

eConnections



The electronic newsletter of MoDOT District 4, Kansas City Area

June 2011

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Bolder 5-Year Direction

Commission Approves Plan

On June 8, MoDOT Director Kevin Keith presented the department's bolder 5 year direction to the Missouri Transportation Highway Commission, which the commission approved. The plan proposes aggressive cost saving measures to reduce costs over the next five years that include:

- Reduce the number of MoDOT staff by 1,200
- Reduce the number of total facilities by 131
- Reduce the number of districts from 10 to 7
- Reduce by 744 pieces of equipment

The department initiated a five-year plan last year that included reducing staff through attrition and retirements. While that plan was aggressive, it was not enough. This new direction will make us a smaller department and enable us to redirect the savings to vital road and bridge projects. This proposal will save \$512 million initially and \$117 million in annual on-going savings.

These are big numbers but the savings are crucial. Despite budget issues, MoDOT still must maintain 32,000 miles of highway. That is a commitment we do not take lightly. In fact, our maintenance staff -- boots on the ground operations -- will be the least impacted. Our middle management and office staff will be restructured.

We also remain the state with the 7th largest highway system, and 42nd in funding. This is a stop-gap measure. For the long-term, Missourians have to find a way to invest in infrastructure. That's tough to do in today's political and economical environment. In the meantime, we will continue to use our resources to the best of our ability.

For more information on the 5-year Direction, visit www.modot.org. For details on how you can get involved in investing in transportation, visit the Missouri Transportation Alliance at www.missouritransportation.org

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Bond Bridge Light Show to Accompany Fireworks Spectacular

Bulk of Paseo Bridge will be down prior to July's KCRiverFest 2011

Demolition of the Interstate 29/35 Paseo Bridge over the Missouri River is nearly complete and will conclude shortly after the now swollen river recedes to its normal levels. In the meantime, MoDOT will debut the Christopher S. Bond Bridge's new lighting system. A patriotic light show will accompany KCRiverFest 2011's fireworks extravaganza Sunday, July 3 in Richard L. Berkley Riverfront Park.

"Lighting up the new Bond Bridge for over 30,000 friends gathered in the park to celebrate Independence Day is what it's all about," said kclCON Project Director Brian Kidwell. "This is another way for MoDOT to thank the people of Kansas City for enduring a three-year road project in the heart of our city." MoDOT and its contractor, Paseo Corridor Constructors (PCC), delivered an early Christmas present in December 2010 by opening all ramps and lanes of Interstate 29/35 six months ahead of schedule and on budget.

The Christopher S. Bond Bridge features a unique lighting system located along the outer edges of the structure's main support beams. A series of interconnected color-changing panels (106 in total) can display thousands of colors in a variety of patterns. "Nine lighting packages were created with community input to mark Kansas City's changing seasons, holidays and regional events," said Kidwell. "People can re-experience the bridge in a different way each time we turn on a new show."

Bridge Demo 101

Demolition of a major river crossing the size of the Paseo presents unique challenges.

Located within six feet of the new Bond Bridge, PCC is systematically taking the Paseo Bridge apart in the reverse order in which it was originally constructed.

"Self-anchored suspension bridges are rare, and we don't know of any other bridge types like it torn down so close to a new bridge," said Kidwell. "That's why Paseo Corridor Constructors is methodically and cautiously taking it down." Paseo Bridge demolition began shortly after it was retired from service Nov. 19, 2010. The bulk of the bridge – approximately 6,000 tons of materials – is being recycled. Additional challenges to removing the bridge include working within the Missouri River's active navigational channel against surging water levels and environmental considerations.

Currently, the river is nearly twice its normal levels and steady swells at the work site continue.

Constructed between 1952 and 1954, the Paseo Bridge first opened to traffic in August 1954 and became a Kansas City landmark. Commissioned by Clay and Jackson Counties and designed by HNTB, it was the longest self-anchored suspension bridge in North America.

"The Paseo Bridge was state-of-the-art in the 1950's, but its unique design prevented MoDOT from adding more lanes to meet today's traffic needs," said Kidwell. The Interstate 29/35 corridor is now used by over 102,000 vehicles per day, and it is the most heavily traveled Missouri River crossing in the Kansas City region.

