

Connections

April 2008

Look for Orange This Year

by Lauren Gress

“Don’t Barrel Through Work Zones” is the theme of this year’s work zone awareness campaign. Motorists and others will also be encouraged to look for orange – whether that be our workers, barrels or cones or even buildings.

Buildings and other monuments across the state will be lit orange again this spring as a part of National Work Zone Awareness Week from April 7-11, the kickoff to the 2008 construction season.

This is the second year in a row MoDOT has created awareness for work zones and memorialized its fallen highway workers by lighting Missouri orange. MoDOT also plans to use this week as a way to educate people about the upcoming construction season and urge them to be cautious while driving through work zones.

“It is important that we get information out to the public about work zones and why highway workers are putting their lives

on the line every time they go to work in a work zone,” MoDOT Traffic Safety Engineer Brian Chandler said. “It’s the lives of motorists and all our workers that are at risk.”

According to Missouri statistics, most work zone crashes are caused by inattention, excessive speed and following too closely. Although highway workers too often get injured or killed, motorists are the ones most likely to be killed or injured in a work-zone crash. In 2007, five people were killed and 724 injured in work zones.

“We were able to reduce both fatalities and injuries in work zones last year, which is a huge plus,” Chandler said. “But we still have work to do – both as workers and motorists.”

In order to educate the public about the work going on this summer, many work zone promotions are planned for this year:

- All employees are encouraged to wear orange shirts on Monday, April 7, in honor of all our fallen co-workers and to promote work zone safety awareness.
- An updated work zone Web site at www.modot.org.
- A statewide construction map that identifies where and when major construction projects will take place.
- An online work zone locator map that allows travelers to see MoDOT’s active work zones before they even get in their cars.
- Radio spots that will run April through September and billboards to remind travelers to Drive Smart and Arrive Alive.
- Other educational materials like fliers, posters and paycheck stubs.
- A rest area event in conjunction with the Laborers’ International Union of North America on Friday, April 11.

Don’t barrel through Work Zones!

Missouri and Illinois Agree on a New Mississippi River Bridge

by Kara Price

Missouri Gov. Matt Blunt and Illinois Gov. Rod Blagojevich announced in late February that the two states reached an agreement on a new landmark Mississippi River Bridge. As the two governors met in St. Louis to ceremoniously sign the agree-

ment, they were joined by officials from the Missouri and Illinois departments of Transportation and other dignitaries from both states. The bridge, see rendering below, will have a significant impact on transportation in the St. Louis region, connecting Missouri and Illinois, as well as enhancing travel, safety and economic opportunities for the metropolitan area.



The new Mississippi River Bridge will be built in the location originally approved by the Federal Highway Administration in 2001, which is one mile north of

the Martin Luther King Bridge in north St. Louis. The new bridge will have four lanes, two lanes in each direction, with room to expand to six lanes. It will carry Interstate 70 traffic from Illinois to Missouri connecting I-70 at the interstates 55/64/70 interchange on the Illinois side to I-70 and Cass Avenue on the Missouri side. Design for the project will begin immediately. Construction could begin as early as 2010 and last four to six years.

The New Mississippi River Bridge is expected to reduce severe traffic congestion and vehicle crashes on the Poplar Street Bridge. Currently, that bridge carries combined traffic for interstates 55, 64 and 70. In 2004, traffic counts on the Poplar Street Bridge averaged between 115,000 and 125,000 vehicles daily. By 2030, projections are that it would carry more than



150,000 vehicles daily if no additional major river bridge crossing is constructed.

The total project cost for the New Mississippi River Bridge is \$640 million:

- Bridge = \$306 million
- Missouri roadway connection = \$70 million
- Illinois roadway connection = \$264 million

Public meetings will be held this year in Illinois and Missouri to provide details on the New Mississippi River Bridge. Visit www.newriverbridge.org for more information.

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Working Better in Work Zones

by Lauren Gress and Antawn Goens

Work zones will again be all over Missouri roads this year. To ensure motorists and workers get home safely each night, MoDOT must continue to strive to make improvements and work as cautiously as possible.

Many of this year's work zones will be from the Better Roads, Brighter Future initiative. The plan calls for improvements on the remaining 5,600 miles of major roadways, which will bring 85 percent of Missouri's roadways up to good condition by the end of 2011. Crews also will be working hard on the New I-64 construction project in St. Louis, as well as the kcCON project to improve interstates 29 and 35 in north Kansas City, including a new Christopher S. Bond Bridge. Work will also begin on the Safe and Sound Bridge Improvement Program, which will improve 800 bridges over the next five years. All these projects mean plenty of work zones throughout Missouri.



Training helps maintenance workers stay safer.

"Driving smart in work zones is what we should all be doing, and especially as employees we should know that,"

MoDOT Traffic Safety Engineer Brian Chandler said. "Our co-workers and contractors are out there, so we should be extra careful. Then maybe other people will follow our lead."

New this season, according to Chandler, will be a person specifically trained for work zones available to every construction site. Last year, more than 2,000 MoDOT and contracted employees were equipped for a required work zone training course. Currently hundreds of contractors are being trained for the preparation of the 2008 construction season. MoDOT staff and contractors are required to have this training if they are working in work zones. Some individuals will be trained in Advanced Work Zone techniques. Trained individuals will be able to survey the work zones and

ensure they are safe for workers and motorists.

MoDOT is also continuing to put itself in the place of the driver when it examines work zones. More technical reviews will be completed this year by the Work Zone Quality Circle, with districts 6, 9 and 10 receiving in-depth reviews.

In addition, numerous MoDOT employees complete Visibility and Mobility Review worksheets to rate our work zones. More than 3,500 of these reviews were completed in 2007.

Chandler says besides working safe, it is important for all MoDOT workers to be role models by slowing down and being cautious in work zones.

"Work Zone Awareness Week will hopefully call people's attention to what is really happening in work zones and help create safer driving and working conditions for all of us," Chandler said.

Five Things You Can Tell Your Neighbors About Work Zone Safety

by Antawn Goens

MoDOT is committed to providing safe and efficient work zones. We're also committed to keeping our employees safe in these work zones. Here are some facts and figures, as well as some important tips you can tell your neighbors about work zone safety.

- In 2007, five people were killed in work zones, which is a 75 percent decrease in deaths from 2006 when 20 people were killed. Thank you for driving smartly!
- There were 724 people injured in work zones in 2007, compared to 1,190 in 2006. This is a decrease of almost 61 percent.
- Between 2002 and 2006, 113 people were killed and 6,582 people were injured in Missouri work zones.
- Since 2000, eight MoDOT employees have been killed in work zones.
- Inattention, exceeding the speed limit and following too closely are the leading causes of work zone crashes.

Getting Tougher in Work Zones

by Antawn Goens

In September 2007, the Missouri Highways and Transportation Commission approved two legislative proposals to protect highway workers. One proposal would authorize the MHTC and MoDOT to contract with the Missouri State Highway Patrol and a vendor to use automated speed enforcement in work zones to detect speeding violations. This proposal has been filed as House Bill 1908.

Another proposal would increase penalties to protect highway workers who are killed or injured while working in a work zone. A bill has been filed in both the House and Senate. House Bill 1421, sponsored by Rep. Neal St. Onge, is awaiting a committee hearing. On Feb. 28, Senate Bill 1257, sponsored by Sen. Jack Goodman, was introduced on

the Senate floor. The bills specifically increase penalties to protect highway workers by providing that a person commits involuntary manslaughter if he or she operates a motor vehicle in violation of the "endangerment of a highway worker" statute, and when doing so, acts with criminal negligence to cause the death of a highway worker in a construction zone or work zone – a class B felony.

The bill also expands the crime of assault of a law enforcement officer, emergency personnel or probation and parole officer to include highway workers in a construction zone or work zone. This provision would also directly relate to an intoxicated driver who hits and injures a worker providing that such crime is a class B felony.

Be a Role Model for a Day

by Antawn Goens

MoDOT will host "Take Your Children to Work Day" Thursday, April 24. The event welcomes your child, grandchild, niece, nephew or friend to come to work with you to observe your typical workday and explore career opportunities in transportation. After all, the best way to inspire our future work force is to let them experience our jobs firsthand.

