**Missouri Highways and Transportation Commission**

**Official Minutes**

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**March 5, 2025**

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**Minutes of the regularly scheduled**

**highways and transportation Commission meeting**

**HELD in Jefferson City, Missouri,**

Wednesday, MARCH 5, 2025

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, March 5, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, and Ann Marie Baker. Daniel J. Hegeman and Francis G. Slay were present via WebEx.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, March 5, 2025.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.*

*“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

**-- Open Meeting --**

## COMMISSION/DIRECTOR ITEMS

## Election of Chair and Vice Chair

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, two members of the Commission from opposing political parties and who have the most seniority in Commission service, shall serve as Commission leadership with one member as chair and the other member as vice chair, respectively. As the most senior member of the Commission, Commissioner Smith requested to be excused from duty as chair and vice chair. Subsequently, Commissioner Smith nominated Commissioner Erdman to serve as Chair until March 1, 2026. Commissioner Baker seconded the nomination, and it was approved unanimously. Commissioner Smith nominated Commissioner Boatwright to serve as Vice Chair until March 1, 2026. Commissioner Baker seconded the nomination, and it was approved unanimously.

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## Approval of Minutes

Upon motion by Commissioner Smith, seconded by Commissioner Erdman, a quorum of Commission members present approved the minutes of the regular meetings held on January 8, 2025 and February 5, 2025, and the special meetings held on January 7, 2025, January 15, 2025, and February 4, 2025.

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## Consent Agenda

**Consent Agenda Process**

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

**Consideration of March 5, 2025, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Erdman, seconded by Commissioner Smith, the consent agenda items were unanimously approved by a quorum of Commission members present.

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## Commission Committees and Commission Related Boards

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the March 5, 2025, meeting.

**Audit Committee –** Commissioner Slay stated there was no report this month and the next Audit Committee meeting will be held in June.

**Legislative Committee** – Commissioner Erdman shared that the members of the General Assembly continue to move legislation through the process with the goal of having some proposals passed before legislative spring break the week of March 17.

As a result, some proposals that promote safety and MoDOT’s work are progressing. These include House Bill (HB) 495 sponsored by Representative Christ (R-St. Louis) which is an omnibus public safety bill that includes ignition interlock language which is part of the safety proposals on the Commission’s legislative agenda this year. Another proposal, HB 431 sponsored by Representative Caton (R-Blue Springs), will help with the conveyance of property and keep a project moving on schedule.

There are numerous proposals that staff and the committee are monitoring closely that would negatively impact the department and funding for transportation in Missouri. These include legislation that would:

* Reduce the gas tax dependent upon the department’s internal expenditures;
* Require the department to pay to relocate certain utilities (MoDOT does not pay for any utilities currently);
* Eliminate the emissions requirement for farm vehicles and if pollution control goals are impeded, MoDOT could face the possibility of having up to all federal highway funding redirected or restricted;
* Give the General Assembly authority to veto the Statewide Transportation Improvement Program (STIP), remove the Commission’s appropriation authority, and designate more fuel tax to be distributed to counties;
* Require publication of the department’s confidential engineer’s estimate; and
* Require the department to seek the city’s consent before altering a roadway in the city limits.

The Commission and staff will continue to work with the sponsors and the members of the General Assembly on these proposals.

The budget process is well underway with the House Budget Committee having held its initial hearing with the department. They also recently held a hearing that allowed for public testimony and several transportation advocates showed up in support of all modes of transportation for Missouri. MoDOT certainly appreciates that support and that of the members of the budget committee.

The House Subcommittee on Appropriations for Transportation held a hearing on Monday to mark up the budget proposal. The Senate Appropriations Committee held its initial hearing with the department last week.

The Commission and the department have participated in the legislative appropriations process for the past century and continue to believe in the importance of having the Governor and the General Assembly receive, review, and revise the department’s budget. This ensures that elected officials have input into the department’s expenditures and ensures transparency for the taxpayers of Missouri by continuing the longstanding practice of submitting the department’s budget to the Governor, and then to the General Assembly.

Since the last report, the Joint Committee on Transportation Oversight met on February 13 where the MoDOT Director Hassinger presented the department’s annual report. This report has been presented to the General Assembly since 1998, a noteworthy effort that demonstrates the department’s transparency and accountability.

In his report, Director Hassinger noted the following:

* the record program in the 2025-2029 STIP;
* the Improve I-70 and Forward 44 programs to rebuild and update the interstate system;
* historic investment of general revenues to improve low volume roads and other projects; and
* completion of two major bridges – Buck O’Neil Bridge/US Highway 169 over the Missouri river in Kansas City and the Lance Corporal Deraps/ I-70 Missouri river bridge at Rocheport.

Commissioner Erdman further explained the department’s greatest challenge in fulfilling Missourian’s expectations of operating and maintaining the transportation system is having enough workers to meet those expectations.

Safety for the workers on the roadway as well as the traveling public was also a key part of the message.

**Missouri Transportation Finance Corporation (MTFC) –** Commissioner Smith reported there was no report this month and the next MTFC meeting will be held in May.

**MoDOT and Patrol Employees’ Retirement System (MPERS) –** Commissioner Erdman shared that at the February 21, 2025, Board meeting, Todd Tyler was elected chair and Master Sergeant Wallace Ahrens was elected as vice chair.

Mr. Simon highlighted a few pension-related bills that have been filed. The Board approved an update to Board Rule 1-5 regarding voting options for Board Elections and approved several updates to the Governance Policies.

The next board meeting is scheduled for April 18, 2025, if needed, otherwise the board will not meet again until June 20, 2025.

**Missouri Coalition for Roadway Safety Executive Committee –** Commissioner Boatwright reported as of Thursday, February 28 there have been 123 people killed in Missouri traffic crashes so far in 2025. This is a 2 percent increase compared to this time last year. As a reminder, traffic fatalities have been down in Missouri each of the past two years and are hopeful to see the trend continue in 2025.

MoDOT and Missouri Coalition for Roadway Safety will be ramping up highway safety messaging particularly regarding work zones and Missouri’s hands-free law during the spring season. With historic levels of construction taking place, it is a great opportunity to remind all motorists to slow down and put the phone down in work zones.

