



Iron County bridge rebuilt in 7 days



L. Krupp Construction rebuilt the Highway 21 bridge over Reid Creek in just one week, earning praise from MoDOT officials for minimizing inconvenience to Missouri residents.

Bridge B0472 spanning Reid Creek on Highway 21 in Iron County was originally scoped as a 110 foot long, two-span bridge with a 39-day construction schedule. Due to traffic impact concerns, the Safe & Sound team was challenged by MoDOT and the surrounding communities to reduce the road closure from 39 days to 15 days.

To meet this challenge, MoDOT, KTU, The LPA Group and L. Krupp Construction partnered together on the redesign and developed a plan to construct a new 110 foot long, single-span bridge in 15 days.

The piling and grading work was completed under single lane closures prior to the full road closure. Once these operations were

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schedule

Status Update

As of early December, KTU Constructors and its subcontractors have completed 427 bridges on the design-build portion of the Safe & Sound Project.

The total number of bridges to be rebuilt in 2012 to complete the 554 Project include:

Kansas City Region

24 bridges

Northeast Region

27 bridges

Northwest Region

30 bridges

South Region

34 bridges

Upcoming Construction

KTU is scheduled to resume reconstruction efforts next month on the following three bridges:

B0012 in Atchison County

B0009 in Atchison County

B0390 in St. Louis County

B0455 in Polk County



Harry Koenigs

KTU Constructors

Project Sponsor

Challenge is to finish strong in safety and quality

Our project has made great advances over the past year. By mid-December, the job team will have completed more than 280 bridges this year alone, putting us on track to meet our goal to finish the job by late summer 2012. But the story isn't just about the progress of work. It's also about the manner in which it was completed.

Safety improved greatly in 2011. On a bridge-per-day basis, our frequency of injuries was half the rate we experienced in 2010. Safety has become more important to our partners and it certainly shows in the results. It is very encouraging for me to see our subcontractor managers display a higher level of concern for the safety of the people who are truly making this major effort happen -- our craft employees. Also, the craft personnel themselves are showing a higher level of safety awareness and are doing a better job of avoiding hazards and unsafe acts.

It is no accident that in 2011 our safer team is also building higher quality bridges. Safety and quality go hand-in-hand. The rate of non-conformance reports has drastically reduced from 2010. This improvement has resulted in higher bridge ratings. This again is a testament to all our partners and their pride in workmanship and sincere interest in giving our client, the people of Missouri, high-quality bridges that will last for many years.

Next season will bring in a whole new set of challenges. The biggest challenge for 2012 is how we improve upon this year's performance in safety, quality and speed of construction. For the past two years, the sheer number of available work sites has allowed great flexibility to work and move the job forward. With the number of work sites diminishing, our ability to change direction or substitute a bridge in the schedule will be impaired, which could affect our efficiency. Managing limited schedule flexibility is critical to our success in maintaining a positive relationship with our client.

For the past two years, the sheer number of available work sites has allowed great flexibility to work and move the job forward. With the number of work sites diminishing, our ability to change direction or substitute a bridge in the schedule will be impaired, which could affect our efficiency.

I believe there are several things we can all do to avoid impacts to the work and ensure a strong finish.

Plan Ahead – KTU will need to coordinate with MoDOT public relations well ahead of construction starts to be sure there are no issues which could prevent road closures as scheduled. Contractors will need to provide accurate schedules and schedule updates. Early notification of construction duration changes is necessary to make adjustments and avoid other impacts to the overall schedule.

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Content Contributors:

Betty Burry, Brian Cruickshank, Michael Dement, Jeff Featherston, Cory Gapstur, Ryan Gibbs, Jeremy Goings, Lauren Hague, Troy Heckmaster, Keith Hoff, Tom Kerr, Harry Koenigs, Steve Kullman, Dave Lehr, Keith Martin, Nathan Morgan, Rich Newman, Terrance O'Brien, Stacia Pagenkopf, Morgan Paris, Nick Petersen, Bill Potempa, Paul Roggenbuck, Jesse Spain, Aliecia Taormina and Jim Thomsen. 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.

