Safety, in conjunction with American Family Insurance, took the competition statewide. American Family Insurance, the Missouri Counsel of Emergency Physicians and Ford will sponsor this year's program.

Find out more at [www.saveMOLives.com](http://www.saveMOLives.com).

## September Service Anniversaries

### 35 Years

Jennifer L. Ranabargar CD  
Rita A. Fester CO

### 30 Years

Lance D. Tipton CD

### 20 Years

Roger P. Halley NW  
William E. Guinn NW  
Robin L. Warren KC  
Kenny L. Lynch KC  
Paul R. Loftin CD  
Kevin K. Steiner SL  
Charles M. Wills SL  
Dave Gordon SW  
Janet L. Doty SW  
Travis J. Fischer SW  
Ronald L. Bollinger SE  
Alan B. Casey SE  
Gary D. King SE  
John M. Cave CO  
Beverly J. Schepers CO  
Christine A. Peper CO  
Cindy L. Norman CO  
Janis E. Evers CO

### 15 Years

Curtis R. Pegelow NW  
Shelly R. Aebersold NW  
Kenneth R. Jolliffe NW  
Lana S. Allen NW  
Christopher R. Switzer NE  
Christopher R. Engelbrecht CD  
Eric D. Fletcher SL  
Kimbel L. Dye SW  
Shay H. Wehmer SW  
Martin K. Randall SW  
Larry W. Carver CO  
B. Jacquelyn Kampeter CO

### 10 Years

Danny D. Willson NW  
Bryan K. Phillips NE  
Clifford D. Everts KC  
Jay A. Ware KC  
Jason R. Grant SW  
Shawn M. Nilges SW  
Donald R. Thomas SE  
Julie A. Luebbering CO  
Billy D. Hampton CO  
Michael B. Wade CO  
Cynthia L. Surface CO  
Steven A. Billings CO

### 5 Years

Marty R. Lambertson KC  
Nelson Jordan KC  
Shawn A. Stuetzger KC  
Lisa G. Raybourn KC  
Jerome M. Burgett KC  
Steven R. Walters CD  
Timothy L. Miller CD  
Jeff E. Schmitt CD  
Gary A. Brangenberg SL  
Richard G. Shippers SW

Mary J. Teel SW  
Jesse D. Durossette SW  
Kelly J. Backues CO  
Adam J. Barnes CO  
Jack S. Wright CO  
Laura J. Holloway CO  
Troy S. Flickinger CO  
Joseph F. Horan CO

## July Retirements

Name	District	Years of Service
Roy Simcoe	NE	42
Randy Bronestine	NE	38
Fred Scott	KC	6
Gary McClanahan	KC	30
Ronald Lottmann	CD	31
James Carr	SL	27
Stanley Hicks	SW	25
Lonnie Stockton	SW	25
Morris Ashby	SE	21
Johnnie Sample	SE	23

## In Memoriam

Active	Retired From:	Retired From:
Shari Severied	KC	July 27
Donald Underwood	D8	July 4
Hugh Cannon	D4	July 5
Leroy Raithel	CO	July 6
Oscar Bader	D5	July 6
Dickey Clapp	D7	July 8
Robert Clements	D1	July 15
Jerry Burks	CO	July 21
Ronald Davis	D1	July 27
Ronald Mecey	D6	July 30

# Central Office

## Missouri State Fair

photos by Cathy Morrison

"It's a Show-Me Thing!" was the theme of the Missouri State Fair in Sedalia Aug. 11-21, and thousands were shown exactly how MoDOT serves Missouri.

The Transportation Exposition Center featured interactive displays on Adopt-A-Highway, highway safety, Amtrak and how far transportation has come over the years. The Highway Gardens provided a welcome respite from warm weather where visitors could cool off

and enjoy the shade and landscaping.

A special MoDOT Day took place on Aug. 12, with trash can painting, free popcorn and puppet shows. Barrel Bob was there to "speak" to fairgoers and answer questions from the crowd. The voice of Barrel Bob stood nearby, out of sight, and heard the questions through a wireless device. He could then answer through a public address system.



Puppet shows delighted younger fairgoers Aug. 12-13, where they learned more about the importance of buckling up and keeping road-sides clean.

Throughout the fair, more than 280 people expressed interest in adopting a highway, including scouting groups, businesses, 4-H clubs and families. Children and adults participated in a scavenger hunt for a chance to win an iPad donated by KTU Constructors, and saw an example of a hybrid composite bridge beam.

For more photos from the fair, visit MoDOT's Flickr page at <http://bit.ly/qrHhVJ>.



## Moving on up!

A couple of divisions have relocated within Central Office due to the Bolder Five-Year Direction and programmed remodeling.

Right of Way is now part of the Design Division and relocated from the 1st floor to the 3rd floor in the headquarters building. This change was a result of the Bolder Five-Year Direction. "We feel Right of Way fits better within the Design Division," said General Services Facilities Manager Doug Record. "Plus, we're eliminating lease space, meeting ADA code requirements and also being energy efficient."

