



# MoDOT in *MOTION*

District 10

Spring 2009

Dear Friends,

I would like to introduce you to District 10's new newsletter, MoDOT in Motion. Our mission at MoDOT is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. With this newsletter, we will provide you with an inside look at projects that are underway throughout the 14-county territory that encompasses District 10.

In this issue, I would like to highlight some of these projects. District 10 recently received paving awards for projects in Perry, Stoddard and New Madrid counties, we have several projects in the works through the use of federal stimulus dollars and our Safe and Sound Bridge Program is well underway with projects beginning to take shape throughout the Southeast Missouri Region.

MoDOT has also been working with the Coalition for Roadway Safety to change Missouri's current safety belt law to allow for primary enforcement. To date, more than 230 organizations and 2,320 individuals throughout the state have signed on as Primary Safety Belt Partners. Passing this legislation means that we could save an additional 90 lives each year. Please read the primary safety belt article to learn more about how you can help with this important piece of legislation.

We will also look back at the extraordinary winter storm that hit the District 10 Region in January 2009, in this issue. To learn more about how MoDOT worked with utility companies to help clean up after the storm, so the lives of area residents could return to normal, see page 4.

MoDOT crews work tirelessly throughout District 10 to

provide safe roadways for all travelers. Our crews often put their lives in danger, as they work to repair our roadways. Take time to find out about our Work Zone Safety Customer Survey on page 6. This survey provides the traveling public with an opportunity to evaluate our safety practices.

It is my hope that this newsletter will provide you helpful information about MoDOT projects. If you have additional questions or would like to provide feedback, please contact our Customer Service Center at 1-888-ASK MoDOT or visit our website at [www.modot.org](http://www.modot.org).

Thank you,

Mark Shelton, P.E.  
District Engineer



## Southeast District's Award-Winning Projects

Three of Southeast District's projects recently received the National Asphalt Paving Association's award for Quality in Construction.

The award-winning projects include Interstate 55 in New Madrid County (Apex Paving Company), Route 60 in Stoddard County (Apex

Paving Company) and I-55 in Perry County (APAC-Missouri, Inc.)

"The projects won because the asphalt mix was consistent and of excellent quality," said District Construction and Materials Engineer Lynelle Luther. "The contractors for these

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## Interstate 55 Project in Pemiscot and New Madrid Counties is Among the First Economic Recovery Projects to be Awarded in the Nation

One of the first Economic Recovery projects in the nation began on Interstate 55 in New Madrid and Pemiscot Counties. Upon the president's signing of the act, the \$18,423,266 contract was awarded to Apex Paving Co., Cape Girardeau, Mo., and work began. The Southeast Missouri Stone Company began producing rock for the project immediately.

This project includes improvements to I-55 in Pemiscot and New Madrid Counties that will occur at locations of greatest need between Route

Southeast Missouri Stone Company began producing rock for the I-55 project as soon as the president signed the Economic Recovery Act and the Missouri Highways and Transportation Commission awarded the project on Feb. 17, 2009.

60 at Sikeston and the Arkansas state line—almost 24 miles of resurfacing in the northbound lanes and nearly 30 miles of resurfacing in the southbound lanes. Work will also occur on the ramps of nine interchanges in the area.



## Southeast Missouri To Improve Minor Routes



Cheryl Ball  
Assistant to the D.E.

Not only will improvements be made to interstates and major routes

through the funding from the Economic Recovery Act, MoDOT also has plans to improve minor routes.

One of the minor routes that will receive improvements in Southeast Missouri is Route 51 in Perry County. The project will include an overlay, as well as improving

shoulders and adding rumble strips. Once completed, the project will span from I-55 in Perryville to Route 72 at Patton.

“Completion of this project will serve as a good example of the improvements that could be made to minor routes, if additional funding was received through the Conversation with Missouri,” said Assistant to the District Engineer Cheryl Ball.

The plan currently includes improvements to minor roads

in 11 of the Southeast District's 14 counties. The overlay projects will be awarded to contractors. The chip seal projects will be completed by MoDOT's maintenance crews.

“When selecting minor routes to improve, MoDOT examined the conditions of roads and analyzed traffic volumes,” said Ball. “The roadways included in the plan will offer long term benefits to Missourians.”