Improving safety and quality focus for 2012 (continued from Page 2)

Communicate – Constant and open communication will keep everyone on the same page and avoid misunderstandings. This will be crucial to maintaining good relationships and solving problems.

Best Practices – The best practices have been developed and updated each time a recurring problem is resolved. The lessons learned are invaluable to avoiding costly rework and improving bridge quality if we put that knowledge to work.

Work Safe - No matter how quickly we finish this project, it will not be considered a success if people get hurt. Providing a safe work environment only makes sense,

because a safe site is more productive, and reducing injuries lowers costs. More importantly, it is our moral and ethical obligation to protect employees and send them home each night to their families. Our people are truly our greatest asset.

Almost every aspect of the business has seen very notable improvement this year over last. Let’s build on last year’s success and finish strong so we can proudly reflect upon our participation in the Safe & Sound program in the years to come.

Highlights of 2011 progress

- More than 280 bridges built this year alone
- On a bridge-per-day basis, our frequency of injuries was half that of 2010
- The rate of non-conformance reports drastically reduced from 2010

Bridge rebuilt in 7 days to minimize impacts (continued from Page 1)


complete, the road was temporarily reopened to two-way traffic to accommodate the Pumpkin Festival in neighboring Caledonia, Mo. At 7 a.m. on Monday following the Pumpkin Festival, a full road closure was in place and the removal of B0472 began.

Not content with a 15 day closure, Dan Blevins of L. Krupp Construction set a nine day closure goal and exceeded his own expectations when the bridge opened to traffic on the following Monday, a mere seven days and ten hours after it closed.

Upon early completion, MoDOT Chief Engineer Dave Nichols commended the Safe & Sound team for their “teamwork, innovation and efforts above and beyond our customers’ expectations.”

Additionally, state Rep. Paul Fitzwater commented saying, “Thank you to the MoDOT personnel and their director, L. Krupp Construction, and KTU Constructors for your valiant efforts to get this completed in seven days. It is truly unbelievable they accomplished it in this amount of time.”

KTU would like to recognize L. Krupp Construction for their commitment to making this bridge a success for MoDOT and the people of Caledonia.



MEMORANDUM
Missouri Department of Transportation
Director’s Office
Central Office

TO: Andy Meyer-se
 Steve Shelton-se
 Tim Cox-se
 Brian Long-se
 Trent Brooks-se
 Brian Fortner-se

CC: Mark Shelton-se
 Matthew Seiler-se
 Christian Rutledge-se

FROM: Dave Nichols *DN*

DATE: October 28, 2011

SUBJECT: Bridge B0472
 Iron County Route 21

Ed Hess-se
 Marissa Robey-se
 Brian Okenfuss-se
 Kyle Baxley, KTU SE
 Brian Cruickshank, KTU SE
 Dan Blevins, L. Krupp Construction

Troy Heckmaster, KTU
 Harry Koenigs, KTU

Thank you for your outstanding efforts in rapidly completing the new bridge on Iron County Route 21, south of Caledonia. I commend your teamwork, innovation and efforts “above and beyond” our customers’ expectations by closing this site on October 10, then opening the road with a new bridge the following Monday, October 17.

Two of the guiding principles for our Safe & Sound Bridge Improvement Program are speed of construction and schedule flexibility to minimize impacts to our customers. At no location were these better demonstrated than at Bridge B0472. First, we moved this project to the fall to avoid the summer vacation season. Then, to respond to local concerns we directed that this closure last only 15 days.

That may have seemed unrealistic to some, but your exceptional efforts nearly cut that time in half, greatly exceeding all expectations and producing credibility and success for our industry. Thank you all for working together to produce this amazing result, which will be a long- lasting, positive influence for our customers.

Congratulations!

Proper use of barricades key to workzone safety

Properly maintaining barricades is critically important as it is our last line of defense to protect the traveling public and is our visual notification to drivers that the road is closed beyond this point.

Barricades must remain in the correct configuration at all times; during the normal construction operations of the day and during nights and weekends. We must ensure that we do not leave any opening for drivers to interpret that the road is accessible beyond the road closed signs. It takes a joint effort between KTU, bridge contractors and MoDOT to ensure that we are protecting ourselves and motorists at all times.