You won't find Bridge Division employees on the 2nd floor of the Central Office headquarters building. Facilities Maintenance renovated 6,200 square

feet of office space on the 3rd floor to accommodate moving a significant portion of the Bridge Division staff there from their temporary quarters on the 2nd floor. Scott Stotlemeyer, assistant state bridge engineer, says the move has made communication between bridge employees easier. In addition, the new area is smaller than the one previously occupied by them.

"The big advantage for us is we now have better access to one another; we're closer, which leads to better interaction," said Stotlemeyer. "The extra space can now be used by another division moving out of leased space."

MoDOT workers should expect more moves as the Bolder Five-Year direction evolves and future remodels continue.



Cathy Morrison

Right of Way employees are part of the Design Division and are now located on the 3rd floor of the Central Office headquarters building. Pictured are (l-r) Valerie Minnick, David Ordway, Joyce Musick, Greg Wood, Lindsey Boswell, Hazel White and Kelly Lucas.

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## Heads Up!

Effective Sept. 1, the rear door to the Central Office building will no longer be open to the public. This change will enable us to use staff more effectively, as well as improve building security.

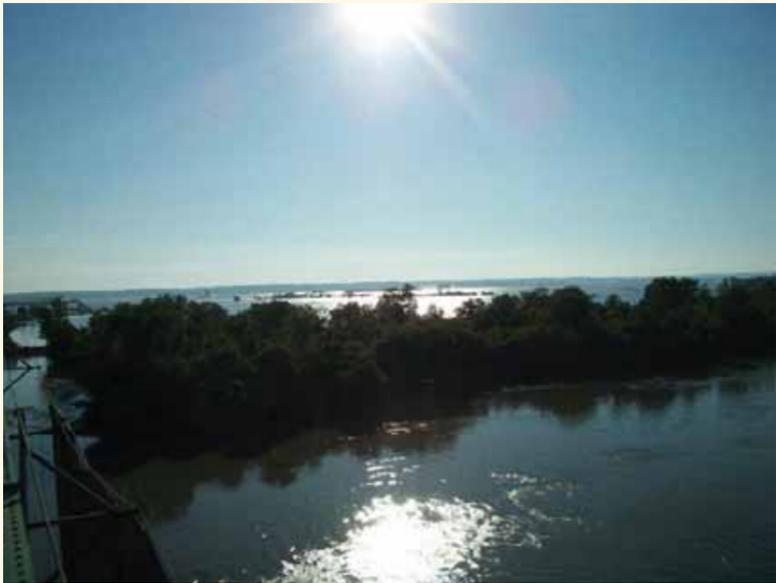
Central Office employees, including those in buildings other than the Central Office building, and district

engineers will still be able to use the rear entrance with their identification badge. In addition, the rear entrance will be ADA accessible and equipped with a call button for those needing assistance. District employees and visitors to the building will be required to use the Capitol Street entrance.

# Northwest District

## Last Month's Events

by M. Elaine Justus



Travis Jenkins

**Flooding on the Missouri River remains the top story for the Northwest District. This photo was taken by Intermediate Construction Inspector Travis Jenkins from the top of the Brownville Bridge in Atchison County looking east towards Rock Port.**

Flooding continues to be a problem in Northwest Missouri. The most recent information from the U.S. Army Corps of Engineers indicates that, barring any unforeseen conditions, the Missouri River might be back in its banks by November of this year.

Completion of a major project in Gentry County is expected soon. Back in March, the Missouri Highways and Transportation Commission awarded a \$966,257.35 contract to B.R.S. Con-



Holly L. Murphy

**This is another view of the new pavement on U.S. 136.**

the west city limits on U.S. 136, will also be replaced as part of the Safe & Sound Bridge Improvement program. MoDOT worked closely with the City of Stanberry to coordinate this project and allowed the city to do some initial utility work along U.S. 136 in preparation of the project. By doing the road construction and the bridge project at the same time, it minimized the time impact and inconvenience to residents and travelers.

The 2011 Long Term Safety Awards were presented recently. There were nine recipients in the 15 year category, seven recipients in the 20 year category, five in the 25 year category and one in the 35 year category. District Engineer Don Wichern and Assistant District Engineer Anthony McGaughy handed out awards, jackets and plaques.



Holly L. Murphy

**This is the condition of the pavement on U.S. 136 before the job was begun.**

struction of Edina, Missouri to remove and replace pavement, approaches and sidewalks on U.S. 136 from the west city limits of Stanberry at the Town Branch Bridge to the intersection of U.S. 169. In addition to this project, the Town Branch Bridge, located at



Holly L. Murphy

**This is the condition of the pavement on U.S. 136 after the job was completed.**

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Diane Sipes

**Left to right: District Engineer Don Wichern, Jim Kier (20), David Corbin (20), John Parmenter (20), Gary Rush (25), Barry Arthur (15), Larry Parsons (25), Deanna McClurg (25), Norman Sawyer (25), Billy Bledsoe (25), David Iddings (35), Rick Kemerling (15), and Kirby Pierpoint (20).**



Diane Sipes

**Left to right: District Engineer Don Wichern, Roger Fitzpatrick (15), Todd King (15), Joe Cooper (20), Bill Luther (15), Bill Gimse (15), Tim Waters (15), and Jim Bosley (15).**

Travelers on Route A, south of Braymer in Caldwell County got a an unexpected glimpse of wildlife recently. What was first thought to be escaped giraffes and elephants turned out to be plywood cutouts mounted in the middle of a cornfield. It gave more than a few drivers visions of the Serengeti, we're sure.



