

# The BRIDGE Newsletter

The Official Newsletter of the KTU Constructors' Safe & Sound Design-Build Project



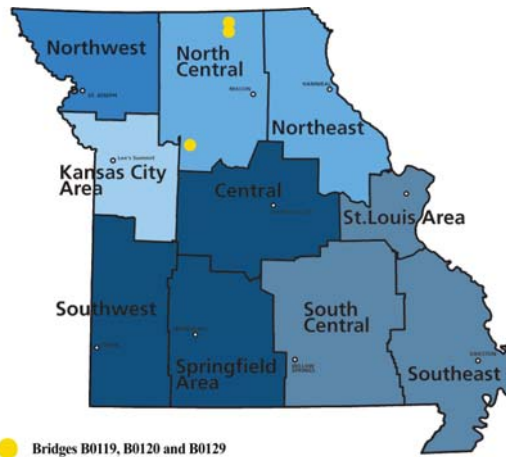
Construction of Bridge B0120 in Adair County is being coordinated with the construction of Bridges B0119 and B0129 -- all of which are located along Route 139. Building all three at the same is saving time and money and minimizing public impacts.

## Route 139 bridges done simultaneously to save time

The fairly close proximity of bridges B0119, B0129, and B0120 on MO Route 139 over Big Creek allowed the concurrent reconstruction of all three bridges to save time and money and to minimize inconvenience to landowners. Originally the bridges were to be rebuilt consecutively, one after the other, with a couple months between each one. The first bridge was to have started in May 2010 with the last bridge not finishing until May 2011.

But KTU and the subcontractor, Cramer & Associates, Inc., came up with the idea to build all three concurrently. People who own land between the bridges and MoDOT representatives were approached with the idea. All parties agreed that it was a good idea and the bridges were rescheduled to all close on the same day. Instead of taking nearly a full calendar year to rebuild all three bridges and impacting landowners three separate times, these bridges are scheduled to be done in December, well ahead of the original 174 days allotted for all three.

Building all three bridges at once has many benefits to MoDOT, KTU, the subcontractor and the adjacent landowners. There are no residential houses between the bridges, but there are field entrances, so landowners and MoDOT were eager to take this approach to minimize the time fields would be



inaccessible. This approach also benefits KTU and the subcontractor because equipment, crews and materials only need to be mobilized once to the area.

The three bridges were closed on August 23 and construction began first on Bridge B0120. Cramer has finished demo of the existing bridge, finished the substructure, set beams and post tensioned the bridge. The cranes were then moved from B0120 to B0129 and construction began on this structure. That existing bridge has also been removed and

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## Schedule

### Status Update

As of early October, the following is a status update overview of the design-build portion of the Safe & Sound Project:

78 bridges completed

### Scheduled Completion

Bridges currently scheduled for completion in the next month as part of the project's design-build component include:

- B0054 -- Gentry County (NW)
- B0154 -- Saline County (NE)
- B0304 -- Platte County (KC)
- B0375 -- Pettis County (SW)
- B0502 -- Dunklin County (SE)

### Upcoming Construction

Bridges currently scheduled to close in the next month as part of the project's design-build component are:

- B0079 -- Harrison County (NW)
- B0168 -- Sullivan County (NE)
- B0281 -- Lafayette County (KC)
- B0405 -- Cedar County (SW)
- B0532 -- Scott County (SE)



**Dave Paris**  
**KTU Design Manager**

Dave Paris is currently serving as KTU Constructors' Design Manager. A graduate of The Ohio State University with a B.S. in Civil Engineering, Dave joined Kiewit in 2004. Since that time he has been a Superintendent on various projects including highway projects in Arkansas, a commuter rail project in New Mexico and a dam remediation project in Tennessee.