*The minor roadways included in the plan, will offer long term benefits to Missourians.*

[Ball]

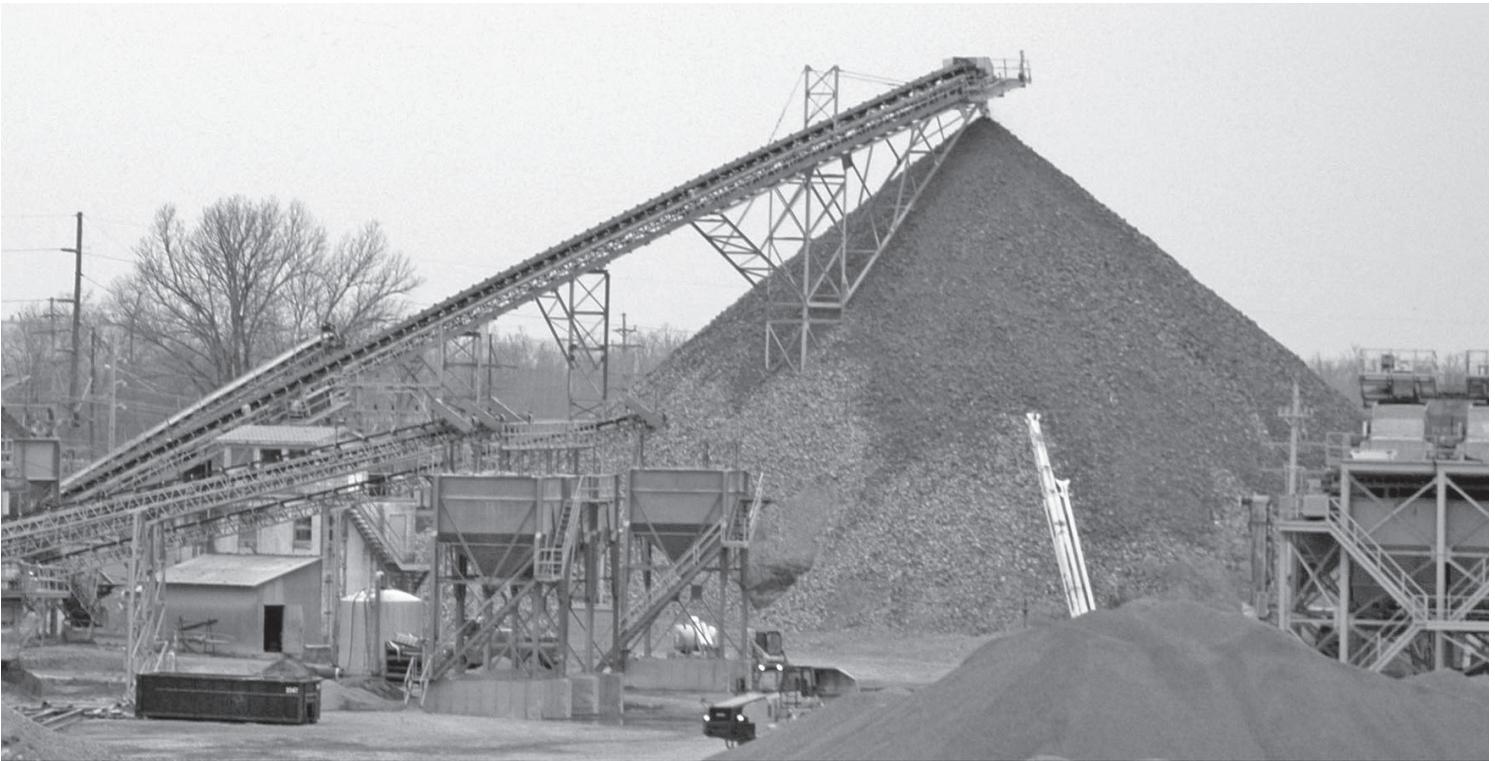
## I-55 in Pemiscot County

Another Economic Recovery project will occur on Interstate 55 in Pemiscot County.

The project includes resurfacing in the northbound lanes from the Arkansas state line to Hayti. Also, the off ramp at Hayti will be replaced.

Bidding for the project will open this April.

For more information about economic recovery projects, please visit [www.modot.org/firstinnation](http://www.modot.org/firstinnation).



This is some of the rock that will be used in the I-55 project in Pemiscot and New Madrid Counties. Pre-construction work began immediately after the act was signed and the Missouri Highways and Transportation Commission awarded the project. Work on the roadway is expected to begin this spring, with completion anticipated in fall 2010. During work on the roadway, traffic will be reduced to one lane in either direction at times.