Holly L. Murphy

**This is the view from Route A.**



Holly L. Murphy

**Up close, it is easier to tell it's just a painted plywood construction mounted on a tall pole.**



Holly L. Murphy

**Giraffes are not the only animals hiding in this cornfield.**

# Northeast District

## Hannibal Intersection Project on Hold

MoDOT and the city of Hannibal's partnership to make improvements at the West Ely Road and Pleasant Street intersection with U.S. 61 in Hannibal met with silence from the contracting community last month. "We were

in the bidding environment, we will revise the bidding documents to incorporate feedback we received from the potential bidders, as well as findings of an internal review that we will conduct here at MoDOT," Domzalski explained.



Improvements to the West Ely Road and Pleasant Street intersection with U.S. 61 in Hannibal may be delayed, but not forgotten.

expecting to open bids for the work last month, but to our surprise, no contractors chose to bid on this project," said MoDOT Transportation Project Manager Rick Domzalski. Now, the project will be delayed until next year. Construction of the project, which was originally planned for this summer, was delayed until after Labor Day to avoid the tourist season.

Domzalski said the amount of time allowed for construction, the time of year, and the penalties for late completion were reasons cited by contractors for their lack of interest. "We'll have to figure a way to make the project more attractive to bid on," he said.

"Now seeing the impact of uncertainty

"This will help us determine what other kinds of changes we should make," he added.

Including right of way expenses, the estimated cost of the project is about \$1 million, and consists of adding a right turn lane on Pleasant Street, a left turn lane on West Ely Road, and new curb and gutter to U.S. 61. Existing sidewalks will also be replaced and a new sidewalk will be added from the corner of Pleasant Street along the east side of U.S. 61 to the wide shoulder across from the Steamboat Bend Shopping Center main entrance. The entire intersection will be resurfaced. During the work, West Ely Road and Pleasant Street will be closed at U.S. 61.

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## Around the District...



The Alternate Route 63 project to construct 8.5 miles east of Kirksville continues to make good progress. New video of construction crews paving operations can be found on the website along with photos - [www.modot.mo.gov/northeast/alternate\\_route\\_63/alternaterte63.htm](http://www.modot.mo.gov/northeast/alternate_route_63/alternaterte63.htm).

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## Local Business Discusses Possible Opportunities

Looking at career opportunities outside MoDOT is one option some employees are doing. A recent presentation at the

headquartered in Macon with an additional office in Joplin, will be adding positions within the next few years as the company continues to expand. Currently, they are the largest privately-owned business in the Macon area.



Shane Mayes, CEO of Onshore Technology Services, speaks about opportunities within the company.

"We're making it happen at OnShore," said Shane Mayes, CEO of OnShore Technology Services. "We plan to continue expanding in our offices in Macon and Joplin, and our plan is to eventually look at creating a campus with more buildings in the Macon area."

Good Morning America recently visited with the company about its grass roots campaign at creating local jobs in rural communities.

Macon office by OnShore Technology Services showed there are those opportunities out there.

Jennifer Weydert, a former MoDOT employee, was recently hired by OnShore after spending three years working in General Services for MoDOT. She said leaving was a hard decision, but it was right for her family.

The software development company,

## MOTA Still Working for a Long-term Transportation Plan

Jewell Patek with the Missouri Transportation Alliance spoke to the U.S. 36/I-72 Corridor Association about the organization's upcoming plans to con-

directly help MoTA with their cause.

As MoTA continues to move forward, this year they plan to engage the legislature more than



Jewell Patek of MOTA updates the U.S. 36/I-72 Corridor Association on the organization's future plans.

they have in the past, and try and better connect Missourians to the importance of investing in transportation. Not that any of this will be easy, particularly given the national deficit crisis; however, Patek said the message is that we can no longer ignore the need for a long-term

investment in our state's infrastructure.

investment in our state's infrastructure.

Patek said the U.S. 36/I-72 group has a great story of success to share about how citizens along the corridor helped fund the four-lane project. He said that talking about the benefits that have been recognized by these communities who invested in this infrastructure can

The U.S. 36/I-72 Association agreed to support MoTA by becoming a stakeholder of the organization.

For more information on MoTA, you can visit the website at [www.missouri-transportation.org/](http://www.missouri-transportation.org/).