Children between the ages of seven and 15 are allowed to participate, with the advance approval of the employee's supervisors.

When deciding whether or not a child should attend, please consider the needs of your co-workers. Also, with the approval and assistance of their supervisors, employees should prepare schedules, provide materials and arrange workspace for their children. The children's time spent at work should

include interesting job-related activities, where appropriate.

Several fun and educational activities are planned at the Central Office and in the districts. This event gives us a great opportunity to let children get a closer look at the equipment MoDOT uses to construct and maintain our roadways and learn more about the materials that are used on our highways. Needless to say, it provides the perfect setting to talk about safety and the importance of buckling up.

If you need additional ideas to help plan a meaningful day, visit the national Web site at www.daughtersandsonstowork.org or contact your supervisor. Central Office activities are being coordinated by Elizabeth Reed in the Equal Opportunity and Diversity Division.



Children enjoy a full day of hands-on activities at District 5 and Central Office facilities during Take Your Children to Work Day.

Shaun Schmitz

New Corridor Approach Will Keep Interstates in Good Condition

by Bob Brendel

A corridor approach to keep Missouri's interstate highways riding smooth and looking good took effect April 1 with six new interstate corridor engineers leading the way.

They are:

- Erik Maninga, Interstate 70 between Oak Grove and Foristell
- Bob Becker, Interstate 44 between the Oklahoma state line and St. Clair
- Marty Liles, interstates 29/35/229, from Platte City (I-29) and Kearney (I-35) to Iowa state line
- Mike Helpingstine, interstates 55/57/155, from Festus to Arkansas state line
- Randall Glaser, St. Louis metro region
- Jesse Skinner, Kansas City metro region

The creation of the interstate corridor engineer positions was one of the outcomes of an interstate maintenance plan that was developed by a statewide

team under the direction of Dan Niec, District 2 district engineer.

"With the success of our Smooth Roads Initiative, 78 percent of our major roads are now in good condition," said Chief Engineer Kevin Keith. "And we're pushing 92 percent on our interstates. Now we want to focus our efforts on maintaining our major roads in good condition."

The new plan will "blur" existing MoDOT district lines in favor of a corridor approach to the interstates. The corridor engineers will coordinate pavement maintenance activities with a dedicated pavement repair team, and will manage a series of on-call contracts for repair work that can't be handled by MoDOT staff. Those contracts were let in March and should be acted on by the Missouri Highways and Transportation Commission at its April meeting. The corridor engineers will also help develop future interstate improvements through the Statewide Transportation Improvement Program.



Cathy Morrison

Interstate corridor engineers from left to right are Jesse Skinner, Erik Maninga, Mike Helpingstine, Marty Liles, Randall Glaser and Bob Becker.

MoDOT has 1,181 miles of interstate highways, including 5,610 lane miles. While the interstate system accounts for only 3.5 percent of the MoDOT system, it carries 38 percent of the state's traffic.

The new corridor approach to interstate maintenance will be funded through a combination of interstate/major bridge funds in the STIP and the annual maintenance budget.

Heart Stopping Close Calls

by Lauren Gress

All it takes is one brief moment when a motorist becomes distracted to create a close call that can stop your heart for a minute and then send it fluttering at twice its normal pace. For MoDOT highway workers, it's known as bad luck, and it's often caused by driver inattention.

Many of our co-workers put their lives on the line nearly every day as they work in and around speeding traffic. A driver who slows down and pays attention can make all the difference between a close call and tragedy.

Ron Noland, senior electrician from the Springfield District, has escaped both in his 30 years on the road with MoDOT. He has always considered himself lucky, but on Feb. 8 his luck ran short.

Noland was out fixing signals near Route 5 and 64 near Lebanon. The roads were filled with traffic, and workers decided to keep some lanes open to accommodate more drivers, instead of completely closing the roads.

Noland parked his truck on the shoulder to keep it clear of any traffic. However, shortly after beginning his job, an inattentive truck driver plowed through lanes of traffic and cones and hit Noland's truck from behind, causing the truck to hit him.

"We were just trying to accommodate drivers while working, but the truck snuck up on me and then I couldn't do anything," Noland said.

Noland sustained several cracked ribs and received many bruises, but says he is "doing really well now." He plans to retire at the end of June.

While high volumes of traffic and busy intersections played a role in Noland's dangerous work zone mishap, Mike Metcalf's experiences in the Springfield District prove that accidents can happen anywhere.

In October 2007, Metcalf, a maintenance supervisor, headed out to a lonely road in the hills of the Ozarks to do some road striping. Metcalf says he recalled thinking it was a beautiful day

and enjoyed the calm of his location on Route PP.

He wore his orange vest and t-shirt and a nearby trooper even told Metcalf he was visible for miles. After putting down four stripes, Metcalf stepped out to wave an approaching car around his work site, moving in front of his truck to stop any drivers coming from the other direction.

Seconds later, Metcalf's truck was struck from the rear at 45 miles per hour by a 94-year-old driver. He was tossed on top of the truck, fell back on his feet and ran for the adjacent ditch.

"I thought more cars were involved and went running to avoid being hit again. I was filled with adrenaline," Metcalf said. "I was so shaken, I could hardly talk."

"I have a habit of usually standing in front of my truck," he said. "It saved my life this time."

The driver had never before been involved in an accident; however, he was ticketed for inattention.

"I love my job, but everyday can be risky," Metcalf said.



Shaun Schmitz

Median Guard Cable Virtually Eliminating Crossover Deaths on Missouri Interstates

by Jeff Briggs / photos by Cathy Morrison

Median guard cable on Missouri's busiest interstate highways is virtually eliminating highway crossover deaths, according to new numbers recently released by MoDOT. Statistics for 2007 show only two crossover fatalities at cable locations, compared to 55 the year before cable was installed.

Nearly 500 miles of guard cable was installed from 2004 to 2006 in medians of the state's busiest highways, where congested, high-speed traffic was resulting in vehicles crossing medians and colliding head-on with vehicles going in the other direction. Median guard cable, made of three strands of

steel cable, is designed to "catch" a vehicle before it crosses into the opposing traffic lanes, bringing it to a stop before it collides with other vehicles. It's generally used where medians are less than 60 feet wide.

"Median guard cable is an amazing success story for Missouri," said MoDOT Director Pete Rahn. "We expected the cables to improve safety numbers, but seeing these results was an unexpected thrill for all of us. In just the first year after this safety improvement, 53 more people are safe at home with their families."

Interstate 70 across the state received median guard cable in 2004 and 2005. Last year there was only one crossover fatality on I-70, compared to 23 in 2003, the year before guard cable was installed.

Interstate 44 across Missouri received the cables in 2006. There was one crossover fatality on I-44 in 2007, compared to 25 in 2005.

Interstate 29 from Kansas City to St. Joseph received the cables in 2006, and fatalities are down along that stretch from six in 2005 to zero in 2007.

Cables were also recently installed on I-55 south of St. Louis, where crossover fatalities dropped from one to zero.

To build on this success, MoDOT will add two additional stretches of median guard cable in 2008 – 45 miles on I-55 from north of Cape Girardeau to Sikeston, and 55 miles on Route 67 south of St. Louis, from Festus to Fredericktown.



