

# A Year of Accomplishment

MoDOT logged several significant accomplishments in fiscal year 2003. From tackling a record-breaking winter to implementing an award-winning work-zone awareness campaign, the department closed the year with a number of accomplishments.

## All Major Bridges Reinspected

MoDOT reinspected all state-maintained bridges over the Missouri and Mississippi rivers to look for any possible damage due to dramatic weather fluctuations during winter weather earlier in the year; no significant problems were found. The inspections didn't close any bridges, but the inspections did result in a few precautionary

repairs, which have been completed or are underway. Damage found on bridges in St. Louis and Kansas City areas prompted the additional inspections.

There are 55 Mississippi and Missouri river crossings in Missouri – the most major river bridges of any state in the nation. MoDOT inspected 36 bridges it maintains and worked with neighboring states on 13 bridges they maintain. The remaining bridges are either under construction or closed. The MoDOT inspections were conducted in March, April and May of 2003. To complete all the major bridge inspections in three months, three teams of bridge inspection engineers were committed full-time to the effort.

The department maintains about 10,000 bridges in Missouri. MoDOT conducts about 8,500 bridge inspections a year to evaluate the condition of

these bridges, and then takes the necessary steps to repair them when needed. Underwater bridge inspections are conducted in the warmer spring and summer months, with the rest of the bridge inspections completed during the fall and winter.

All Missouri bridges are inspected at least every other year – a national standard set by the Federal Highway Administration. However, the department routinely inspects its bridges more often than federally required; many of them are inspected at least once a year.

## Adopt-A-Highway Program Turns 15

MoDOT's Adopt-A-Highway program celebrated its 15-year anniversary in the fall of 2002. The program was launched in August 1987, and the first adoption took place Nov. 1 of that year.

Fifteen years later, more than 3,500 adoptive groups take care of 5,166 miles of Missouri roadsides. Over the years, more than 8,000 volunteers have picked up thousands of bags





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of litter, mowed hundreds of roadside miles, and planted millions of flowers, trees and shrubs. These activities make a significant impact on the appearance of Missouri roadsides and although MoDOT spends \$6 million a year picking up litter, adopters' work is worth more than \$1.5 million a year.

The Adopt-A-Highway Program is a public/private partnership committed to cleaning and beautifying these roadsides. The program helps provide anti-litter education and improve roadside appearance. Volunteers help recover recyclable items and reduce mowing hazards.

### 39-Year-Old Missouri Road Wins National Award

The 5-mile long, 39-year-old pavement of westbound Interstate 44 in Jasper and Lawrence counties received the 2002 Perpetual Pavement Award from the Asphalt Pavement Alliance.

To qualify for this award, a pavement must have resurfacing levels of no less than 12 years on average, no structural failures, minimum maintenance needed throughout service life, and demonstrate long-life characteristics, excellence in design, quality in construction and value to the traveling public. It must also be at least 35 years old.

Traffic volume, climate, soil conditions, original construction and original pavement designs were evaluated, along with other data, to ensure the criteria were met. This section of I-44, incorporated into the original historic Route 66, carries almost 25,000 vehicles daily, with more than 23 percent of that traffic being commercial trucks traveling at 70 mph speeds.

### Employees Shine During Record Winter

MoDOT employees had their work cut out for them recovering from the year's record-setting winter weather. Although winter traditionally is a busy time for the department, the phrase "Let It Snow" took on an entirely new meaning for MoDOT during the year.

MoDOT spent approximately \$40 million last year on labor, materials and equipment for snow and ice removal, which is above the \$30 million average – approximately a 30 percent increase. The department purchased more than 300,000 tons of salt last year, which is well over the annual statewide average salt usage of 210,000 tons.

Dealing with one of the biggest winter seasons in history, crews used much more than the usual amount of salt. In

fact, the highest salt usage in the past few years in one winter was 275,000 tons in the 2000-2001 season, and crews used well above that.

## The Difference is YOU. Drive Smart

That's what MoDOT asked Missourians to do this year in work zones during Work Zone Awareness Week April 7-11, and the weeks following. The department launched a new work-zone awareness campaign this year, entitled "The Difference is YOU. Drive Smart."

MoDOT had more than 600 active construction projects throughout Missouri in the fiscal year, and hundreds, if not thousands, more maintenance projects.