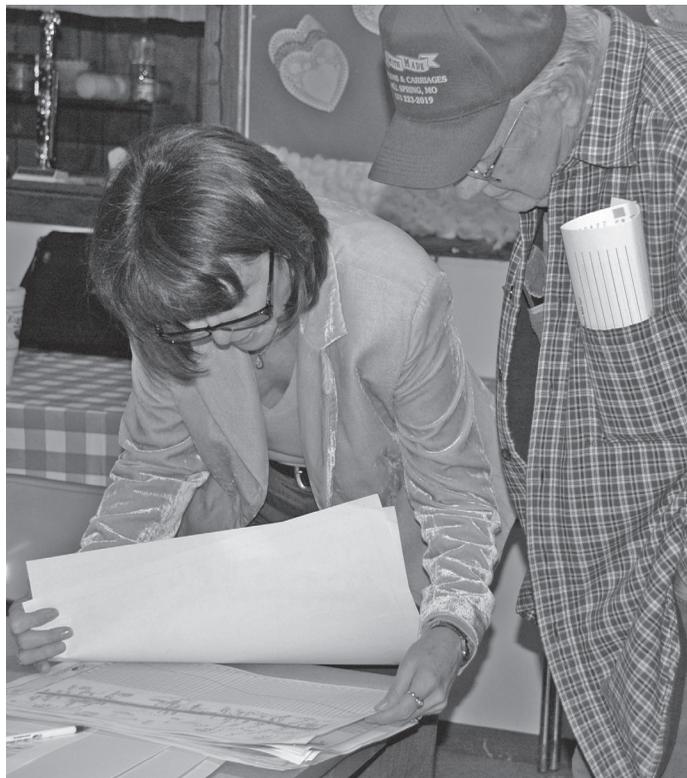
## Improvements to Route 34 in Wayne County

Southeast District has also been able to move forward with a project in Wayne County on Route 34 because of the Economic Recovery Act.

Right-of-way acquisition has now begun. Bids for the project are expected to open in June. If the Highways and Transportation Commission awards the project in July, work could begin in fall 2009.

The project includes grading, paving, adding shoulders and some realignment of Route 34 from Piedmont to Patterson. The project also includes re-surfacing with paved shoulders from Patterson to the new Route 34 realignment at Silva.

Connie Roe, certified appraiser, assists a property owner at the Route 34 Wayne County public meeting on Jan. 22. At the meeting, almost every member of Southeast District's right-of-way team, Project Manager Eric Krapf, Resident Engineer Steve Bubanovich, Assistant Resident Engineer David Wyman, Area Engineer Lindell Huskey and several project designers were present to answer any questions from residents and property owners about the improvements.



## Southeast District's Award-Winning Projects

*[ continued from page 1 ]*

projects were able to achieve excellent quality with the product on a daily basis.”

The I-55 project in New Madrid County also won the Missouri Asphalt Paving Association's Award for Quality (under 50,000 tons). The state only recognizes two projects per year with this award.



Lynelle Luther  
Construction and  
Materials Engineer

## Winter Storm Wreaks Havoc in the Southeast

On Monday night, January 26, a winter storm began its sweep across the Southeast District, beginning in the south and working its way north. The storm delivered freezing rain, sleet and snow to the area, causing widespread damage.

Despite the extreme conditions, District 10 employees continued to make every effort during the storm to keep the public safe—keeping the roadways clear of ice and debris was a top priority.

“One of the hardest things for the crews was the unpredictability of the situation,” said Area Engineer Stan Johnson. “With power lines dropping, they never

knew where they would fall. Once they made it down a road, they did not know if they would be able to turn around and come back.”

Although crews were working long hours in uncomfortable conditions, no one sustained any serious injuries during the storm. Johnson explained that he considers that the true measure of success.

In the upcoming months, crews will have a lot more hard work ahead, with MoDOT’s clean-up anticipated to be completed in April.



Broken limbs, storm damage and downed poles became a common scene in Southeast Missouri after the storm hit this January. Clean-up from the storm will take several months.

## MoDOT Answers Guard Cable Questions

The guard cable system is one of the latest added safety features to Southeast Missouri’s roadways. Since it is new to the area, it is understandable that there are questions about the cable system, its functionality and uses.

One of the most common questions about the cable system in Southeast Missouri is “why are the guard cables not placed in the center of the median?”

Project Manager Andy Meyer explained that the cable systems specified on Interstate 55 and Route 67 are an improvement on the previous design. When a vehicle hits the cable, the cable stays up and the posts will bend. Each post has a metal sleeve installed in a four-foot concrete footing, allowing for quick replacement after an accident.

The guard cable system on I-55 was not installed in the median. If guard cable had been installed in the median, it would have been less effective in situations when the soil is wet, such as those to the right.

“However, benefits of the system would be lost if the ground was not stable,” said Meyer. “When the median is wet and the soil is saturated, a system with the guard cables placed in the center of the median would not be as durable.”

Another common question is, “how close was the guard cable installed to the passing lane?”

The cable was installed eight feet from

the inside stripe of the passing lane. The average car is less than six feet wide and the average truck is less than seven feet. Essentially, the width of another lane exists between the passing lane and cable system.

