

Posted: May 29, 2025 at 2:30 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
Jennifer Jorgensen
Secretary to the Commission
(573) 751-2824

Missouri Highways and Transportation Commission Tentative Agenda

This meeting will be available to watch live stream at www.modot.org/mhtc/live.

Truman State University
Conference Room 3200
901 S Franklin Street
Kirksville, MO

June 5, 2025

Open Meeting 9:00 a.m.

	<u>Est. Time</u>
COMMISSION ITEMS.	
1. <u>Action Item</u> – <u>Consideration of Minutes</u> : Regular Meeting on May 7, 2025, and Special Meeting on May 6, 2025.	9:05 – 9:10
2. <u>Action Item</u> – Consideration of Items on the Consent Agenda.	9:10 – 9:15
a. Removals. <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i>	
b. Abstentions. <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i>	
3. <u>Non-Action Item</u> – Committee and Board Reports.	9:15 – 9:30
a. Audit (Boatwright, Slay, and Baker)	
b. Legislative (Boatwright and Erdman)	
c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)	
d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)	
e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)	
4. <u>Non-Action Item</u> - <u>MoDOT Director’s Report.</u>	9:30 – 9:45

Est. Time**PUBLIC PRESENTATIONS.**

1. **Non-Action Item** – **The City of Kirksville.** 9:45 – 10:00
Adam Dorrell, P.E. Public Works/City Engineer

City of Kirksville
201 S Franklin Street
Kirksville, MO 63501
(660) 627-1225

2. **Non-Action Item** – **Hannibal Expressway Project.** 10:00 – 10:15
Maria Kuhns, Executive Director

Hannibal Regional Economic Development Council & Hannibal
Regional Port Authority
3817 McMasters Avenue, Suite D
Hannibal, MO 63401
(573) 751-3613

3. **Non-Action Item** – **Highway 54 Coalition.** 10:15 – 10:30
*Alan Winders, Presiding Commissioner of Audrain County and Chairman of
the Highway 54 Coalition*

Audrain County Courthouse
101 N Jefferson
Room 102
Mexico, MO 65265
(573) 473-5823

MODOT PRESENTATIONS.

4. **Action Item** – **Consideration of Bids for Transportation Improvements.** 10:30 – 10:45
Danica Stovall-Taylor, Assistant State Design Engineer

5. **Non-Action Item** – **Update from MoDOT's Northeast District.** 10:45 – 11:00
Kevin James, Assistant District Engineer

6. **Action Item** – **Missouri Department of Transportation Fiscal Year 2026
Budget.** 11:00 – 11:15
Brenda Morris, Chief Financial Officer

-- Items Removed from the Consent Agenda, if any.
(Taken in numerical order.)

PUBLIC COMMENT PERIOD.

Members of the public who have not scheduled presentations before the Commission may speak to the Commission on transportation-related issues by signing in at the registration desk by 9:30 a.m. Comments will be limited to five minutes per person, ten minutes per topic.

COMMISSION CONCERNS.**ADJOURN.**

-- CONSENT AGENDA --

All items on the Consent Agenda require Commission Action.

Items on the Consent Agenda are taken up by the Commission as the first order of business. Any items removed from the Consent Agenda are taken up by the Commission in numerical order under “Items Removed from the Consent Agenda”. (See previous page.) All items not removed from the Consent Agenda are approved with a single action by the Commission.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

1. **[Approval of Plans for Condemnation.](#)**
 Request for ratification of staff approval of detailed right of way plans on various routes.
Danica Stovall-Taylor, Assistant State Design Engineer

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Lincoln	47	JNE0003

2. **[Improve I-70 Project Contract Authorizations.](#)**
 Consideration to approve the Improve I-70 contracts as part of the Improve I-70 Project contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
Eric Kopinski, I-70 Program Coordinator

PROPERTY ACQUISITION AND CONVEYANCES.

3. **[Consideration of Disposal of Excess Property, Route MM, Camden County, Excess Parcel Number, CD-274388.](#)**
 Convey 1.19 acres of excess property to the Four Seasons Land Holding Company for the consideration of \$193,000 and other valuable consideration. The property is located on the south side of the former Lake of the Ozarks Community Toll Bridge along Route MM.
Machelle Watkins, Central District Engineer

4. **[Consideration of Disposal of Excess Property, Route 100, St. Louis County, Excess Parcel Number SL-270488, SL-276093, SL-270517, and SL-276094.](#)**
 Convey 1.66 Acres of excess property to the City of Brentwood for the consideration of \$97,460. The property is located on the north and south sides of Route 100, east of Mary and Dorothy Avenues in the City of Brentwood.
Tom Blair, St. Louis District Engineer

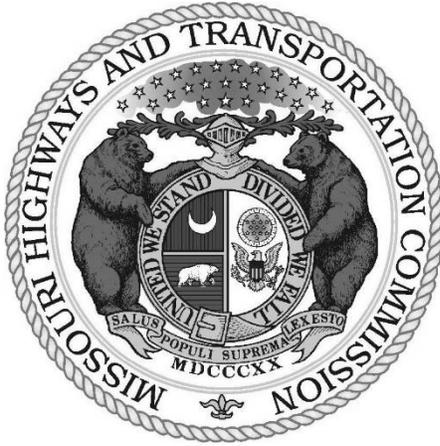
-- REPORTS --

Written reports pertaining to the items listed below are presented for Commission information and do not require action.

1. **MoDOT Briefing Report.**
Ed Hassinger, Director
2. **Missouri Department of Transportation Financial Report – Fiscal Year 2025.**
Year-to-Date. Period ending April 30, 2025.
Todd Grosvenor, Financial Services Director
3. **Consultant Services Contract Report.**
Danica Stovall-Taylor, Assistant State Design Engineer



Minutes



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, MAY 7, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 7, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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 for the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, May 7, 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

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meeting held on April 2, 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 May 6, 2025, Consent Agenda

The Commission agenda item titled Improve I-70 Project Contract Authorizations was removed for consideration later in the meeting. Upon motion by Commissioner Hegeman, seconded by Commissioner Slay, the remaining 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 May 7, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for June 2025.

Legislative Committee – Commissioner Boatwright stated this legislative session has been a different session from last year. While contentious issues and lengthy floor debates remain, bills are progressing more steadily through the legislative process. Some legislators are experiencing the conference committee process and learning how both chambers collaborate to resolve differences during these final two weeks of session.

The budget process is nearing completion. Earlier this session, department staff presented MoDOT's budget to the General Assembly and participated in committee hearings. Both the House and the Senate have passed their respective versions of the budget bills. Conference committees are now meeting, and it is anticipated the final budget will be approved by Friday, May 9, if not sooner.

Commissioner Boatwright noted there are two legislative proposals of concern:

Federal Road Fund Proposal

One proposal would establish a new "federal road fund" – a separate account to receive all federal funds for highway purposes to be expended upon appropriation by the General Assembly. Under this legislation, federal reimbursements would no longer return to the state road fund, but instead be redirected to the new fund, with expenditures subject to appropriation by the General Assembly. This change would create a significant uncertainty in MoDOT's revenue forecasting, hindering the ability to plan and deliver projects outlined in the Statewide Transportation Improvement Program (STIP), and ultimately will result in the loss of federal funds.

Missourians risk losing federal tax dollars to other states under this proposal for several reasons:

- **Compressed Letting Schedule:** Instead of spreading contract lettings over twelve months, project lettings would be forced into a three-month window, during construction season, when

federal funds typically become available. MoDOT, contractors, and consultants cannot effectively plan and execute \$1.4 billion in road work within such a limited timeframe. This would result in up to \$250 million in unused – and therefore lost – federal funds.

- **Loss of Administrative Reimbursements:** MoDOT currently receives federal funds for staff responsible for project delivery and preventative maintenance. This proposal would eliminate that reimbursement mechanism, resulting in an annual loss of up to \$180 million annually.

The additional consequences of this legislation include the following:

- **Disruption of Planning Process:** This proposal would dismantle MoDOT’s long standing planning framework, which engages regional stakeholders to identify unfunded needs and prioritize projects. This would reduce transparency and predictability in project selection and undermine long-term planning efforts.
- **Increased Risk for the Transportation Industry:** The resulting uncertainty around project timelines and funding would strain Missouri’s construction and consulting sectors. Fewer bids, reduced competition, higher costs, and lost revenue for contractors and suppliers are likely outcomes.

Commissioner Boatwright noted the federal road fund concept is currently included in three bills and one budget bill – Senate Bill (SB) 120, SB 586, and House Bill (HB) 1409.

Motor Fuel Tax Reduction Proposal

A second proposal would reduce Missouri’s motor fuel tax if MoDOT’s administrative expenditures exceed 20 percent. For every time the threshold is surpassed, the motor fuel tax will be reduced by half a cent, but no more than a total reduction of 1.5 cents. Each half cent reduction equates to an annual loss of \$20.75 million in transportation revenue, divided as follows – \$14.5 million for MoDOT, \$3.1 million for cities, and \$3.1 million for counties.

Commissioner Boatwright concluded that Missouri has made tremendous progress in transportation infrastructure and planning in recent years. If enacted, these proposals would severely hinder that progress, jeopardizing economic development and limiting the state’s ability to maintain and improve its transportation systems.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated the board met earlier in the morning. At the meeting, the board elected officers and approved the Fiscal Year 2026 budget. The next MTFC meeting will be in August.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Hegeman reported there was no report and the next MPERS meeting is June 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported as of Friday, April 30, there have been 249 people killed in Missouri traffic crashes so far in 2025. This is a 3 percent decrease compared to this time last year. So far this year, pedestrian fatalities are down 2 percent while unbelted fatalities are also down, a promising indicator that more people are buckling up. Notably, motorcyclist fatalities are down 24 percent so far this year.

May is Motorcycle Awareness Month, and with last year being the first significant decrease in motorcyclist fatalities in Missouri since the helmet repeal, the Coalition is hopeful for a second year in a row of substantial improvements. With the warmer weather, all motorists should look twice for motorcycles, and the Commission and department encourage all riders to make the safe choice to wear a helmet.

Commissioner Boatwright concluded by reminding drivers about the historic levels of road construction this summer. As MoDOT crews and contractors work to improve the state’s transportation system, please work with them by slowing down and putting down the phone in work zones.

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DIRECTOR'S REPORT

During the May 7, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Kansas City District Engineer – Deputy Director Eric Schroeter introduced the newest member of the Senior Management Team; Greg Bolon accepted the position of Kansas City District Engineer. Mr. Bolon has 14 years of experience with MoDOT and another 25 years with the City of Kansas City, where he led the street and traffic operations. He brings a broad range of experience in construction and materials, maintenance and traffic with MoDOT, and he has served as the Northwest District Maintenance and Traffic Engineer since 2020. Mr. Schroeter noted that in Mr. Bolon's role with the city, he drastically improved the functions and efficiencies of winter operations. Under his leadership at MoDOT, the Northwest District recorded six straight months of safety scores above the expected 90 percent rate across all buildings, proving his commitment to producing safety results for Team MoDOT.

Forward 44 Groundbreaking – Director Hassinger shared that last month, during some historic rainfall happening across the southern stretch of the state, he joined the Chairman and Commissioner Baker to help the Southwest District break ground on the first Forward 44 project with General Revenue funding. It was a terribly rainy day in Springfield, but they had excellent turnout and participation, including U.S. Congressman Eric Burlison, Senator Lincoln Hough, Representative Bill Owen, the Ozarks Transportation Organization planning partners, and Capital Paving and Construction. Director Hassinger noted this project will widen I-44 from Route 13 to U.S. Route 65 in Springfield and replace multiple bridges, among other improvements. This is the first project on the corridor that includes General Revenue funding passed by the legislature last year and approved by the Governor's Office. It was a really exciting opportunity to bring together the different players that had a hand in making this project come to life. A brief video from the event was played. Director Hassinger stated the weather was too severe to be outside, so they had an alternate plan, and the participants turned dirt inside to celebrate the beginning of this expansion project in Springfield.

Work Zone Awareness Week Recap – Director Hassinger stated last month the Highway Safety and Traffic Division presented about work zone awareness and what is being done across the department to improve processes and educate the public. April 21-25 was National Work Zone Awareness Week, and the department hosted events across the state to ask drivers to "Work with Us" in work zones. A brief video of highlights from those events was played.

Director Hassinger noted it is under the worst circumstances imaginable that the department is able to have families like Lyndon's and Kaitlyn's advocating for work zone safety, but they have the most important stories to tell. These stories are told as often as possible to try to prevent more of these tragedies. Another crucial piece to this effort is the partnership with the Missouri State Highway Patrol, who ran saturation patrols during Work Zone Awareness Week near the work zones where these events were held. In one day at one St. Louis work zone, they made 76 total arrests. It is unknown how many crashes their presence prevented, because that same day, one of our contractors' trucks was hit in a work zone. Their effort also resulted in 56 warnings issued in Springfield and Joplin work zones. The Kansas City Police Department joined the effort, issuing 222 citations or warnings in one work zone in one day in the Kansas

City metro area. Director Hassinger noted his appreciation for the great partnership with our law enforcement partners to keep work zones safe places to work and travel through.

He also noted he attended AAA’s Distracted Driving Awareness Day at the Capitol during Work Zone Awareness Week, where Governor Mike Kehoe specifically pleaded with the public to avoid distractions in work zones. That messaging is more important than ever this year, as the department is looking at the busiest construction season on record in Missouri. On any given day, motorists can expect to see anywhere from 800 to 1,000 work zones across the state. Director Hassinger thanked the Patrol, contracting partners, and Governor Kehoe for the support in spreading awareness for work zone safety.