April Service Anniversaries

35 Years
Edward E. Martin D5
Thomas L. Buttry D10

30 Years
Dale M. Davis D2
Robert W. Curtin D4
Elmer E. Graham D4
Terry G. Duffen D5
Stephen C. Matheis D5
Michael A. Pennock D6
Terry A. Roam D9
John E. Tutt D10
Karen S. Williams D10

25 Years
Rodney P. O'Connell D1
Linda E. Clark D4
Richard L. Evans D4
Kevin L. Briggs D6
Lyndon D. Ebker D6
Richard J. Klein D6
Robert E. Kuehner D6
Mark S. Mitchell D6
Clinton L. Stouff D6
Jerry E. Ellis D7
Johnnie W. Bell CO
Cheryl L. Buechter CO
Jacqueline S. Holzbierlein CO
Steven H. Jackson CO
Wade A. Lindley CO

20 Years
George T. Downing D1
David E. Grable D1
Pamela J. Carnahan D2
Brent D. Emerson D2
Michael J. Ewigman D2
John R. Forderhase D2
Deborah Przybylski D2
Douglas P. Ragen D2
Dennis E. Foglesong D3
George R. Street D3
James D. Beason D4
Gary E. Butterworth D4

Beverly K. Chrisco D4
Todd W. Matthews D4
Robert M. Stauffer D4
Charles A. Sullivan D5
Kenneth G. Wyss D5
Joyce M. Blackey D6
Arthur Clark D6
Matthew C. Matter D6
Phyllis A. Schofield D8
Kevin L. Evans D10
Johnnie M. Sample D10

15 Years
Christopher D. Baker D1
Russ A. Love D1
William E. Luther D1
Jerry W. Chase D4
Carolyn S. Grisham D4
Douglas K. Patton D4
Marcus B. Slaughter D4
Michael J. Castro D6
Debra A. Kohler D6
Joey F. Aldridge D8
Steven B. Clevenger D8
Larry D. Dill D8
Brian K. Long D9
Rodney L. Wiles D9
Francis J. Reichart CO

10 Years
Charles A. Buckles D1
Cynthia M. Gamache D1
Everett D. Goddard D1
Curtis V. Prussman D1
Earl R. Puett D1
Brian W. Finney D2
David L. Gipson D2
Roy L. Collins D3
James D. Romaker D3
Sonya A. Henson D4
Anthony R. Martin D4
Russell T. Fisher D5
Curtis W. Houchins D5
Lewis E. Trepanier D5

Paul J. Henke D6
James W. Sullentrup D6
Robert Vaughn D6
Christopher E. Ward D6
Gary R. Bruce D7
Andrew J. Ellsworth D7
Brian N. Manke D7
Michael A. May D8
Paul O. Butler D9
James D. Neal D9
Mark S. Ham D10
James E. Crutsinger CO
Rick L. Schrautemeier CO
Marty J. Wirsig CO

5 Years
Frank M. Halamar D1
Craig A. Proctor D1
Ricky D. Thomas D1
Michael L. Ahrens D3
Aaron T. Carr D3
Anthony R. Ewalt D3
John R. Koester D3
Derek L. Hardin D4
Delbert L. Kessinger D4
Robin L. Pratt D4
Shawn R. Tillman D4
Francis J. Turner D4
Tammy L. Wimmer D4
Robyn R. Collyer D6
Garry L. Goss D6
Jared C. Housewright D6
Edward L. Lewis D6
Paula G. Spaulding D6
Beth A. Schaller D7
Galen T. Swadley D7
Travis G. Wilfong D7
Kelly R. Kirk D8
James E. Blankenship D9
Gregory A. Cotter D9
Eugene E. Davis D9
Kevin L. Heavin D9
David R. Massey D9
Jeffrey A. Watson D9

Sheila R. Barnett CO
Kendall E. Blythe CO
Devon L. Christensen CO
Melvin L. Distler CO
Clyde E. Dunker CO
David R. Ledgerwood CO
Troy A. Pinkerton CO

February Retirements

Name	Location	Years of Service
Cheryl Ballentine	D1	10
Robert Dalton	D2	18
Richard Briggs	D3	35
Thomas Higgins	D3	27
Gary Baskins	D4	23
Stephen Hanson	D4	16
Charles Hatfield	D4	15
Leodie Jordan	D4	20
Richard Strader	D4	16
Richard Busse	D6	29
Randy Cook	D7	34
Larry Whiteside	D7	36
Robert Barnes	D8	24
Leonard Miller	D8	36
Jerry Evans	D10	13
Diana Luebbering	CO	31

In Memoriam

Retirees	Location	Date
Elvis L. Winchester	D6	Feb. 1
Donald J. Koehler	D6	Feb. 5
Francis D. Aldridge	D8	Feb. 6
Steven O. Powell	D6	Feb. 10
John G. Sullivan	D4	Feb. 14
James "Jim" L. Hendricks	D5	Feb. 18
Carmelina "Carmen" Crocker-Mendes	CO	Feb. 26
Harold D. Nafus	D3	Feb. 27
L. "Warren" Sikes	D8	Feb. 29



Central Office

State Aviation Day

The Missouri Pilots Association hosted State Aviation Day Feb. 20 in Jefferson City. The event allows pilots, airport managers and aviation businesses to meet with state legislators to discuss issues important to the aviation com-

munity. Pictured below at a reception at the Governor's Mansion is MoDOT Aviation Administrator Joe Pestka (left), along with Joey Colleran and Bob Dickens of the Aircraft Owners and Pilots Association.



Cathy Morrison

Bringing Home the Bacon

Members of MoDOT's management team recently completed a "Kiss the Pig Contest," raising \$5,000 for the Samaritan Center, a local not-for-profit agency that provides food, clothing, medical, dental and legal care in Jefferson City.

Transportation Planning Director Mabelle Watkins was the top money raiser with \$1,544. Her fundraising topped Information Systems Director

Mike Miller, who raised \$1,369. Others smooching the swine for a good cause were Director Pete Rahn (\$59), who lost to Organizational Results Director Mara "Simpson" Campbell (\$460); Chief Engineer Kevin Keith (\$52), who lost to Chief Financial Officer Roberta Broeker (\$171); Director of Program Delivery Dave Nichols (\$21), who lost to Director of System Management Don Hillis (\$408); and Motor Carrier Services Director Jan Skouby (\$56), who lost to Controller Debbie Rickard (\$698).

To view a video of the fun, go to www.gh.modot.local/intranet/kissingpig.html.



Cathy Morrison

Information Systems Director Mike Miller kisses a pig after losing a close competition to Transportation Planning Director Mabelle Watkins.

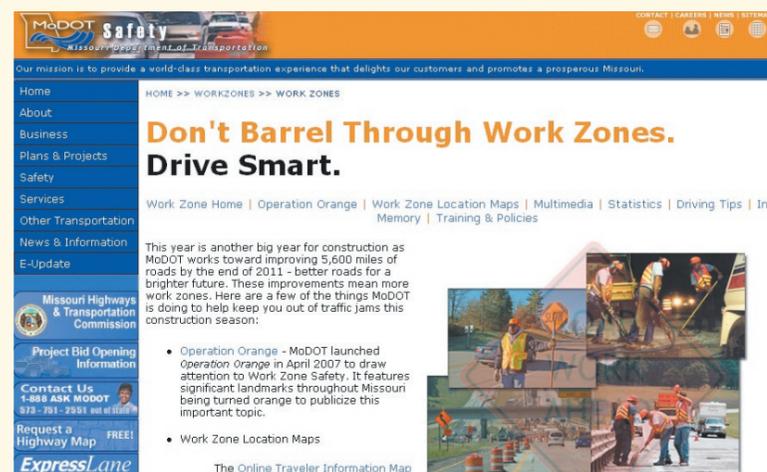
Web Alert!

MoDOT Updates Work Zone Site

In preparation for the 2008 construction season, MoDOT has updated its work zone Web site to provide easily accessible information to MoDOT employees, transportation partners and the general public.

The recently redesigned site contains department policies, tips for drivers,

a memorial to MoDOT workers who have been killed in the line of duty since 1946 and links to 2008 work zones and the online Traveler Information Map. Check it out at www.modot.org/workzones.



New Division Aims To Improve Employee Wellness

by Jeff Briggs

A newly created Central Office division combines the department's risk management and employee benefits functions, with the goal of improving MoDOT's employee wellness programs. Jeff Padgett heads the division, called Risk and Benefits Management.

"I'm excited by the opportunities this consolidation offers," said Padgett. "We've demonstrated that Team MoDOT is capable of changing

behaviors. Lost workdays are down 83 percent from 2005. We accomplished that by focusing on strategies that led to fewer incidents, as well as getting people back to work quicker, such as greater use of modified duty assignments."

"We want to do the same thing with health care, by working on strategies for a healthier workforce," said Chief Financial Officer Roberta Broeker. "That's good for our employees and



Jeff Padgett

the hope of achieving a payoff through better management of people with serious, chronic health issues. But we think the payoff would be greater if we focused more resources on wellness."

"We have a network of talented, committed people in our district safety and health managers," Padgett said. "They spend time with our employees and they know what the challenges are. The new division will use their skills to create a healthier workforce, which is good for MoDOT, but great for our employees."