For more answers to questions about the guard cable system in the Southeast District, please visit [www.modot.org/southeast](http://www.modot.org/southeast) and view the Guard Cable FAQ.



## Primary Safety Belt Law

If you were told you have a one in 32 chance of winning the lottery - would you play? What if you were told you have a one in 32 chance of being killed in a traffic crash if you don't buckle up - would you take that gamble?

Safety belts save hundreds of lives each year. Buckling up is one of the best defenses against severe injury or death in a traffic crash. In the past three years, more than 3,000 people died in Missouri traffic crashes - 70 percent of them were not wearing a safety belt.

By encouraging non-users to change their habits, even more lives could be saved. In fact, a primary safety belt law would save approximately 90 lives each year and prevent more than 1,000 serious injuries. Of any traffic safety legislation, a primary safety belt law has the most potential to save lives.

Currently Missouri law requires drivers and front-seat passengers to buckle up, but a citation can only be issued if the officer makes a traffic stop for another offense (secondary enforcement). This is the only traffic law restricted to secondary enforcement out of the more than 500 Missouri traffic laws. A primary enforcement law will allow an officer to stop a vehicle when he/she observes a violation - like all other Missouri traffic laws.

In addition to saving lives, a primary safety belt law would save Missouri approximately \$231 million in costs associated with traffic crashes each year and would reduce Medicaid costs in Missouri by approximately \$103 million over ten years. Primary safety belt legislation could also qualify Missouri for an additional \$16 million in federal transportation funds.

Safety advocates across Missouri are banding together as Primary Safety Belt Partners to spread the word about the importance of wearing safety belts. To join this cause or show your support, visit [www.saveMOLives.com](http://www.saveMOLives.com).



During a recent ice storm, two D10 employees' lives were saved because they chose to buckle-up.



Transportation Designer Jeff Watcher discusses the Butler County bridge project at a community briefing.

## MoDOT Kicks Off the Safe and Sound Bridge Program

Over the past several months, District 10 has been busy educating Southeast Missourians about the Safe and Sound Bridge Improvement program with community briefings.

So far, Southeast District is well on its way of meeting the goal to hold eight community briefings by this April.

The community briefings are focusing on the 19 quick start projects in Southeast Missouri included in the program. Construction on all of the quick start projects is expected to begin this year. In order to complete these projects more quickly and in a more cost efficient manner, most of the work will include road closures for six-week durations.

"I would not say that people welcome the inconvenience of a road closure, but most people seem to be weighing the impacts versus the benefit

of the improved bridge," said Project Manager Andy Meyer.

Secondly, he said that most of the property owners in these areas have been well aware that each one of the bridges in the program needs work, even before the announcement of the Safe and Sound schedule.

With the Safe and Sound program well underway and other projects in the Southeast Missouri scheduled to begin in the next several months, the summer will be a busy time for transportation improvements.

"People are getting excited about the amount of work coming up this summer, and that's a good thing because we are delivering on our commitments," said Meyer.

For more information about SAS or a complete list of the projects included in the program, please visit [www.modot.org/safeandsound/](http://www.modot.org/safeandsound/).

Work Zone Survey Example

Name: (Optional)

Road/Highway Name & Direction:

Nearest Intersection:

Date Traveled:

1. Did you have enough warning before entering this work zone?  
YES  NO

2. Were the signs and/or traffic signals easy to see?  
YES  NO

3. Did the signs provide clear instructions?  
YES  NO

4. Did you understand the flagger's directions?  
YES  NO  No Flagger

5. Did the cones, barrels, or striping guide you through the work zone?  
YES  NO  None Present

6. Was the posted speed limit appropriate for the work zone activity?  
YES  NO

7. Did you make it through the work zone in a timely manner?  
YES  NO

If no, please explain:

8. Did the work zone look neat, clean, and organized?  
YES  NO



To keep everyone safe, MoDOT is managing and improving work zones in many ways. We're enhancing work zone warning signs to make them more visible to motorists. We've also added a new online work zone report card that allows anyone to visit MoDOT's Web site to rate a work zone. In addition, MoDOT provides an online map with work zone information to help you plan your trip. Social media like e-newsletters and podcasts and other more forms of communication also keep motorists informed of current and planned work zones. We're working hard to keep motorists safe, but we need your help. Please visit [www.modot.org](http://www.modot.org) and fill out the Work Zone Customer Survey. An example of the survey is to the left.

Here are some helpful tips for driving in work zones:

- Buckle Up
- Stay Alert
- Follow Signs
- Be Patient
- Expect the Unexpected
- Don't Drink and Drive
- Don't Speed

**Thank you for driving smart.**



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