Director Hassinger concluded this topic by once again sharing the Work Zone Awareness public service announcement for the year because this is a message that drivers ought to keep in mind every time they are driving along the highways.

No MOre Trash – Director Hassinger stated April is historically the month drivers start to see trash make its return along the highways, as the snow melts away and the winds pick up. Each spring, the department has a “No MOre Trash” effort, urging the public to help keep Missouri beautiful by avoiding litter and securing loads. Picking up trash along the highways is a very labor-intensive task for the department’s maintenance staff, who have already spent more than 80,000 hours picking up more than 85,000 bags of trash just this year. The department spent more than \$12 million on the effort last year.

Director Hassinger reported that last year staff showed some of the efforts of the Kansas City District to work with the Patrol on enforcing secured loads of trash haulers in the area. The St. Louis District has now partnered with the Patrol on a similar effort to try to bring awareness to the issue and hold trash haulers accountable for what they are carrying. Staff hope to continue to see improvements in this area as keeping our highways clean is really a shared effort. Department staff, contractors, and volunteers work to clean up, but it is on every driver to make sure trash is discarded properly and loads are secured.

Traction Recap – Director Hassinger shared that in late March, he was able to attend part of the TRACTION reunion. TRACTION – or Teens Taking Action to Prevent Traffic Crashes – is a peer-to-peer traffic safety leadership training program here in Missouri, facilitated by the Highway Safety team. Every July, schools are invited to a conference where students start developing action plans to address negative driver behaviors in their community. Then in March, the students come back together at a reunion where they present the programs or campaigns they implemented and share best practices. Director Hassinger noted the future of highway safety is in good hands. It was incredible to see not just the work they are doing, but the passion these students have for roadway safety. It is exciting for them to work up real solutions to very present challenges in their communities. The excitement is contagious because these students want to make a difference. It is powerful to witness what the next generation is capable of. He concluded by noting his gratitude to be able join them at their reunion, and hopeful for the future of roadway safety.

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and represents MoDOT's commitment to Missourians. The STIP being presented today totals \$13.2 billion and 1,260 projects.

MoDOT's approach to planning is transparent, inclusive, and flexible to identify the right transportation solutions. MoDOT uses the planning framework relying on bottom-up decision making, ensuring the correct stakeholders are actively engaged in determining each region's highest priority needs and projects. Missouri has terrific partners with the Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs).

The STIP includes five program areas, and some are required, and some are not. The largest program is the highway and bridge program. The next largest part is the operations and maintenance plan, while not a requirement it does provide the citizens of Missouri a comprehensive view of the total investment in Missouri's transportation system. The STIP also includes the local and other programs that receive federal funds for large flexible urban funding, county bridge programs, air quality, transportation alternatives, and recreational trails programs. Finally, the draft STIP includes a section for multimodal funding in all modes including transit, aviation, rail, waterways, and freight.

He noted objective criteria are used to distribute funds to the districts who work side-by-side with the planning partners to identify needs and prioritize projects that are included in the draft STIP presented today. The amount of funds available to distribute in the construction program for Fiscal Years 2026-2030 is \$7.1 billion. Of that amount \$236 million is distributed for safety related projects, \$4.9 billion is distributed for asset management projects, and \$1.4 billion is distributed for system improvements. Safety funds are distributed based on fatalities and serious injuries. Asset management funds are distributed based on system usage and system size. The remaining funds, system improvement funding, are distributed based on population, employment, and system usage.

Each year when preparing the draft STIP the department reviews the percent of projects programmed for asset management, system improvement, and other projects. Mr. Taylor was pleased to

report this STIP maintains a focus on asset management. Over the first three years of the draft STIP, 82 percent of programmed funds are committed to asset management. This draft STIP will address a total of about 12,000 miles of pavement and 720 bridges across the system.

Mr. Taylor reviewed project growth and schedule adjustments for the draft STIP. He explained because projects programmed are commitments, MoDOT reviews how projects transfer from the current to the draft STIP. He explained this review identified project growth of 6.98 percent, this is attributable to 2.20 percent inflation and 4.78 percent in additional cost drivers. The department also recognizes the commitment in timing of the projects and there were 163 projects that had schedule adjustments.

Mr. Taylor reported on the changes for the 2026-2030 draft STIP. There were 297 projects added to this STIP, which includes 241 asset management projects, 1 capital improvement project, and 55 other projects. There are 17 projects that will be deleted because the work was incorporated into other projects, such as Improve I-70 or Forward 44, or was being completed by MoDOT forces.

There is a total of \$2.3 billion in legislatively designated and funded initiatives to improve I-70 and I-44, of which \$1.7 billion is programmed for the Improve I-70 program. Within the multimodal section of the STIP, the estimated total funding is \$1.1 billion. Mr. Taylor explained the multimodal program has seen a significant increase in funding, and the multimodal staff do a terrific job of understanding and managing those funds. He explained that the draft STIP also includes the maintenance and operations pavement and bridge work plan that helps maintain the transportation system.

The next step in the process is for the department to conduct a public comment period for the draft STIP, then the department will collect the comments received and recommend action, noting any changes to the draft STIP. The final STIP is then presented to the Commission for consideration and approval following the public comment period. Commissioner Boatwright stated his appreciation for how the department collaborates with planning partners, stakeholders, and customer to plan for transportation in Missouri.

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INNOVATIONS SHOWCASE PRESENTATION

On behalf of the Director, Kelly Backues, Transportation Planning Specialist, highlighted MoDOT's Innovations Challenge program, provided details of this year's showcase, and shared a brief highlights video. MoDOT's pillars of Safety, Service, and Stability are supported by the Innovations Challenge.

Since its inception in 2007, the Innovations Challenge has generated innovations that have become best practices. Over the years the challenge has evolved. It began as a tool and equipment challenge in the districts as a way to share and promote ideas for MoDOT's employees to do their jobs safely and more efficiently. In 2013, the challenge was broadened to all areas of MoDOT and included the categories of projects and productivity. These new categories vastly enhanced the program and provided all employees the opportunity to join in the competition.

This program is engaging and inspiring for employees. This year there were 61 innovations competing. The Innovations Challenge currently bestows 16 awards. Four winners come from each of the three categories: tools and equipment (fabricating or modifying tools and equipment), productivity (employees changing processes, materials, and products), and projects (innovative projects driven by management). Three Director's awards are presented, one each for safety, service, and stability. There is one Dickson People's Choice award, named for Jim Dickson who was the Innovations Challenge coordinator since its inception in 2007; he retired in 2018.

Innovations are evaluated on the following four criteria. Judges look for originality, like how new is it to MoDOT. There is also a safety review, to evaluate if the innovation improves the safety of equipment and/or processes. Judges also want to know how it performs internally and externally, to evaluate if the innovation improves service to customers and/or employees. The last criteria is conserving resources, such as does the innovation save time or money.

For an innovation to advance to the statewide showcase, it must win the first challenge round either at a district or central office. A local panel of experts from each district and central office select the 18 first round winners from each district and central office to advance to the second round. During the second round, each district and central office coordinator rate the innovations to narrow the list to the top 20 in each category. This year the top 21 in productivity advanced to the statewide showcase. Typically, up to 60 innovations compete at the annual statewide showcase. Ms. Backues shared the timeline for the innovations challenge which kicks off in September. First round winners are chosen December – January. Second round evaluations are conducted in February. Statewide showcase participants are announced in February. The showcase is then held in April.

This year the showcase was held at the Expo Center in Columbia. Ms. Backues reported the 2025 category winners.

Productivity

Trauma Kit – Kansas City District
Flush-Mounted Tractor Lights – Central District
Quantitative Analysis of Chromate Coating – Construction and Materials Division
Skinny Flush – Southeast District

Projects

Contacts Map STIP Layer – Communications Division
World Famous Temporary Roundabout – Northwest District
Empirical Slab Design – Northwest District
A Lot of Asphalt – Northeast District

Tools and Equipment

Tack Oil Sprayer – Central District
Powerline Marker – Central District
Paver Lookout – Central District
Hydraulic Coupler Pressure Release – Southwest District

Director's Safety award – Courtside Connections – Northeast District

Director's Service award – STIP Error Checking Reports – Transportation Planning Division

Director's Stability award – Batwing Wheel Saver – Southeast District

2025 Dickson People's Choice Award – Hitch-Mounted Flagger – Southeast District

Identifying and evaluating innovative efforts will continue to be a significant factor in the achievement of MoDOT's mission. The Innovations Showcase was acknowledged for promoting creativity and ingenuity across the department and driving MoDOT's continual improvement. Commissioner Slay thanked Ms. Backues for her presentation and stated the showcase is a rewarding opportunity, watching the brilliance of the MoDOT team in action, and the passion employees have for improving work in the department.

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WINTER OPERATIONS OVERVIEW

On behalf of the Director, Darin Hamelink, State Maintenance Director, presented to the Commission a high-level overview of the 2024-2025 winter operations season. He noted the 2024-2025 winter is over and MoDOT spent \$62 million, with 80 percent of the costs due to the major storms during January 1-14, 2025, and February 9-23, 2025. The average winter cost is \$50 million. Employees drove 5 million miles plowing snow, which is equivalent to traveling to the moon and back ten times. Winter weather required 500,000 labor hours to clear the roads.

Mr. Hamelink reported Kansas City received 20" of snow at the airport, which is the most the area has experienced in 14 years. There was also a severe ice storm in the Southeast district in January, which required major cleanup efforts. Many employees were without power at home, yet reported in to work to help get roads reopened that were closed due to downed trees and power lines. Collectively, the lower 48 states experienced the coldest January since 1988. Missouri experienced extreme cold temperatures of minus 20 degrees in some areas. Mr. Hamelink pointed out that salt is 10 times less effective at zero degrees as it is at 30 degrees. This means the department uses more material to get the same result during the extreme cold snaps.

Mr. Hamelink reported that the department has 2,600 operators available, and the snow fleet includes 1,500 dump trucks. The department used 160,000 tons of salt, which was 60 percent of the starting inventory. Mr. Hamelink noted staff coordinated well with partners such as the National Weather Service, the Highway Patrol, and the State Emergency Management Agenda (SEMA). The National Guard was activated to check on motorists and was crucial in freeing up staff to stay focused on clearing the roads. Strike team members are employees from other districts that are sent to the hardest hit areas and often spend several nights away from home. Strike team deployments were key in helping clear the roads faster and to supplement areas that were in need additional drivers. Strike teams were deployed on 15 separate occasions, involving 160 employees.

Mr. Hamelink highlighted some key takeaways from the winter season. The department utilized every available driver. However, one of the biggest challenges continues to be inexperience behind the wheel. Twenty-five percent of our drivers have less than one year of experience, and forty-five percent of drivers have less than three years of experience. The department had 700 new operators that conducted their first ride-along this past winter. Special equipment is also important to consider during major winter events. Plowing in urban areas can be complicated with 4 or 5 lanes in each direction, concrete barrier walls on both sides of the road, and merging traffic. He noted that some institutional knowledge has been lost over the years due to turnover and it is important to recognize that there is no substitute for experienced operators. The department was 500,000 labor hours short in 2024 compared to 2020. This labor hour deficit has a big impact on cycle times during winter operations and consequently, how long it takes to clear the roads.

Clear Roads is a group of transportation professionals and researchers from around the country to drive innovation in the field of winter maintenance. They evaluate materials, equipment and methods in real-world conditions. Looking specifically at state-maintained lane miles, Missouri ranks first compared to adjacent states with almost 78,000 lane miles. The next highest state is Kentucky at 65,000. Conversely,

looking at maintenance workers per 1,000 miles, Missouri ranks second to last at 33 workers per lane mile. Kentucky has the lowest number of employees per lane mile at 28. Illinois has the highest number of employees at 69 per lane mile.

Mr. Hamelink provided an overview of special equipment. The department has 85 motor graders statewide, and half a dozen snow blowers across the northern half of the state. Motor graders can peel ice off roadways and can push large amounts of snow during extreme events. Snow blowers are very useful where we have snow piled up along our barrier walls as employees can blow the snow up and over the barriers and onto the backslopes. The department also has 76 tow plows statewide. While tow plows help offset the driver shortage by clearing multiple lanes at the same time, they do require an experienced driver.

The traveler information map is the department's way of communicating to the public. Staff work hard to ensure this map is up-to-date and accurate in terms of road conditions. Staff at the Transportation Management Centers carefully monitor cameras and the live traffic layer on the map. Staff also actively use message boards to convey information to the public concerning road closures, delays, and incidents.

Mr. Hamelink concluded his presentation by noting the biggest unfunded need is to address the labor hour shortfall. He also noted continuous improvement is something staff are constantly striving for. While it is important to celebrate successes, it is also important to learn from past experiences and to make adjustments moving forward. Also, an example of the effective, efficient use of resources is putting down the right amount of material at the right time. This ties into the department's extensive statewide training program that includes treatment and plowing strategies. He thanked partnerships who are also the key to success.

Commissioner Baker thanked Mr. Hamelink for his presentation and commended his team on their work during the 2024-2025 winter season.

* * * * *

CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70: BLUE SPRINGS TO ODESSA DESIGN-BUILD PROJECT IN JACKSON AND LAFAYETTE COUNTIES, MISSOURI

On behalf of Deputy Director/Chief Engineer Eric Schroeter, Project Director Karlee Covington described the project that will improve Interstate 70 from Blue Springs to Odessa. The Project will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local community, and minimize overall traffic impacts along the corridor.

