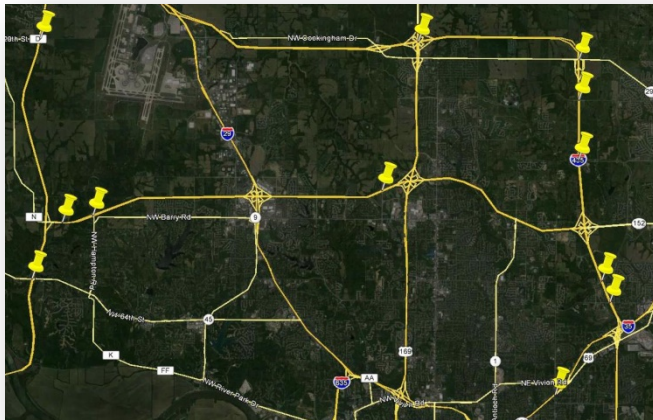
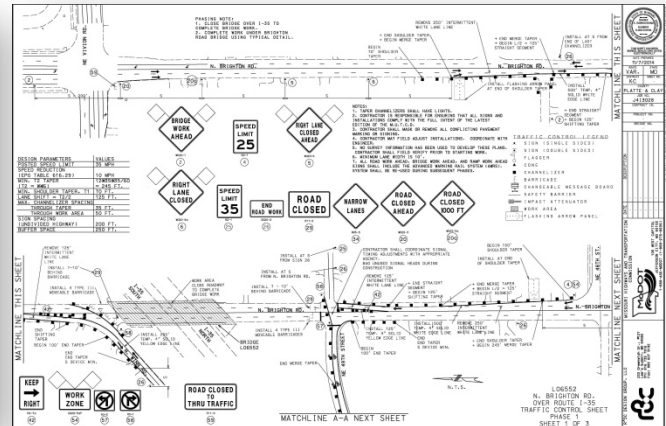


Missouri Department of Transportation (MoDOT) – Traffic Control for Rehabilitation of 44 Bridges



Bridge locations



Traffic control plan

R^3C Design Group was part of team led by Burns and McDonnell to design traffic control plans for the repair and rehabilitation of 44 bridges around the Kansas City Metro. R^3C Designers were responsible for 13 bridges. This was a fast paced project – completed in four months, including review by MoDOT. Of the 13 bridges, four were on the mainline with a freeway section. The remaining nine bridges were side street bridges. Four of the nine side street bridges have a raised median while the remaining five did not have a raised median. Ten of the 13 bridges required traffic control plans to be developed under the overpass – on the mainline for slope protection work. Two of the 13 bridges required complete road closures because of deck replacements.

We displayed our **Responsibility** using Geographic Information Systems (GIS) data for the layout of the traffic control plans. Each location was then field verified for accuracy of lane widths, posted speeds, and other design elements to ensure that an accurate design would be produced.

Our **Responsiveness** was displayed by being able to complete the project on time. This included quantity estimations and complete plan production. Road closures were required from a few of the bridges, and detour plans were coordinated with Burns and McDonnell. For most bridges at least three phases of traffic control had to be developed.

Our **Client-focus** was displayed by not taking a cookie cutter approach to all locations. Each location had different challenges, and developing a plan for each bridge greatly assisted in increasing the accuracy and dependability of the final product. Key to project success was Burns and McDonnell Engineers responsiveness to the project demands and maintaining clear communication channels.

The RIGHT factors during this project are:

- Fast paced – four months from start to finish.
- Design completed using GIS.
- Field verification of each site to ensure a quality product.
- Two complete bridge closures required detour plan coordination.
- Ten bridges required mainline traffic control plans.
- Four bridges were on the mainline.
- Final pavement marking plans required at all locations.
- Great responsiveness and clear communication from Burns and McDonnell Engineers.

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