This time of year also signals the start of motorcycle season for many. Motorcyclist fatalities decreased by more than 20 percent last year, and the Coalition wants to remind everyone who rides to make the smart choice to always wear a helmet so that these positive results can continue.

Finally, the Coalition has been working with AAA and Cambridge Mobile Telematics to continue promoting the Buckle Up Phone Down challenge amongst Missouri high schools. The team just wrapped up the first ever Safest Driver Contest for students. The winning schools and their respective safest drivers will be recognized at AAA’s annual Distracted Driving Awareness Day later next month.

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## Director’s Report

During the March 5, 2025, Commission meeting, Director Ed Hassinger provided the following report:

**Assistant Chief Engineer Announcement** – Director Hassinger asked Eric Schroeter, Chief Engineer and Deputy Director, to introduce the newest member of the department’s Executive Team. Mr. Schroeter was pleased to announce Mark Croarkin as the new Assistant Chief Engineer. Mr. Croarkin has been with the department for nearly 27 years and has been the Southeast District Engineer since 2020. Mr. Schroeter noted that Mr. Croarkin brings a broad range of experience in program delivery working across several districts, including serving as a resident engineer in the Northeast District and being one of the first MoDOT Design-Build teams, the statewide Safe and Sound Bridge Program. Mr. Croarkin has been the St. Louis District Bridge Maintenance Engineer and District Maintenance Engineer, as well as Assistant District Engineer. Staff are looking forward to bringing Mr. Croarkin’s diverse district experience to the Executive Team and his leadership to the department’s project delivery effort statewide.

**AASHTO** – Director Hassinger asked Eric Schroeter, Chief Engineer and Deputy Director, to share highlights from his trip to Washington D.C. last month for the American Association of State Highway and Transportation Officials’ (AASHTO) Washington Briefing. Mr. Schroeter reported this meeting provides an opportunity to discuss transportation programs and legislation and hear updates from key members of Congress. It is crucial as everyone works toward the next reauthorization of the federal surface transportation act. Discussions included the prioritization of formula funding, as well as things states would like to see handled differently in the next bill, such as grant opportunities. While working on the principles and details of the reauthorization, Sean Duffy was confirmed as the new secretary of transportation.

Mr. Schroeter and Patrick Flesch, Senior Governmental Relations Specialist, also had the opportunity to meet with people from each of Missouri’s congressional offices. They met with congressmen Mark Alford and Eric Burlison, as well as key staff from Congressman Sam Grave’s team and the House Transportation and Infrastructure Committee, of which Congressman Graves is chair. It was a productive week, and Mr. Schroeter noted he was happy to be able to attend and keep the ball rolling on reauthorization. It is important to start on this work for the next 15 months so the department can provide planning partners with some stability to move forward.

**Statewide Planning Partner Meeting** – Director Hassinger shared last week was the annual meeting to connect with all the regional planning partners from across the state. More than 130 people representing all 26 planning partner organizations attended. Staff discussed the ongoing Statewide Transportation Improvement Program (STIP) development process, which goes through this spring. They also shared updates on the overall Improve I-70 program as well as progress on the Forward 44 study and project work. An update was also given regarding Local Programs, of which MoDOT serves as a liaison to local governments to seek federal reimbursement for their transportation improvements on the local system.

The department’s consultants working on the update to the Long-Range Transportation Plan and State Freight and Rail Plan presented and provided partners with a survey to take back to their communities to help line out the goals of those documents. That survey is available on MoDOT’s website and all Missouri travelers are encouraged to take the time to help the Commission and department define long-term transportation goals.

This annual planning partnership meeting is a key part of our process, approved by the Commission that involves project decision-making at the local level. Director Hassinger noted that staff look forward to bringing the Draft STIP to the Commission in early summer.

**Governor’s Awards of Distinction** – Director Hassinger reported last month he talked about MoDOT’s Highway Safety employee who was recognized as January’s State Team Member of the Month, and today he shared more good news about a few more employees. A handful of Safety and Maintenance employees were awarded the 2024 Missouri State Team Member Award of Distinction in the Safety category. District Safety and Health Manager Gary McLarry, State Safety Coordinator Evan Adrian, Maintenance Management System (MMS) Project Director Michael Middleton, MMS Administrator Tommy Caudle, and Assistant Maintenance Liaison Randall Ipock were recognized for creating safety dashboards that help team members understand safety behaviors, allow leaders to make vital safety decisions, and streamline reporting, reducing submission and review time. Their efforts increased employee participation in safety programs and decreased injuries and workers compensation costs.

Motorist Assist Operator Kenneth Cassway also received the 2024 Missouri State Team Member Award of Distinction in the Heroism category. Director Hassinger noted the Commission previously recognized Mr. Cassway for his actions responding to the scene of a traffic incident involving an impaired driver in February of last year. His actions prevented what could have been a serious even fatal collision, potentially saving the lives of the impaired driver and numerous motorists on I-70.

The work of these employees went far above and beyond their duties and responsibilities. The Commission and department are proud of the work these employees have done and continue to do and are excited to see them recognized at this level. The recipients will be in town this summer for the awards ceremony during State Team Member Recognition Month in June.

**Linda Horn Retirement** – Director Hassinger recognized today as Communications Director Linda Horn’s last commission meeting. Ms. Horn has been with the department for 30 plus years. She was one of the first communication staff brought onto the department. She worked on how the department communicates, internally and externally. Ms. Horn was a major contributor to MHTC news and Chat with the Chief. Ms. Horn communicated about what was going on with MoDOT, and the department realized there needed to be better communication on the front line. Ms. Horn was a trailblazer that went to be a front-line communicator in St. Louis and set the stage for that mode of operation for MoDOT. Director Hassinger noted that the department now has communications staff in all districts. Ms. Horn later worked on the first design-build project, which was more of a communication project instead of highway project. This project closed a major road used by about 100,000 cars a day, so her job was to make sure the department publicly communicated what was going and to ensure the public was informed throughout the project. Ms. Horn set the bar for communication, consensus building, and information sharing for five years of this project. She then came and led the Communications division in central office, making this team one of the best in the country. Director Hassinger noted that Ms. Horn has made a huge difference in many professionals’ careers.