## Customer satisfaction: What would Ms. Missouri say?

While we all might wear the hat of the customer at some point in time on this project (the contractor buying services from a laborer, KTU from a subcontractor and MoDOT from KTU), it is the end user that really fuels this project and the majority of construction work throughout the state. It is the local farmer, sales person, realtor, ourselves, and any other tax-paying Missouri resident for whom we work, and it is ultimately their satisfaction that we seek. As part of the MoDOT 554 Team, we have the opportunity and obligation to serve the people of an entire state with the products we deliver:

- Safer bridges with current roadway safety features
- High-quality bridges
- Compliant and ethical behavior of which each person can be proud
- Fast delivery to minimize impacts to the traveling public

On a recent tour of some completed bridges, specifically Bridge B0297 in Lafayette County, I had the privilege of receiving a compliment on behalf of the entire MoDOT 554 Team. A woman stopped her car to exclaim:

"I really appreciate your hard work, and I love driving on these new bridges. I'm glad my tax dollars are going to good use."

Comments such as these are the reason we wake up in the morning and work long, exhausting hours for the satisfaction of a job well done. While my contribution seems distant from this compliment, I would like to thank everyone who worked at this specific site and those working throughout the state, as I'm sure there are similar success stories and satisfied customers in each part of the state.

Unfortunately, I was unable to get the name of the woman mentioned above, but for the purposes of a grand finish, let's call her Ms. Missouri. As the season changes to fall and the last of the 2010 bridges will be just getting under way, I challenge everyone to finish the year strong and ask, "What can I do for Ms. Missouri today?"

Dave Paris, Design Manager

KTU Constructors

The Bridge Newsletter is the Official Newsletter of the KTU Constructors' Safe & Sound Design-Build Project. Please submit stories, story ideas, photographs or any questions or comments you might have regarding this publication to [Stacia.Pagenkopf@Kiewit.com](mailto:Stacia.Pagenkopf@Kiewit.com).

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Participants in this summer's Jakefest Tournament included, from left: Aaron Heckmaster, Craig Blankenship, Mark Koenigs, Harry Koenigs, Troy Heckmaster, Andrew Duckworth and Mark Gutknecht. In addition to the Golf Tournament, the event's raffle and silent auction all combined raised more than \$34,000 for CureSearch, an organization dedicated to curing childhood cancer.

## Jake Koenigs Memorial Tournament raises money for CureSearch

This summer, KTU Constructors hosted the Jacob Koenigs Memorial Tournament at the Tiffany Greens Golf Club in Kansas City to support CureSearch in its mission to cure childhood cancer.

The Jakefest Tournament honors Jacob "Jake" Koenigs who lost his heroic fight with cancer in 2006. Jake is the son of KTU Construction Manager Harry and Robin Koenigs. The golf tournament and associated activities all combined to raise more than \$34,000 for CureSearch, an organization dedicated to funding children's oncology group research efforts.

The golf tournament included a fund-raising raffle and an auction emceed by KTU's Paul Jacobson, with various donated prizes including a weekend at the Lake of the Ozarks. Kiewit Power also held a raffle to throw pies in the face of District Manager Dave Flickinger and other managers, raising more than \$5,900 for the cause.

The golf tournament included a Hole-in-One contest and prizes for the longest drives, closest to the pin, longest putt and other flag prizes. Teams were comprised of subcontractors, suppliers, bridge contractors,

designers, and representatives from Kiewit's Central, Eastern and Power districts.

The team of Brock Sears, Pete Krsnich, Kurt Franta and Joey Krsnich from bridge subcontractor Leath & Sons won the tournament with a score of 55. The tournament MVP went to Jim Moran as he rode with the beverage cart to make sure there were no mechanical problems during the tournament.

A special thanks to the tournament committee of Chris Steuck, Aliecia Taormina, Brandi Edon, Linda Olvera, Dave Biegert and Jason Barton for putting on a truly outstanding event. KTU would also like to thank Robin and Emily Koenigs and Sarah Gapstur for volunteering at the tournament, and to Natalie Cole, National Director of Field Operations for CureSearch, for attending the event to share information on the organization's mission.