When the work site is closed at the end of the work day, barricades need to completely close the road to traffic. Below are a few things to look for when closing the roadway at the end of each day.

- One Type III barricade for every 8 feet of roadway. Our typical bridges require three Type III barricades.
- Chevrons (reflective stripping) shall always point down and in towards the center of the road.
- An unobstructed "Road Closed" sign must be attached to the forward most barricade.

When the job site is active, barricades

can be staggered to allow construction vehicles and deliveries to enter the construction site provided some general rules are followed.

- The forward most barricade of the stagger must be positioned in the approach lane of traffic with the "Road Closed" sign attached.
- Parking within the staggered barricades should be in the oncoming travel lane leaving the approach lane open for travel to the bridge site.
- In the case of a county road or driveway located within the first set of barricades (staggered), additional barricades should be placed at the end of the bridge.
- If deliveries or construction activities extend beyond the initial



barricade setup, the work zone should be extended (by moving the barricades) to encompass deliveries.

KTU and MoDOT coordinated efforts to conduct an unofficial statewide work zone inspection during the week of November 14. MoDOT Work Zone Coordinators will complete another formal statewide review of all Safe & Sound program bridges in late 2011.



One Type III barricade should be used for every 8 feet of roadway with an unobstructed "Road Closed" sign attached to the forward most barricade.



Tools to Help You Succeed

Don't know how you can make safety a *habit*?

Not sure how to avoid the *shock* of overhead lines?

Excavation requirements have you feeling *down*?

Would you let *your mother* access your job site?

We can help you make safety a habit and erase all doubt!

For all your safety questions and concerns, don't hesitate to contact the KTU Constructors' Safety Department. We are committed to the safety and health of everyone on the project statewide.

Lauren.Hague@Kiewit.com
(816) 600-3671 (office)
(505) 449-7083 (mobile)



Region	Total Hurts	Recordables	First Aid
Northwest	3	2	1
Southwest	2	1	1
Northeast	5	3	2
Kansas City	2	1	1
Southeast	7	5	2

APAC-Kansas earns 3rd quarter quality award

As the construction season reaches its peak, so has the competition for quality crew of the quarter. With several worthy contractors making significant contributions to the project in the 3rd quarter, KTU and Safe & Sound management have selected APAC – Kansas to receive the recognition for their work this quarter.



Under the leadership of project manager Dave O'Dell (far right), the crew from APAC-Kansas earned Quality Contractor of the Quarter honors for the 3rd Quarter of 2011. The crew's work on Bridge B0259 in Jackson County was among their successes this year.

Working around the Kansas City area, APAC-KS has always taken pride in providing high quality bridges to the motoring public. With this pride, the crews have consistently completed bridges on or ahead of schedule with minimal quality issues. Congratulations to APAC-Kansas for their consistent quality performance on the 554 program.



Tools to Help You Succeed

Are quality issues **TAKING A BITE** out of your wallet?



For help developing solutions to any of your quality problems, contact:

KTU Constructors Quality Manager
Jeff Featherston

Jeff.Featherston@Kiewit.com (816) 600-3672

Don Schnieder's earns safety crew of the quarter honors

Don Schnieder's Excavating was named Safety Crew of the Quarter for the 3rd Quarter. This crew lives by the "Nobody Gets Hurt" motto and has been nominated by all three KTU Regions in which they have worked.

Doug Holtmeyer and his crew display exceptional planning and execution of safe operations, evident in their clean, orderly and productive work sites with minimal slip, trip and fall hazards. In their second year of building bridges on the MoDOT 554 Project, working safely is truly a habit.

Doug's crew proves safety goes hand-in-hand with production and quality. In 2011, they completed five bridges with difficult schedules incident-free at a combined 23 days ahead of schedule.



Safety Crew of the Quarter – Front Row and Holding Banner – Kenneth Loethen, Jesse Spain(KTU), and Doug Holtmeyer. Back Row – Lloyd Mustain, Don Talken, Kenny Renner, John Luttrell, Aaron Libbert, Rusty Long, Corey Verslues, Shawn Hollenberg, and Craig Mertens.