Risk and Benefits Management will have four sections – claims administration, employee benefits, safety and health, and workers' compensation.

it ought to result in a slower rate of growth in health care costs. For example, the medical care program now has a contract for disease management. We put extra dollars into this program in

for more info

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D1

Northwest

Recent Events

by M. Elaine Justus



"In recognition of the high quality engineering performed on Route AC Extension (Riverside) in Buchanan County" is what the award from the Missouri/Kansas Chapter of the ACPA read. The award was presented at a banquet on Feb. 27 at the Kansas City Downtown Marriott Hotel-Muehlebach Towers. Accepting the award were (left to right): Troy Slagle, district construction and materials engineer; Greg Anderson, transportation project manager; a representative from Loch Sand and Construction Company; and Kristi Plummer, senior construction inspector.

Assistant District Engineer Tony McGaughey is seen here being fitted for a microphone prior to his interview on KTAJ-16 TV in St. Joseph. Anchorwoman Tiffany Dwight-Estell questioned Tony about road conditions district-wide and the future of transportation in general.



On Jan. 27, 22 children and 15 adults came to the Maryville building to tour the facility and learn about our snow operation. The children are all members of the Maryville 4-H group. Following the tour, they held their monthly meeting at our facility.

for more info

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 St. Joseph, MO 64502



The Northwest District has expanded its services to assist our neighbor to the south (District 4). Project Manager Wes Moore is seen here during a recent public hearing talking with a business owner about the possible replacement of a bridge in downtown Parkville and the impact to downtown businesses. The 1922 era bridge (pictured above,) could be replaced with a double box culvert in 2009. The project is actually a joint effort that includes cost sharing with the city of Parkville.



Hard work paid off for the West Nodaway R-1 High School FTA members. They won the category of "Highest Percentage Improvement" for Northwest Missouri when their educational efforts increased seat belt usage among their peers by 79.14 percent. The "Battle of the Belt" contest involved seven high schools in Northwest Missouri.



Lathrop High School was named the "High School Highlight of the Month" on the *Savemoyouth.com* Web site. The students of the Family, Career, and Community Leaders of America chapter worked to raise awareness about students' habits of buckling up.



Poor weather limited the number of older adults who took advantage of our Blueprint-funded driver safety course, but over half of the original enrollees managed to make it to the event. This is the first time the Northwest District has worked in cooperation with the American Association for Retired Persons to offer the course totally free of cost. Survey response from the attendees was unanimously positive, and we hope to offer the course one more time this spring. People who successfully complete the course can be eligible for significant auto insurance discounts.

D2

North Central

On the Air with the Chief

by Tammy Wallace

Chief Engineer Kevin Keith made his semi-annual visit to the district last month. His first stop was KWIX Radio in Moberly, where he and District Engineer Dan Niec talked with Ken Kujawa on the live monthly radio program, “KWIX Land.” During the program, Kevin discussed projects including I-64 in St. Louis, the Paseo Bridge in Kansas City, Interstate 70 funding, and other statewide projects and issues. Dan

gave updates on local topics of interest such as the Glasgow Bridge, Route 36 expansion and Route 63 resurfacing.

During his visit Kevin also met with a group of district staff members to discuss a variety of issues. Kevin gave each person an opportunity to voice challenges or concerns from the district perspective, offering feedback on how to face those challenges and relating his experience on a statewide level.



“On The Air” with Kevin and Dan.

To wrap up the day, Kevin toured some minor roads in Macon and Randolph counties with Dan and Assistant District Engineer Kevin James. The tour gave Kevin a chance to see first hand the condition of the minor roads in the district.

Mother Nature Gives District 2 a Rough Way to “Snow” this Winter

by Tammy Wallace

Although March started out unseasonably warm, it still didn’t take the chill out of the employees working snow removal this winter. Once that first flake hit the ground in early December it just didn’t seem to let up. Not only did Mother Nature send a lot of snow our way, she also sent freezing rain and sleet just to make things more challenging. District 2 crews worked around the clock for days on end, and without fail it always seemed to snow every weekend and holiday.

Those of us who work at MoDOT are painfully aware that a lot of snow not only taxes our crews with all the long hours, but it also becomes very expensive and hard on the budget.

In a three-month period, December through February, District 2’s EOC was activated 59 out of 91 days. That’s 65 percent in this three-month period. Many other days had employees on the

roads checking bridges for slick spots, looking for blowbacks and other tasks.

Breaking it all down so far this winter it comes out something like this:

RECEIPT

For One Bad Winter

Labor	
Hours	69,000 hours
Materials	
Salt	24,825 tons
Calcium	34,875 pounds
Fuel	286,000 gallons
Salt Brine	5 19,516 gallons
Abrasives	37,771 tons

Estimated total cost for salt, calcium, fuel and labor - **\$3.3 Million!**

Thanks to everyone who got up in the middle of the night and traveled out in the cold to push snow, operate the

for more info

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MSHP for WZA

by Tammy Wallace

No, it’s not text messaging. It’s the Missouri State Highway Patrol making plans to spread the word about work zone awareness to focus the public’s attention on staying safe this summer.



Captain Elliott, left, discusses plans for the work zone media event during a recent meeting with MoDOT district staff.

Once the construction season gets under way, Captain Elliott of Troop B Headquarters in Macon will partner with District 2 to set up a law enforcement area in a work zone on Route 63. The media will be invited to cover the

event to assist the MSHP and MoDOT in drawing motorist’s attention to this very important safety issue.

Captain Elliott and his troopers will point out the importance of work zone safety by informing motorists how they can keep themselves, highway workers and law enforcement agents safe when traveling this construction season. There are many simple rules of the road that, when followed, will make a very busy construction season pass by without endangering anyone on the roadways this summer.

MoDOT is very appreciative of the support received all year from the patrol, and particularly appreciates their efforts in raising the awareness of work zone safety.

Light ‘er Up!

Building and Grounds Supervisor Jon Kerns and his staff are working to **light up** the district office orange for Work Zone Awareness week.

Jon has purchased 12 orange bulbs to illuminate the front of the district office building, and will place ordinary flood lamps under new orange barricade barrels. The light from the new bulbs and



glowing barrels will make the district complex a blaze of orange as we spend the week focusing on work zone safety. The crew will provide the same treatment to the MSHP Troop B Headquarters in Macon.

radio and work on the trucks to keep them running; and also to those who ordered materials and watched the budgets. The work you do to keep motorists safe on our roadways is one of the most important jobs we do to serve the public.

The best news is that the calendar says “SPRING,” so all the folks who have worked long and hard hours can take some time off to rest. Oh wait. It is spring, which means there are roads to repair and build – everybody back to work!!



Question:
What does a snow plow truck driver want to see most?

Answer: Spring!



After the road had been cleared, blowing and refreezing kept crews working around the clock.

D3

Northeast

Watch Out For Each Other

As state roadsides turn from dingy brown to fluorescent green and orange, MoDOT employees will be ready to tackle the everyday challenges of having an office in traffic. Yearly, MoDOT spends countless hours reminding the public of paying attention and slowing down in highway work zones. "Getting drivers to slow down in the work zone is everyone's responsibility, yet our lives are at stake when this responsibility is taken too lightly," said Senior Construction Inspector Kevin McGartland, who has been working on the roads for 17 years.

Behind the scenes, just as much effort is put into creating a safe workplace for those employees whose offices are in highway work zones.

Last year, 68 hours of training was offered, and 367 employees participated in one or more of these sessions that will help them be safe while working on the road. In-class flagger training and interactive programs like the Roadeo refresh skills and memories about work

zone safety. Ask any employee, however, and most agree it all boils down to common sense and looking out for each other. "We do all the right things ... set out barrels to use as blockades, put up signs, even contracting with law enforcement, but when it comes down to it, we can expect someone to not be paying attention when driving through a work zone," said Senior Construction Technician Brian Gard. "We just have to watch out for each other and use a lot of common sense."

All construction staff got together in February to discuss upcoming projects, practices and processes. State Construction and Materials Engineer Dave Ahlvers participated in the meeting, and employees were pleased with the opportunity. Jackie Bordeleau and Brandi Ballwin, construction inspectors from the Mexico Project Office, both commented that they were glad to get together with the entire construction team and hear updated information. Work zone safety was one of the topics discussed at the meeting.