Children to Work Day was held in August in Macon and Hannibal. A variety of activities were held throughout the day including building marshmallow bridges, a work zone poster contest, baking "asphalt" cookies, and a relay race. Each child received a goody bag at the end of the day filled with reminders to buckle up and arrive alive.

# Kansas City District

## MoDOT KC First in Nation to Test Debris Removal Tool

by Michele Compton

You've seen it before: The slow moving truck with a large flashing arrow pushing you into the next lane. The laborious progression as crews hop from the truck to retrieve the random tire tread, couch cushions, laundry basket, branches or the hapless deer who crossed too soon. It's the debris removal crew snaking through the city, keeping MoDOT routes safe. But soon this operation, as we know it today, may be a thing of the past.

The Kansas City district is testing a debris removal tool that is so new it is one of only four in existence - the only one in use in the United States. Custom built to fit MoDOT's larger truck, this

innovative device scoops up trash while the vehicle travels at a comfortable 45 to 50 mph with traffic.

"Before we had to slow and move traffic to another lane in order to remove large debris," said Bill Billings, MoDOT maintenance superintendent. "This device allows us to flow alongside traffic but still get our work done. We've picked up debris right next to drivers and they didn't even notice. It also keeps our crews safely in the cab during the process, not alongside rushing traffic."

During testing phase, crews offer feedback to the company to make it



The debris removal tool above will safely and efficiently allow crews to remove debris from the road. It is custom-built to attach to one of MoDOT's larger trucks and allows the crew to flow alongside traffic.

stronger and more versatile to handle the array of trash types and sizes. The next version will likely have a different style of blade and heavier body.

MoDOT staff pick up debris year-round, which can range from general

car trash to pieces of furniture. One of the most common items - tires and tread - is actually separated and re-used. Since 2005, MoDOT has recycled 256,250 tires for construction projects - enough to equip 64,063 cars.

## Conveyance Ceremony Signifies Transfer of MoDOT Right of Way

by Kerri Lewis

Recently, the Kansas City District and the city of Platte City held a conveyance ceremony to celebrate completed improvements to Route N through the city thanks to a partnership valued by both. A cost share project has allowed the city to complete improvements to 4th Street within the city limits, a portion of MoDOT's Route N. Now that improvements are complete, MoDOT has provided the city ownership for the half mile section of Route N, designating the road as Fourth Street.

During the ceremony, Mayor Frank Offutt of Platte City thanked MoDOT. "We, the city, couldn't have done this without the help from MoDOT. Thanks to all involved and we look forward to continue working with you in the future."

Kirsten Munck, area engineer for Platte County, stated, "Collaboration, key to any successful project, can be defined by the working relationship between Platte City and MoDOT. We applaud the city's efforts for continuing enhancements to keep motorists safe while offering each a pleasant driving experience. Now, we offer the deed for this portion of roadway, officially releasing ownership of Route N between Thomas Lane and the southern city limits from MoDOT to the city, allowing continuity as Platte City continues to grow and thrive."

State Rep. Nick Marshall, members from the city council and the community gathered to help celebrate.



Above, Area Engineer Kirsten Munck hands Platte City Mayor Frank Offutt a deed to Route N, designating the road Fourth Street.

Below, State Rep. Nick Marshall applauds the efforts of several levels of government working together as public servants to provide a pleasant drive through Platte City.



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# Central District

## Area Engineers Begin Their New Role at Central District

As MoDOT focuses on restructuring the agency to make the most of every dollar, the new Central District has new and familiar faces to lead the district in its new direction.

In addition to District Engineer Kirk Juranas and Assistant District Engineer Travis Koestner, three employees have been designated as the district's area engineers. Their goal is to become our local connection within the communities they serve, ensuring our mission of exceptional customer service.



Bob Lynch serves as area engineer for Camden, Cole, Laclede, Miller and Morgan counties. Lynch has worked for MoDOT for nearly 25 years and has

held positions in design, construction and maintenance. Lynch most recently served as area engineer for the Lake of the Ozarks and Sedalia areas.

Mike Schupp serves as area engineer for Boone, Callaway, Cooper, Howard and Moniteau counties. Schupp has

worked for MoDOT for nearly 17 years and has held positions in construction and maintenance. Schupp most recently served as area engineer in the northern section of the district.



Preston Kramer serves as the area engineer for Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski and Washington counties. Kramer has worked

for MoDOT for eleven years. Previous to his appointment, Kramer was a field engineer for the department's Safe & Sound Bridge Improvement Program. He has also held positions in project management and construction.

Maps and other information about the new area engineers can be found by clicking on the "Who's Your Area Engineer" tab on the Central District Web page, [www.modot.org/central](http://www.modot.org/central).

## District's Employee Advisory Council an Important Resource

As MoDOT's Bolder Five-year Direction takes shape and the district sees changes in staffing and processes, employees are encouraged to remember that a valuable resource is available to assist them with this transition.

The Central District Employee Advisory Extension Council works to help all district employees with communication issues, policy interpretation, employee concerns, and the general improvement of the Central Missouri District.