Team building at the Chief's game

It was the battle of the 0-4 teams! Sunday, Oct. 2, was a beautiful day when the Kansas City Chiefs played the Minnesota Vikings at Arrowhead Stadium. The day started with a fantastic tailgate event catered by Hy-Vee. The Kansas City

Chiefs Drumline (known as "The Rumble") stopped by and performed in KTU's tent, and to top that off, a couple of the Kansas City Chiefs' Cheerleaders also dropped in and joined us for a few photos. Thank you to all who participated!



KC contractor debarred from working on public works projects



Kansas City, MO — The Missouri Department of Labor's request that Rycoblake Corporation be added to the Public Works Construction Debarment list was granted by the Secretary of State's Office. Rycoblake's placement on the Debarment List bars it from bidding or working on any publicly funded construction projects or any construction projects that benefit the public until Dec. 1, 2012.

The debarment is a result of a wage investigation completed by the Jackson County Compliant Office. The investigation concluded that Rycoblake owed \$3,324.78 to three employees for work completed on the Kansas City Chiefs renovation project. Because it was a public works project, employers were required to pay the prevailing wage rates for the specific county and occupations employed.

The Jackson County Compliance office is charged with monitoring the Kansas City Chiefs renovation project to ensure contractors comply with the prevailing wage law. The office conducts routine site visits and reviews payroll records. Compliance officer Tom Wyrsh sent a wage survey to workers and discovered Rycoblake misclassified workers as laborers rather than sheet metal workers and paid them less than the laborer rates.

The compliance office filed charges with the local prosecuting attorney's office for the prevailing wage violation. As part of a settlement agreement, Rycoblake Corporation agreed to pay restitution to the three workers and a voluntary debarment from working on public works projects until December 1, 2012. This company is the only company currently on the state debarment list.



Tools to Help You Succeed



Does the review of certified payroll always leave you scratching your head?

Do you know more about a job than an OJT?

Does the thought of DOL or CFR send you running?



Does the mention of another posting make you scream?

Don't Stress



Call or email **Alicia Taormina** at KTU Constructors for all your compliance needs.
Alicia.Taormina@Kiewit.com (816) 600-3671

When giving a little means giving a lot

Schedule modifications accommodate charitable events

Two statewide charitable efforts continued making a significant difference for Missourians in 2011, thanks in part to the ongoing partnership between KTU and the communities being served by the Safe & Sound program.

The Spirit Horse JC Ranch and the Bike MS: Express Script Gateway Ride, two events that together raise millions of dollars and involve thousands of people, were able to go off without a hitch this year as a result of some relatively minor tweaks to the Safe & Sound construction schedule.

In June, a concert featuring Jamey Johnson and benefitting the Spirit Horse JC Ranch faced potential impacts due to a planned closure of the Route 137 bridge over the North Jacks Fork River. By postponing the construction start date two weeks, nearly 5,000 people were able to attend the concert and support the non-profit organization, which is dedicated to offering free, equine therapy to disabled children.

In September, KTU and MoDOT worked

- The planned closure of the Route 137 bridge over the North Jacks Fork River was postponed two weeks, allowing people to attend a benefit concert for the Spirit Horse JC Ranch, an organization that offers free, equine therapy to disabled children.
- KTU and MoDOT ensured the success of a bicycle ride benefitting the National Multiple Sclerosis Society by opening three bridges along the bike route ahead of schedule and working with event coordinators to re-route riders around a fourth bridge.

together to help ensure the success of the Bike MS: Express Script Gateway Ride – a benefit for the National Multiple Sclerosis Society. The planned bike route for the multi-day event included four Safe & Sound bridges scheduled to be closed then. KTU worked with contractors and suppliers to adjust the opening date of one bridge by a week, ensuring that two others would be open by the day of the event and worked with event coordinators to re-route event participants around the final bridge.

As a result, more than 3,200 cyclists participated in the event, raising about

\$2.5 million dollars to help cure MS, a chronic, often disabling disease that attacks the central nervous system.

Both events show how, whenever possible, KTU works closely with local communities to accommodate significant regional or statewide needs while still delivering new, safer bridges to drivers. KTU was pleased to find schedule adjustments that supported major philanthropic efforts while still ensuring it met the needs of MoDOT and Missouri residents and taxpayers as promised – and ahead of schedule.