Dennis "Hoot" Hollingsworth and Kevin McGartland are inspectors out of the Mexico Project Office and have worked together since the early 90s. Hoot was hit in 1993 while walking behind an asphalt paver on Route 54 in Mexico. He wasn't seriously injured, but it is an experience he will never forget. While working on Interstate 70, Kevin saw a flagger "runnin' twice for his life." His most unfortunate memory, however, is when he was working on I-70 and one of the contractor's workers was killed in a work zone.

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Supervisor Workshop Covers Several Topics

Participating in a mock television interview, having an attitude adjustment, gaining insight on transportation funding or learning about new tools available as a result of the re-engineering effort, the supervisor workshop offered variety and information to all 85 supervisors in the Northeast District.

After a welcome from Assistant District Engineer Dave Silvester, Risk Manager April Fohey got the day started with a presentation highlighting the importance of attitude. Carol Sowers, news director for KHQA Television, Jim Dewey, news reporter for Star Radio, and Ann Pierceall, news reporter for the Quincy Herald Whig, offered suggestions on interviewing with the different media. Volunteers from the audience were interviewed, then supervisors

asked questions of the panel. MoDOT Chief Financial Officer Roberta Broeker updated the group on the status of funding at the federal and state levels, as well as current discussions for additional funding in the legislature. Jeff Lockwood of risk management shared highlights of successes in the re-engineering effort to reduce weight of tools and product that are lifted by employees. In teaching style, District Engineer Paula Gough had given the supervisors homework. For everyone to read, she had provided the book "QBQ" about personal accountability, and she spent some time reviewing practical application of some of the content to supervisors' work environment and practices.

Other topics reviewed included implementation of the new four 10-hour day schedule for maintenance and a review of sick leave usage. The Human Resources Department had also provided the "wheel of prizes" to keep the workshop fun, and several supervisors won prizes.



Star Radio News Reporter Jim Dewey interviews Land Survey Manager Steve Dickson while the audience watches on the big screen.

Let's Have A Blast!

The old Hermann bridge is coming down over the next few months. Internet users around the world will be able to watch the implosions soon after they occur! The first three spans over land on the Montgomery County side were imploded in March, and

can be watched through streaming video on MoDOT's Web site. The next implosions are scheduled to occur in April, May and June. The schedule is posted on MoDOT's Web site.

District Work Zone Awareness Week Activities

April 7 - 11
 "Slow down in the work zone" displayed on reader's boards and marquees at gas stations and other businesses

Orange ribbons for vehicles

Orange shirt day

Radio and television interviews and public service announcements

Feature stories in local newspapers

Hannibal Showcase display



D4

Kansas City Area

One Close Call and a Chance for Survival

by Kerri Lewis

Work Zone Awareness Week kicks off another busy construction season. Safety is MoDOT's first priority, and we remind all motorists to watch out for the construction crews and drive safely through all work zones. Messages urge motorists to stay alert, obey the signs and watch for workers and equipment, not just in posted work zones, but wherever MoDOT workers set up.

Whether they are helping a stranded motorist, assisting emergency responders at an accident or removing a piece of highway debris from oncoming traffic, Motorist Assist Operators are on hand to help maintain uninterrupted traffic flow throughout the Kansas City Metropolitan Area. They risk their lives daily to ensure motorists reach their destination in a safe and timely manner. They do not always have orange cones, construction barrels, or signs warning drivers to slow down, making the job they do a little riskier than some. Some-

times the risk is a little too close for comfort; just ask Derike Pitchford, a Kansas City area Motorist Assist operator.

On a warm August evening, armed with a flashing yellow strobe light atop the F-150 pickup truck he drives, Derike was dispatched to help police control traffic at an accident scene on Interstate 435 near Truman Road. A woman, six months pregnant, lost control of her car and became entangled in the median cable, thus saving her from crossing into oncoming traffic. When emergency responders arrived, they were faced with removing the driver as safely as possible.

Derike placed cones and parked his vehicle, with strobe light flashing, safely in front of emergency personnel and equipment to slow traffic and direct motorists to safely maneuver around the accident scene. As responders worked the accident, Derike kept an eye on oncoming traffic. He



Kerri Lewis

Derike stands next to the Motorist Assist vehicle he now drives with fond memories of the F-150 that saved his life.

noticed an SUV approaching quickly and did his best to gain the motorist's attention, urging him to slow and go around. At the last minute, Derike realized that the vehicle was not slowing.

"I saw a car coming up way too fast," Derike said. "It was gonna hit me so I moved forward to give him as much time as I could to allow him time to react."

Still, the vehicle kept coming, veered to the left to miss the Motorist Assist vehicle, and struck three firefighters and the pregnant woman. Fortunately, all survived.

"Every day there is no promise that I'm coming home," Pitchford said. "Everyone is in their own little world, they're just worried about themselves. Nobody exists but them and they

need to understand we are all out here, we all have families and loved ones and significant others and we all want to go home every day."

One close call resulted in a chance survival for everyone on that August evening. Even though Motorist Assist created a safer environment while assisting in the accident, a driver's distraction and excessive speeds played a key role in turning a safe scenario into a perilous situation.

Derike was lucky. Unfortunately, not all incidents result in the same outcome. All motorists need to be aware of everyone on the highways. Safety precautions are used for everyone's safety, workers and motorists alike. Let's make this construction season, and all year, the safest yet.

KC Scout Hosts Incident Management Seminar

by Gina Myles

Realizing the impact that traffic incidents have on traffic and safety, Kansas City Scout hired Rusty James, a former law enforcement officer with an extensive background in traffic management, as incident management coordinator.

Kansas City Scout is now working to improve its incident management program. Traffic incident management is the process of coordinating resources of different partnering agencies and private sector companies to identify, respond to and clear traffic incidents as quickly as possible while protecting the safety of on-scene responders and the traveling public.

On March 11, Kansas City Scout hosted its first Incident Management Seminar. The event was very well received, with more than 60 attendees from various agencies involved in

incident response and traffic incident management on Kansas City Metro area highways. Participants included representatives from both the Missouri and Kansas departments of Transportation, the Missouri and Kansas State Highway Patrols, law enforcement agencies, fire and rescue agencies, towing and recovery companies and traffic information providers.

The meeting gave first responders the opportunity to voice views and concerns specific to their individual agencies. Both Missouri and Kansas departments of Transportation had representatives speak to the group to provide detailed information of resources available they have to assist first responders in quick clearance of incidents.

The highlight of the meeting was a video, "The Many Hats of Highway

Incident Management," which humorously addressed the different agencies and the roles they play in incident management.

One of the goals of the Incident Management program is to create a world-class Incident Management Consortium to unite the diverse agencies and create an environment of teamwork, coordi-

nation and cooperation between the varying agencies.

"During this meeting, we were able to open lines of communication between responders that previously were not open," James said. "This was a major breakthrough for incident management in the Kansas City region."



Jeremy Ball

Rusty James, incident management coordinator for KC Scout, speaks to a group of more than 60 attendees during the Incident Management Seminar hosted by KC Scout at the District 4 headquarters in Lee's Summit.

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D5 Central

2008 Work Zones: What to Expect in Mid-Missouri

by Holly Dentner

Construction season will kick into high gear in a matter of weeks, and mid-Missouri has its share of high profile projects. In addition, our maintenance crews will work all summer on patching, chip sealing and mowing. As always, our priority is to be safe, fast and cost efficient in our highway improvements. Travelers should be prepared to slow down, follow signs, and watch for our MoDOT employees and contracted highway workers.

Two of the district's biggest construction projects are located in Camden County, but the majority of the work involved in these projects won't affect traffic this summer. McAninch Corporation is working on a three-mile section of the new Route 54 Expressway from the Grand Glaize Bridge to just east of Route 42 in Camden County. The work includes grading, drainage, paving and bridge construction at a cost of approximately \$30 million. This section of the expressway will be finished in spring 2010.

Work continues for the second summer on Route 5 in Camdenton. A section from two miles south of the Niangua Arm of the Lake of the Ozarks to Route 7 south of Camdenton is being relocated and widened to four lanes. Crews are nearly finished excavating the seven million cubic yards of material and continue working on placing the rock base for the new highway and bridgework. Construction should be complete by spring 2009.

to the Laclede County line. From the county line south to Lebanon, the existing Route 5 will be reconfigured for the additional passing lanes needed.