The Council is made up of employees from both field and office personnel. According to Senior Maintenance Worker and council president James Hake, the council is going through some changes of its own.

"We are working on making the CDE-AEC an even better resource for everyone," said Hake. "We're reorganizing, creating bylaws, appointing officers,

and focusing on how we can market the group so employees can better understand how we can help them."

Hake says the council changes could take a few months, but in the mean time, employees should still take advantage of their services. Employees with questions or concerns can use a secure online comment form on the Central District Intranet to submit those concerns to the council. Submissions from the online form are anonymous if the employee does not submit his or her name.

"The group is always here to answer questions and help our coworkers with their concerns," said Hake. "We will update our Intranet site soon with our new members, but in the mean time, feel free to contact anyone on the current list."

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## Groundbreaking Kicks Off New Interchange Project

On Aug. 8, state and local officials gathered in a field near U.S. 63 in Boone County to break ground on a new project that will improve traffic flow and safety and spur economic development in the Columbia area.

The groundbreaking marked the start of much anticipated work to build a diamond interchange at U.S. 63 and Route H. Nearly 1,400 vehicles enter and exit U.S. 63 at this location daily, in part due to Columbia's regional airport located nearby.

The interchange will have roundabout intersections on each end to allow for smooth traffic flow and future growth.

The \$9.8 million project also includes the construction of new southbound lanes from north of Route 163 to Route H. The new lanes will be built in the median, allowing the existing southbound lanes to become an outer road-

way. Motorists will be able to use the outer roadway to access the highway.

MoDOT has also included innovative safety improvements at several intersections along the corridor, including j-turns, acceleration and deceleration lanes. These improvements will allow vehicles to safely merge in and out of traffic, reducing the chance for severe right-angle crashes that can occur as vehicles attempt to cross four lanes of fast-moving traffic.

U.S. 63 serves as an important north/south statewide route that connects Interstates 70 and 44. It is also a heavily travelled commuter route between Columbia and Jefferson City, with more than 24,000 vehicles each day.

Construction is now underway, and the project is scheduled for completion in late 2012.



Cathy Morrison

About 50 people attended the Aug. 8 groundbreaking ceremony, held near the U.S. 63 and Route H intersection.

## New Outer Road Improves Access to School

Students at Waynesville High School have started the new school year with a safer route to school, which also happens to be the northeast outer road for Interstate 44.

MoDOT partnered with the City of Waynesville and the school district on the \$1.5 million project that relocated the outer road, also known as GW Lane, to improve safety and traffic flow. The new road opened in early August and MoDOT joined the city for a ribbon-cutting ceremony on Aug. 12.

Traffic would frequently get congested at the old outer road. When students left the high school, there was no signal for them to enter Route H and vehicles would back up around the interchange.

MoDOT realigned just under a half mile of roadway, moving GW Lane slightly north from the interstate. That allowed for the addition of new traffic signals for the intersection at Route H.

The improvements allow students to enter and exit the school safely and motorists can still move through the area.



Holly Dentner

Residents and local officials gathered for the ribbon cutting on a new bridge that was part of the project.

# St. Louis District

## MoDOT Maintenance Employee Visits Haiti with a Mission to Help

by Kara Price

One of our fellow maintenance employees in the St. Louis region is on a mission to help a third world country, such as Haiti. Joe Anderson, intermediate maintenance worker at Sunset Hills, went on a mission trip for a week in early August with fellow church members

in Haiti, including helping continuous clean-up efforts from last year's earthquake, assist bible schools with the orphanages and gather 15 55-pound rice bags to distribute to families.

"I was overwhelmed by how much



These are some of the many Haitian communities Anderson and his church group helped on their mission trip. This photo was taken in front of a Haitian church (shown on the right) on top of a mountain.

at Kirkwood Road Christian Church. This was his first mission trip to help a third world country with the goal to see where help is needed using any of his knowledge and skills.

Anderson and his church group were able to go on this mission through donations from family, friends and colleagues. The church also raised money through a trivia night, pancake breakfast and spaghetti dinner.

The mission group used this money to do great things for many communities

malnourished the children are in Haiti," Anderson said. "There are nine million people like this in a country the size of Maryland."

He added, "Also, the roads in Haiti are narrow with only gravel that are most likely old riverbeds and are practically crumbling off the mountains."