KTU Constructors donates to pancreatic cancer research

I wish to personally thank you for the generous gift you recently made to the Pancreatic Cancer Action Network.

Through your philanthropy, we continue to make significant progress in our fight against pancreatic cancer.

We deeply appreciate your support for our mission.

With warmest regards,



*Julie Flesman, JD, MBA
President and CEO*

Pancreatic Cancer Action Network



PANCREATIC CANCER ACTION NETWORK®
ADVANCE RESEARCH. SUPPORT PATIENTS. CREATE HOPE.

Southeast Region works on 45 bridges in 2011

The Southeast Region is currently working with two contractors across four counties to complete the last four bridges of the 45 worked on during the 2011 construction season.

Since August, the region has reopened 23 bridges to the public. This included 11 bridges in August, four in September, six in October and two in November. One more bridge was scheduled for completion in November and the final three bridge openings for the season were scheduled for early December.

Over the course of the entire project, six Missouri contractors in the Southeast Region will complete 76 bridges across 22 counties in 21 months.

On average, Southeast Region bridges have reopened to traffic eight days ahead of schedule. Of particular note for the region, eight high profile bridges on MO Route 21, MO Route 34, US Route 60, and US Route 61 opened to traffic an average of 23 days ahead of schedule.



Kozeny-Wagner is ready to set beams on the concrete caps at Bridge B0500.

Same contractors from 2011 to work in Northwest Region next year

The Northwest Region has completed 53 of its 57 bridges for 2011. The remaining four are scheduled to reopen this month.

The 57 bridges built in the Northwest Region this year include: 18 by Kiewit Infrastructure Co., 13 by Clarkson Construction, 13 by Phillips Grading, 11 by Boone Construction and two by Leath & Sons.

These same contractors are scheduled to complete 30 more bridges in the region by the end of August 2012.

Boone Construction plans to complete 13 bridges next year while Clarkson Construction has 10 scheduled, Phillips has five scheduled, and Leath & Sons and Kiewit Infrastructure Co. have one each on the schedule.



Clarkson Construction Co. sets 80 foot adjacent box beam girders for Bridge B0088 on US Route 59 in Holt County.

Construction of B0365 moved and accelerated

There was a lot of buzz on March 15, 2011, in a crowded lunch room at the Morgan County R-II South Elementary School. Residents from the community and surrounding areas came out to voice their opinions about the 54-day road closure to replace Bridge B0365 on Route 5 between Gravois Mills and Laurie, Mo.

The public had two options; closing a major tourist route during the summer tourism season or building the bridge in the fall and impacting school buses. The contractor, Don Schnieder's Excavating, was scheduled to begin removing the bridge on May 9. People in the community, however, were concerned about this schedule and the impact it would have on local businesses and tourists traveling to the Lake of the Ozarks for their summer vacations.

To address the concerns brought up by the public; MoDOT, KTU and Schnieder's agreed to move the road closure from May to October. This move reduced the effects on the large volume of local traffic during the summer months. However, scheduling this bridge reconstruction for the fall would have a negative impact to school bus travel.



Bridge B0365 was completed on November 11, ten days ahead of an already accelerated schedule.

Trying to accommodate both school buses and other local traffic, MoDOT coordinated with KTU and Schnieder's in developing an approach to accelerate the schedule from 54 days to 42 days. During these coordination meetings, it was decided to use two drill rigs to pre-bore the piling. Generally only one pre-bore drill rig is used, but the decision to use two rigs saved about four days on the schedule. Days were also cut off of the schedule by installing the rebar for the concrete deck in a single day instead of the typical two to three day operation.

By planning operations in advance and taking advantage of favorable weather, Superintendent Doug Holtmeyer and his crew were able to beat the original schedule by 14 days.

While there was a lot of public concern about closing the road completely to replace the bridge, good weather, great planning and communication between MoDOT, KTU and Schnieder's helped make the project a success.



Reconstruction of Bridge B0365 was rescheduled from the summer to fall to avoid inconvenience to tourists traveling to the Lake of the Ozarks and accelerated from 54 days to 42 days to minimize impact to school bus operations.