In the Jefferson City area, work will continue on the relocation of Route 50 from St. Martins to Route K near California. Crews expect to complete the work in late 2008.

Construction also continues on the City View interchange on Route 50/63 in Jefferson City. The new interchange will improve traffic flow and safety along Route 50/63 and enhance local economic development.

Resurfacing is scheduled for the westbound lanes of Interstate 70, from Route 740 in Columbia to the Missouri River Bridge in Cooper County. Work will be complete by late 2008.

Travelers on Route 63 just south of Route AC in Columbia will notice work on the new interchange at Gans Road. The project also includes the realignment of Gans Road, Ponderosa Road and Lenoir Street. When completed in late 2008, the interchange will increase safety and accommodate increased traffic generated by the new development area along Route 63.

Intersection improvements are scheduled this summer for Route 740 and Route 763 in Columbia. Work will also begin on the widening of Route 763 from two to four lanes between Big Bear Blvd. and Route 63 on the north end of Columbia.

Other major work zones include the Lamine River Bridge replacement on Route 135 in Cooper County and intersection improvements in Sedalia at routes 50 and 65. Resurfacing is scheduled for sections of Route 63 in

Osage and Maries counties, Route 54 in Callaway County and Route 65 in Pettis County. These projects should be complete by late 2008.



Cathy Morrison

Crews work on the bridge approach at the City View interchange on Route 50/63 in Jefferson City.

In addition to the relocated section of Route 5, an additional stretch will become a "shared four-lane" highway. Work begins this summer to relocate eight miles of Route 5 from Route 7

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Traffic Cameras Posted to District Web

by Holly Dentner

Several months ago the district began placing real time traffic cameras across central Missouri, similar to cameras in Kansas City, St. Louis and Springfield. The cameras were only viewable on the district's internal Web site. In March, District 5 and Central Office information specialists made the traffic cameras viewable on our external district Web site.



This screen shot from one of the district's real-time traffic cameras shows Interstate 70 at Route 163 in Columbia, looking east.

Five cameras are located on Interstate 70 in Columbia, and another camera is located at the Missouri River Bridge on I-70 in Cooper County. We have one camera in Jefferson City at Route 50/63 and Missouri Blvd. Crews are hooking up additional cameras throughout March, with cameras at the Missouri River bridge in Jefferson City and along Route 63 in Boone County being our next priority.

The cameras are on the external Web site primarily to assist emergency responders who will use them to assess highway incidents. They are helpful for the general public during winter weather, too, as they can see the condi-

tion of the road. The cameras also allow MoDOT employees to view traffic flow and provide more accurate information on the I-70 message boards.

The district plans to add additional cameras across the mid-Missouri area as our budget and abilities allow. The cameras in place now are primarily located on I-70 because it is the busiest route in the district and incidents along the interstate can cause significant traffic impacts.

The cameras take a snapshot that is refreshed every 60 seconds. No information is recorded or stored on the cameras and they do not function as "red light" cameras or regulate traffic lights.



This screen shot offers an eastbound view of I-70 from the Route 63 connector in Columbia. On March 13, a tractor-trailer overturned here while attempting to turn onto I-70. When customer service received a call that the truck was blocking traffic on the interstate, a quick check of the traffic camera allowed us to confirm that the truck was actually on the ramp and the impact to interstate traffic was not as severe. As the truck was unloaded and removed, district employees could monitor the situation.

Check out the cameras at www.modot.org/central by clicking on the link to "Real Time Traffic."

Hickman High School Buckles Up



Roger Schwartze

The Bridges Group from Columbia-Hickman High School led their school to compete in the 2007 Battle of the Belt. Hickman was one of 10 schools in the district to enter the competition. On March 13, representatives from the Central Region Coalition for Roadway Safety visited the students to recognize their efforts. New Bloomfield High School was the Central District winner for the highest percentage of students buckled up, and Hermann High School won the regional award for most improved safety belt usage rate. Additional presentations to recognize the other schools are planned throughout April.

D6

St. Louis Area

MoDOT Nerve Center Receives New and Improved Updates

by Andrew Gates

With a recent upgrade in video technology, the St. Louis Transportation Management Center took a huge leap back into the future.

Since the center opened more than seven years ago, the huge video wall in the operations center has been used daily. Over the past few years, time has taken its toll on the wall, causing sections of the screen to fade into green-screen obscurity, or to simply fail.

While crews were upgrading the video wall, the center took the opportunity to rearrange the operation center's layout. As part of the upgrade, center supervisors were moved directly into the operations room, and the customer service representatives have their own area, separate from the operations room.

"The improvements to the center were desperately needed," said Teresa Krenning, TMC manager. "Moving the supervisors to the operations floor makes them more accessible and engaged in daily operations. Giving our customer service representatives their own area lets them communicate better among themselves."

The video wall also needed to be replaced. The new video wall will let anyone in the room get a quick view of the current closed circuit camera images, the traffic management system map for St. Louis and other key resources, said Krenning.

Besides the renovations and equipment upgrade, the center hired a new traffic systems supervisor to replace one who left in September 2007. The center had a temporary supervisor, but needed to allow him to get back to his normal duties, she said.

The improvements cost nearly \$600,000. They included the office changes, new equipment, software interface and integration, and maintenance for up to five years.

"We continually assess our operational effectiveness," said Krenning. "The office changes and the video wall were two areas that we needed to address. The video wall was virtually dysfunctional. We also needed to have better communication between the operations staff and their supervisors."



New and improved traffic video screens at District 6's Transportation Management Center.

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Work Zone Safety Awareness Barrel Quiz



1. What is the most common type of work zone crash?
 - a. Vehicle hitting a highway worker
 - b. Head on crash between two vehicles
 - c. Rear-end crash (running into the rear of a slowing or stopping vehicle)
 - d. Broadside crash (running into the side of a vehicle crossing a work zone)
2. Who is the most frequent fatality in a work zone crash?
 - a. Front seat occupant
 - b. Back seat occupant
 - c. Highway worker
3. In which two seasons do fatal work zone crashes occur most often?
 - a. Spring, Fall
 - b. Summer, Fall
 - c. Winter, Summer
4. If you are caught speeding or passing in a work zone in Missouri, in addition to the ticket being doubled you could receive an additional fine of how much?
 - a. \$100
 - b. \$500
 - c. \$250
5. What is the number one reason for work zone crashes?
 - a. Impaired drivers
 - b. Drivers not paying attention
 - c. Speed limits are set too low
6. What color is most recognized on signs and equipment in highway construction zones?
 - a. Red
 - b. Orange
 - c. White
7. What two St. Louis landmarks were lit orange in April 2007?
 - a. Lemp Mansion and the Old Courthouse
 - b. The Arch and Missouri Botanical Gardens
 - c. Six Flags Ferris Wheel and the Kiener Plaza fountain

For more information on Work Zone Safety and MoDOT's Operation Orange initiative, visit www.modot.mo.gov/workzones/index.htm.

What St. Louis landmark or business would you like to see lit orange next year? Please send your suggestions to Kara Price, Community Relations specialist, at 314-340-4160 or Kara.Price@modot.mo.gov.



Answers: 1. c. 2. a. 3. b. 4. c. 5. b. 6. b. 7. c.

D7

Southwest

Work Zones Through the Years

by Wendy Brunner-Lewis

When Missouri's highways were first built in the early 20th century, work zone safety wasn't held to the strict

standards it is today. Back then, only a few hundred people owned cars, and the highway speed limit was 15 mph.

Numerous more employees experience close calls on the roads each year. No amount of safety gear can keep

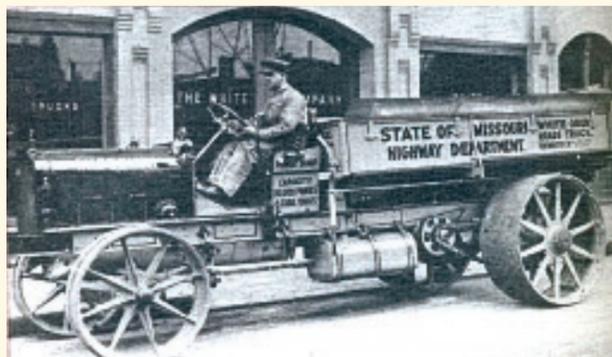
employees and motorists safe if drivers don't pay attention when driving through work zones.