Anderson said that one of his most rewarding experiences on his mission trip was when he went shopping for a mattress for a family he met that had nothing but a small box-like home. He



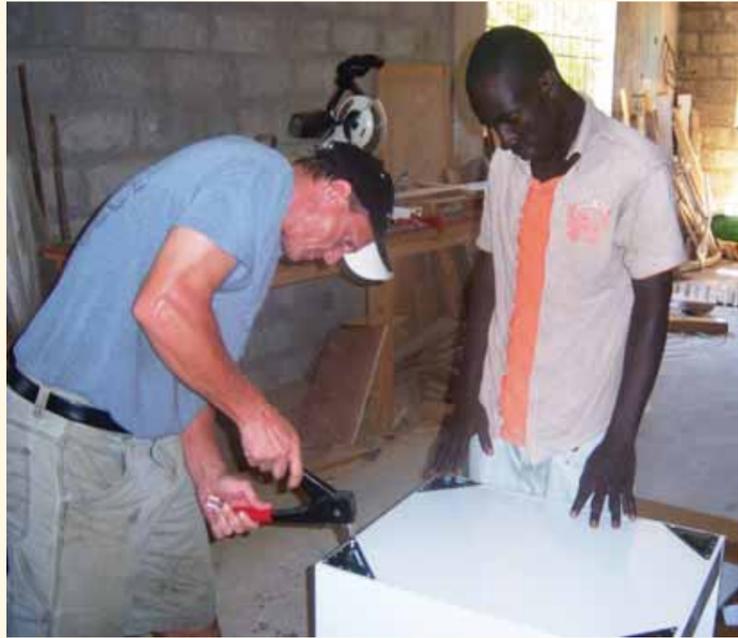
This gravel road that runs through the mountains is a typical route in Haiti, mostly likely an old riverbed. The average time to get somewhere is between one to two hours.

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Anderson utilizes his skills to help a Haitian man fix a cabinet.

bought them a used queen-sized mattress so the family, including a pregnant woman, could have something to sleep on besides the concrete ground.

"With how busy our lives are today, we don't take the time to look at what we have and how lucky we are compared to a poor country like Haiti," Anderson said.

He added, "At least we have a roof over our heads, nice clothes to wear and food on the table to eat for every meal."

Anderson mentioned that the Haitian

people were so gracious for everything his group did and were excited to have new people visiting their country.

"This mission trip was a humbling experience that makes me grateful for all that I have in my life," Anderson said.

He added, "Mission trips are not cut out for everyone, but I strongly recommend for people to have an open mind and encourage them to go help the less fortunate like those in Haiti because it is an experience you will never forget."



Rice bags were distributed to a Haitian community after a church service. A bag of rice is a rare commodity in this country.



Anderson (shown left as the goalie) enjoyed playing soccer with the young Haitians. This gave the church group the opportunity to bond with the kids.

# Southwest District

## U.S. 71 Work Progresses Toward I-49 Designation

by Lori Marble and Bob Edwards

Road work essential to the upgrading of U.S. 71 to interstate highway standards between Joplin and Kansas City has kept the corridor a busy place this construction season.

Interchange and overpass construction, building of outer roads and removal of at-grade intersections are moving ahead quickly in Barton, Vernon and Bates counties.

The goal is to have all the projects completed and Interstate 49 designation in place between Kansas City and Pineville, south of Joplin, by the end of 2012.

“The interstate designation improves Missouri’s economic opportunities,” said Sean Matlock, Southwest District project manager. “Businesses want to locate where they can quickly route to interstate highways.”

Randy Aulbur, Nevada resident engineer overseeing several of the U.S. 71 projects, said traffic has moved well during construction, except for planned temporary closings for operations like girder installation and moving equip-

ment and materials.

“Work zones are checked daily,” Aulbur said. “We just keep the emphasis on making sure there’s nothing that impedes traffic.”

The projects under way in 2011 north of Joplin are:

- Barton County – A new overpass carrying 30th Road and various county road improvements.
- Vernon County – A new overpass carrying Route 290 and four new interchanges – Route D and Route M north of Nevada and Route DD and Route E near Milo south of Nevada.
- Bates County – A new interchange at Route AA and Route E north of Adrian, with accompanying outer roads.

Joplin is a traditional trucking hub and I-49 is expected to enhance that role. Traffic along U.S. 71 already is 30 percent big trucks.

I-49 also will benefit Kansas City’s development as an “inland port” for the flow of freight across the country.

Improvements to U.S. 71 in recent years between Joplin and Pineville enabled that segment to meet interstate highway standards. The only remaining section that must be rebuilt is south of Pineville toward Bella Vista, Ark. That project in Missouri and Arkansas has become known as the “Bella Vista bypass.”

The I-49 designation originally was planned to extend to Bella Vista. However, a funding shortfall caused the Arkansas State Highway Commission to back off a plan to four-lane the highway and instead build a two-lane U.S. 71 bypass at Bella Vista. That work is planned for completion in phases over six years.

That means I-49 designation south of Pineville will be delayed until the road can be expanded to a minimum of four lanes, one of the criteria for an interstate highway.

Any funds left over from interstate development work north of Joplin will be put toward construction of the Missouri portion of Bella Vista bypass – a 5-mile stretch. The work will be scheduled in coordination with Arkansas.

### Area’s First 6-Lane Highway Opens

by Bob Edwards

Route 65 through Springfield has become southern Missouri’s first six-lane highway, with the \$23.3-million project completed by the end of August and all lanes opened to traffic.

The increasingly busy stretch of highway is 7-1/2 miles long between I-44 and Route 60.