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## PUBLIC COMMENTS

## Appreciation for MoDOT Partnership

Ozarks Transportation Organization (OTO) Executive Director Sara Fields thanked the Commission for their partnership on I-44. She noted that traffic is rapidly growing and through their regional planning process and prioritization, the region submitted an I-44 project as the number one priority. There was funding programmed in the Statewide Transportation Improvement Program (STIP) for a small section of six lane roadway improvements. Ms. Fields said they went to the legislature asking for funding for pavement rebuild and a complete interchange rebuild, but the region got so much more. Ms. Field’s appreciated the department’s work and partnership, and the ability to deliver a project within the budget year the legislature put the funding in. She noted this is huge in building trust and proving how good the Commission and department are at delivering projects. Ms. Fields thanked the Commission and Director Hassinger because that work is starting next week and the region is very excited.

Commissioner Smith thanked Ms. Fields for what she does in the Springfield area and her partnership. Commissioner Boatwright thanked Ms. Fields for pointing out the execution piece of the project. He stated that the MoDOT team does a tremendous job on the execution; staff work on the planning and funding to get the project, but the execution piece is key to success. Commissioner Boatwright thanked Ms. Fields for her comments and her extremely valuable leadership in the Springfield area.

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## Concerns About Weather Response, Transparency, and Political Signs

Commissioner Erdman thanked Mr. Dienoff for his previous comments and suggestions in regard to secretarial and ministerial obligations to the public.

Arnie Dienoff expressed frustration with MoDOT’s deployment and response of road crews during this morning’s winter weather. He stated Highway 54 was treacherous, unsafe, and should have been closed. Mr. Dienoff questioned if staff and equipment had been sent to other locations, as MoDOT crews were not visible in the areas he traveled and should be held accountable. He shared his dislike with the Commission and the department because meeting materials are not posted online seven days before the meeting. He requested the meeting materials for the March 5, 2025 commission meeting. He also requested all results, all discussions, individual votes by Commissioners, and actions taken by the commission either for personnel, contract, or negotiations, or other type actions during the March 4, 2025 closed meeting. He complained about political signs on state right of way, and noted he has called a specific sign into customer service numerous times. He asked for timely removal of a large purposely placed political sign on a right of way in Chesterfield. Regarding the Outdoor Advertising presentation earlier in the meeting, Mr. Dienoff wanted to draw staff’s attention to House Bill 272, which was discussed at the House Transportation Committee. He requested the department’s legislative team oppose this bill. He commented on his concern that there is a disconnect between the General Assembly and MoDOT. He believes the public hearing process also needs to be revamped. He also believes MoDOT needs to be open and transparent.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted his requests have been noted. Commissioner Boatwright thanked him for his perspective.

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## MODOT PRESENTATIONS

## Scenic Byways, U.S. Bicycle Route System, Outdoor Advertising, and Junkyards Overview

On behalf of the Director, Brenda Harris, Assistant to the State Design Engineer-Right of Way; Gidget Koestner, Policy and Innovations Engineer; and Jennifer Hall, Outdoor Advertising Manager, jointly presented a high-level overview on Scenic Byways, U.S. Bicycle Route System, Outdoor Advertising, and Junkyards. Ms. Harris stated ​the scenic road program has been in America since the early 1900s when people began to rely on motorized transportation. In the first half of the century, the first scenic roads did not exist because of any organized program, but rather the scenic travel corridors were developed in bits and pieces across the nation. ​Official byways support began in 1965 with President Lyndon Johnson who created a national program known as the “Highway Beautification Act” or “Lady Bird’s Bill”. This national act called for the control of outdoor advertising, junkyards, and scenic byway designations. ​In 1990, the Missouri General Assembly passed a state statute which gave the Missouri Highways and Transportation Commission the authority to create a state system of scenic byways. This statute was quickly followed by other federal bills, such as ISTEA, TEA-21, SAFETEA-LU, that noted the scenic byway program and provided minimal funding. The byway program has been unfunded at the Missouri state level since early 2000, however byway groups and local governing bodies have financially supported their designated byways.​

Ms. Harris provided a list of current byways in Missouri. The state byways are roads or highways under state, federal, or local ownership that have been designated by the state through official declaration for that area’s intrinsic qualities. The Missouri Byways Program is a statewide partnership designed to provide recreational, educational, and economic benefits to Missourians living along the scenic infrastructure while promoting the intrinsic qualities of Missouri’s beautiful landscape.​ Processes and procedures within the statute requires MoDOT to confirm that a byway applicant has met all necessary requirements for the Commission to take official action on approval or rejection of the proposed designation. ​Ms. Harris noted over the past several years, the Commission has inducted 12 scenic routes across Missouri. There are other byways identified in the state, however, they did not run through MoDOT’s process and are not included within the department’s jurisdiction. ​Ms. Harris explained the detailed process of becoming a scenic byway begins with an application submitted by an individual or a group of individuals that want to promote two of the six required intrinsic qualities in a specific location, such as recreational, agricultural, or historical. MoDOT’s role is to facilitate the submittal and guide the applicant through the process and obtain local governmental and public approval as set out within the Code of State Regulations. After approval of local agencies and the public is obtained, the Scenic Byway Advisory Committee makes a recommendation to the Missouri Highways and Transportation Commission for official approval and designation. ​

Gidget Koestner, Policy and Innovations Engineer, stated the U.S. Bicycle Route System (USBRS) is national network of officially designated, numbered, and signed routes that use existing roads, trails, and other facilities appropriate for bicycles. ​The nationwide plan, which will eventually reach 50,000 miles; it currently has 23,186 miles as of November 2024.​ The American Association of State Highway and Transportation Officials (AASHTO) and Adventure Cycling signed a memorandum of understanding in February 2021, formalizing a longstanding partnership to create a national bicycle route network. Ms. Koestner explained that twice each year, the AASHTO Special Committee on U.S. Route Numbering accepts applications for USBRS consideration. AASHTO requires the applications be submitted by the state departments and must include letters of support by adjoining states. ​She noted that as suggested by the partnership, this endeavor is largely driven by cycling enthusiasts and local bicycle groups. ​In Missouri, the Missouri Bicycle and Pedestrian Federation does the brunt of the outreach and planning which the department then utilizes for the application. ​Prior to submitting an application, the department ensures letters of support have been received from adjoining states and each entity along the path. ​When an application results in a U.S. Bicycle Route System designation, MoDOT is committed to indicating the route on the official state map. ​