Today's equipment and work zone setups offer much more protection for workers and motorists.

Today's high speeds and vast volumes of vehicles require MoDOT employees to protect themselves and motorists while working on the roads. Safety measures can include several hundred yards of cones merging motorists away from closed lanes, truck-mounted attenuators to absorb the shock of a crash and employees wearing safety vests for high visibility.

Even with those safety measures in place, District 7 has lost 11 employees in work zone accidents since 1932.



The driver didn't have much protection from crashes in this historic Highway Department truck (photo featured in the 1967 Annual Report).



This centerline marker, designed and built by Highway Department employees, was an early prototype for today's stripers (photo featured in the 1967 Annual Report).

Welcome Center Parking Lot Earns Office a Pavement Award

12



Steve Campbell

Employees with the Neosho Construction office won the American Concrete Pavement Association award in February for the parking area at the I-44 Welcome Center in Newton County. Resident Engineer **Steve Campbell** and Intermediate Construction Inspector **Michael Copley** (pictured at left) accepted the award on behalf of District 7. Congratulations!

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People on the Move

by Lori Marble

Brian Manke was promoted to the position of senior facilities operations specialist from senior construction technician in Neosho. He recently accepted his new assignment with very little notice and learned a large amount of new material quickly. His performance on the job was obviously noteworthy. Additionally, he demonstrated a team approach to his work that was noticed by many people from the Central Office to our field employees.

The next Construction and Materials Engineer is **Mike Middleton**, formerly resident engineer in the Carthage Construction office. His most recent work was overseeing the large Route 249 project in Jasper County. Middleton already set in place a plan to continue the improvement in District 7 construction Tracker measures.

Accepting a lateral transfer to the Carthage resident engineer position is **Beth Schaller**. Schaller brings a wide range of experiences, having previously worked in the consulting and construction industries as well as her MoDOT work in Traffic and as a project manager.

Travis Jones is the new maintenance superintendent for the Lamar, Liberal and Sheldon area. Until now he was the regional maintenance supervisor at El Dorado Springs. New responsibilities include Concrete North activities in District 7's northern area (roughly six counties) as well as roadway maintenance associated with the Lamar, Liberal and Sheldon buildings.

D8

Springfield Area

Work Zone Safety A Family Affair

by Angela Eden

Significant work on District 8's Better Roads, Brighter Future projects, many miles of maintenance chip-seals and countless daily roadway repairs will mean plenty of work zones for drivers to negotiate in 2008.

"We want to treat drivers as if they are part of our family, and drivers should treat our workers like their family members," District Engineer Kirk Juranas said on the eve of Work Zone Awareness Week April 7-11. It's the unofficial start of construction season.

If MoDOT expects drivers to be careful and respectful in work zones, Juranas



Bob Edwards

Galena Senior Maintenance Worker Darlene Braswell sets a sign for a tree-trimming work zone on Stone County Route Y near Reeds Spring.

said, MoDOT must use care and consideration in setting up work zones.

"We need to make sure our signs are clean and straight and our work zones look professional," he said.

Signal Crew Senior Electrician Ron Noland said MoDOT crews and the traveling public all have a responsibility to be safe. Noland suffered minor injuries in a February work zone in Lebanon when his bucket truck was clipped by a turning tractor-trailer rig.

For MoDOT employees, Noland said, "Never relax too much. Be vigilant."

Drivers must remember that they're behind the wheel in a moving vehicle. His advice: "When you see orange signs, they are there for a reason."

District 8's construction projects include rebuilding interchanges at I-44/Glenstone Avenue in Springfield and Route 65/14 in Ozark and the continued four-laning of Route 65 between Springfield and Buffalo and the five-laning of Route 38 in Marshfield.

Major construction, maintenance and safety projects in 2008 are outlined in the district's annual construction brochure and map now available to employees and the public. Call District 8 Customer Service for copies.



Bob Edwards

D8 at Work

Using an injection patcher on Webster County Route CC in Marshfield (top photo) are Marshfield Senior Maintenance Workers Jim Mussulman, left, and David Bell.

Checking a highway-lighting control box (middle photo) at the new intersection of Route 13 and Route 76/265 at Branson West is Branson Senior Construction Inspector Jerry Russell, left, working with Bruce Fuller of Ewing Signal Construction.

Reviewing a new format for design plans (bottom photo) are, from left, District Design Engineer Ron Effland, Highway Designer Jason Shafer, Senior Highway Designer Michele Hicks and Project Manager Don Saiko.

Maintenance Veterans Retire

by Angela Eden

Preston Maintenance Supervisor Johnny Quick

Service: 34 years (Hired Dec. 1, 1973)

Career: Crew worker to senior crew worker, 1973-1997, Wheatland Maintenance; maintenance crew leader to assistant maintenance supervisor, 1997-2001, Bolivar Maintenance.; maintenance supervisor, 2001-2008, Preston Maintenance.

Memorable Work: Replacing a low-water crossing on Hickory County Route P near Cross Timbers with large box culvert. "Now that crossing very seldom floods. We doubled the water capacity."

Biggest Change: Reduction in work force in smaller shops.

Quote: "I'll miss the people."

Post-MoDOT Plans: Lots of fishing; travel with wife, Lisa.

Republic Maintenance Crew Leader Joe Kelley

Service: 30 years (Hired Jan. 1, 1978)

Career: All at Republic Maintenance – maintenance worker, 1978-1994; senior maintenance worker, 1994-1997; maintenance crew leader, 1997-2008

Memorable Work: Pilot program to spray plant growth regulators along I-44. "It was a pretty substantial savings in manpower and mowing costs."

Biggest Change: Better equipment, improved procedures, much more traffic to contend with.

Quote: "Our safety program is excellent."



Quick



Kelley

Post-MoDOT Plans: Become a full-time pig and cattle farmer; spend more time with wife, Sherry, and son, B.J.

Also retiring: Buffalo Senior Maintenance Worker Judy Richardson

for more info

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D9

South Central

Annual Fairs Feature Keep Employees Connected

The annual Employee Fairs were held in February and, thanks to a round of icy weather, early March. The main focus of the fair was connecting employees with information about benefits available to them they may not be using and bringing them up to speed on the funding cliff.

Four fairs were held throughout the district to accommodate the work locations. The event began with a welcome from District Engineer Tom Stehn, followed by a presentation from representatives with CitiStreet on the Missouri State Employees Deferred Compensation program. Employees

were educated regarding the availability of the program, the state match and how it can really add up come time for retirement.

The group was then released to visit the many booths featuring MoDOT information and vendors from outside the department including colleges and universities, an air ambulance service offering discounts for state employees and a local physical therapy clinic with information on flexibility, body mass index and proper lifting. A hot dog and potato chip lunch was provided courtesy of the Transportation Employees Association of Missouri District 9 Chapter and the District 9 Highway Employees Credit Union.

To close out the day, Stehn called the group back together to discuss the direction of MoDOT including strate-

gies for helping the department achieve the \$50 million dollar WOW. Stehn recruited those present as communica-



Intermediate Maintenance Worker Keith Lee gets his blood pressure checked during the fair.



tors in an effort to get the word out to customers about how the department is responsibly approaching its work in light of the impending funding shortfall.

Grizzly Fans Hear ARRIVE ALIVE Message

The South Central Missouri Coalition for Roadway Safety took the ARRIVE ALIVE message to a Missouri State University – West Plains Grizzly Basketball home game in late February. Several members from the MoDOT district office donned ARRIVE ALIVE T-shirts and staffed booths at the entrances to the arena.

Information regarding child safety seats, buckling up, the dangers of impaired driving and more was shared with fans as they entered the doors. Throughout the game, announcers read live public service announcements regarding the coalition and its mission to reduce roadway fatalities. A call to action for volunteers was also included.

In addition, messages were posted on the scroll board.

At half time, a Grizzly player strapped on Fatal Vision goggles, which simulate the effects of alcohol on the senses. These goggles are normally used with a golf cart on a course to show how much alcohol can negatively affect judgment while driving. For the purpose of

the game, the player wore them while shooting free throws in front of the crowd. He missed every shot but the last one, driving home the point with the audience.