Our heartfelt thanks to the hole sponsors, everyone who donated a prize, and those who participated in the raffles and auction for contributing to the overall success of Jakefest KC 2010. We look forward to seeing you all again for Jakefest 2011.



## New OSHA crane standards going into effect

There has been much anticipation and discussion regarding the new and improved standards regarding cranes in the construction industry. The existing standard was issued in 1971, when the technology was far more primitive than today. The new standard will affect about 4.8 million people from 267,000 different organizations.

David Michaels, Assistant Secretary for Labor and Occupational Safety and Health, gives a great outline of the 12-year process for the revision. In 1998, OSHA's expert Advisory Committee on Construction Safety and Health (ACCSH) established a workgroup to develop recommended changes to the current standard for cranes and derricks. In 1999, ACCSH recommended that the Agency use negotiated rule making to develop the rule. The Cranes and Derricks Negotiated Rulemaking Committee (C-DAC) was convened in the summer of 2003 and reached consensus on its draft document a year later.

In 2006, ACCSH recommended that OSHA use the C-DAC consensus document as a basis for OSHA's proposed rule, which was published in 2008. Public hearings were held in the spring of 2009, with the public comment period closing in June 2009. The publication of the final rule was published on August 9 of this year. The final rule becomes effective 90 days after its publishing – on November 8.

Since we are already more than halfway through the 90-day grace period, now would be the time to ensure you are in compliance with the new crane standard. There are a number of changes in the standard that will affect the way we conduct business.

The OSHA Web site, [www.osha.gov/cranes-derricks/index.html](http://www.osha.gov/cranes-derricks/index.html), has a number of resources that will aid in compliance with the new standard. This site has a great compilation of material including the final rule, news releases, a web chat with David Michaels and OSHA

## SAFETY STATS

Man Hours Worked ..... 479,764  
 Lost Time ..... 2  
 JT/RD Rec. .... 2  
 Other ..... 5  
 General Liability ..... 0  
 Total Recordables ..... 9

**WHY WE DO IT!**

staff, fact sheets and answers to frequently asked questions. Please be diligent in your research into the new standard so we can maintain the highest level of compliance with the new crane standard.

## Breakdown of incidents for each region

Contractors currently working in each region:

### Northwest Region

- Apac-Missouri
- Boone Construction Co.
- Clarkson Construction Co.

### Kansas City Region

- APAC-Kansas
- Clarkson Construction Co.
- Leath & Sons, Inc.
- Phillips Grading

### Southwest Region

- APAC-Missouri
- Burk Bridge

- Don Schnieders Excavating
- L. Krupp Construction
- Pace Construction
- Phillips Grading

### Northeast Region

- Cramer & Assoc.
- Irvinbilt
- Kiewit Western
- Phillips Grading

### Southeast Region

- Joe's Bridge
- Magruder Construction
- Penzel Construction
- Robertson

## Incident Accountability

| Region      | Total Hurt | Recordable | First Aid |
|-------------|------------|------------|-----------|
| Northwest   | 3          | 2          | 1         |
| Kansas City | 2          | 1          | 1         |
| Southwest   | 2          | 2          |           |
| Northeast   | 3          | 2          | 1         |
| Southeast   | 2          |            | 2         |





Larry Rebman, Director of the Missouri Department of Labor, addresses contractors during the Sept. 28 Compliance Seminar in Jefferson City.

## KTU, agencies conduct compliance seminar

Tuesday, Sept. 28, KTU Constructors hosted a Compliance Seminar open to all subcontractors currently working on the Safe & Sound Bridge Improvement Program (MoDOT 554) and all subcontractors interested in bidding work on this project. More than 100 people attended this all-day training in Jefferson City, MO.