Ms. Koestner reported that prior to the fall of 2024, Missouri had two U.S. Bicycle Routes; USBR 76 and USBR 66 are largely east/west routes as shown on the 2021 official state map. ​U.S. Bicycle Route 76 was established in May 2013 as Missouri’s first U.S. Bicycle Route and follows a portion of the TransAmerica Bike Route.​ Missouri’s U.S. Bicycle Route 66 was approved in May 2018, and follows along Historic Route 66 across the state.​ Missouri was the first state to attain a designation for USBR 66.  California and Oklahoma followed with two other sections in 2021 and 2022 respectively. ​ USBR 51 was added to the system in the fall of 2024 as Missouri’s third U.S. Bicycle Route. This route is a north/south route beginning at U.S. 69 on the Missouri/Iowa state line and ending on U.S. 71 at the Missouri/Arkansas state line where it connects to USBR 51 in Arkansas. ​This route utilizes Missouri’s state and local roadways and incorporates established trails and facilities across the state. ​Missouri Bicycle and Pedestrian Federation is currently requesting MoDOT apply for an additional U.S. Bicycle Route in April 2025. Proposed USBR 251 would provide a more direct option to travel from Springfield to the Arkansas state line and a spur from Bolivar to Willard. ​Missouri’s portion of Proposed USBR 251 would connect to a segment that the Arkansas Department of Transportation will be submitting for consideration in April 2025. MoDOT will be supplying a letter of support for their effort.​ In continued support of expanding non-motorized transportation alternatives actively sought and supported by Missouri citizens, MoDOT plans to move forward with the application after review and assurance that all necessary letters of support are secured.​

Jennifer Hall, Outdoor Advertising Manager, reported the Outdoor Advertising section is responsible for the regulation and control of outdoor advertising and junkyards under the Highway Beautification Act of 1965. This is to promote highway safety, convenience, and enjoyment of highway travel, while preserving the natural scenic beauty of highways in adjacent areas. Under the act, states are required to achieve effective control through enacting legislation, entering into a federal/state agreement, and enforcing state control. Enforcement authority was given to state department of transportations. Outdoor advertising, also referred to as off-premises advertising, includes signs located on private property that advertise for or direct the public to something other than what is located on that property. Ms. Hall clarified that signs that are considered on-premise are not regulated through the department.​ Under federal law, the department is required to regulate and control outdoor advertising along the national highway system, the interstate system, and highways classified as federal aid primary as of June 1, 1991. Ms. Hall reported that 9,143 center lane miles are regulated for outdoor advertising with 10,592 permitted signs along these routes. ​Under Missouri revised statutes enacted in 2012, there is a moratorium of new outdoor advertising permits along sections of highway scheduled for construction or reconstruction where funding for right of way acquisition is approved by the Commission under the Statewide Transportation Improvement Program (STIP). She noted the moratorium halts new permits from being issued throughout the duration of the project.  ​

Ms. Hall provided explanations of junk and junkyards, which are regulated by the department. She explained that a junkyard does not have to be a commercial or industrial business activity, it can be any place where junk is kept or stored. Junk can be any type of scrap material, waste, or debris, including dismantled or wrecked vehicles. ​Properties within 1,000 feet of a controlled route that meet the definition of a junkyard must be screened unless they are located in a zoned industrial area. Screening can be a fence, earth berm, or natural surroundings and plantings.​ The department regulates the national highway system, the interstate system, and state primary system. Ms. Hall reported that ​8,953 center lane miles are regulated for junkyards with 248 junkyards identified along these routes. ​Ms. Hall concluded by noting that failure to provide effective control could cause the department to lose a percentage of its annual share of Federal Highway Administration (FHWA) construction funds.

Commissioner Smith thanked staff for their report and presentation. Commissioner Slay thanked staff for their presentation and work on these issues. The responsibility of this team may not immediately come to mind when thinking about MoDOT, but it shows the breadth of what the organization does.

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## Speed Limit Guidelines and Considerations

On behalf of the Director, Jon Nelson, State Highway Safety and Traffic Engineer, and Ray Shank, Traffic Liaison Engineer, provided an overview on the impacts of speed limits as well as provided insight into the processes and guidelines MoDOT uses when determining appropriate speed limits on Missouri roadways. The department fulfills its mission to provide a transportation system that is both safe and reliable is by properly managing speeds. When the department sets a speed limit, one of the goals is to accommodate a uniform and efficient flow of traffic. Providing a transportation system that is reliable lets customers know approximately how long it should take to get from Point A to Point B. The more uniformity that can be provided across various drivers on the highway system, the more likely MoDOT will be able to keep the system operating as it was intended and designed to do. Missouri is a diverse state and not all roads are the same, not all roadways have the same features or the same landscape, and sometimes there may be curves, hills, or narrow sections of roadway that have to be accommodated in the design. Roads are typically designed to operate at a certain speed based on those field conditions and those real-world circumstances. Speed limits help ensure that the traveling public know what speed it is that a driver can reasonably navigate that roadway and remain safe. The safety of all road users is the Commission and department’s top priority and drivers reaching their destination safely, regardless of who is using the system or where they are driving.