The Paseo Bridge was closed for 10 days in January 2003 for emergency repairs and three months in the summer of 2005 for planned rehabilitation. Massman



Construction Co. and Clarkson Construction Company – two of the Kansas City-based companies that built portions of the Paseo Bridge Project in the early 1950’s – teamed with Kiewit to form Paseo Corridor Constructors, the joint venture design-build team that constructed the new, signature Christopher S. Bond Bridge. The Bond Bridge was designed by Parsons.

One Piece at a Time

First, the bridge’s bulky materials, including median and safety barrier and the asphalt driving surface, were removed. Next, the concrete deck was cut into rectangular pieces, stacked into piles, and hauled away. Crews then removed portions of the bridge’s floor system which included about half of the steel floor beams and all of the wind bracing.

Next, the top of the towers with cables still attached were cut and a jacking system was used to lower the two 500,000 lb. tower struts and suspending cables to the roadway level. Crews cut up the

tower struts and the two cables and readied them for recycling. The tower legs are currently being removed.

Finally, the bridge’s concrete piers will be removed. The land piers will be broken apart. Rock breakers and trackhoes will be used above the river’s surface to demolish most of the single pier in the river. A drill rig and explosives will then be used to finish the job under water. The river bed will be dredged to remove these last pieces of concrete.

Award-Winning Project

The Christopher S. Bond Bridge, an award-winning, nationally recognized structure, recently received top “New Bridge” honors from the Structural Engineers Association of Missouri and Kansas (SEAKM) and Structural Engineers

Association of Illinois (SEAOI).

The project team has received 18 awards for design-build innovation, engineering excellence, and outstanding work in concrete construction, bridge design, corridor aesthetics, public involvement, and workforce development. The kclCON project was selected as the top road project and the fifth best bridge project of 2010 by Roads and Bridges, a national transportation-industry magazine.



The \$245 million kclCON project reconstructed 4.7 miles of Interstate 29/35 from just north of Route 210/Armour Road in North Kansas City into the northeast corner of the downtown Kansas City, Mo. freeway loop. Additional Paseo Bridge demolition information is available on the project’s Web site: www.kclcon.com or Facebook “kclCON Project.”

Safe & Sound Passes the Half-Way Mark

D4 Has Second Largest Program in State

When the Safe & Sound Bridge Improvement Program began in 2009, MoDOT Kansas City had a total of 145 bridges slated for Platte, Clay, Ray, Jackson, Lafayette, Cass, Johnson and Henry counties, second only to D1 with 155.

In 2011, the program is more than half-way complete, and this summer will be busy with the majority of bridges in Lafayette, Henry and Johnson County.

Contractor KTU Constructors is running an average of 10 days ahead on this project. And because KTU Constructors is utilizing Missouri-based subcontractors and materials suppliers to deliver the project, Safe & Sound will directly

or indirectly support more than 5,300 jobs. Each bridge is closed during demolition and construction. This gives the contractor free access to the site to work as quickly, and efficiently as possible to rebuild and reopen the bridge. The shortest closure was 11 days, for a box culvert.

By the end of 2013 Missourians will have 800 bridges that have been improved in a quick, cost effective manner.

Review a list of bridges complete in 2010 to see how far we have come, or the list of 2011 bridges to see what we have left at www.modot.org/kc



Team MoDOT Pours Out Aid for Joplin

Before the extent of damage was even known, MoDOT employees were asking, "How can we help?"

An initial call for supplies was met with an outpouring of items including gently worn clothes. For Joplin residents, the simple necessities, such as toilet paper and deoderant, have become an urgent need.

We have already collected a truck load full of items, mainly hygiene products, clothes, some food, water, paper products and toys for kids.

MoDOT donations were dropped off at the Harley Dealership, Cycle Connection in Joplin.



"We wanted to choose an organization that would take all of our donations, so our crews did not have to drive all over Joplin passing them out to groups," said Melanie Lanigan, Sr. Administrative Technician, who helped coordinate the effort.

Our Lighting and Signal crews have been in the area to help and Ralph Tull, Traffic Supervisor, transported our donations. The first round were delivered June 2 and went directly to the Joplin community. Additional donations were also delivered by our crews.

Organizations are still accepting donations include:

- 2-1-1 Missouri
- American Red Cross
- Salvation Army
- Community Blood Center of Greater KC
- Heart of Missouri United Way

For updates on Joplin recovery efforts, visit: www.mo.gov/05222011joplintornadoes

2011 Run for the Wall Rides Thru MO

The 2011 Run for the Wall motorcycle rally rode through Missouri in May and our Lafayette County staff and Motorist Assist were on hand to help the riders make it safely across the state.