Representatives from multiple agencies worked together to conduct this session, including the Missouri Department of Transportation's External Civil Rights Group, the U.S. Department of Labor Wage & Hour Division, the Federal Highway Administration and the Missouri Department of Labor.

Topics covered included Disadvantaged Business Enterprises, On-the-Job Training, Title VI/LEP/EJ, Illegal Alien Workers, Prevailing Wages & the Davis-Bacon Act, 1099 Fraud, Worker's Compensation, Workplace Discrimination and OSHA 10-hour. Prevailing wage rules and regulations were the focus of the day, with more than two hours devoted to training, questions and answers.

Larry Rebman, the Director of the Missouri Department of Labor, put it best when he stressed there is no choice but to be compliant in all areas. He emphasized the fact that everyone in the room is working on projects being paid for with public funds, so everything covered in the seminar applied to everyone. In reference to the seemingly change of focus on enforcing compliance, Larry stated, "These aren't new laws. These laws were created by our fathers, grandfathers and grandmothers." He closed out the day with an overview of recent investigations and prosecutions in the state of Missouri, and what contractors can do to avoid being in those situations.

KTU Project management hopes this seminar was informative to all contractors who attended, and would like to stress again that to receive 99 percent payment on any bridge, all certified payrolls from both the bridge builder and all lower tier subcontractors must be turned in and correct.

DVD's of the September training are available upon request. Please contact Aliecia Taormina at Aliecia.Taormina@Kiewit.com or (816) 600-3691 if you would like a copy.



## Local cleaning firm cited for wage violations

**WHY WE DO IT!**

The following excerpt first appeared in the Sept. 9, 2010 issue of the "Kansas City Star":

A cleaning company co-owned by former Chief Tony Gonzalez fumbled on the Arrowhead Stadium renovation project, according to the county prosecutor.

Misdemeanor charges were filed Wednesday in Jackson County Circuit Court in Independence against Xtreme Clean 88 for failing to pay prevailing wages last year at Arrowhead.

Prevailing wage laws require that public bodies awarding work on projects ensure that contractors pay competitive wages and benefits. In many cases, unionized contractors seeking prevailing wage requirements so they will not be severely underbid by nonunion contractors.

In the case of Xtreme Clean, 19 employees working on the Arrowhead project last year were not provided prevailing wage on the benefits portion of their pay, said Jackson County Prosecutor Jim Kanatzar.

The benefits losses, which could include health insurance and retirement benefits, ranged from \$2,000 to \$11,000 for each employee, according to Kanatzar.

"When these types of violations happen, we take them all very seriously," said Kanatzar, who added they were discovered by the county compliance officer.

The case could eventually go to trial, but Kanatzar said in most cases a plea agreement is reached with the company that includes making up for the lost wages or benefits.



Boone Construction Co. uses a template for pipe piling operations at an interior bent on Bridge B0060.

## Focus in four areas will lead to improved quality

Regardless of whether you work in the field supervising pile driving operations or if you work in an office ordering materials, quality is your responsibility. Every KTU operation from top to bottom should periodically look at their individual processes and procedures to identify any areas where improvements can be made. If each individual and every crew does their part, the end product will be the best it can be. Following are four examples of areas where we can improve:

### Common NCR's for field operations

- Piling – Pile locations out of tolerance continues to be a focus point. We've had many non conformance reports on the 554 program and recently several piles have had to be pulled and re-driven. This has resulted in headaches for all involved. As contractors you must ask yourself the following questions:

- a. Are you aware of any geological conditions that might cause practical refusal?
- b. Are these conditions expected to occur?
- c. Do I have the correct hammer for the work?
- d. At what point do I stop driving?

Pay close attention to the elevations, changes in hammer stroke, the dramatic increase in blows per inch and other changes that occur right when practical refusal begins. The goal is to stop pile driving operations before the pile is damaged. Using a jig/template will help keep the pile alignment within specifications.