Mr. Nelson explained that speed plays a significant role in both the frequency and the severity of crashes and sometimes the difference between a crash and no crash or the difference between an injury and no injury is just a matter of speeding. He provided a video displaying the impacts of speeding, showing that one driver could not stop and avoid an impact in time. The department’s highway safety messaging is with the four messages that are regularly repeated: Buckle Up, Phone Down, Slow Down, and Drive Sober. While all four of these issues have a significant impact on highway safety, excessive speed is consistently year after year the number one contributing factor to fatal traffic crashes in Missouri. On average, approximately 35 percent of the fatalities in Missouri involve excessive speed and in more recent years that has been as high as 40 percent. Mr. Nelson reiterated this substantially important message: exceeding the speed limit or driving too fast for conditions combined contribute to almost twice as many traffic fatalities in Missouri as alcohol and drugs. Furthermore, certain road users like pedestrians, bicyclist, or other form of non-motorized transportation are especially vulnerable to excessive speeds.

In 1995, the national 55 mile per hour (mph)max speed limit was lifted. The Insurance Institute for Highway Safety study suggest that for every 5 mph increase in speed, the fatality rate can be expected to increase by 8.5 percent. This does not imply that all speed limits should be lowered or that an individual speed limit should be raised, as there are many considerations when establishing speed limits. Mr. Nelson reported that anytime a speed limit change is being considered, staff are also considering the safety features of other factors and the impacts expected on the overall performance of the system.

Ray Shank, Traffic Liaison Engineer, provided information about the Commission’s authority to establish speed limits and the department’s process. Missouri statute provides guidance on maximum speed limits for interstates and freeways, expressways, lettered routes, and all other roadways. The commission has the authority to set higher or lower speed limits, if recommended by the chief engineer or designee to approve speed limits on the state highway system. Policies and processes have been established for consistent application of setting speed limits, which are typically initiated by speed limit improvements. This could be when a completed project changes the context of a roadway such as a constructing additional lanes or changes roadways alignment. Cities and counties also frequently request MoDOT to review speed limits which is appropriate as the roadway environment can change over time such as with new development or changes with land use. Once these requests are received, speed studies are performed by staff that will go out into the field to review the specific site in question and collect a sample of individual vehicle speed data to determine prevailing speed.

Mr. Shank stated that cities and counties may set speed limits on state routes within their areas by ordinance with the approval of the Commission. There may be instances where the Commission would void these ordinances if such speed limit were not necessarily designed to expedite traffic flow or if its primary purpose is producing revenue for the entity. If a speed limit is set too low with the intent of improving safety, it can create unintended consequences such as frustration amongst drivers and lead to aggressive driving behaviors. Driver behavior must also be considered as part of this process. Speeding is the number one contributing factor to roadway fatalities in Missouri. Speed limits are only one piece of this decision. The Commission and department rely on some partnerships to educate the public about the impacts of speeding. Active engagement by enforcement partners can help deter speeding behaviors. Furthermore, planning partners engage with public and along with MoDOT identify improvements to align the roadway’s design to match the needs of the community and their desired speed by the local communities. Mr. Shank concluded by stating speed has a direct impact on safety and speed limits can influence this impact.

Commissioner Hegeman thanked Mr. Nelson and Mr. Shank for their report and presentation and appreciates the thoughtful process the department utilizes to address safety concerns and speed limits. Commissioner Baker thanked Mr. Nelson and Mr. Shank for the work they do, and it is critically important. Combining risk factors of speeding with inattention, it is very frightening. Commissioner Erdman noted this is important duty to do on behalf of the Commission. He thanked them for the information and criteria that is taken into consideration when establishing speed limits.

\* \* \* \* \* \* \*

## Consideration of Proposals for the Kaysinger Basin Bridge Bundle Design-Build Project

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, and Shannon Kellner, Project Director, described the project that will replace or long-term rehabilitate poor condition bridges in the northwest half of the Southwest District.

**Project Goals**

MoDOT established the following goals for the project which were used in evaluating and determining the Best Value Proposal:

1. Safely deliver the project within the programmed budget of $38 million.
2. Maximize the number of locations to be addressed while providing quality, low maintenance structures and roadway approaches.
3. Maximize impacts to the public through diligent construction efforts, flexibility in scheduling, and proactive communication.
4. Deliver the project utilizing a diverse work force.
5. Complete the project before November 15, 2027.

MoDOT’s Business Development and Compliance Office established a 10 percent disadvantaged business enterprise goal for construction activities and a 12 percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 5.6 percent minority and 6.9 percent women.

**Procurement Process**

By Commission action on February 14, 2024, the Commission approved the use of design-build for the Kaysinger Basin Bridge Design-Build Project. Since then, MoDOT’s design-build team has been working through the procurement process. Three teams were prequalified on September 27, 2024, to compete for the contract. The Request for Proposals was issuedon November 15, 2024. The MoDOT Design-Build team held five confidential discussions with each team over a period of ten weeks to discuss their proposal ideas. Final proposals were submitted by the teams on February 7, 2025. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted responsive proposals include:

* *Capital – Horner & Shifrin Team – major participants include Capital Paving and Construction, LLC, and Horner & Shifrin.*
* *ESS Team – major participants include Emery Sapp & Sons, Inc. and Bartlett & West.*

**Evaluation**

The items that were evaluated by the MoDOT design-build team included: bridge definition (65 points available), bridge quality and longevity (20 points available), and maintenance of traffic (15 points available) for a total of 100 points. Project Director Kellner provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

* *Capital – Horner & Shifrin Team – 75.8 points*
* *ESS Team – 91.4 points*

**Commission Consideration and Action**

Project Director Kellner recommended the ESS Team as the best value proposer. Their proposal included:

* Twenty locations.
* Two locations removed from the National Bridge Inventory (NBI) as box culverts.
* Eleven low maintenance concrete structures, four of those being single span.
* Three low maintenance steel structures.
* Four re-decks extending the life of the existing structure by 50 years.
  + Total of 103,018 square foot of existing bridge deck replaced.

After discussion and consideration, Commissioner Erdman moved that the Commission adopt staff recommendations to award the ESS design-build team for submitting the best value proposal for the Kaysinger Basin Bridge Design-Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with the ESS Team subject to approval as to form by the Chief Counsel’s Office; and authorize payment of the agreed stipend to the one unsuccessful proposing team. This motion was seconded by CommissionerSmith. The Commission unanimously approved the motion.