Bridge B0365 Reconstruction

- The bridge is located between Gravois Mills and Laurie, Mo. along Route 5 and is used by tourists traveling to the Lake of the Ozarks.
- The road closure was moved from May to October to avoid impacting summer tourism.
- The reconstruction schedule was accelerated from 54 days to 42 days to minimize impacts to school bus traffic.

Another 17 bridges slated for KC Region

The Kansas City Region has completed 59 of its 60 bridges for 2011, and the last bridge for the year is scheduled to be complete in early December. By the end of this year, the Kansas City Region will have completed 91 out of the 108 bridges. Over the next few months, the KTU team will be planning for the remaining 17 bridges to be built in 2012.

The KC Region's 60 bridges completed this year include: 20 by Phillips Grading & Construction, 18 by APAC-Kansas, eight by Kissick Construction, six by Clarkson Construction Co., three each by Leath & Sons' and Don Schnieder's Excavating.

The 59 bridges that have re-opened to traffic this season were completed a combined 411 days ahead of schedule. The bridges opened to traffic an average of seven days ahead of schedule.



Bridge B0259 was one of 60 bridges completed in the Kansas City region this year, bringing the total number of bridges reconstructed in the region to 91.

Southwest Region builds 17 bridges since August

In the Southwest Region, there are currently 11 bridges under construction in 11 different counties. Since August, 17 bridges have been completed; nine by Kiewit Infrastructure Company, four by Pace Construction Company, two by APAC-Missouri and one each by Don Schnieder's Excavating and Burk Bridge

Company. The Southwest Region closed its final bridge of the 2011 construction season on November 7 and is working toward completing all bridges by mid-December.

Bridge B0423 was awarded in October to APAC-Missouri who is scheduled to begin

construction in March. The remaining bridge packages for the Southwest Region were scheduled to be awarded in November. Construction on these packages and the remaining bridges in packages 14.4 and 15.3 is scheduled to begin in late February with completion slated for August.

Focus shifts from construction process to closeout

As the third season of the MoDOT 554 Project comes to a close, the focus is shifting from construction to closeout. As work winds down in the field and we head into winter, it is time to strengthen the closeout efforts to get all 2011 bridges closed out before the end of the year.

The milestone of final completion for each bridge marks the acceptance of deliverables, receipt of incentives, and the start of the one year warranty period. With only one construction season left, it is increasingly important to close out each bridge quickly and get the warranty period started for each bridge.

The closeout performance has remained steady throughout the 2011 season and currently more than 70 percent of the bridges opened this season have been

submitted to MoDOT for final completion. This is an excellent trend but there is still a long way to go with nearly 150 bridges from this season still lacking final completion. KTU is confident that with

a strong finish these remaining bridges will be submitted to MoDOT before the end of the season; however, it will take a team effort to ensure that all as-built

– Continued on Page 12 –



Tools to Help You Succeed

When it comes to environmental compliance do you sometimes feel like you're up a stream without a paddle?

To view the **LATEST UPDATE ON STREAM CROSSING REQUIREMENTS**, visit KTUConstructors.com and click on:

- ▶ Subcontracting
- ▶ Reference Documents
- ▶ Environmental Policy Plan

Call or email **Jeremy Goings** for any environmental compliance needs.
Jeremy.Goings@uig.net (816) 600-3671