- Rebar Clearance / Location – Focus on the proper use of chairs. There are standards

which dictate the location and number of chairs and provide guidance on achieving the design clearances. Focus on whether several single or continuous chairs would be most effective. Look closely at the plan drawings for proper orientation. While bar counts and spacing provide the layout, the drawings depict the intent of the design and are very effective in ensuring that "two points don't occupy the same space."

- Others - Continuous use of the checklists for hold point inspections and recognizing when to perform witness inspections will help eliminate repeat mistakes, save money and avoid undue delays.



Brandon Merritt, KC Region Assistant Quality Manager, performs a witness inspection of rebar layout, spacing and clearance before the forms were closed.

### Effective supplier quality management

Everyone on the 554 program must ensure that your suppliers provide the required information on their delivery tickets. This information is required so mix adjustments

-Continued on Page 7-



WHY WE  
DO IT!

## QUALITY

### Top 5 focus

1. Pile driving operations
2. Best waterproofing practices
3. Concrete bent cap surface finishes
4. Plan rebar location/cover
5. Quality hold points and checklist utilization

### Top 5 going well

1. Subcontractor required submittals
2. Pre-activity meetings
3. Communication at the regional level for changes
4. Punchlist process at the project level
5. Roadway transition grade communication





While working on Bridge B0152, Joe's Bridge uses burlap with a constant "wet cure" to ensure the grout is effective and to prevent leaking at the joints.

## Areas of focus to improve quality (continued from Page 6)

can be made in the field without exceeding any specification limits. Discuss all project specification requirements with the supplier before bringing them on board to help ensure a quality end product.

a. Concrete Suppliers – Common information to confirm regarding the material being provided would be the mix #, batch weights, moisture percentages in aggregates, water allowed on job site, mixing revs, etc.

b. Asphalt Suppliers – information to have on the ticket would be route number, county, bridge number, mix design number, date, quantity with tare, net, and gross weights, etc.

These functions are essential to minimizing projects costs due to repair or replacement work and unanticipated re-design work.

### Waterproofing practices

During grouting operations, everyone should focus on proper curing procedures to minimize cracking that will allow water to seep through.

We must ensure we have a good "bond" with the joint sealant to the girder faces on transverse joints. Getting the deck properly prepped cannot be emphasized enough. Cleanliness is very important. Sand blasting is one effective way to remove material that will keep the waterproofing material from adhering to the girders, but pay attention to the reservoir areas in the joints. Apply materials according to the manufacturer's directions and the AAS special provision at the rates specified. The end goal is to prevent "leaking" bridge decks and best practices should be reviewed and modified as necessary



On Bridge B0134, Kiewit Western used a six-foot straight edge during finishing operations to ensure proper beam seat finish.

until we achieve this goal project wide.

### Cap finishes

Everyone needs to check bent caps and finishing operations to help ensure we minimize beam erection issues. One lesson learned is to make sure you double check your survey elevations for bearing areas. Focus on going the "extra mile" during finishing operations to avoid excessive grinding or bearing issues during beam placement. Using a six or 10 ft. straight edge or smart level to stay within tolerances will help save time placing girders. Taking the extra time now saves money later.



WHY WE DO IT!

## Shoddy steel stalls Wisconsin bridge project

The following excerpt first appeared in the June 9, 2010, issue of the "Milwaukee Daily Reporter" in Wisconsin:

An Illinois steel company is suspended from Wisconsin work after allegedly delivering weak bridge girders to a state Department of Transportation project in Wausau.

Industrial Steel Construction, Inc., of Hodgkins, Ill, allegedly delivered poorly welded steel girders to Zenith Tech Inc., for the bridge project. After Zenith Tech installed the girders for the bridge, WisDOT inspectors discovered problems with the welds.

WisDOT and Industrial Steel officials are now searching for ways to avoid project delays by fixing the girders without removing them, said Scott Piefer, project manager for Zenith Tech.

"If it drags on longer," he said, "I imagine it could impact the project schedule."