Following the game, the employees posed with Grizz, the team mascot, who also was wearing his ARRIVE ALIVE T-shirt.

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Pictured from left: Shelly Cooper, Chris Rutledge, Jennifer Atkinson, MSU – West Plains mascot Grizz, District Engineer Tom Stehn, his son Christopher, and Natalie Rodgers.

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D10

Southeast

Work Zone Safety Events Begin in D10

Maintenance Crew Leader Paul Roth recently attended Valle Catholic Elementary School to talk with students about work zone safety. After the presentation, the students had the opportunity to use what they learned to create their own work zone safety posters to enter in the annual District 10 Work Zone Safety Poster Contest.



With the upcoming spring and summer seasons, Valle Catholic Elementary fifth graders learned that MoDOT will soon be in the midst of a busy construction season, repairing and improving area roadways.

Southeast Gears Up for Tool and Equipment Challenge

The 2007 Tool and Equipment Challenge is designed to identify and share the best department innovations to complete critical field operations faster, better and cheaper.

From September through December, employees were able to enter an innovation in one of three categories: hand tool innovation, non-fleet innovation or fleet innovation. Each entry was judged on various criteria ranging from cost to versatility and implementation.

Of the 11 Southeast entries, the entry with the highest score from each category was selected to advance to the state TEC Showcase in Sedalia. Winners from the state TEC Showcase will go to the statewide maintenance meeting in Springfield this spring.

The local hand tool innovation winner, "Casters on Rear of Concrete Saw," was conceived and implemented by David Herbst, Park Hills.

The local non-fleet innovation winner, "Slip-In Sign Bed" was conceived and implemented by a team consisting of John Statler, Charles Wilson and Darrel Welker of Jackson; Steve Smith, Richard Kern and Craig Duncan of Cape; Keith Hendershott, Andy Graham and Tim Crader of Marble Hill; Marvin Gillespie, Charleston; and Neil Gates, General Services.



Southeast Hand Tool Innovation



Southeast Non-Fleet Innovation



Southeast Fleet Innovation

The local fleet innovation winner, "Fabricated Chip Spreader," was conceived and implemented by a team consisting of Tim Shaffer, Portageville; Nick Meese, General Services; Rick Branum, Charleston; and Dennis Day, Kewanee.

Recent Retirees in Southeast District



Butch Anderson retired March 1 after 34 years with MoDOT. Anderson was a maintenance superintendent in Poplar Bluff.



Bobby Davis retired March 1 after 7 years with MoDOT. Davis was an intermediate maintenance worker in Kennett.



Wendell Moore retired March 1 after 36 years with MoDOT. Moore was a regional maintenance supervisor in Fredericktown.

Two Highway Dedications Held

Sgt. Graham, Jr. in Stoddard County, Aaron McKinney in Bollinger

Sgt. Graham, Jr. Memorial Highway

Over 80 people attended the memorial dedication ceremony for the Sgt. Carl Dewayne Graham, Jr. Memorial Highway on Feb. 8 at the National Guard Armory in Dexter.

Sen. Rob Mayer sponsored the legislation, naming a section of Route 60 from Route ZZ to Route 25 in Dexter in honor of Graham.

Prior to his death in 2005, Graham was the zone supervisor for the highway patrol. Graham joined the Patrol in 1993. Prior to joining the highway patrol, Graham was once employed as a police officer in Dexter. Graham's father currently resides in Dexter, where the memorial highway is located.

Aaron McKinney Memorial Highway

Family, friends and former classmates filled the Scopus United Methodist Church fellowship hall on Feb. 9 for

the Aaron McKinney Memorial Highway dedication ceremony.

Sen. Jason Crowell sponsored the legislation, naming a section of Route B from the intersection of Route 34 to the intersection of Route UU in Bollinger County in honor of McKinney.

McKinney, son of Dani and Matt Dunn of Marble Hill, was a high school student who lost his life along this segment of Route B in October 2004. McKinney would have been a senior this year at Woodland High School.



Ms. Dani Dunn, Aaron McKinney's mother, addressed family and friends at the dedication ceremony. Sen. Jason Crowell and Ms. Jonette Strothcamp with Mid America Transplant Services also spoke.



After unveiling the memorial sign, Mr. Graham, Sr., concluded the memorial ceremony with words of appreciation to those in attendance. Other ceremony speakers included Sen. Rob Mayer, Rep. Billy Pat Wright, Dexter Mayor Joe Weber, Missouri State Highway Patrol Superintendent Col. Jim Keathley, Missouri State Troopers Association Director of Governmental Relations Brad Thielemier and Sgt. Graham, Jr.'s, young son.

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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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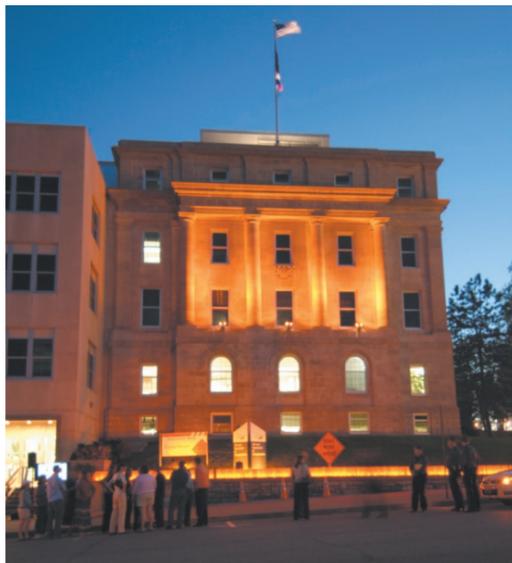
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Bigger, Better, ORANGER

by Lauren Gress / photos by Cathy Morrison

Missouri is going orange April 7-11, 2008 in honor of National Work Zone Awareness Week. By lighting their buildings orange and participating in Operation Orange, Missouri businesses show their commitment to supporting



MoDOT headquarters will once again memorialize our fallen co-workers with luminaries and orange lighting.

work zone safety and saving lives. From 2002 through 2007, 118 people died and 7,306 were injured in highway work zones. At the same time, many contract, city, county and state employees were killed or injured improving

our roads. The orange lights serve to memorialize those who have lost their lives while improving Missouri's roadways and serve as a reminder for all motorists to slow down and be cautious in work zones.

"That is why we place such a great emphasis on communicating the need to drive safely in work zones," said Don Hillis, System Management director.

As part of these efforts, MoDOT launched Operation Orange during



The St. Louis Science Center Planetarium will sport an orange glow again this year to remind motorists to use caution in work zones.

the April 2007 National Work Zone Safety Awareness Week. It featured significant Missouri landmarks being turned orange to draw attention to this important topic.

This year, several Missouri businesses have already decided to go orange, and we hope several others will follow. So far, some of the more notable landmarks are the Six Flags Ferris Wheel,

Busch Stadium, Keiner Plaza, Maritz and the Science Center Planetarium. In addition, all of MoDOT's central and district offices will be going orange.

Remember, when you see orange, slow down and be cautious in highway work zones. For more information on Operation Orange, visit MoDOT's Web site, www.modot.org.

2008 Statewide Construction Map Now Available

by Matt Hiebert

To help motorists prepare for another busy work zone season, the Missouri Department of Transportation has just released the 2008 Statewide Construction Map. The full-color, 17-by-22-inch map details nearly 180 major construction sites across the state.

Although not a complete listing of all MoDOT construction projects, the map features descriptions of various projects that may affect traffic across the state this year. Insets of the Kansas City and St. Louis metropolitan areas offer motorists a more in-depth view of urban roadwork and construction progress.

The map is useful for over-the-road truck drivers, visitors planning a trip across Missouri highways and Missouri

citizens who want to learn more about roadwork on their routes. Tips for driving safely through work zones are also included.

Up-to-the-minute work zone information can be found on MoDOT's Web site at www.modot.org/workzonemap.

Copies of the 2008 Statewide Construction Map are available at tourist information centers, rest areas and at each of the department's 10 district offices. Request a copy by calling MoDOT's customer service center toll-free at 1-888-ASK MODOT (275-6636). Or send an e-mail request to: comments@modot.mo.gov.