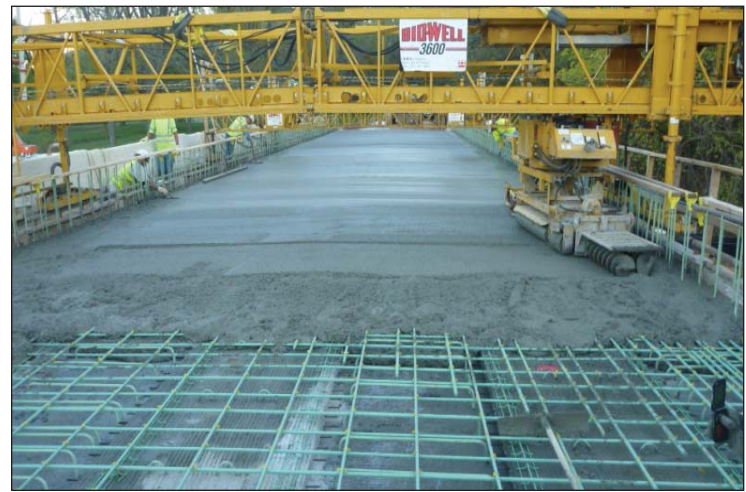
Southwest Region completes 400th bridge

Milestone reached nearly one year ahead of schedule

At 2:02 p.m. on November 7, 2011, APAC-Missouri and the Southwest Region opened Bridge B0421 to traffic. The completion of this bridge marked the 400th bridge completed on the MoDOT 554 design-build project; a milestone reached nearly one year ahead of schedule.

Based on the original schedule for the project, the 400th bridge would have been completed in the fall of 2012. Based on our current schedule, KTU and its subcontractors will complete all project bridges by August 2012. This is about 15 months ahead of the original completion date.

KTU would like to thank APAC-Missouri and all of our bridge subcontractors for their hard work and accomplishments in helping make this goal achievable. We look forward to maintaining our commitment to quickly building good bridges for the remainder of the Safe & Sound project.



Formwork is stripped from the caps and crews work on finishing the deck pour on Bridge B0421. The 400th bridge in the design-build portion of the Safe & Sound program was finished nearly one year ahead of the original schedule, putting crews on pace to finish rebuilding all bridges in 2012.



Built by APAC-Missouri, Bridge B0421 in the Southwest Region was the 400th bridge completed as part of the design-build portion of the Safe & Sound program in which 554 bridges are being reconstructed.

Northeast Region covers vast territory in 2011

The Northeast Region has completed 52 of its 60 bridges for 2011, covering more than 15,000 square-miles in the process. The remaining eight bridges were all scheduled to reopen in November.

The 60 bridges built in the Northeast Region this year include: 23 by Bleigh Construction Company, 13 by APAC-Missouri, 12 by Don Schnieder's Excavating, six by Boone Construction, three by Magruder Construction, two by Cramer Construction and one by Emery Sapp Construction.

It has been a challenging year due to the long distances between bridges and having multiple bridges being rebuilt at once. NE Regional Superintendent Steve Kullman summed it up best, "I am proud



Built by Bleigh Construction, Bridge B0215 in the Northeast Region is a 180-foot long, three span bridge with a concrete deck.

of my team for working the way they did. Building 60 bridges over an area of 15,057 square-miles could not be done by a few guys. It took a team." By

working together, MoDOT, bridge contractors and KTU overcame many challenges and closed out another successful season.

Crews rebuild St. Louis County bridge in one week

Bridge B0392 was originally designed as a cast in place box culvert, but it was redesigned as a precast structure to accelerate the job schedule. Good communication and partnering between MoDOT and KTU allowed Kiewit Infrastructure Co. to make field changes such as leaving portions of the existing abutments in place and using a flowable fill to backfill the structure.

Kiewit also coordinated with APAC-Missouri and James H. Drew Guardrail to perform their work in the same day. Installing guardrail before asphalt is rare, but it was necessary to open the bridge to traffic a day earlier. The commitment towards communication, planning and creativity made B0392 a success. KTU would like to thank MoDOT, Kiewit



Originally designed as a cast in place box culvert, Bridge B0392 was redesigned as a precast structure to help accelerate the job schedule.

Infrastructure Co., APAC-Missouri and James H. Drew Guardrail for their extra effort on B0392, making it possible to

reopen the bridge to traffic 24 days ahead of schedule.

Timely closeouts critical in 2012 (continued from Page 10)

plans, material certifications, and certified payrolls and affidavits are submitted in time.

The design-build portion of the Safe & Sound program reached a new milestone in the closeout process this

year as the warranty commitments from our 2009 and 2010 bridges began to expire. As such, KTU and their subcontractors will revisit each bridge with MoDOT to perform warranty inspection walks. To date more than 70 warranty walk-throughs have been

conducted statewide. As a testament to the workmanship of our bridges, several of these inspected bridges did not require any corrective work. The challenge still lies ahead with more than 200 warranty walk throughs scheduled for the 2012 season.