\* \* \* \* \* \* \*

## ADMINISTRATIVE RULES/POLICIES

## Report and Recommendation Regarding Final Order of Rulemaking – Breath Alcohol Ignition Interlock Device Certification and Operational Requirements

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission the proposed changes to the Breath Alcohol Ignition Interlock Device Certification and Operational Requirements administrative rules, Title 7, Code of State Regulations (CSR), 60-2.010 and 7 CSR 60-2.030, that will be accomplished via a proposed permanent, amended rule. Changes to the rule are being made to amend the definition of a temporary lockout in 7 CSR 60-2.010 that would reduce the number of failed breath samples that shall result in a temporary lockout of the motor vehicle from three (3) failed attempts to two (2) failed attempts within a ten (10) minute period to be consistent with current language for a temporary lockout in 7 CSR 60-2.030. Also, 7 CSR 60-2.030 is proposed for amendment to clarify the requirement that the ignition interlock manufacturer shall report as a violation in the event of two (2) temporary lockout occurrences within a 30-day period. Under section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public had an opportunity to submit comments in support of or in opposition to the proposed, permanent, amended rulemaking during the January 15, 2025 through February 14, 2025 public comment period. No public comments were received.

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking to complete the rulemaking process, and authorized the Secretary to the Commission to file the proposed final orders of rulemaking with Joint Committee on Administrative Rules and Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute documents to complete the final rulemaking process.

\* \* \* \* \* \* \*

## BUSINESS ISSUES

## Recommendation for Banking Services Provider

The Missouri Highways and Transportation Commission may hold and maintain checking and investment accounts outside the State Treasury for the Local Fund Account, the Medical and Life Insurance Plan and the Self Insurance Plan. The Missouri Transportation Finance Corporation (Corporation) is also authorized to deposit and hold the Corporation’s funds outside the State Treasury. The Commission’s current banking services agreement for these funds and accounts expires on March 31, 2025; Central Trust Bank is the current banking services provider. The department completed the Request for Proposal (RFP) process to identify a financial institution to provide these banking services for the Commission and for the Corporation.The department received one responsive proposal from the RFP.

On behalf of the Director, Brenda Morris, Chief Financial Officer, recommended the Commission approve Central Trust Bank as the service provider for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the Missouri Transportation Finance Corporation. She also recommended the Commission authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) Commercial Banking, Investment Management and Security Safekeeping Services Agreement with Central Trust Bank. Ms. Morris also requested the Commission authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently exercise, without Commission approval, the two one-year extension options through March 31, 2030.

Via approval of the consent agenda, the Commission unanimously approved the Central Trust Bank as the service provider for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the Missouri Transportation Finance Corporation. The Commission authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) Commercial Banking, Investment Management and Security Safekeeping Services Agreement with Central Trust Bank, subject to approval as to form by the Chief Counsel’s Office. The Commission also authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently exercise, without Commission approval, the two one-year extension options through March 31, 2030, subject to approval as to form by the Chief Counsel’s Office.

\* \* \* \* \* \* \*

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

## Consideration of Bids for Transportation Improvements

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call F01 has local funding, as noted in Table I below, and the department has received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the February 21, 2025, letting, as recommended, and noted in Table I below; (2) award of contracts to the lowest responsive bidders for Call F01, contingent upon receiving additional funding from the local entity; (3) rejection of Call G04 for bids received at the February 21, 2025, letting, due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (4) declare the bid of Hardy Construction for Call D01 from the September 20, 2024 Letting as non-responsive per Section 108.10(a) of the Missouri Standard Specification for Highway Construction, following Hardy Construction’s self-declaration of default of the contract, and award Call D01 to E&C Bridge, LLC as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III below.

**Table I**

**Award of Contracts**

**February 21, 2025, Bid Opening**

| **Call No.** | **Route** | **County** | **Job No.** | **Bid Amount** | **Non-Contractual Costs** | **Contractor** | **Description** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| A01 | 46, W | Worth | JNW0020 | $4,309,993.80 | $0.00 | Emery Sapp & Sons, Inc. | 2 Bridge Replacements |
| B01 | J | Macon | J2S2160 | $1,825,000.00 | $0.00 | Gene Haile Excavating, Inc. | Bridge Replacement |
| B02 | A | Warren | J2S3438 | $13,760,877.66 | $0.00 | Emery Sapp & Sons, Inc. | Bridge Replacement |
| E | Montgomery | J2S3439 |  |
| B03 | K | Montgomery | JNE0053 | $3,932,448.55 | $0.00 | Gene Haile Excavating, Inc. | Bridge Replacement |
| JNE0154 |
| B04 | D, D | Pike, Ralls | JNE0181 | $370,424.00 | $0.00 | Omega Coatings & Construction, LLC | 2 Bridge Paintings |
| B05 | 136, 11, P, 156 | Clark, Knox | JNE0182 | $514,431.09 | $0.00 | Omega Coatings & Construction, LLC | 4 Bridge Paintings |
| B06 | 36 | Marion, Shelby | JNE0210 | $11,282,681.45 | $0.00 | Magruder Paving, LLC | Resurface |
| B07 | 47 | Warren | JNEM0062 | $42,125.00 | $0.00 | Meyer Electric Company, Inc. | Relocate Signal Cabinet |
| C01 | T | Ray | J3S3178 | $700,698.49 | $8,500.00 | Realm Construction Inc. | Bridge Replacement |
| C02 | 50 | Johnson | JKR0136 | $9,062,329.70 | $0.00 | Clarkson Construction Company | Intersection Improvements and Add J-Turns |
| JKR0137 | Intersection Improvement |
| C03 | 273 | Platte | JKU0009 | $1,197,788.51 | $10,000.00 | Leavenworth Excavating & Equipment Company, Inc. | Intersection Turn Lanes |
| D01 | C | Washington | J5S3506 | $2,088,206.38 | $292.60 | Robertson Contractors, Inc. | Bridge Replacement |
| D02 | OR 44 | Crawford | J5S3533 | $579,282.50 | $0.00 | E & C Bridge, LLC | Bridge Deck Replacement |
| D03 | Beamer Lane | Crawford | J5S3545 | $1,396,000.00 | $0.00 | Kozeny-Wagner, Inc. | Bridge Rehabilitation |
| C | J5S3550 |
| FF | J5S3579 |
| D04 | 41 | Cooper | JCD0062 | $120,760.00 | $0.00 | Louis-Company, LLC | Bridge Rehabilitation |
| D05 | I-70,  I-44 | Boone, Callaway, Cooper, Crawford, Laclede, Phelps, Pulaski | JCD0091 | $633,975.25 | $0.00 | Advanced Highway Sign and Supply, LLC | Sign Replacement |
| D06 | SOR 44 | Laclede | JCD0101 | $1,232,889.34 | $0.00 | Don Schnieders Excavating Company, Inc. | Bridge Replacement |
| F01\*+ | 100 | Franklin,  St Louis | J6P3635 | $14,297,770.00 | $0.00 | Pace Construction Company, LLC | Coldmill and Resurface |
| St Louis | JSL0091 | J-Turn |
| JSL0092 | Turn Lanes |
| F02^ | Various | Franklin,  St Louis | JSL0206 | $1,575,629.55 | $0.00 | Parking Lot Maintenance, LLC | Fixed Price Variable Scope Pavement Repair |
| F03 | 67 | St Louis | J6S3669 | $6,235,624.65 | $0.00 | Plattin Creek Excavating, LLC dba PCX Construction, LLC | 2 Bridge Deck Replacements and 1 Bridge Rehabilitation |
| H01 | 5 | Douglas, Wright | J9P3605 | $13,367,024.32 | $0.00 | APAC-Central, Inc. | Resurface |
| Laclede, Wright | J9P3697 |
| F | Wright | J9S3695 | Resurface and 3 Bridge Rehabilitations |
| H02 | HH | Scott | J9S3744 | $736,955.80 | $0.00 | J M Scheidle, LLC | Intersection Turn Lanes |
| H03 | B | St Francois | JSE0152 | $2,135,000.00 | $0.00 | Pace Construction Company, LLC | Scrub Seal and Shoulders |
| **TOTAL BID AMOUNT:** | | | | **$91,397,916.04** | **$18,792.60** |  |  |
| **EXCESS OVER PROGRAM CAP^:** | | | | **$75,629.55** | -- |  |  |
| **TOTAL AWARD AMOUNT:** | | | | **$91,322,286.49** | -- |  |  |

