

D4 WESTport

April 2007

Welcome to the April edition of **WESTport**, MoDOT District 4's newsletter to our Missouri General Assembly members, city and county officials, and other transportation partners from the west central region.

You will receive monthly updates of District 4 projects and activities throughout the regular General Assembly session, and periodic updates during the rest of the year. We hope you will find the information useful and enlightening.

Our District 4 staff is always available to answer your questions and address constituent concerns. See our list of contacts at the bottom of this newsletter for telephone numbers and other information, or visit our district website at www.modot.org/kansascity/

MoDOT Maintains Commitment to I-29/35 Project

March 12 marked the deadline for design-build teams to submit qualifications to compete for the project to construct Interstate 29/35 highway improvements and a new landmark Missouri River crossing. A single team responded.

"We had one team submit qualifications to be considered for the project," said kclCON Project Director Brian Kidwell. The state statute requires a minimum of two Statements of Qualification. "Unfortunately, because we did not receive at least two submittals, we are not able to develop a short list of teams and immediately move forward with the design-build process."

Kidwell said MoDOT has re-advertised in local and national publications for teams to submit statements of qualifications; the deadline for those submissions is 4 p.m. Friday, May 11.

MoDOT began soliciting requests for qualified design-build teams January 12. Approximately 50 interested engineering and construction companies attended a February 2 informational meeting held in North Kansas City, Mo.

The kclCON project will reconstruct/rehabilitate about four miles of Interstate 29/35 from just north of Route 210 (Armour Road) in North Kansas City, Clay County, continuing south over the Missouri River into the northeast corner of the downtown Kansas City, Mo. freeway loop. The project includes improving outdated interchanges and a new Missouri River bridge(s).

Additional information is available on the project's Web site: www.kcicon.org.

Interchange Work Begins Local Portion of New Program

Bridge rehabilitation closed the westbound Interstate 70 exit ramp to southbound Interstate 470, and southbound I-470 was reduced to one lane on the bridge over I-70 on Monday, March 19. One week later, crews closed the eastbound I-70 exit to northbound Route 291 and restricted traffic on the northbound lanes over I-70.

Additional ramp and lane closures are expected in the next several months at the interchange, which is the Kansas City area's first project in the Better Roads, Brighter Future program that will resurface 5,600 miles of Missouri highways over the next five years. The schedule includes the following phases:

- Reducing southbound Route 291/I-470 to one lane from 39th Street to the Little Blue River to rehabilitate the 39th Street, Route 40 and Little Blue River bridges. Shifting southbound lanes of Route 291 onto the existing northbound bridge at 39th Street, restricting I-470/Route 291 to one lane.
- Closing ramps from 39th Street to southbound 291 and from southbound 291 to westbound I-70 for approximately 45 days.
- Once the southbound bridgework is complete, northbound I-470/ Route 291 will be reduced to one lane from the Little Blue River to 39th Street to rehabilitate the Little Blue River, Route 40 and 39th Street bridges. The northbound lanes of Route 291/I-470 will be shifted onto the newly constructed southbound bridge deck of 39th Street, restricting Route 291/I-470 to one lane.
- Closing ramps from northbound Route 291 to 39th Street and from westbound I-70 to northbound Route 291 for approximately 45 days.
- Repaving on northbound and southbound lanes of Route 291/I-470 will commence once bridge rehabilitation is complete. This will occur during non-peak hours.

Each stage of work includes a reward/penalty incentive program with the contractor. The contractor will be rewarded for completing stages ahead of schedule and penalized for any work extending beyond the contracted timeframe. The entire project is scheduled for completion in late September.

In addition to resurfacing the Better Roads, Brighter Future program includes wider stripes, rumble stripes, brighter signs and paved shoulders. The program is expected to save Missouri motorists about \$100 million a year in fuel costs.

Mailbag: State Patrol Appreciates Motorist Assist

I wanted to drop you a note to let you know how valuable Motorist Assist has been to us north of the river. Ever since they expanded their route to include I-35 to M-152, I-29 to Tiffany Springs and the entire I-435 loop on the Clay County side, they have been wonderful to work with. They are there to assist with traffic at crash sites, assist with motorist assists and numerous other things. In my opinion, this is one of the best programs ever developed.

I think the citizens of this state, law enforcement and those who pass through this state are lucky to have the quality assistance offered by motorist assist. I have never seen one respond and appear to be unhappy about having to respond to a call of assistance. By having the availability of Motorist Assist, we are able to more quickly assist motorists in need and to clear the highway of stalled vehicles if needed. Again, please pass my appreciation on to those who work so hard to help keep our highways safe.

Thanks again,

Sergeant Rick Fletcher
Missouri State Highway Patrol
Troop A, Clay County, Zone 4

Noland Road Bridge Meeting Attracts 50 People

MoDOT's plans to replace the Noland Road Bridge over Interstate 70 appeared acceptable to the approximately 50 people who attended an April 3 public meeting on the project. A news account from WDAF television's website follows:

You might need to add a detour to your daily commute. The Missouri Department of Transportation said it's time to replace the Noland Road Bridge over I-70.

28,000 drivers use Noland Road Bridge every day, 42 years after it was built. Starting in early 2008, they'll tear it down and build a new one.

MoDOT will work in three-phases. In the first phase, which should last three-to four-months, crews will tear down the old bridge and build a new one. During that phase the Noland Road ramps to and from I-70 will remain open. Drivers will have to be detoured around the bridge.

On Monday afternoon, MoDOT engineers were hearing about the project at a public hearing. We talked to businesses who said they're worried the construction will be a roadblock to customers, but one business said Metro drivers are used to construction and will be fine.

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