Project Goals

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

1. Deliver the project by December 31, 2028, within the program budget of \$366.6 million.
2. Provide a third lane of travel for eastbound and westbound I-70 from Blue Springs to Odessa.
3. Modernize I-70 while improving the existing pavement, bridges, and interchanges to enhance safety and mobility.
4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
5. Provide expanded employment opportunities while developing and using a diverse workforce.

MoDOT's Business Development and Compliance Office established a 11 percent disadvantaged business enterprise goal for construction work and a 14 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 12.7 percent minority and 6.9 percent female.

Procurement Process

By Commission action on July 12, 2023, the Commission approved the use of Design-Build for Statewide Improve I-70. Since then, MoDOT's Design-Build team has been working through the procurement process. Five teams were prequalified on December 20, 2024, to compete for the contract.

The Request for Proposals was issued January 6, 2025. The MoDOT Design-Build team held seven confidential discussions with each team over a period of twelve weeks to discuss their proposal ideas. Final proposals were submitted by the teams on April 18, 2025. The MoDOT Design-Build team reviewed and evaluated the proposals. The five teams that submitted proposals include:

- *Ames Construction – major participants include Ames Construction, Inc. and Parsons Transportation Group, Inc.*
- *Improve 70 West Alliance – major participants include Emery Sapp & Sons, Inc., Clarkson Construction Company, HNTB Corporation, and Bartlett & West, Inc.*
- *Capital-HDR – major participants include Capital Paving & Construction, LLC., Michels Road & Stone, Inc., HDR Engineering, Inc., and TranSystems Corporation*
- *MasTec DB Team – major participants include William Charles Construction Company, LLC., T.Y. Lin International, Koss Construction Company, and Horner & Shifrin, Inc.*
- *Radmacher-Ideker Joint Venture – major participants include Radmacher Brothers Excavating Co, Inc., Ideker, Inc., and Wilson & Company, Inc. Engineers and Architects*

Evaluation

The items that were evaluated by the MoDOT Design-Build team included: Project Definition (70 points available), Maintenance of Traffic (25 points available), and Workforce Development (5 points available) for a total of 100 points. Project Director Covington provided a summary of the proposals submitted by each team.

Commission Consideration and Action

Project Director Covington recommended the Radmacher-Ideker Joint Venture as the best value proposer. Their proposal included:

- Constructing a third lane of I-70 in both directions beginning just west of MO Route 7 in Blue Springs to approximately MO Route H (mile marker 45.3), nearly seven miles past the project requirements.
- Replacement of the existing I-70 lanes with all new full-depth concrete pavement.
- Improved I-70 interchanges at MO Route D in Bates City and at MO Route 131 in Odessa.
- 14 bridge replacements.
- The team has also committed to keeping two lanes of traffic open in each direction during peak travel times.

Chairman Erdman thanked Project Director Covington for her presentation and the MoDOT Design-Build team for their work on this project to date.

After consideration, Commissioner Boatwright moved that the Commission adopt staff recommendations to award the Radmacher-Ideker Joint Venture Design-Build team for submitting the best value proposal for the Improve I-70: Blue Springs to Odessa Design-Build Project; authorize the Director, Deputy Director/Chief Engineer, or their designee to negotiate and execute a contract with Radmacher-Ideker Joint Venture subject to approval as to form by the Chief Counsel's Office and contingent on the transfer of funds to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund); and authorize payment of the agreed stipend to the five unsuccessful proposing teams. This motion was seconded by Commissioner Slay. Upon motion duly made and seconded, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Erdman, Aye
Commissioner Boatwright, Aye
Commissioner Smith, Aye
Commissioner Hegeman, Aye
Commissioner Slay, Aye
Commissioner Baker, Aye

The Commission unanimously approved the motion. After further review of potential perceived conflicts, Commissioner Erdman withdrew his vote and abstained; therefore, his withdrawn vote is not counted in the total for approval purposes.

* * * * *

BUSINESS ISSUES

MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Ms. Mandy Kliethermes as a Missouri State Highway Patrol active employee representative, for a term ending May 2028 or until a successor is named. Ms.

Kliethermes is being appointed to fill the unexpired term of Ms. Holly Haarmann. Ms. Kliethermes' appointment has been recommended by Colonel Michael Turner, Superintendent of the Missouri State Highway Patrol. The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Ms. Mandy Kliethermes as a Missouri State Highway Patrol active employee representative, for a term ending May 2028 or until a successor is named.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Bidding and Contract Services Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the April 18, 2025, letting, as recommended, and noted in Table I below; (2) Rejection of Calls C01 and G02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) Declare the bid of UDT, LLC for Call D01 from the March 14, 2025 Letting as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and award Call D01 to Kozeny-Wagner, Inc. 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
April 18, 2025, Bid Opening**

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	Various	Various	JNW0065	\$1,951,304.35	\$0.00	Superior Rail System, LLC	Job Order Contract for Guardrail and Guard Cable Repair
C02	45	Platte	JKU0120	\$1,339,403.00	\$12,500.00	Leavenworth Excavating & Equipment Company, Inc.	Add Turn Lane
C03	210	Jackson	JKU0132	\$843,362.73	\$0.00	Realm Construction Inc.	Signal Improvement and Add Turn Lane
C04	Various	Various	JKU0315	\$2,900,000.00	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Pavement Repair
C05	92	Clay	JKU0454	\$326,497.30	\$0.00	Widel, Inc.	Slide Repair
C06	33	Clay	JKU0449	\$587,524.75	\$0.00	Widel, Inc.	Bridge Replacement
D01	J	Crawford	J5S3552	\$615,057.74	\$212.80	Don Schnieders Excavating Company, Inc.	Bridge Replacement
D02	I-70	Boone, Callaway, Cooper	JCD0011	\$0.00	\$0.00	No Bidders	Job Order Contract for Concrete Pavement Repair
F02	67	St Louis	J6P3623	\$6,299,999.99	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, and ADA Improvements
F03	I-255	St Louis	JSL0074	\$2,454,680.80	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repair
F04	Clayton Road	St Louis	JSLM0051	\$249,243.10	\$0.00	Pavement Solutions, LLC	Drainage Repairs and ADA Improvements
G03	Various	Various	JSRM0074	\$860,325.00	\$0.00	Midwest Traffic Signal Services, LLC	Job Order Contract for Signal and Lighting Repair
			JSUM0076				
			JSRM0075				
H01	164	Dunklin	J9P3678	\$2,679,494.28	\$0.00	Joe's Bridge & Grading, Inc.	2 Bridge Replacements
	B	Pemiscot	JSE0104				Bridge Replacement
	N	Dunklin	JSE0101				
H02	60, 67	Butler, Carter, Howell, Shannon	J9P3835	\$745,884.00	\$0.00	Widel, Inc.	Slide Repairs
H03	BU 60	Butler	J9S3603	\$5,000,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
	BU 67		J9S3602				
H04	A	Carter	J9S3609	\$871,059.73	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement and ADA Improvements
H05	D	Mississippi	JSE0076	\$2,823,299.65	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
	DD	Mississippi	J9S3679				
	DD	Mississippi	JSE0078				

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H06	Various	Various	JSE0138	\$3,003,750.00	\$0.00	James H. Drew Corporation	Job Order Contract for Guard Rail and Guard Cable Repair
H07	Various	Various	JSE0172	\$184,900.00	\$0.00	Putz Construction, LLC	Job Order Contract for ADA Improvements
			TOTAL:	\$33,735,786.42	\$12,712.80		

**Table II
Rejection of Bids
April 18, 2025, Bid Opening**

Call	Route	County	Job No.	Description
C01	B	Platte	J4S3492	Bridge Replacement
G02	43	Jasper	JSR0073	2 Bridge Rehabilitations
	M		JSR0074	Bridge Deck Replacement

**Table III
Award of Contract
March 15, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D01	63	Phelps	J5P3537	\$1,560,000.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Deck Replacement
			TOTAL	\$1,560,000.00	\$0.00		

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the April 18, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected Calls C01 and G02 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 UDT, LLC for Call D01 from the March 14, 2025, Letting as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and award

Call D01 to Kozeny-Wagner, Inc. as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III below.

4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from voting on Calls H01 and H02.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, 25 percent of which are commercial vehicles. Improving I-70 fulfills a critical need for the state. Historic investment in I-70 began in 2023 with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their continued support for improving I-70 through passage of MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

One of the conditions for the transfer of General Revenue into the State Road Fund I-70 Project Fund for the Improve I-70 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

- The amount of \$158 million for a construction contract with Radmacher-Ideker Joint Venture with contract number 250507-C01. This construction contract includes Job Number JST0019, Jackson I-70, which constructs safety and capacity improvements from Blue Springs to Odessa. The total construction contract is \$350.6 million to be funded with funds from the SRF I-70 Project Fund, the State Road Fund I-70 Project Bond Proceeds Fund and the State Road Fund.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel’s Office.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
2. Authorized the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel’s Office.

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REPORT AND RECOMMENDATIONS REGARDING THE SOUTHWEST DISTRICT FORWARD 44 PROJECTS IN NEWTON, JASPER, GREENE, WEBSTER, AND LACLEDE COUNTIES, INCLUDING AUTHORITY FOR DESIGN-BUILD AND DELEGATION OF AUTHORITY

On behalf of the Director, Stacy Reese, Southwest District Engineer, recommended the Commission approve the Southwest District I-44 Corridor Project as a Design-Build project and approve authority be delegated to the Deputy Director/Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the Southwest District I-44 Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285 RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. Funds for this project are included in the state’s General Revenue funds and the Statewide Transportation Improvement Program as JST0120, JSR0102, JST0089, JST0116, JSU0066, JST0088, JSU0079, JSU0146, JSU0013, JSR0015 and possibly others. The project is currently estimated at over \$470 million total for right of way, utility relocation, and the design-build contract. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

CONTRACTOR PERFORMANCE REPORT

On behalf of the Director, Brandi Baldwin, State Construction and Materials Engineer, presented the annual contractor performance report for 2024. Project performance evaluations were completed by the resident engineers and provided to the contractors for review and comment. Pursuant to 7 CSR 10-10.070, Procedure for Annual Rating of Contractors, one contractor is being placed on probation as a result of the 2024 performance ratings. Contractors receiving the top ratings for the 2024 construction season will be recognized with a plaque.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Todd Grosvenor, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending March 31, 2025.

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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 March 31, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of March 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 632 active contracts held by individual engineering consultant firms prior to April 1, 2025. Twenty-four engineering consultant services contracts were executed in March 2025, for a total of \$18,850,666. There was no non-engineering consultant contracts executed in March 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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**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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May 6, 2025

VOTE TO CLOSE MEETING 4

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
TUESDAY, MAY 6, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, May 6, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 1:30 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay and Ann Marie Baker.

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; and Jennifer Jorgensen, Secretary to the Commission, were present on Tuesday, May 6, 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.*

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Erdman, Aye
Commissioner Boatwright, Aye
Commissioner Smith, Aye
Commissioner Hegeman, Aye
Commissioner Slay, Aye
Commissioner Baker, Aye

The Commission met in closed session on Tuesday, May 6, 2025, at 1:30 p.m. and adjourned at 5:00 p.m.

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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
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Director's Report

Director's Report

JUNE 5, 2025



***Video to be played during the meeting.
The video can be viewed by playing the recording of the entire meeting located at
<https://www.modot.org/past-meeting-recordings>.***



TRACKER: 20th Anniversary

A solid orange horizontal bar at the bottom of the slide.



1

THE CITY OF KIRKSVILLE

-- Presented by Adam Dorrell, PE, Public Works/City Engineer of the City of Kirksville.

ISSUE: The City of Kirksville and MoDOT have a good working relationship. The city and department have worked together on multimodal airport projects, utility repair/relocation, economic development, and large projects, including a cost-share for the alternate route, which moved U.S. Highway 63 outside of Kirksville and made the previous U.S. Highway 63 now Business 63, which locals refer to as Baltimore Street.

The City of Kirksville has a *THINK Kirksville 2040 Comprehensive Plan* to realize the community's vision for the next 20 years. The city has a solid foundation as a forward-focused, safe, active, growing, prepared, supportive, and sound community. This foundation provides opportunities as we look toward the future to ensure Kirksville maintains its resiliency, offering prosperity for everyone. The *THINK Kirksville 2040 Comprehensive Plan* serves as an update to the current Comprehensive Plan, developed from insightful input from many, and will guide us forward as Kirksville continues to develop and grow. The plan addresses the following areas: community identity; neighborhoods and housing; economy; mobility and transportation; infrastructure and public facilities; and planning and land use.

The strategic direction is to strengthen regional transportation access to employment centers and attractions for all modes of travel. A community identified priority is to improve U.S. Highway 63 north of Kirksville toward Iowa with passing lanes.

MoDOT STAFF POSITION:

- MoDOT and the City of Kirksville have a good working relationship. We regularly collaborate on economic development projects, permit access applications, and LPA projects.
- In 2019, MoDOT initiated *A Better Baltimore* – a street improvement plan along Baltimore Street between Illinois Street and Patterson Street. Construction took place in the Summer/Fall of 2021. Improvements included road resurfacing, signal improvements, new curb and gutter, drainage structures, and sidewalk and ADA upgrades.
- Kirksville has received several grants from the U.S. Department of Transportation as part of the *Safe Routes to School* (SRTS) program. SRTS promotes safe walking and biking to school through infrastructure improvements, enforcement, tools, safety education, and incentives. The grants afforded sidewalk infrastructure improvements near the Kirksville R-III campus.