|  |  |
| --- | --- |
| \* | Call F01 – Funding by City of Wildwood – $3,004,636.12 (JSL0091 and JSL0092) |
| + | Award contingent upon receipt of additional funding from local entity |

**Table II**

**Rejection of Bid**

**February 21, 2025, Bid Opening**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Call No.** | **Route** | **County** | **Job No.** | **Description** |
| G04 | Various | Barry, Barton, Dade, Jasper, Lawrence, McDonald, Newton | JSRM0074 | Job Order Contract for Signal and Lighting Repair |
| Bates, Benton, Cedar, Henry, Hickory, St. Clair, Vernon | JSRM0075 |
| Christian, Dallas, Greene, Polk, Stone, Taney, Webster | JSUM0076 |

**Table III**

**Award of Contract**

**September 20, 2024, Bid Opening**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Call No.** | **Route** | **County** | **Job No.** | **Bid Amount** | **Non-Contractual Costs** | **Contractor** | **Description** |
| D01 | 5 | Howard | J5P3498 | $2,922,915.92 | $0.00 | E & C Bridge, LLC | Bridge Replacement and ADA Improvements |
|  |  |  | **TOTAL** | $2,922,915.92 | $0.00 |  |  |

**Commission Consideration and Action**

After consideration, and upon motion by Commissioner Erdman, seconded by Commissioner Smith, the Commission took the following action with abstentions noted below.

1. Awarded contracts to the lowest responsive bidders for bids received at the February 21, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Call G04 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Declared the bid of Hardy Construction for Call D01 from the September 20, 2024 Letting as non-responsive per Section 108.10(a) of the Missouri Standard Specification for Highway Construction following Hardy Construction’s self-declaration of default of the contract, and awarded Call D01 to E&C Bridge, LLC as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III above.
4. Authorize the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from Call C04. Commissioner Hegeman abstained from Call C04.

\* \* \* \* \* \* \*

## 2025-2029 Statewide Transportation Improvement Program Amendment

Eric Schroeter, Deputy Director/Chief Engineer, requested approval to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) that was approved in July 2024, for the implementation of eleven highway and bridge projects, as noted in Table I below and six recreational trail projects as noted in Table II below.

|  |
| --- |
| **Table I** |
| **2025 – 2029 STIP** |
| **Highway and Bridge Construction Schedule** |
| **March 5, 2025, Amendment** |
| **Project Changes** |