WisDOT (on June 7) decided to prohibit Industrial Steel from supplying girders for state projects, said Don Miller, WisDOT director of project development.

"The suspension process allows us to take the contractor off the plate for a while so we can investigate their quality control," he said.

Miller said the state will let Industrial Steel work on future projects if the company's quality control programs pass muster.



## Wetlands Preservation is Essential

Did you know that more than 50 percent of America's wetlands have been destroyed? Let's not add to that statistic. After a brief summary, preventive methods, and examples of wetlands, we'll be on the right track to be environmentally sound.

Wetlands are the most productive ecosystems in the world. They are transition areas between dry land and open waters; however, they are not always wet. Usually, wetlands contain plant life adapted to survive in water-saturated soil normally without oxygen (anaerobic). Some of the plants found in wetlands include duckweed, water lilies, cattails, pondweed, reeds, sedges and bulrushes.

Particularly in Missouri, the wetlands provide some of the state's richest wildlife habitat. Nearly half of Missouri's total plant species are associated with wetlands. More than a quarter of Missouri's nesting and migratory birds depend on wetlands for part of their life cycle. Missouri has eight types of wetlands: swamps, shrub swamps, forested wetlands, marshes, wet meadows, fens and seeps, pond and lake borders, and stream banks (see the "Types of Wetlands" section for definitions).

The loss of historic wetlands in Missouri has exceeded the national rate; approximately 87 percent of the state's original 4.5 million acres of wetlands have been lost – mostly by agriculture, but increasingly to commercial, industrial and residential development. The most common types of wetlands on the MoDOT 554 project are:

- Palustrine Emergent Wetlands (PEM)
- Palustrine Scrub-Shrub Wetlands (PSS)
- Palustrine Forested Wetlands (PFC)

In the United States Fish and Wildlife Service (USFWS) classification system, Palustrine Emergent Wetlands are characterized by erect, rooted, non-woody plants. The Palustrine Scrub-Shrub Wetlands are dominated by woody vegetation less than 20 feet tall, such as trees, shrubs or young trees that are stunted due to environmental conditions. Lastly, Palustrine Forested Wetlands are characterized by wooded vegetation that is at least 20-feet tall.

A specific example is based on a MoDOT Modified Bid Build project in which a wetland was impacted. The presence of the wetland was documented in a PCN letter. The 404 permit was not secured from the Corps because the plan was to avoid the area and plan reviewers received documentation to avoid the area. After the bridge was nearly completed, an inspector noticed that the emergent wetland was impacted by the work equipment on site (see picture above). The Corps was notified and the contractor restored the area.

On the MoDOT 554 project, preventive methods for wetland disturbance have been established to preserve these sensitive areas. Initial screenings by MoDOT's wetland specialists provide specific GPS data, which is imported on site plans. Prior to obtaining the bridge permit, construction access at the site is analyzed. This analysis determines potential impacts to the wetlands and the proper permit to request. Whether the permit is a 404 or a PCN letter, KTU discusses the specifics of the permit with the subcontractor upon award. Installation of an orange fence and silt fence is mandatory to protect the wetlands and keep all contractors compliant with regulations.

## Types of Wetlands

1. **Swamps** – primeval-looking wetlands found predominantly in the southeastern part of the state
2. **Shrub Swamps** – impenetrable wetland thickets
3. **Forested Wetlands** – lack continuously standing water, although flooding is common
4. **Marshes** – characterized by the depth of standing water
5. **Wet Meadows** – occur in poorly drained areas, and have greener or darker vegetation
6. **Fens and Seeps** – contact zone between different geological layers
7. **Pond and Lake Borders** – geographic boundaries that are natural borders
8. **Stream Banks** – the terrain alongside the bed of a stream

If you are uncertain about the wetlands or have environmental concerns, then please contact Jeremy Goings, KTU Environmental Manager at 816-600-3671.