Welcome to the City of Kirksville!

Missouri Highways and Transportation
Commission
Visit to Kirksville
June 5, 2025

A History of Cooperation: Former State Assets

2013

Former U.S. Hwy. 63 now
Franklin St. Streetscape



2014

Former Roadside Park
now McKinney Bark Park



A History of Cooperation: Former State Assets

- Adair County Veterans Memorial
 - Former roadside park



A History of Cooperation: Highways

2004

U.S. Hwy. 63 four-lane to
Macon



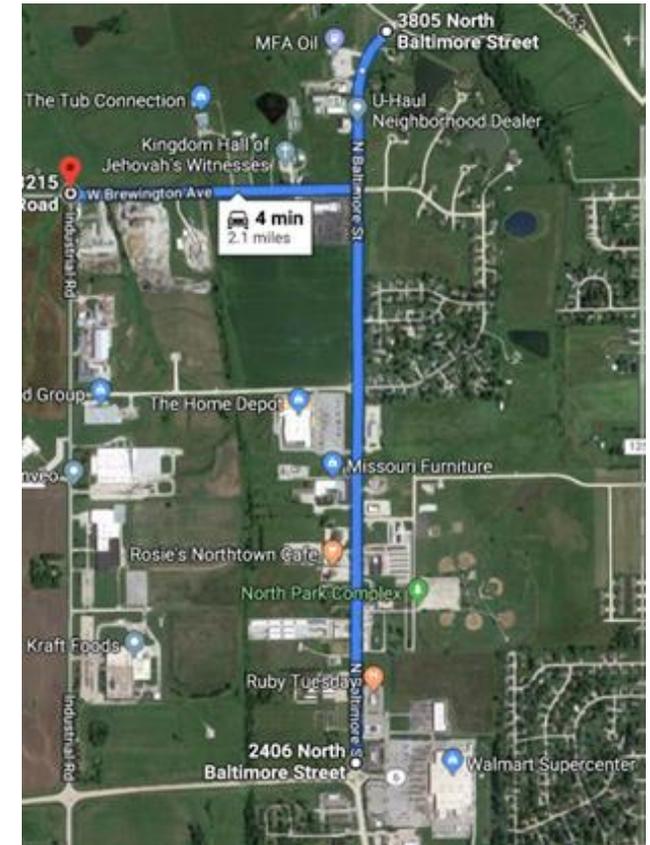
2010

U.S. Hwy. 63 Alternate
Route Project



A History of Cooperation: Roads

- Governor's Cost Share (2022)
 - 1.8 miles of traffic improvements



A History of Cooperation: Regional Airport

2009

Regional Airport Wildlife
Perimeter Fence



2017

Regional Airport Parking
Apron



A History of Cooperation: Sidewalks

2012

Safe Routes to School S.
Cottage Grove Pl.



2021, 2022

Sidewalks, improvements
on Baltimore.



A History of Cooperation

- TEAP Studies*

- School Crosswalks
- Florence Street
- Kirksville Active Mobility Plan
- Downtown Traffic Lights

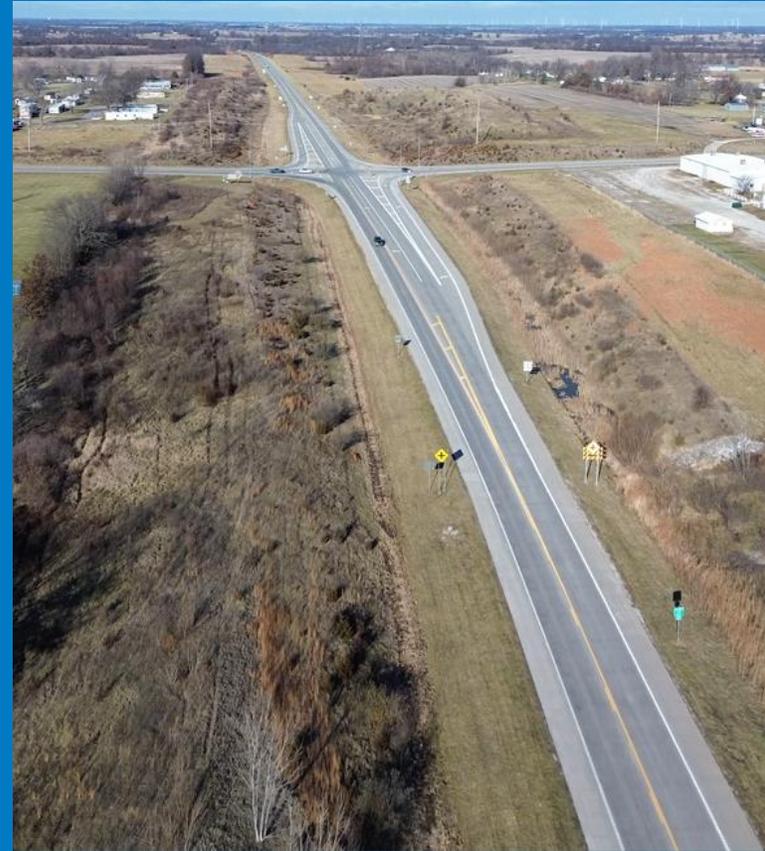
*City is actively using TEAP results for long-range planning and future projects

- Ongoing Projects:

- Washington Street Sidewalk, connecting downtown to state park
- School Crosswalk Improvements
- Rotary Park Sidewalk
- BNSF Trails

Looking to the Future: U.S. Highway 63

- Safety issues on the alternate route continue to occur, particularly at the intersection with Illinois Street and Shepherd Avenue.



Looking to the Future: U.S. Highway 63

- The City received a Safe Streets For All Grant in 2023 to perform a road safety audit on US 63.
- The City partnered with the NEMO Regional Planning Commission and McClure Engineering Company to do that study in 2024.
- MoDOT District Personnel participated in the safety audit.
- The next few slides come from the post-study report.

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4 | A

ADAIR COUNTY

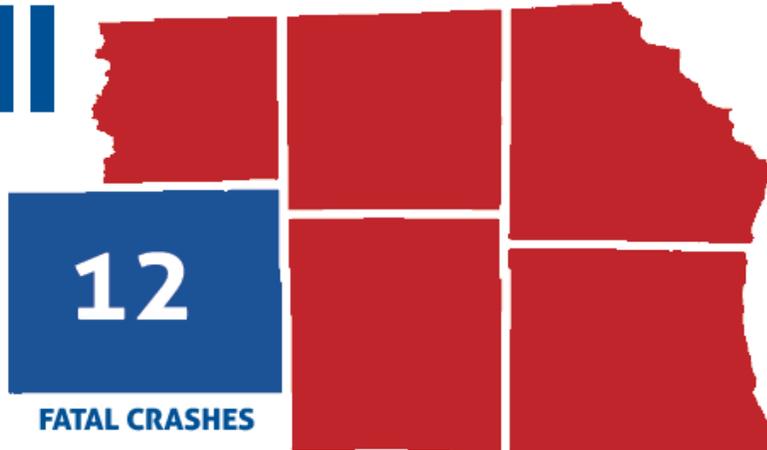
As the region's largest county with the most total miles of roadways and nearly half of the entire region's population, Adair County can be expected to have more people traveling the roadways and consequently have a higher risk of traffic crashes. In the recording period from 2019-2023, Adair County experienced 12 fatal traffic crashes, by far the most in the region.

Two of the fatal crashes occurred on US 63, one on the alternate route around the city of Kirksville, and the other just north of Kirksville, both on the section of US 63 that is two-lane separated traffic, as opposed to the four-lane US 63 system south of Kirksville.

FATAL CRASHES	
MO 6	2
MO 11	2
US 63	2
Lettered Route	3
County Road	2
City Street	1

The county's two main east-west routes, MO 6 and MO 11, each also had two fatal crashes in the time period.

Three of the fatalities occurred on the region's low-volume traffic lettered routes, including two on Route O during a fourth-month period in 2020.



91.7%
of fatal crashes occurred on straight section of roadways

66.7%
of fatal crashes were single vehicle accidents

The region's county gravel roads had two fatal crashes and there was one fatal crash on a city street in Kirksville.

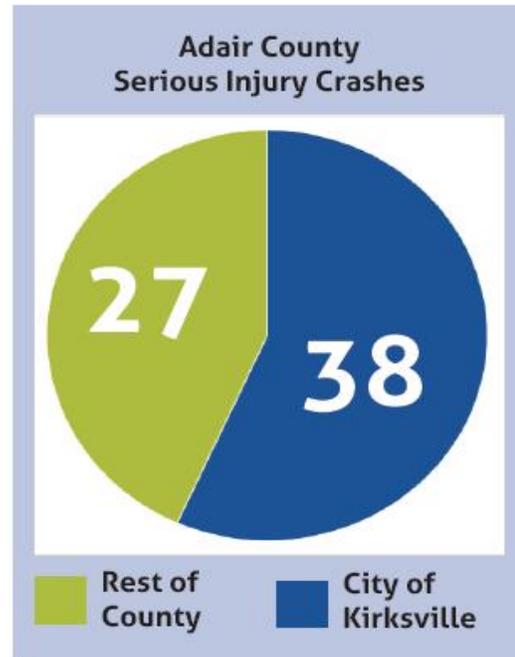
As has been witnessed across the region, the majority of the crashes, 75%, were classified as Out of Control while the remaining crashes were head-on crashes. All 12 of the crashes would be classified as roadway departure, as the three head-on collisions are lane-departure crashes, which fall within roadway departure, as the vehicles are departing their lane/roadway.

Only 1 of the 12 fatal crashes occurred on a curve, meaning 91.7% of Adair County's fatal crashes occurred on straight sections of roadway. The fatal crashes occurred predominantly (75%) on dry pavement conditions, so the majority were not weather related and two-thirds of the incidents were single vehicle crashes, with 58.6% classified as off-road crashes.

SERIOUS INJURY CRASHES

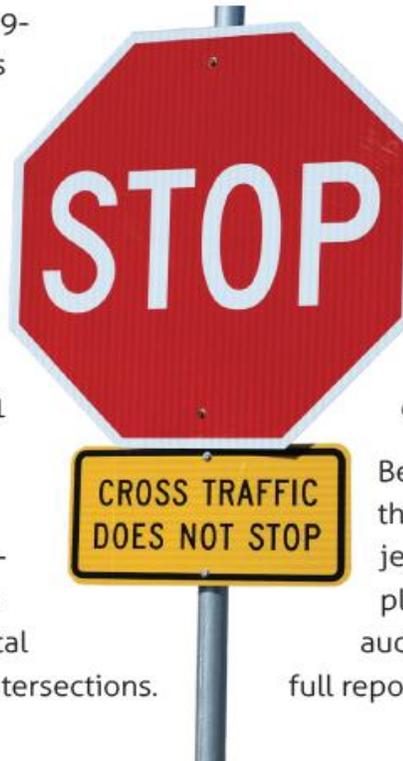
A total of 67 serious injury crashes were recorded in Adair County from 2019-2023 across the county's system of 272 state miles of roadway, 657 miles of county roads and 122 miles of city streets in Brashear, Gibbs, Greentop, Kirksville, Millard and Novinger. With a significantly higher population, and a single municipality, in Kirksville, with a population greater than the entire population of any county in the NEMO region, the Adair County crash data analysis has unique aspects from the rest of the region.

Of the 67 serious injury crashes recorded in Adair County from 2019-



2023, 38 were recorded as occurring in the City of Kirksville. Just 13 of that total were recorded on city streets, so the remaining 25 occurred on state routes, including 8 on Business 63, 7 on US 63, 8 on MO 6, 1 on MO 11 and 1 on RT B.

The serious injury crashes in Kirksville were predominantly intersection related (78.9%), with 30 of the total 38 listed as occurring at intersections.



The most dangerous intersection was US 63 at MO 6 (CST Illinois St.) which recorded 4 serious injury crashes. During the same time period 2019-2023, there were a total of 25 crashes recorded at the intersection, including minor injury and property damage only crashes.

Because of the number of crashes involving the US 63 alternate route, it was the subject of a Safe Streets and Roads For All Supplemental Grant that funded a road safety audit of these dangerous intersections. The full report is attached to this Safety Action Plan.