The philosophy behind the ride is to "maintain a safe, supportive and private atmosphere in which all participants can reflect and heal on their journey to the Vietnam Memorial in Washington, D.C. in the hope that they can return home to a new beginning."

As the they progress East, they make stops at Memorials, Veteran's Hospitals, and schools.

Thanks to Ron Cordes, Maintenance Superintendent; Rusty James, Incident Management Coordinator; Scott Banes, Motorist Assist Supervisor and Rob Johnson, Motorist Assist Operator.



Big Truck Night Kicks Off Festivals

Promotion

Derrick Basye
Senior Maintenance Worker

Lee Bearce
Senior Safety Officer

George Duncan
Intermediate Maintenance Worker

Steven Elrick
Intermediate Materials Inspector

Reid Riley
Senior Construction Inspector

Virah Um
Intermediate Maintenance Worker

Randy Whyde
Assistant Equipment Technician

Michael Winckler
Senior Construction Inspector

Derrick Anderson
Intermediate Construction Inspector

Michael Maynard
Senior Maintenance Worker

Griffin Smith
Intermediate Materials Inspector

Retirees

Flo Noear
Senior Office Assistant

Diane Taranto
Senior Financial Services Technician

Richard Dennis
Maintenance Crew Leader

Johnnie Johnston
Regional Maintenance Supervisor

Walter Wiercinski
Asst. Right of Way Manager

The annual Big Truck Night on April 28 was the first on MoDOT's annual festival schedule. Every summer, MoDOT employees volunteer their time to man booths at a variety of festivals across the district. This is a unique, personal opportunity to talk to our customers, answer questions, listen to their concerns and find out what's important to them.

The Big Truck Night is the official kick-off of summer festival season, and is a family-friendly, hands-on event that includes lots of activities for kids including:

- Tour construction trucks
- Play games
- Bomb Squad demonstrations
- See police dogs at work
- Try the seat belt convincer

In addition to MoDOT, several other agencies participated, including;

- Lee's Summit Parent's As Teachers
- Lee's Summit Police Department
- Lee's Summit Fire Department
- Lee's Summit D.A.R.E
- Safety & Health Council
- Jackson Co. Sheriff's Department
- Operation Life Saver
- The Missouri Mavericks and "Mac"
- Arrive Alive

This year more than 600 local residents attended the event -- and that's just the beginning. Throughout the festival season, our staff speak to tens-of-thousands of citizens. This is invaluable face-to-face conversation about transportation and it let's them know that MoDOT cares about their opinions. Festivals this year include:

- Belton Community Days, June 16-18
- RiverFest, July 3 and 4
- Parkville River Days, Aug. 19-21
- SantaCaliGon Days, Sept. 3-6
- Concordia Fall Fest, Sept. 10-11
- Liberty Fall Festival, Sept. 23-24

Contact Community Relations if you want to participate in this community-building opportunity.



State-Wide News in Brief

Missouri in Top Five for Measuring Transportation Performance

Missouri is one of the top five states in the nation in using performance measures - such as safety, on-time and on-budget construction projects and improved traffic flow - to show taxpayers how their transportation dollars are being spent.

A new report released by the Pew Center on the States and The Rockefeller Foundation said the five states earned the top distinction by having "goals, performance measures and data that put their citizens and decision-makers in a better position to make cost-effective policy and spending choices."

For years, the Missouri Department of Transportation has used performance data to track highway system performance and condition, gauge customer

satisfaction and provide transparent documentation of how tax dollars are spent. The department's performance measures and results are printed quarterly in a publication called the Tracker. It can be found online at www.modot.org.

"Performance management is all about results and showing Missourians that their taxes are being used in the most practical way to provide real benefits," said MoDOT's Director Kevin Keith. "It has helped us in developing our plan to become a smaller agency due to the severe drop in funding for transportation we're experiencing, and it's what will enable us to make wise decisions with the limited resources we have as we move forward."

A special section in the Pew report spotlighting exemplary practices points to MoDOT's efforts and shows that the

agency has advanced tools in the area of jobs and commerce to develop state and regional estimates of employment, income and the economic return on transportation investments.

The other states rated in the top five are Maryland, Minnesota, Oregon and Virginia. The report notes that just 13 states have goals, performance measures and data needed to help decision makers ensure their surface transportation systems are advancing economic growth, mobility, access and other key policy outcomes.