Construction was made possible by a partnership involving MoDOT, the City of Springfield and Greene County. Money for the project came from MoDOT/Southwest District funds, American Recovery and Reinvestment funds and Amendment 3 funds; Springfield 1/8-cent sales tax funds and Greene County ARRA funds.

Route 65 features a concrete median divider, four widened bridges, two rebuilt and widened bridges and two completely new bridges. Extensive underground drainage structures were added.

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3



4

Bob Edwards

### SW at Work

1. Rebuilding shoulders along Route 54 near Deerfield are Nevada Maintenance workers, from left, Maintenance Supervisor Allen Bley, Maintenance Supervisor Ron Kitsmiller, Senior Maintenance Worker Alan Hooper and Maintenance Crew Leader Ted Lessman.
2. Branson Senior Construction Technician Dusty Sears, center, discusses a detour route during a public meeting in Bradleyville before the Route 76 bridge over Beaver Creek was closed. A new bridge will be open to traffic in October as part of MoDOT’s Safe & Sound Bridge Improvement Program.
3. MoDOT and area officials cut a ribbon for a Safe & Sound bridge project on Route 52 near Montrose. Participants include District Engineer Becky Baltz, second from left; Clinton Intermediate Construction Inspector Steve Uptegrove, third from left; and Transportation Project Manager and district Safe & Sound Coordinator Sean Matlock, far right.
4. Springfield Area Maintenance Superintendent Ed Dishman, on Chestnut Expressway near Glenstone Avenue, explains to a television reporter how pavement “blowups” occur. Crews had to make pavement repairs in several locations during the extremely hot weather of late July and early August.

# South District

## Route 61 Bridge Over Apple Creek in Perry County Opens to Traffic

### 500th Bridge Improved Through Safe & Sound Program

The Route 61 bridge over Apple Creek in Perry County opened to traffic Aug. 9, marking completion of the 500th bridge improved through the Safe & Sound Bridge Improvement Program. Work to replace the bridge began June 13.

“The speed exemplified during the Route 61 project is one of the keys to the program’s success,” said Southeast Regional Field Engineer Andy Meyer. “Across the state, Safe & Sound closures are averaging 40 days.”

He explained this is significantly less than the typical bridge replacement that

takes 60 to 90 days.

“We are pleased to continuously meet our goal of delivering fast bridge projects of great quality through the Safe & Sound program. We also appreciated the support of the local community as we completed the project,” said Meyer.

Local residents expressed their enthusiasm for the new bridge by barbecuing for the contractor crews.

“Robertson Contractors is the hardest working crew I have ever seen,” said local resident Russell Schumer.

Schumer added that his family postponed their vacation to watch the contractors finish the bridge.

The statewide Safe & Sound program is currently averaging more than one bridge opening per day and will not slow down anytime soon.

“We project to complete more than 350 bridges this year, which will make it the biggest bridge-building year in Missouri

history,” said Safe & Sound Project Director Ken Warbritton.

Additional information about the Safe & Sound program is available at: [www.modot.org/southeast/safeandsound.htm](http://www.modot.org/southeast/safeandsound.htm).



Route 61: Apple Creek bridge in Perry County



Area residents (left to right): Jim Blechle, Russell Schumer and Pat Schumer

## Southeast Coalition Works to Build One Team

Shortly after the Missouri Highways and Transportation Commission voted to adopt the Bolder Five-Year Direction, leaders for the Missouri Coalition for Roadway Safety announced that the coalition boundaries would be redrawn to match the new districts. Under the new boundaries, the Southeast coalition is the largest in size, incorporating 25 counties.

Now, Southeast Regional Coalition Coordinator Kelly Martin and District Traffic Engineer Craig Compas are working to successfully merge the former coalitions into one. “It’s going to take a lot of hard work from the entire coalition as we strive to reduce the serious injuries and fatalities on Missouri’s roadways. I look forward to coordinating the activities of the new Southeast Region,” said Martin.

The two former coalitions had many similarities to build from. “Each district had a full-time coordinator, used

the same elementary education program, and used the same focused approach on targeting funds for use in reducing fatalities and disabling injuries,” said Martin. Perhaps the biggest challenge so far has been forming a decision-making process that works for all involved; half of the region was accustomed to using an executive committee, while the other half was not.

According to Southeast Regional Coalition Chairperson Lt. John Davis, the use of an executive committee has been a great asset. “It has always been important to us to make sure that the Coalition for Roadway Safety is seen as a group of safety partners,” said Davis. The group is making good progress. They have decided to continue using an executive committee, selected new members from across the new region, finalized a budget and met



Southeast Coalition for Roadway Safety Executive Committee members (left to right) top: Papp, Ortiz and Inman bottom: McNiell, Galnore and Davis

to discuss the goals for moving forward.

The members of the executive committee are: Chief Jim McNiell, Houston Police Department; Lieutenant Mark Inman, Missouri State Highway Patrol, Troop G; Phyllis Papp, Ozark Radio Network; Lieutenant John R. Davis, Cape Girardeau Police Department; Sharee Galnore, Cape Girardeau Safe Communities and Sandy Ortiz, Southeast Missouri State University.