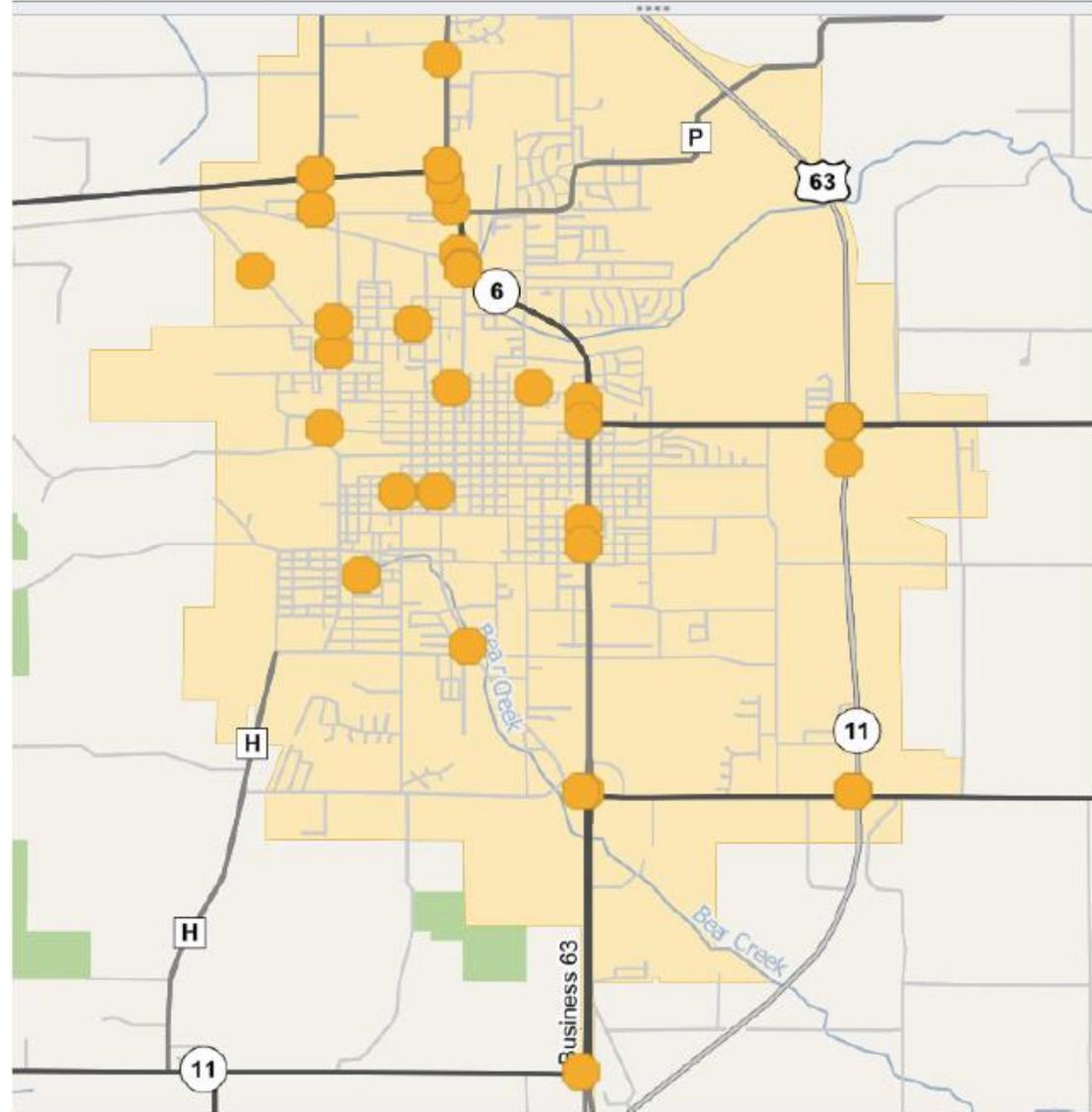
The other main US 63 alternate route intersection, US 63 and MO 11 (CST) Shepherd Avenue, reported 2 serious injury crashes and 1 fatal crash. Overall there were 19 crashes at the intersection from 2019-2023 including minor injury and property damage only incidents.



Both of these intersections, as are all of the intersections on the US 63 Alternate Route around the east edge of the City of Kirksville, are unsignalized intersections, using a combination of stop signs to control traffic crossing US 63, and yield signs for vehicles entering traffic on US 63 via a right turn/merge.

As the RSA notes, the 7.8 miles of the US 63 alternate route, a north-south principal arterial roadway under state jurisdiction and designated as part of the National Highway System, provides a bypass route option around Kirksville, instead of the Business 63 route through Kirksville. It features a 60 mph speed limit, with the 85th percentile speed found to be about 54 mph. The Average Daily Traffic (ADT) counted in September 2024 between 3,600 to 4,200 vehicles per day.

CITY OF KIRKSVILLE SERIOUS INJURY CRASHES



Potential Solutions

Location #1 and Location #3 - US 63 at E. Illinois Street and E. Shepherd Avenue

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Convert side street right turn movements to STOP control.	Medium	Short-term	Low	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Change side streets to allow only right-in and right-out movements.	High	Short-term	Low	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Add an acceleration/merge lane for side street right turn movements.	High	Mid-term	High	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Grade-separated interchange.	High	Long-term	High	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	J-Turn Intersection.	High	Long-term	High	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Roundabout.	High	Long-term	High	MoDOT
Intersection Design / Geometry, Vehicle Speeds, and Driver Expectations	Four-lane divided highway.	Medium	Long-term	High	MoDOT

Looking to the Future: U.S. Highway 63

- The community has expressed its support and interest in improvements, providing continued feedback to the Highway Commission through the public comment process for the STIP.
- The City applied for a federal RAISE grant to seek funding support, which was not successful, but it is willing to pursue other federal assistance.
- The project is in the Tier 1 & 2 Missouri High-Priority Unfunded Needs list

NORTHEAST	ADAIR	US 63	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR KIRKSVILLE (PARTIAL, REMAINDER IS ON TIER 2)	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	ADAIR	US 63	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR KIRKSVILLE (PARTIAL, REMAINDER IS ON TIER 1)	\$12,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

- What are other ways we can partner to help make these necessary safety improvements?

Thank You!

We appreciate the opportunity to present to you today!



201 S. Franklin St.
Kirksville, MO 63501
660.627.1225



2

HANNIBAL EXPRESSWAY PROJECT

-- Presented by Maria Kuhns, Executive Director of the Hannibal Regional Economic Development Council.

ISSUE: The Hannibal Regional Economic Development Council (HREDC) Region offers significant transportation infrastructure by road, rail, river and air. Two major highways, 4-lane US Highway 61 and Interstate 72, intersect in Hannibal and the region is within a one-day drive of most major US markets. The Hannibal Regional Airport accommodates executive jet travel and is within 30 minutes of the Quincy Regional Airport offering commercial air service. The region is ideally located at the crossroads of the Chicago-Kansas City Expressway and the Avenue of the Saints linking Minneapolis/St. Paul to St. Louis – 4-lane highway systems that carry a combined 40,000 vehicles through Hannibal daily and link the metro areas of St. Louis, Kansas City, and Chicago, and by extension, Des Moines, Memphis, and Omaha.

The HREDC's mission is to provide assistance to new and existing businesses in the Hannibal region that will help them sustain, grow, and excel. HREDC Board of Directors and staff engaged in a collaborative strategic planning process in 2024 to collaborative strategic planning process in 2024 to create a roadmap for our long-term priorities and 2025 goals. We are sharing the results with our stakeholders, inviting their feedback and support as we move forward together.

The 2025 goal for transportation is to continue to utilize federal and state funding for port infrastructure development to advance toward shovel-readiness at the Port site (Certified Site status) and advocate to legislators, local elected officials, and state departments about the importance of transportation planning in Marion and Ralls Counties.

MoDOT STAFF POSITION:

- The Mark Twain Regional Council of Governments and their Transportation Advisory Committee (TAC) continue to identify the Hannibal Bypass as a priority unfunded need for their region and the Northeast district. Currently, it is not listed on the State's High Priority Unfunded Road and Bridge Needs 2024 list due to funding restrictions. Additionally, the TACs in the districts wished to submit other needs within the area that they have. This project is also not included in the current Statewide Transportation Improvement Program (STIP) in any form as well.
- The Environmental Impact Study (EIS) was completed in late 2023, funded through the planning process with a cost estimate of \$2,000,000. During this time, the district asked the consultant to also review the current US 61 (McMaster's Ave) corridor to identify possible improvements to accommodate increased travel demand and enhance safety. Proposed improvements include adding a turning lane at Hannibal High School, managing access more effectively, and making various intersection upgrades. However, at the request of a Marion County Commission TAC member, these improvements were not included on the County's Needs List last year. Several of these proposed enhancements were well-received by locals during the public meeting.
- The Public Meeting for the Hannibal Bypass EIS was held on February 21, 2024, in Hannibal. The meeting shared the findings of the EIS and provided an opportunity for public comments on the initial results. The findings reaffirmed the 1996 Study, which

identified the Alternative F (approximately 10 miles) as the preferred route at an estimated cost of \$132 million. This route would start at Route M in Ralls County, south of Hannibal, cross at Highway 36 where an interchange already exists, and then follow Highway 24 northward, connecting back to US 61 on the northern side of Hannibal. Alternative F is the furthest route that was proposed from the City of Hannibal on the west side.

- Multiple follow-up meetings with local stakeholders were held to discuss the results and options or opportunities there are to proceed with the project. Currently, no funding is dedicated for the construction of the Hannibal Bypass. The Northeast District continues to collaborate with local partners to provide technical support and answer any questions that arise. The HREDC has formed a smaller transportation funding committee that is exploring options to establish a Transportation Development District (TDD) to generate funding for the construction of the Bypass through a tax. As of the latest information, both Marion and Ralls Counties are in agreeance of a TDD, but the Hannibal Regional Economic Development Council is still working with the City of Hannibal to reach an agreement to support the TDD.
- Northeast District staff also shared a digital file with the HREDC outlining the approximate placement of Alternative F to help them engage with local landowners. This follows a meeting HREDC had with Director Hassinger last fall, where it suggested pursuing a corridor preservation. The project is at a milestone, waiting for a funding plan to be presented, as the Northeast District cannot fully fund it solely due to financial constraints.

U.S. HIGHWAY 61 HANNIBAL EXPRESSWAY

JUNE 5, 2025

HANNIBAL REGIONAL
 **EDC**
ECONOMIC DEVELOPMENT COUNCIL

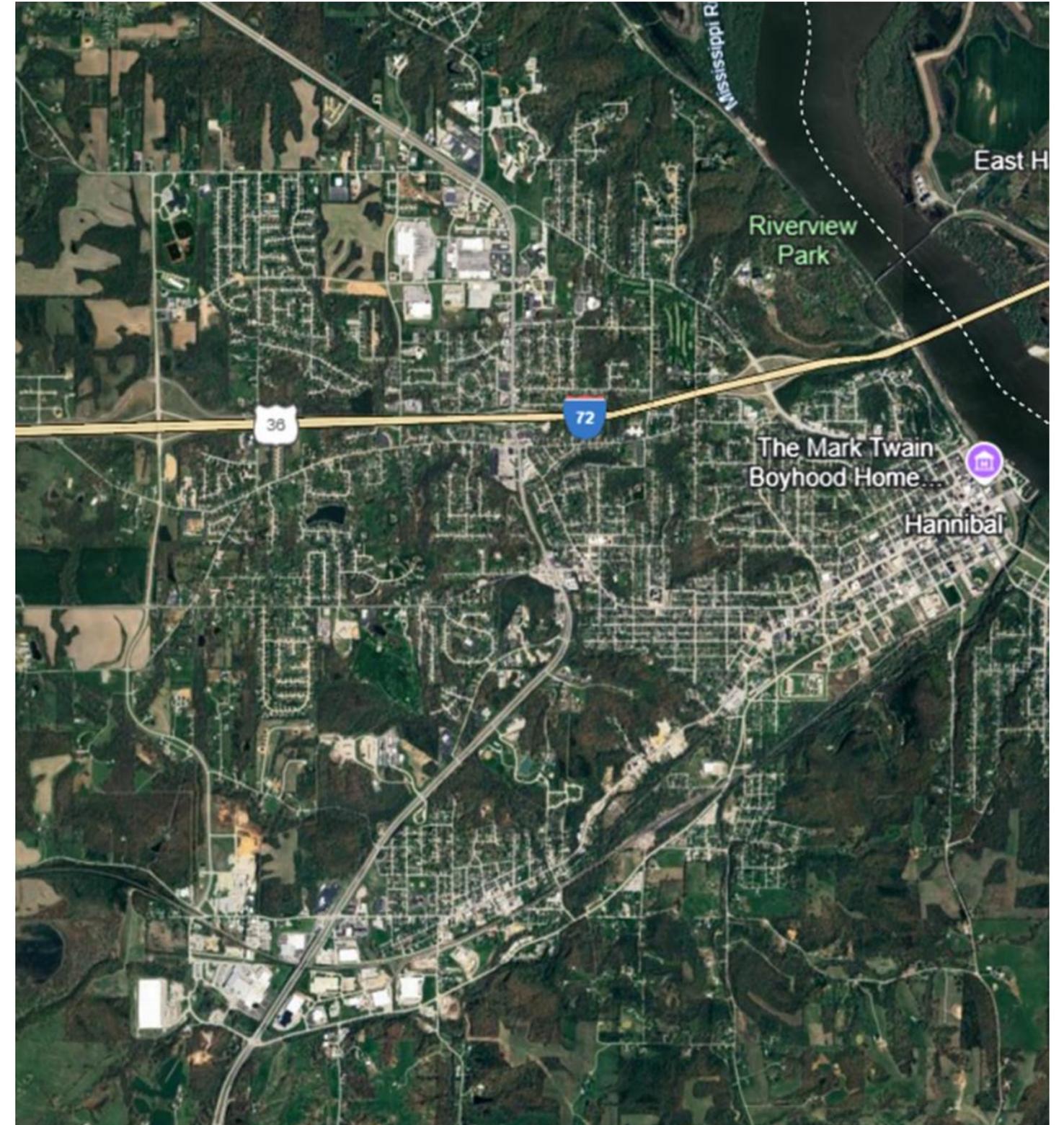
U.S. 61 HANNIBAL CORRIDOR

- 30K Average Annual Daily Traffic
- Seven stoplights along U.S. 61 in Hannibal
- Hannibal High School properties located on both sides of Hwy 61

1996 Environmental Impact Statement:

- Current facility is inadequate for future traffic levels and constitutes safety issues
- Crash rates will likely increase
- Projected traffic will create unacceptable levels of service
- Signalized intersections on U.S. 61 in Hannibal created delays for through traffic