The Pew Center for the States is a non-profit organization that identifies and advances effective solutions to critical issues facing states. The full report, "Measuring Transportation Investments: The Road to Results," is available at www.pewcenteronthestates.org

New State Transportation Program Cut in Half

For the past five years, Missouri's state highway construction program has averaged \$1.2 billion a year. The Missouri Department of Transportation has presented a new, five-year construction program to the Missouri Highways and Transportation Commission that's only half that amount -- about \$600 million a year.

What does such a sharp decline in funding mean to Missourians?

"It means the investment that has supported Missouri jobs is in jeopardy," said MoDOT Director Kevin Keith "It means the investment that has helped save lives is in jeopardy, and it means the investment that supports Missouri's economy and touches every industry in the state from agriculture to healthcare is in jeopardy."

Moving forward, the transportation department will reach the point where it will not have enough state revenue to match federal funding, and that will mean the state will lose millions of dollars for transportation projects. The federal government allocates funding to the states using a formula that requires the states to match a percentage of the money.

"This is not a surprise," Keith said. "We knew this day was coming. We've fallen off of the cliff. We're at the bottom, and now we have to pull ourselves up, scrape the dust off and figure out what we can do to increase funding for transportation."

To cope with this funding challenge, MoDOT is focusing on delivering commitments promised Missouri citizens - keeping major highways in good condition, improving smaller state roads and

keeping pace with needed bridge repairs and maintenance. The department is cutting internal costs and directing all available resources to taking care of existing roads and bridges.

"While these cost savings provide a temporary fix, they do not solve our funding situation in the long term," said Keith.

The draft 2012-2016 Statewide Transportation Improvement Program lists transportation projects planned by state and regional planning agencies for fiscal years 2012 through 2016 (July 1, 2011 - June 30, 2016). The proposed program is available for public review beginning May 5.

The Missouri Highways and Transportation Commission will review the comments and the final transportation program before considering it for approval July 13.

National Transportation News in Brief

An Encouraging Development

It was heartening to hear last week from a bipartisan group of heavy-hitters in the U.S. Senate that they were prepared to lead the charge to get a transportation funding bill through Congress.

The group — which billed itself “The Big Four” — outlined a proposal to spend some \$339 billion over the next six years as the best way to break the impasse that has prevented passage of a full highway bill for years.

Democrats Barbara Boxer of California and Max Baucus of Montana joined Republicans James Inhofe of Oklahoma and David Vitter of Louisiana in creating the proposal, which was unveiled to the press late last week.

While short on details, the proposed plan would at least fund large projects that are already in the works, and permit state and local governments to proceed with the work.

The four legislators said they would endeavor to fill in the outline they unveiled and mark up legislation in the Environment and Public Works Committee before the July 4 recess.

While many details are lacking, the group offered a tantalizing tidbit: Their plan would include a new freight program “that will improve the movement of goods.”

Noting that he still needed more specifics, American Trucking Association’s President Bill Graves said, “We’re encouraged that this bipartisan group of senators is

making progress toward enacting a long-overdue highway reauthorization.”

In addition to funding existing programs, the senators said they would propose spending \$1 billion a year to expand the Transportation Infrastructure Finance and Innovation Act program.

That program is designed to help state and local governments fund significant transportation improvements.

Graves said he was pleased the senators “understand what we in the trucking industry have known for quite some time: Investing in our highway infrastructure creates jobs and bolsters our position in a global economy.”

At the press briefing, Boxer acknowledged that the political divide on Capitol Hill may complicate their efforts and require compromises, such as adoption of a short-duration

program. “But,” she said, “a lot of the changes we’re putting forward we want to be authorized for six years,” the traditional term for highway reauthorization legislation.

There’s still a long way to go to move this proposal from the lips of “The Big Four” to the law of the land, but we’re encouraged by this development, which puts highway reauthorization back on the front burner.

Let’s see where we are when the July 4 recess comes.

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Rally for Roads in D.C.

Transportation TV, a product of the American Association of State Highway and Transportation Officials covered the Rally for Roads on May 25 on the National Mall in Washington, D.C. which drew an estimated 600 participants from across the country.

“Many of the demonstrators work in the highway construction industry which has been hit hard by an unemployment rate in the double digits. Some carried signs, others wore their hard hats and safety vests. Representative Nick Rahall (D-WV), the Ranking Member of the House Transportation and Infrastructure Committee spoke to the crowd.”

Watch coverage on Transportation TV at www.transportationtv.org.