## Environmental Status

### Focus Areas

1. Land-lease (staging) agreement approval process
2. DNR demolition notification process
3. Silt fence installation and maintenance
4. Minimizing site disturbance
5. MoDOT erosion control inspections
6. Concrete washouts

### Going Well

1. Permit/easement acquisition
2. Lead/asbestos removal
3. Spill control preparation
4. Secondary containment

*"We must all work together in order to save the environment and the world that we live in from further change." – Dave Foreman*



## Q&A with one of MoDOT's Customer Service Representatives

MoDOT's Customer Service Representatives are a critical source of information about highway construction projects and activities across the state for residents and drivers. Customer service staff members are responsible for not only answering calls that come in via 888-Ask-MoDOT, but they also respond to e-mails, walk-in customers and address other inquiries for information and assistance.

Jennifer Ranabargar is a Senior Customer Service Representative for MoDOT and works in the Central District office in Jefferson City. This customer service center handles general inquiries for the central region, as well as those that come in from MoDOT's statewide phone lines and Web site. According to Kristin Gerber, Community Relations Manager for the Central District, "Jennifer has a great amount of experience in her position and is a wonderful resource for our customers, addressing their questions and comments about the Safe & Sound program."

More about Jennifer:

### **How long have you been with MoDOT?**

34 years

### **How do you like to spend your free time?**

I love to spend time with my 2-year-old grandson. We both love the outdoors/sun and spend lots of time in the swimming pool.

### **What is your favorite thing about your job?**

I enjoy the challenge of researching customer requests and concerns. There is something new to learn each day in this field.

### **What questions do you get the most from the public?**

It depends on the time of year. During the summer season, people have roadside questions regarding when MoDOT is going



As a Senior Customer Service Representative for MoDOT, Jennifer Ranabargar answers questions from Central District residents regarding the Safe & Sound Bridge Improvement Program.

to mow and trim along a particular highway. During the winter season, customers ask about road conditions in regard to snow and ice. The central region customer service center receives an average of 950 contacts a week during normal weather conditions. That amount can more than double during winter weather conditions.

### **What is the strangest (or funniest) question you've gotten?**

I try to not look at questions as being strange or funny, but instead, put myself in the customer's position and take their questions as seriously as they do. I must admit, sometimes that is hard to do without a chuckle first!

### **What is your typical day like?**

You begin your day without having a clue what your day will entail. Emergencies or incidents arise that can change your "routine" schedule. There is rarely a "slow" day.

### **What kinds of feedback are you hearing about Safe & Sound?**

A majority of feedback I hear is positive comments regarding the time frame a bridge was replaced or repaired and how pleased the customer is with the outcome of the project. Rarely do we receive calls about the inconvenience of detours, the time frame of the bridge being closed or traffic congestion caused by the construction.

### **What do you wish everyone knew about Safe & Sound or MoDOT?**

MoDOT has a great tool for the information regarding the Safe & Sound Bridge Program on our Web site. The information includes an on-line interactive map of all Safe & Sound bridge projects where color coded icons indicate each bridge location. There are pop-windows that give a picture of the bridge, the location, detours and when construction will start. There is also a link from MoDOT's Web site to the KTU Constructors Web site, with more information about their work on bridges in the Safe & Sound Bridge Program.

## Route 139 bridges built at same time to lessen impacts (continued from Page 1)

pile driving has begun. By mid-October, demolition and site access activities will have started on the last bridge, B0119.

Construction is going smoothly and all three should be open again before this winter. This schedule change demonstrates how planning

and forward thinking can save time and money for MoDOT and the subcontractors, while reducing the impacts to the landowners who are affected every day by construction on the roads bordering their properties.