| **District County Job No.** | **Route** | **Description of Improvement/Location** | **Tentative Award State Fiscal Year** | **Change in Construction and Right of Way Funds**  *(Dollars in Thousands)* | **Change in Engineering Funds**  *(Dollars in Thousands)* |
| --- | --- | --- | --- | --- | --- |
| NW Buchanan JNW0152 | IS 29 | Upgrade dynamic message sign 0.7 mile south of Rte. O on northbound lanes. $150,000 Highway Safety and Traffic Division Operation funds. | 2025 CN | $150 | $16 |
| KC Jackson JKU0042 | MO 78 | Pavement resurfacing from I-435 to Rte. 291. | 2026 CN | $5,003 | $277 |
| CD Maries JCD0262 | CST BALL PARK RD | Bridge replacement over Fly Creek. Design, right of way and inspection by Maries County. $700,000 Bridge Replacement and Rehabilitation and Bridge Formula Program, $100,000 Maries County funds. Project involves bridge 0290040. | 2025 CN | $800 | $2 |
| SL St. Charles JSL0112 | OR 64 | Bridge replacement and add pedestrian facilities over Dardenne Creek. Project involves bridge A1458. $771,266 O'Fallon and $657,798 Transportation Alternatives funds. | 2025 CN | $1,253 | $109 |
| SL St. Charles JSL0246 | US 67 S | Clearing and wildlife barrier from Riverlands Way to the Missouri River. | 2026 CN | $439 | $33 |
| SL St. Charles J6P3459 | Various | Job Order Contracting for guardrail repair at various locations in St. Charles County. | 2025 CN | $1,000 | $179 |
| SL St. Louis J6S3215B | RT D | Pavement resurfacing, reduce lanes and upgrade pedestrian facilities to comply with the ADA Transition Plan from west of Pennsylvania Avenue to west of Skinker Parkway and bridge rehabilitation over Metrolink. Project involves bridge A5328. | 2026 CN 2025 RW | -$3,533 | -$239 |
| SL Various J6P3462 | Various | Job Order Contracting for guardrail repair at various locations in Franklin and Jefferson Counties. | 2025 CN | $1,000 | $179 |
| SW Cedar J7P3485B | MO 39 | Bridge replacement over Cedar Creek. Project involves bridge X0190. | 2027 CN | $2,140 | $798 |
| SW Henry JSR0338 | MO 18 | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Clinton, Windsor, and Montrose. | 2026 CN 2025 RW | $695 | $328 |
| SW Jasper JSR0337 | RT P | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Joplin, Carl Junction, Jasper, Sarcoxie, Diamond, and Mount Vernon. | 2026 CN 2025 RW | $814 | $387 |
|  |  |  | **TOTAL:** | **$9,761** | **$2,069** |

**Table 2**

**Section 6 – Special Programs**

**March Amendment**

**Recreational Trails Program - FY2024 Grant Recipients**

| **Grant Number** | **Project Sponsor and Scope of Work** | **Grant Award** | **Project Cost** |
| --- | --- | --- | --- |
| 2024-02 | **Finger Lakes State Park Equipment Purchase -** Non-Motorized Trail Purchasing motorized trail and trailhead maintenance equipment for the off road vehicle (ORV) trail system. Equipment includes a skid loader, hydra bucket, and a 5-in-1 attachment.  *Sponsor: MSP – Finger Lakes* | $79,200 | $19,800 |
| 2024-03 | **VTRA Equipment Storage, Event Sign-Up Container, Herbicides, & Trail Maintenance Equipment Upgrades -** Motorized Trail  Purchase of herbicides, 40 feet shipping container for storage, 20 feet shipping container for event sign-up registration, 66 inch root grapple bucket attachment, and mini track skid steer.  *Sponsor: Midwest Trail Riders Association* | $54,014 | $13,503 |
| 2024-04 | **Flower City Park Multi-Use Trail Phase I -** Non-Motorized Trail Construction of 2,800 linear feet, 9 feet wide, ADA concrete trail. The trail will connect to the existing parking lot at the southwest corner. Installation of 3 culverts and planting of 40 trees along the trail.  *Sponsor: City of Palmyra* | $250,000 | $151,360 |
| 2024-05 | **City of Perryville Viola Blechle Park Paved Trail**– Non-Motorized Trail  Construction of 0.33 mile, 10 feet wide, concrete trail. The trail will connect to a soccer complex with other trails. Installation of 2 benches along the trail.  *Sponsor: City of Perryville* | $250,000 | $149,900 |
| 2024-06 | **Owl Creek Park Project, Phase III –** Non-Motorized Trail  Construction of 4,100 linear feet, 10 feet wide, 6-inch ADA/ABA asphalt multi-use trail connector. Installation of amenities includes 9 benches, 9 trash cans, trail markers, and signage.  *Sponsor: St. Francois County* | $250,000 | $367,896 |
| 2024-08 | **City of Joplin Trail Amenities –** Non-Motorized Trail  Construction of 80, 4 x 6.5 concrete pads, with installation of 80, 6 feet ADA benches. Installation of other amenities include 48 bicycle racks, 8 bicycle repair stations, 21 trail signs.  *Sponsor: City of Joplin* | $147,210 | $98,140 |

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2025 – 2029 STIP as noted in the tabulation above.

**\* \* \* \* \* \* \***

## Approval of Plans for Condemnation

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

|  |  |  |
| --- | --- | --- |
| **County** | **Route** | **Job Number** |
| Jackson | 24 | JKU0226 |
| Jackson | 350 | JKU0404 |
| Lincoln | 47 | JNE0003 |

In accordance with Section 227.050 RSMo, the Commission, via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed them to be filed as necessary for the condemnation of right of way.

**\* \* \* \* \* \* \***

## Request for Approval of Location and/or Design on Highways

**Route 95, From Business Route 60 to Route N, Wright County**

**Job No. JSE0145**

**Public Hearing Held November 14, 2024**

**Public Comments Received Until December 5, 2024**

The proposed improvements involve widening Route 95 to include a center left-turn lane from near the U.S. 60 Interchange to Business 60 and a 5-lane roadway from the Route 60 eastbound ramps to 17th Street in Mountain Grove, Missouri. The project also includes the construction of two roundabouts at the intersections of 3rd Street/Route 95 and at Route 95 and the eastbound on/off ramps. To improve safety, access points along the corridor will be removed for the purpose of access management. Sidewalks will be improved in compliance with the current standards of the Americans with Disabilities Act (ADA). The project length is approximately 1.31 miles, and the purchase of right of way will be required.

On behalf of the Director, Mark Croarkin, Southeast District Engineer, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social, and environmental effects of the recommended location and designs, the Commission via approval of the consent agenda unanimously found and determined the recommended location and designs would best serve the interest of the public and approved the recommendation.

\* \* \* \* \* \* \*

## REPORTS

The Commission received the following written reports.

## MoDOT Briefing Report

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month.

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## Missouri Department of Transportation Financial Report – Fiscal Year 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date January 31, 2025, with budget and prior year comparisons.

\* \* \* \* \* \* \*

## Consultant Services Contract Report

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of January 2025, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 770 active contracts held by individual engineering consultant firms prior to January 1, 2025. Seventeen engineering consultant services contracts were executed in January 2025, for a total of $14,275,346. There were no non-engineering consultant contracts executed in January 2025.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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**The Mission of the Missouri Highways and Transportation Commission is to:**

* Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
* Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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