On average, more than 40,000 people per year are injured in work-zone crashes. In Missouri, between 1997 and 2001, 79 people were killed and 4,265 injured as

a result of work-zone crashes. In 2001, 25 motorists died and 1,057 were injured in Missouri work-zone incidents. Of the injured, 51 were MoDOT workers. By the end of the fiscal year MoDOT had lost 67 highway workers statewide to work-zone-related accidents since 1945.

For 2003, the campaign consisted of new work-zone signs, television and radio public service announcements statewide, new work-zone safety information on the MoDOT web site, billboards near major projects in Missouri and public-awareness events to kick off the campaign and the new construction season.

The work-zone campaign received a communications award from the American Association of State Highway Transportation Officials' Public Affairs Subcommittee for excellence in communication.

## No MOre Trash! Campaign Completes Successful Year

Missouri spends millions of dollars cleaning up trash every year. To increase public awareness of the littering problem in Missouri, Gov. Bob Holden proclaimed May 1, 2003, as the first No MOre Trash! Day in Missouri.

A TV public service announcement, litter road signs and kickoff events were held statewide. The Missouri departments of Conservation and Transportation launched the No MOre Trash! campaign in April 2002 with the ultimate goal of making Missouri a litter-free state.





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MoDOT began installing new road signs May 1 to remind motorists of the penalties for littering. The new green, black and white sign includes information about the \$1,000 maximum fine and/or a year in jail penalty for the crime of littering, as well as the No MORE Trash! logo and web site address – [www.nomoretrash.org](http://www.nomoretrash.org). Signs were placed at rest areas and at high-litter locations.

## More Missouri Roads Got Stripes

Customers spoke and MoDOT listened. To improve safety on the 32,000-mile state system, 12,000 more roads received stripes – all paved roads received center stripes, and all roads carrying more than 1,000 vehicles per day also had edge stripes added.

Federal guidelines do not require striping on lower-volume routes. So, the department previously painted center stripes only on roads carrying more than 225 vehicles a day, and edge stripes on roads carrying more than 1,700 a day, which still exceeded federal striping guidelines. Lowering the traffic volumes means adding 5,400 more miles of center stripes and 7,300 more miles of edge stripes throughout the state.

The department has 23 paint-striping machines that paint more than 87,000 line miles of stripes per year. Including the additional striping, MoDOT spent approximately \$15 million on striping.

## MoDOT Prepares for Emergencies

The Mobile Emergency Response Operations Center was successfully deployed for its first multi-agency drill in April.

The MEROC is a self-contained mobile unit, designed for MoDOT inci-

dent-command personnel. It is housed on an enclosed trailer and includes workstations, communications equipment, a 60-foot telescoping tower, a generator, a kitchen and restroom facilities. It can also function as a temporary radio tower. More operational tests will soon follow.

It can be mobilized quickly from its Jefferson City base to any part of the state to aid in local response efforts. The MEROC has the unique capability of being the only mobile communications center that is truly interoperable. The MEROC can communicate on most spectrums of the Public Safety bands as well as military and civilian frequencies, while having the ability to interconnect these systems seamlessly to the operators in the field.

## New Exit Signs Make Travel Easier

Safety and savings were the benefits of new exit signs produced and installed by MoDOT in the spring of 2003. The new signs save money and are easier to see and read for all drivers, particularly older drivers. The new version incorporates the exit number plaque and exit sign into one. These new signs are preferred by the Manual on Uniform Traffic Control Devices and reduced the amount of square footage needed for the sign,

so its production costs are less, and the existing signpost may be used, saving more money.

## New Guidelines Mean Safer Travel

Improving roadway safety, operations and the environment are all benefits of new access-management guidelines that were approved this year for use on many of Missouri's busiest highways. The new guidelines, developed after years of study, will help provide safe access to roadways by properly spacing driveways, medians, median openings, traffic signals and freeway interchanges.

The access-management process organizes driveways and intersections on a roadway to reduce crashes and delays. A road may have many access points, including entries to businesses, farms and residences. Each one creates spots where vehicles could collide. According to national studies, more than two-thirds of roadway crashes result from access-related problems.

Some goals of the new guidelines include improvements to safety, traffic operations, air quality, lifespan of the road and attractiveness of the roadside.