**Approaching 30 years since the above findings*



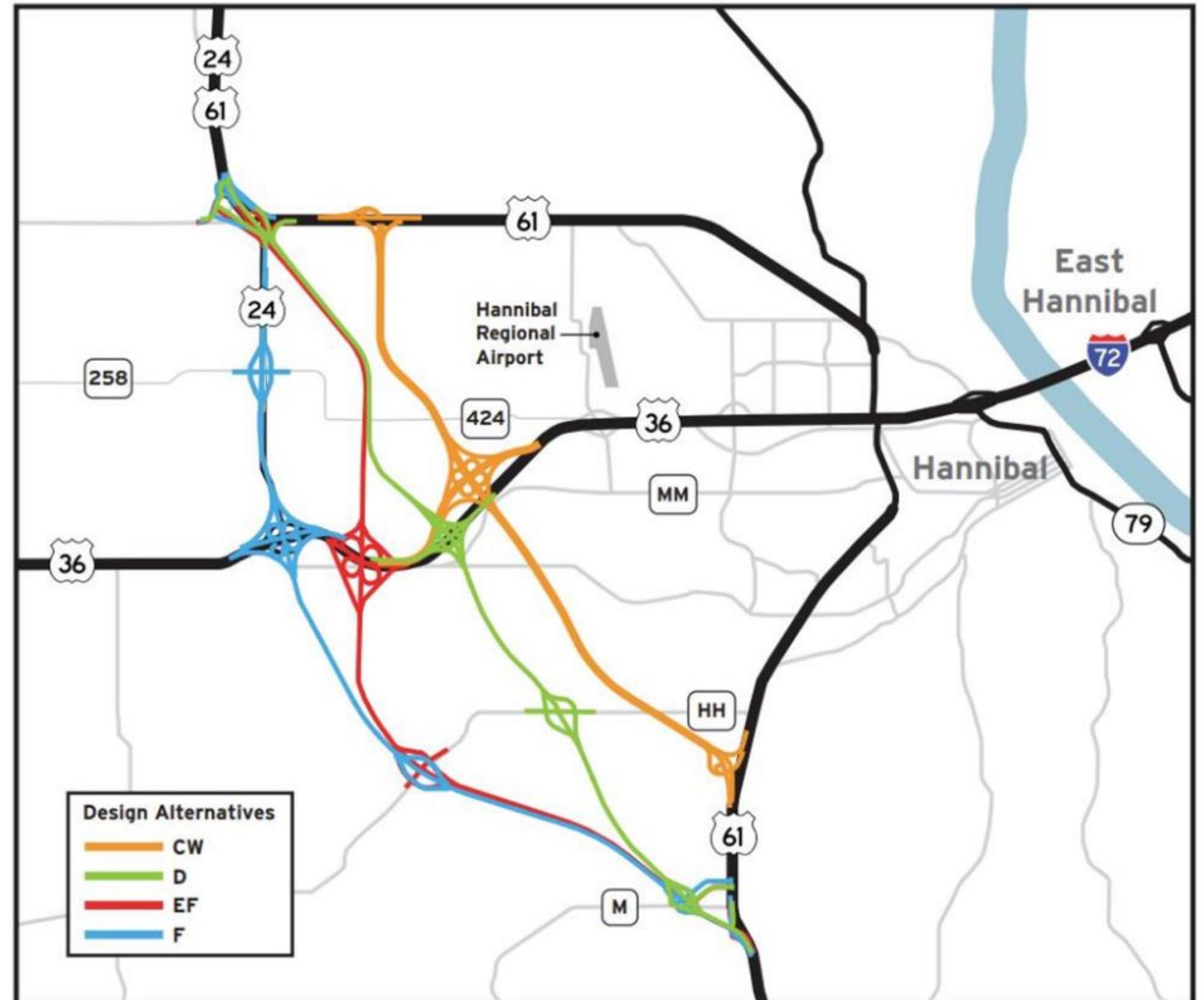
2023 RESULTS OF 5-YEAR SAFETY ANALYSIS

- 23% of daily traffic volumes on U.S. 61 through Hannibal are Commercial Motor Vehicles (CMVs).
- 21% of crashes on U.S. 61 involved a CMV or a semi-truck. That rate is **more than twice the Missouri statewide average.**
- Most of the project area on U.S. 61 **surpassed the statewide average for crash rates or combined fatal and serious injury crash averages.**
- 6 fatal crashes and 38 serious injury crashes occurred along U.S. 61.
- 90% of public survey respondents consider traffic volume and safety to be concerns on this portion of U.S. 61.
- 63% take alternative routes like Veterans Rd., Paris Gravel Rd., and Palmyra Rd.

U.S. 61 HANNIBAL EXPRESSWAY ALTERNATIVES

- Alternative CW: \$320 million
- Alternative D: \$290 million
- Alternative EF: \$210 million
- **Alternative F: \$130 million***

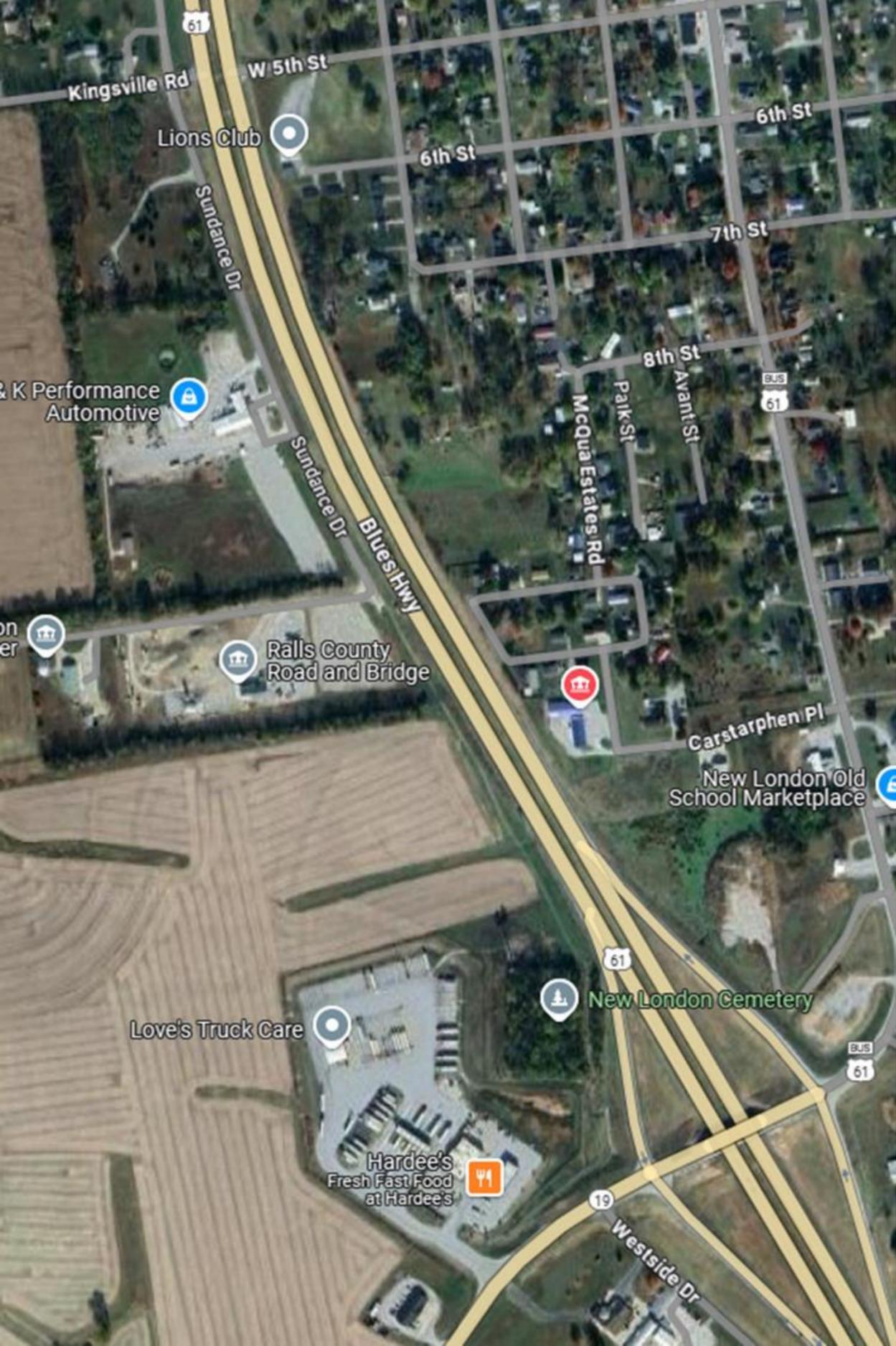
*Alternative F has the least environmental impact





U.S. 61 PALMYRA CORRIDOR

- Dangerous on-off ramps north and south of town (south ramp partially closed and north ramp in danger of closing due to roll-overs)
- 4 intersections – one that accesses Palmyra Business Park
- Citizen Advisory Group identified this corridor as a priority in 2022/2023
- Diamond interchange recommended, location identified, and cost estimates of \$16M to \$21M provided



U.S. 61 NEW LONDON CORRIDOR

- Currently, Ralls County Rd. & Bridge must use U.S. 61 to access Hwy 19
- Traffic going north on U.S. 61 must first head south on U.S. 61 and use the diamond to head north
- Connecting Sundance Dr. to Hwy 19 by Hardees would greatly increase traffic flow and safety on U.S. 61 in New London
- Cost estimate of \$1.5 - \$2 million

COMMITMENT TO U.S. 61 CORRIDOR IMPROVEMENTS

- **LOCALS RECOGNIZE NEED FOR SAFETY AND OPPORTUNITY FOR ECONOMIC DEVELOPMENT**
- Requesting a two-county transportation development district (TDD) to impose a ½ sales tax to provide local funding for a cost share
- On track for April 2026 ballot question to create the TDD and impose the sales tax **contingent on preliminary agreement with MHTC on cost share**
- Ready to negotiate so that the petition to create the TDD can be submitted to the Marion County Circuit Court by July 15th



3

HIGHWAY 54 COALITION

-- Presented by Alan Winders, Presiding Commissioner of Audrain County and Chairman of the Highway 54 Coalition.

ISSUE: The Highway 54 Coalition presentation will cover the following topics:

- Appreciation of MHTC and MoDOT efforts:
 - Staff commitment over 20 years
 - Completed projects (Roundabouts, Champ Clark Bridge)
 - Conceptual Study (2023)
- Project description:
 - 59 miles of existing 2-lane roadway – Mexico to Louisiana
 - Shared 4-Lane with targeted intersection improvements
 - Estimated total cost of \$125M
- Project importance:
 - Completion of corridor
 - Economic benefit to the region
 - Safety for residents and travelers
- Coalition efforts:
 - 20-year collaboration between Audrain, Pike and Communities nearby
 - Application for BUILD/RAISE Grants to secure funding
 - Participation in public involvement efforts for past/future improvements to corridor
- Statewide Funding:
 - One of several unfinished projects in Missouri
 - Inability to complete such projects with District allocated funds

MODOT STAFF POSITION:

- The 2021 Tier 1 – Unfunded Road and Bridge Needs included “Study for updated scope and estimate for shared four-lane from Mexico to Louisiana” with an estimated funding needed of \$1,000,000.
- 2P3447 Audrain 54 Scoping for roadway improvement between Business 54 and Route 79 in Louisiana is included in the 2022 – 2026 Scoping and Design Projects section of the STIP.
- MoDOT staff has completed a Practical Design and Value Engineering review of previous design efforts.
 - Replacement of the US Route 54 Champ Clark Bridge over the Mississippi River was completed and open to traffic in 2019.
 - The A Better 54 Coalition group has completed preliminary exploration of local funding options to assist with funding for this project.
 - MoDOT will continue to work cooperatively with the A Better 54 Coalition group and MTRCOG to move forward with planning efforts.



4

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

-- Presented by Danica Stovall-Taylor, Assistant State Design Engineer, 573-751-2876.

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

- A recommendation for award or rejection of bids on individual projects will be presented orally.

DEPARTMENT VIEW:

- Approval of the award by the Commission is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the May 16, 2025, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- Budget Update (Attachment 3).

SOURCE OF FUNDING: Funds required for these projects will come from the State Road Fund and will appear in the applicable budgets under the category of contractor payments.