## Kansas City Region setting the pace on bridge inspection scores

On KTU's Safe and Sound Design Build Project, all bridges are rated with the National Bridge Inspection Standards (NBIS) upon completion. To earn this rating, each bridge undergoes an extensive inspection process to identify any flaws or potential future issues that could require maintenance. The rating system is based on a 0 to 9 scale with 0 being a failed bridge and 9 being in excellent condition when opened to traffic. KTU has set the goal on the Safe and Sound Design Build Project for an average of 8.6 or greater. Although this might seem to be a fairly lofty goal given that 9 is the highest score possible, it is a goal we can attain if everyone works together.

Setting the pace in these efforts so far is the Kansas City Region with an overall average NBI rating of 8.75. Of the 16 bridges that have been rated in the KC Region, 13 of them

have attained the highest rating of 9. In the KC Region, Clarkson Construction Company has exemplified quality craftsmanship by earning a 9 rating on six of seven bridges for an average of 8.85. The Northeast Region is also exhibiting an exemplary overall average NBI rating of 8.69 with 11 of its 13 rated bridges achieving a 9. Of the remaining three regions, the Southeast Region's overall average rating of 8.13, the Northwest Region's rating of 7.91 and the Southwest Region's rating of 7.6 are below KTU's expectations.

Even though it seems we are rarely satisfied and always pushing for better results, KTU congratulates the Kansas City Region for setting the precedence for other contractors to follow. If everyone follows suit, the end results will be something we can point to with pride.



## Bridge awards at 50%

With the conclusion of the September 3 bid letting, KTU Constructors has awarded 50 percent of the bridges in the Safe & Sound Design Build Project.

KTU has so far received bids for 293 of the 554 bridges. Of those 293 bridges bid, 276 are currently under contract with 19 individual contractors, many of which are well into construction. A list of KTU's current contractors, along with some basic contract information, is provided in the accompanying table.

For information regarding future bidding opportunities, past bid results and instructions on becoming a prequalified contractor or subcontractor, please visit our Web site at [www.ktuconstructors.com](http://www.ktuconstructors.com). For a complete list of contractors and subcontractors bidding on the project, please check out the Plan Holders List available through the Online Plans Room on the Bid Lettings page.

| Current KTU Contractors                  | No. of Packages Under Contract | No. of Bridges Under Contract | No. of Bridges Complete by 10/1/2010 |
|--|--------------------------------|-------------------------------|--------------------------------------|
| APAC - Kansas, Inc.                      | 3                              | 26                            | 5                                    |
| APAC - Missouri, Inc.                    | 3                              | 14                            | 5                                    |
| Bleigh Construction Company              | 1                              | 11                            | 0                                    |
| Boone Construction Co.                   | 3                              | 22                            | 8                                    |
| Burk Bridge Co.                          | 2                              | 7                             | 3                                    |
| Clarkson Construction Company            | 5                              | 31                            | 8                                    |
| Cramer and Associates, Inc.              | 2                              | 9                             | 4                                    |
| Don Schnieder's Excavating Company, Inc. | 3                              | 19                            | 4                                    |
| Irvinbilt Company                        | 1                              | 7                             | 3                                    |
| Joe's Bridge & Grading, Inc.             | 2                              | 17                            | 7                                    |
| Kiewit Western Co.                       | 3                              | 24                            | 2                                    |
| Kozeny-Wagner, Inc.                      | 1                              | 1                             | 1                                    |
| L. Krupp Construction, Inc.              | 1                              | 8                             | 2                                    |
| Leath & Sons, Inc.                       | 1                              | 7                             | 2                                    |
| Magruder Construction Co., Inc.          | 1                              | 7                             | 0                                    |
| Pace Construction Company, LLC           | 1                              | 7                             | 0                                    |
| Penzel Construction Co.                  | 2                              | 15                            | 7                                    |
| Phillips Grading and Construction, Inc.  | 4                              | 33                            | 14                                   |
| Robertson Contractors, Inc.              | 2                              | 11                            | 3                                    |
| <b>Total</b>                             | <b>41</b>                      | <b>276</b>                    | <b>78</b>                            |