The Southeast Coalition has also

changed its website and social media accounts. To receive information about the Southeast Coalition for Roadway Safety, please visit our website at [www.savemolives.com/southeast/index.html](http://www.savemolives.com/southeast/index.html), find us on Facebook at [Facebook.com/SECoalition](https://www.facebook.com/SECoalition) and on Twitter at [Twitter.com/CoalitionSE](https://twitter.com/CoalitionSE).

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# Connections

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



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## Mission

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



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# Missouri River Runner Attracted More Passengers Last Year

by Kristi Jamison

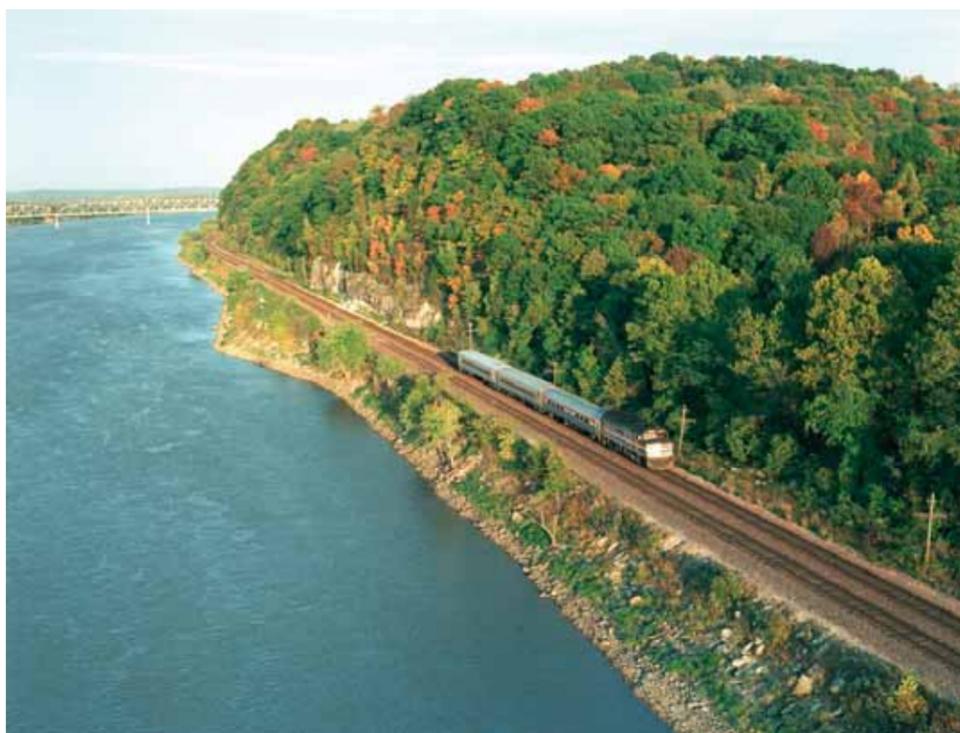
Whether it is the constant fluctuation of higher gas prices, a better on-time performance record or excellent customer service ratings, more people are choosing to ride Amtrak Missouri River Runner trains. Ridership on Amtrak Missouri River Runner trains was up by 16 percent for fiscal year 2010, an increase of about 25,800 passengers.

Missouri River Runner trains also reported an 89 percent on-time performance rate on average for the fiscal year ending June 30, 2011. In addition, the Missouri service was noted for its overall customer satisfaction, achieving a 97 percent satisfaction rate in May. That rating was the second best among state supported and other short distance corridors.

Amtrak trains have been supported by the state financially since 1979. Growth

in ridership increases ticket revenues and helps keep the state's costs for the service down.

Several imminent projects will continue to improve the state's passenger rail service. Missouri has received \$75 million to date from the Federal Railroad Administration to remove additional bottlenecks along the corridor, conduct a comprehensive state rail plan, purchase new passenger rail equipment (see sidebar) and improve access to the St. Louis Gateway Station.



Cathy Morrison

## Missouri River Runner Cars to Be Upgraded

Passengers on the Amtrak Missouri River Runner will ride the St. Louis to Kansas City rail corridor in grander style in the future. Missouri was part of a four state consortium, which included Michigan, Iowa and Illinois, that banded together to win federal funding for new locomotives and rail cars.

The U.S. Department of Transportation awarded the Midwest group \$268 million to purchase about 7 new locomotives and 48 new bi-level passenger cars – all American made. Missouri expects to eventually receive about eight new passenger cars, which

is enough to replace what is in use here today.

“This is great news. Our customers deserve the comforts and conveniences that brand new cars will provide to make Amtrak an even more eco-friendly transportation option,” said MoDOT Multimodal Director Michelle Teel.

The Illinois Department of Transportation will lead the procurement process. Once the equipment is purchased, it will be placed in a pool owned and used by each of the four states. Details on maintenance and where equipment will be kept are yet to be determined.