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
C02	CLAY, PLATTE	VARIOUS	J4P3268E	3,657 - 84,122	ADA IMPROVEMENTS		12.814		90%	\$2,228,000.00	3	8
LOW	LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. TI-ZACK CONCRETE, LLC MEGAKC CORPORATION					\$4,187,914.19 \$4,533,464.16 \$5,882,038.48						
C03	CLAY	1	J4S3412	18,044 - 25,784	RECONSTRUCT PAVEMENT AND ADA IMPROVEMENTS		3.483		80%	\$24,194,000.00	3	5
LOW	IDEKER, INC. CLARKSON CONSTRUCTION COMPANY MILES EXCAVATING, INC.					ac \$12,288,356.43 pc \$14,526,146.43 pc \$14,642,949.39	LCCA Factor \$476,600.00	Basis of Award \$12,764,956.43 \$14,526,146.43 \$14,642,949.39				
C04	RAY	Z	JKR0103	450	BRIDGE REPLACEMENT		0.114		80%	\$1,021,000.00	2	6
LOW	LOUIS-COMPANY, LLC REALM CONSTRUCTION INC.					\$1,106,045.33 \$1,224,052.92						
C05	JOHNSON, LAFAYETTE, PETTIS, SALINE	VARIOUS	JKR0163	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL AND GUARD CABLE REPAIR		0.000	2	90%	\$3,257,000.00	2	0
LOW	SUPERIOR RAIL SYSTEM, LLC MAR-JIM CONTRACTING, LLC					\$3,322,140.00 \$4,074,507.00						
C06	JOHNSON, LAFAYETTE, PETTIS, SALINE	VARIOUS	JKR0305	VARIOUS	JOB ORDER CONTRACT FOR CONCRETE PAVEMENT REPAIR		0.000	1	80%	\$1,000,000.00	1	0
LOW	REALM CONSTRUCTION INC.					\$1,600,000.00						
C07	JOHNSON, LAFAYETTE, PETTIS, SALINE	VARIOUS	JKR0309	VARIOUS	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000	1	80%	\$510,000.00	1	0
LOW	IDEKER, INC.					\$1,071,000.00						
C08	JOHNSON, LAFAYETTE, PETTIS, SALINE	VARIOUS	JKR0413	VARIOUS	JOB ORDER CONTRACT FOR SIGN REPLACEMENT		0.000	1	80%	\$1,000,000.00	3	0
LOW	JAMES H. DREW CORPORATION MAR-JIM CONTRACTING, LLC COLLINS & HERMANN, INC.					\$1,100,000.00 \$1,149,000.00 \$1,450,000.00						
C09	CLAY	169	JKU0039	6,500	2 BRIDGE DECK REPLACEMENTS		0.270		80%	\$2,009,000.00	2	5
LOW	LOUIS-COMPANY, LLC CLARKSON CONSTRUCTION COMPANY					\$2,098,818.82 \$3,315,665.97						
C10	CASS, JACKSON, PLATTE	VARIOUS	JKU0063	VARIOUS	SIGNAL IMPROVEMENTS		0.000		80%	\$1,060,000.00	4	0
LOW	CUSTOM LIGHTING SERVICES, LLC DBA BLACK & MCDONALD GERSTNER ELECTRIC, INC. REINHOLD ELECTRIC, INC. R/S ELECTRIC UTILITY SERVICES CORP.					\$343,803.60 \$486,401.51 \$539,274.00 \$577,710.00						

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
C11	CASS, JACKSON	291	JKU0065	18000	COLDMILL AND RESURFACE		0.000		80%	\$2,608,000.00	2	6
						LOW		SUPERIOR BOWEN ASPHALT COMPANY, LLC IDEKER, INC.				
C13	CLAY	291	JKU0121	25,200	SIGNALS AND ADD TURN LANE		0.108		80%	\$369,000.00	3	5
						LOW		REALM CONSTRUCTION INC. LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. AMINO BROTHERS CO. INC.				
C14	VARIOUS	VARIOUS	JKU0307	VARIOUS	JOB ORDER CONTRACT FOR GUARD CABLE REPAIR		0.000	2	80%	\$6,294,000.00	1	0
						LOW						
C15	JACKSON	VARIOUS	JKU0310	VARIOUS	JOB ORDER CONTRACT FOR BRIDGE REPAIR		0.000	2	80%	\$2,000,000.00	2	0
						LOW						
C17	JACKSON	I-435	JKU0444	43,000	SIGN TRUSS REPLACEMENT		0.059		90%	\$300,000.00	2	0
						LOW		COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC				
C18	CASS	D	JKU0447	11,990	SIGNALS		0.200		80%	\$292,000.00	2	0
						LOW		CUSTOM LIGHTING SERVICES, LLC DBA BLACK & MCDONALD CAPITAL ELECTRIC LINE BUILDERS, INC.				
					VILLAGE OF LOCH LLOYD - \$142,475.87							
C19	VARIOUS	VARIOUS	JKU0306	VARIOUS	JOB ORDER CONTRACT FOR FENCE REPAIR		0.000	2	STATE	\$400,000.00	2	n/a
						LOW						
D01	BOONE, CALLAWAY, COLE COOPER, GASCONADE, HOWARD, MONITEAU	I-70	J5P3487	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL AND GUARD CABLE REPAIR		0.000	2	80%	\$2,200,000.00	2	0
						LOW						
D02	CAMDEN, CRAWFORD, DENT, LACLEDE, MARIES, MILLER, PHELPS	I-44	J5P3488	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL AND GUARD CABLE REPAIR		0.000	2	80%	\$2,900,000.00	1	0
						LOW						

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
CD	D03	MARIES	42	J5P3565	867	2 BRIDGE DECK REPLACEMENTS		0.234					
		MARIES	AA	J5P3543	360	2 BRIDGE DECK REPLACEMENTS		0.131	80%				
	LOW	LOUIS-COMPANY, LLC					\$2,167,454.97				\$2,895,000.00	7	5
		E & C BRIDGE, LLC					\$2,479,915.03						
		S & A EQUIPMENT & BUILDERS, LLC					\$2,510,699.35						
		WEST PLAINS BRIDGE & GRADING, LLC DBA WEST PLAINS BRIDGE & GRADING					\$2,947,500.00						
		GENE HAILE EXCAVATING, INC.					\$2,979,203.50						
		KOZENY-WAGNER, INC.					\$3,289,000.00						
		DON SCHNIEDERS EXCAVATING COMPANY, INC.					\$3,733,956.68						
	D04	OSAGE	E	JCD0060	2,248	BRIDGE REHABILITATION		0.046		80%			
LOW	E & C BRIDGE, LLC					\$293,660.00				\$108,000.00	1	0	
D05	HOWARD	5, 40	JCD0110	4,399 - 2,161	INTERSECTION IMPROVEMENT		0.828		80%				
LOW	CAPITAL PAVING & CONSTRUCTION, LLC					\$1,670,000.00				\$1,231,000.00	1	6	
D07	COLE, OSAGE	VARIOUS	JCD0126	VARIOUS	ADA IMPROVEMENTS		1.462		80%				
LOW	CONCRETE SOLUTION LLC					\$1,293,885.30				\$1,325,000.00	3	5	
	TI-ZACK CONCRETE, LLC					\$1,489,803.81							
	DON SCHNIEDERS EXCAVATING COMPANY, INC.					\$2,102,653.05							
SL	F01	ST. LOUIS	100	J6P3274	49,976	COLDMILL, RESURFACE, ADA IMPROVEMENTS, SIGNALS AND 2 BRIDGE REPLACEMENTS AND 2 BRIDGE REHABILITATIONS		3.460					
		ST. LOUIS	100	J6P3274B	23,244	BRIDGE REHABILITATION		0.320		80%			
	LOW	GERSHENSON CONSTRUCTION CO., INC.					\$19,043,650.94				\$13,060,000.00	4	9
		PACE CONSTRUCTION COMPANY, LLC					\$19,442,777.00						
		N.B. WEST CONTRACTING COMPANY					\$20,432,119.92						
		PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$24,236,152.63						
	F02	FRANKLIN, JEFFERSON, ST. CHARLES, ST. LOUIS, ST. LOUIS CITY	VARIOUS	J6P3447	VARIOUS	JOB ORDER CONTRACT FOR BRIDGE REPAIR		0.000	2				
	LOW	CONCRETE STRATEGIES, LLC					\$2,552,000.00			80%	\$2,200,000.00	1	0
	F03	ST. CHARLES	VARIOUS	J6P3459	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL REPAIR		0.000	2				
	LOW	COLLINS & HERMANN, INC.					\$2,750,000.00			80%	\$2,000,000.00	1	0
F04	FRANKLIN, JEFFERSON	VARIOUS	J6P3462	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL REPAIR		0.000	2					
LOW	J M SCHEIDLE, LLC					\$2,625,000.00			80%	\$2,000,000.00	2	0	
	COLLINS & HERMANN, INC.					\$2,875,000.00							
F05	ST. LOUIS, ST. LOUIS CITY	VARIOUS	J6P3639	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL REPAIR		0.000	2					
LOW	COLLINS & HERMANN, INC.					\$3,712,500.00			80%	\$2,200,000.00	1	0	

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
F06	ST. CHARLES, ST. LOUIS	370	J6P3649	49,746	COLDMILL, RESURFACE AND MEDIAN BARRIER		7.180		80%			
LOW	MAGRUDER PAVING, LLC PACE CONSTRUCTION COMPANY, LLC BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION N.B. WEST CONTRACTING COMPANY					polyurethane \$17,095,678.97 asphalt \$18,450,500.00 asphalt \$19,999,409.66 asphalt \$20,150,000.00				\$23,122,000.00	4	5
F07	ST. LOUIS	267	J6S3397	20,992	COLDMILL, RESURFACE AND ADA IMPROVEMENTS		3.971		80%			
LOW	N.B. WEST CONTRACTING COMPANY GERSHENSON CONSTRUCTION CO., INC.					\$14,762,303.05 \$15,041,102.29				\$13,174,000.00	2	9
F09	JEFFERSON	21, N	JSL0044	13,161	COLDMILL AND RESURFACE, GUARDRAIL, SIGNALS, SIGNS AND ADA IMPROVEMENTS		14.638		80%			
LOW	PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY EMERY SAPP & SONS, INC. GERSHENSON CONSTRUCTION CO., INC.					\$5,999,998.90 \$6,044,359.31 \$6,243,254.58 \$6,951,023.21				\$8,845,000.00	4	10
F10	ST. LOUIS CITY	100	JSL0073	12,500	COLDMILL AND RESURFACE		6.759		80%			
LOW	BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION PACE CONSTRUCTION COMPANY, LLC GERSHENSON CONSTRUCTION CO., INC. N.B. WEST CONTRACTING COMPANY					\$6,946,936.21 \$7,947,315.00 \$8,164,856.72 \$10,300,000.00				\$10,562,000.00	4	9
F11	ST. CHARLES	I-64 NOR	JSL0112	3,542	BRIDGE REPLACEMENT, 2 BRIDGE REHABILITATIONS AND SHARED USE TRAIL		0.150		80%			
LOW	GERSHENSON CONSTRUCTION CO., INC. PACE CONSTRUCTION COMPANY, LLC MILLSTONE WEBER, LLC KOZENY-WAGNER, INC.					\$3,820,735.50 \$4,185,000.00 \$4,746,666.70 \$4,929,842.10				\$4,122,000.00	4	8
					CITY OF O'FALLON - \$546,299							
F12	JEFFERSON, ST. CHARLES, ST. LOUIS, ST. LOUIS CITY	VARIOUS	JSL0202	80,000 - 110,000	DYNAMIC MESSAGE SIGN REPLACEMENTS		0.000		80%			
LOW	GERSTNER ELECTRIC, INC. MEYER ELECTRIC COMPANY, INC. REINHOLD ELECTRIC, INC. CSD ENVIRONMENTAL SERVICES, INC.					\$929,121.48 \$1,037,521.00 \$1,055,187.00 \$1,617,520.11				\$1,400,000.00	4	0
F13	ST. LOUIS, ST. LOUIS CITY	VARIOUS	JSL0240	VARIOUS	RECTANGULAR RAPID FLASHING BEACON AND PEDESTRIAN PUSH BUTTON REPAIR		0.000		80%			
LOW	GERSTNER ELECTRIC, INC. REINHOLD ELECTRIC, INC. MEYER ELECTRIC COMPANY, INC.					\$448,153.00 \$679,500.00 \$687,942.00				\$425,000.00	3	0

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
SL	F14	FRANKLIN	I-44	JSLM0057	38,140	WEIGH STATION IMPROVEMENTS		0.190					
	LOW	RAINERI CONSTRUCTION, LLC DBA RAINERI CONSTRUCTION					\$1,778,938.66			STATE	\$2,000,000.00	5	n/a
		N.B. WEST CONTRACTING COMPANY					\$1,828,500.00						
		GERSHENSON CONSTRUCTION CO., INC.					\$1,828,998.40						
		LAMKE TRENCHING & EXCAVATING, INC.					\$1,990,577.61						
	K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO.					\$1,998,710.00							
SL	F15	ST. LOUIS CITY	I-64	JSLM0066	10,566 - 30,810	BRIDGE REHABILITATION		0.000					
	LOW	CONCRETE STRATEGIES, LLC					\$429,931.00			90%	\$300,000.00	3	0
		PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$469,710.00						
	KOZENY-WAGNER, INC.					\$538,000.00							
SW	G01	JASPER	FF	J7S3095B	14,948	REALIGNMENT, INTERSECTION AND ADA IMPROVEMENTS		0.378					
	LOW	HARTMAN AND COMPANY, INC.					\$2,930,000.00				\$2,451,000.00	6	5
		APAC-CENTRAL, INC.					\$3,104,487.18						
		D & E PLUMBING AND HEATING, INC.					\$3,164,418.25						
		EMERY SAPP & SONS, INC.					\$3,209,392.45						
	CROSSLAND CONSTRUCTION COMPANY, INC.					\$3,232,969.64							
	KCI CONSTRUCTION COMPANY					\$3,473,999.99							
SW	G02	BARTON	160	J7S3531B	7,103	ADA IMPROVEMENTS		1.046					
		BARTON, DADE	VARIOUS	J7S3531	VARIOUS	ADA IMPROVEMENTS		1.565					
		NEWTON	VARIOUS	J7S3506	VARIOUS	ADA IMPROVEMENTS		2.021					
LOW	HARTMAN AND COMPANY, INC.					\$2,332,661.48			80%	\$2,428,000.00	4	6	
	TI-ZACK CONCRETE, LLC					\$2,891,777.24							
	SPROULS CONSTRUCTION, INC.					\$2,937,494.00							
	BRANCO ENTERPRISES, INC.					\$3,038,421.90							
SW	G03	GREENE	744, 60, 65, BU 65, LP 44	J8P3236	12,293 - 66,077	SIGNAL UPDATES		0.549					
	LOW	MIDWEST TRAFFIC SIGNAL SERVICES, LLC					\$1,968,083.63			80%	\$2,392,000.00	2	0
		KOCH ELECTRIC, INC.					\$5,769,042.50						
	CITY OF SPRINGFIELD - \$28,900												
SW	G04	CHRISTIAN	CC, J	J8S3245	18,405	BRIDGE REHABILITATION AND ADD TURN LANES		0.082					
		CHRISTIAN	160	JSR0283	10,532	BRIDGE REHABILITATION		0.140					
	LOW	LOUIS-COMPANY, LLC					\$928,831.00			80%	\$880,000.00	3	0
	BRANCO ENTERPRISES, INC.					\$1,161,465.70							
	BUILT RIGHT CONSTRUCTION, LLC DBA BUILT RIGHT CONSTRUCTION OF OKLAHOMA, LLC					\$1,185,668.50							
SW	G05	VERNON	I-49 LP, K	JSR0170	1,304	PAVEMENT REPAIR		0.082					
	LOW	REALM CONSTRUCTION INC.					\$1,024,112.40			80%	\$1,247,000.00	2	3
	SPROULS CONSTRUCTION, INC.					\$1,276,087.05							

SUMMARY OF BID OPENING
May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
SW	G06	HENRY, VERNON	I-49, 13	JSR0184	12,179	SLIDE REPAIR AND GUARDRAIL		0.151					
	LOW	MERA EXCAVATING, LLC MAGRUDER CONSTRUCTION CO., INC. EMERY SAPP & SONS, INC.					\$1,571,523.54 \$1,987,145.30 \$2,314,325.55			90%	\$1,571,000.00	3	0
	G08	NEWTON	DAVID DR.	JSRM0088	23,335	BRIDGE REPAIR		0.050					
LOW	BUILT RIGHT CONSTRUCTION, LLC DBA BUILT RIGHT CONSTRUCTION OF OKLAHOMA, LLC PCIROADS, LLC CONCRETE STRATEGIES, LLC					\$348,764.00 \$442,036.00 \$772,956.00			STATE	\$877,000.00	3	n/a	
SE	H01	VARIOUS	VARIOUS	J9P3632	VARIOUS	JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR		0.000					
	LOW	NO BIDDERS					\$0.00			80%	\$250,000.00	0	0
	H02	BOLLINGER	34	J9P3745	11,410	INTERSECTION AND ADA IMPROVEMENTS		0.172					
	LOW	FRONABARGER CONCRETTERS, INC.					\$1,685,115.40			80%	\$993,000.00	1	5
	H03	IRON, WAYNE	49	J9P3796	1,464	SCRUB SEAL, RESURFACE AND ADD SHOULDERS		28.633					
	LOW	APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC					\$3,347,121.76 \$3,380,000.00			80%	\$4,397,000.00	2	4
	H5A	DUNKLIN	Y	JSE0102	1,338	RESURFACE		9.090					
	H5B	DUNKLIN, PEMISCOT	164	J9S3780	810 - 1,786	RESURFACE		28.912					
	H5B	DUNKLIN	YY	JSE0103	633	RESURFACE		0.516			STATE		6 n/a
	LOW	MAGRUDER PAVING, LLC APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC					\$8,055,913.86 \$8,260,898.07 \$9,015,000.00				\$10,130,000.00	3	
	H08	OREGON	M	JSE0108	926-761	SCRUB SEAL AND ADD SHOULDERS		9.600					
LOW	H.R. QUADRI CONTRACTORS, LLC PACE CONSTRUCTION COMPANY, LLC					\$3,722,369.35 \$3,775,000.00			80%	\$2,660,000.00	2	5	
H10	SCOTT	AA	JSE0248	1,664	BRIDGE REPLACEMENT		0.388						
LOW	PENZEL CONSTRUCTION COMPANY, INC. ROBERTSON CONTRACTORS, INC. LOUIS-COMPANY, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC JOE'S BRIDGE & GRADING, INC.					\$4,428,372.70 \$4,493,389.41 \$4,809,407.83 \$4,999,224.30 \$5,421,430.41			80%	\$4,267,000.00	5	5	
H11	OZARK	95	JSEM0081	465	SLOPE REPAIR		0.301						
LOW	COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION CARY STEWART CONSTRUCTION, LLC					\$196,429.11 \$287,990.00			STATE	\$338,000.00	2	n/a	

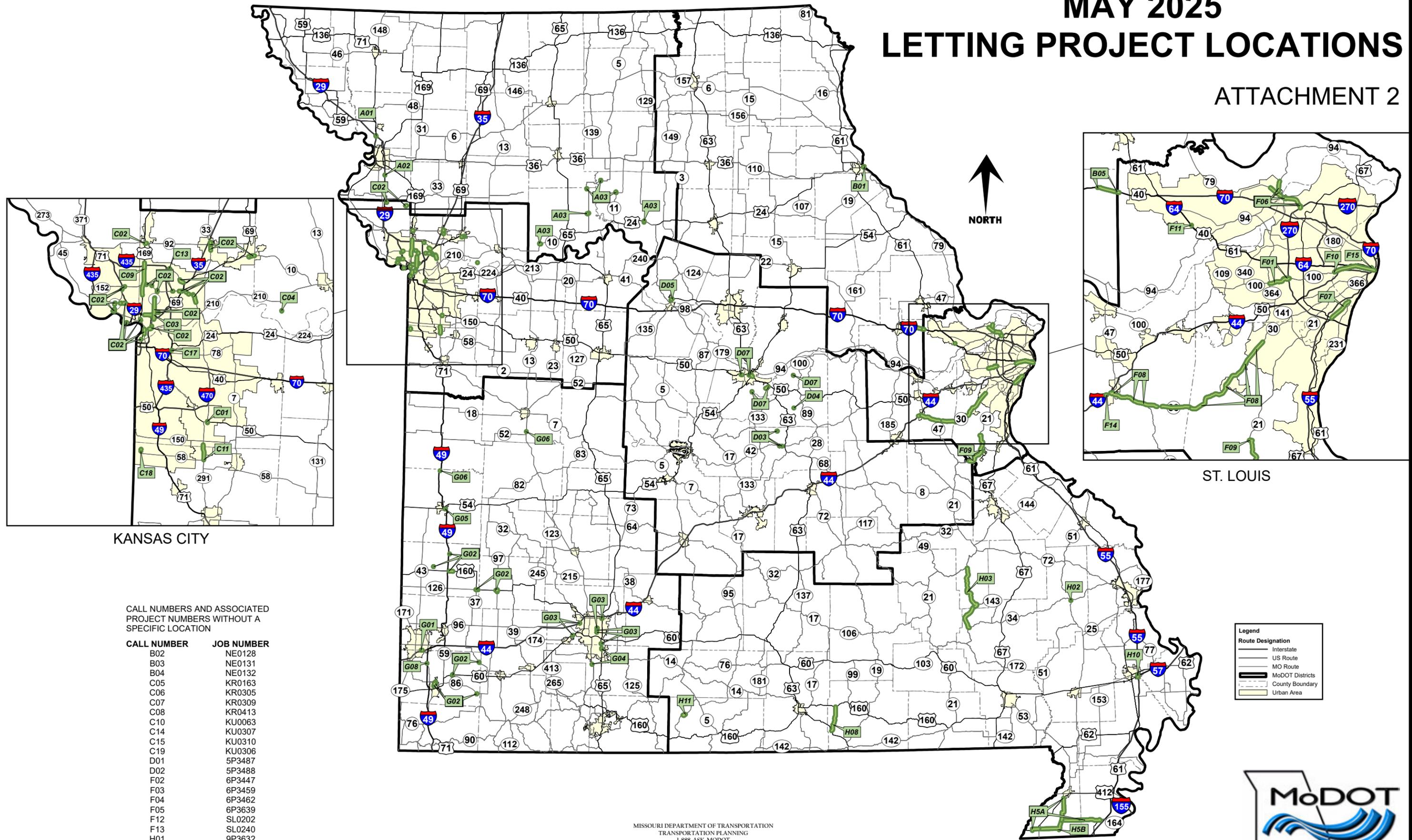
SUMMARY OF BID OPENING

May 16, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED FUND %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
H12	VARIOUS	I-55, I-57	JSEM0086	VARIOUS	INTERSTATE STRIPING		374.716		STATE	\$1,482,000.00	4	n/a
SE	LOW	REYNOLDS SEALING AND STRIPING, INC.				\$1,042,404.43						
		STF, LLC DBA TRAFFIC CONTROL COMPANY				\$1,199,087.36						
		AMERICA'S PARKING REMARKING, LLC				\$1,200,284.11						
		TRAMAR CONTRACTING, INC.				\$1,820,290.90						
LOW BID TOTAL						\$208,898,847.49				\$209,317,000.00	155	
NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP)						\$31,486,000.00						
NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS						\$194,357,901.29		PRGRM EXCLUDING "NO BIDDER" CALLS		\$208,977,000.00		
						% DIFFERENCE PRGRM VS BID		-7.0%				

MAY 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



KANSAS CITY

ST. LOUIS

CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
B02	NE0128
B03	NE0131
B04	NE0132
C05	KR0163
C06	KR0305
C07	KR0309
C08	KR0413
C10	KU0063
C14	KU0307
C15	KU0310
C19	KU0306
D01	5P3487
D02	5P3488
F02	6P3447
F03	6P3459
F04	6P3462
F05	6P3639
F12	SL0202
F13	SL0240
H01	9P3632
H12	SEM0086

Legend

- Route Designation
 - Interstate
 - US Route
 - MO Route
- MoDOT Districts
- County Boundary
- Urban Area



OFFICIAL MoDOT AWARDS

The summary below represents the status of this month's awards, design-build project awards, state-fiscal-year-to-date awards and completed project costs. "STIP Projects" represents the projects included in the Highway & Bridge Construction Schedule portion of the Statewide Transportation Improvement Program. "Total all projects" includes all "STIP projects" and any of the following: contract maintenance projects funded with operations funds, Corps of Engineer access road projects or park road projects. All program and award amounts include 2% for construction contingencies.

April 18, 2025 Letting (May 7, 2025 Awards, SFY 2025)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	25	\$37,712,460	\$32,394,697	-14.1
STIP PROJECTS	21	\$37,239,180	\$31,758,989	-14.7
FUNDING BY OTHERS				
	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS	1	\$350,600,000	\$350,600,000	0.0
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT	0			
Awards Year-to-Date for SFY 2025				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	398	\$2,430,921,343	\$2,339,289,735	-3.8
STIP PROJECTS	375	\$2,406,916,663	\$2,319,554,850	-3.6
FUNDING BY OTHERS				
* Includes Design Build Projects				
Completed Projects Year-to-Date for SFY 2025				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$979,782,000	\$1,078,974,000	\$99,192,000	10.1

Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2024	389	\$794,917,000	\$813,402,000	\$18,485,000	2.3
STIP PROJECTS SFY 2023	377	\$859,306,000	\$834,472,000	(\$24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	\$972,133,000	\$928,421,000	(\$43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	\$997,692,000	\$954,892,000	(\$42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	\$947,494,000	\$860,529,000	(\$86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	\$763,405,000	\$732,075,000	(\$31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	\$897,599,000	\$843,780,000	(\$53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	\$1,245,006,000	\$1,238,314,000	(\$6,692,000)	-0.5
STIP PROJECTS SFY 2016	514	\$1,094,935,000	\$1,065,982,000	(\$28,953,000)	-2.6
STIP PROJECTS SFY 2015	349	\$1,542,292,000	\$1,456,588,000	(\$85,704,000)	-5.6
ALL PROJECTS TOTAL	4166	\$8,460,556,000	\$8,080,581,000	(\$379,975,000)	-4.5

Program vs. Award SFY 2015 to SFY 2024 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2024	416	\$1,513,886,000	\$1,544,214,165	\$30,328,165	2.0
STIP PROJECTS SFY 2023	440	\$1,541,154,038	\$1,829,466,011	\$288,311,973	18.7
STIP PROJECTS SFY 2022	378	\$1,196,528,100	\$1,334,617,879	\$138,089,779	11.5
STIP PROJECTS SFY 2021	417	\$947,553,080	\$886,655,637	(\$60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	\$1,140,034,580	\$1,123,411,535	(\$16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	\$754,917,088	\$725,101,495	(\$29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	\$924,996,126	\$831,467,050	(\$93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	\$768,067,900	\$706,240,778	(\$61,827,122)	-8.0
STIP PROJECTS SFY 2016	299	\$559,268,280	\$516,418,575	(\$42,849,705)	-7.7
STIP PROJECTS SFY 2015	383	\$741,080,860	\$725,190,141	(\$15,890,719)	-2.1
STIP PROJECTS TOTAL	4073	\$10,087,486,052	\$10,222,783,266	\$135,297,214	1.3



5

UPDATE FROM MODOT'S NORTHEAST DISTRICT

-- Presented by Kevin James, Assistant District Engineer, 573-691-0680.

ISSUE: This presentation will provide a brief overview of the current state of roads, bridges, projects, and other critical issues in the Northeast (NE) District.

RECOMMEND that the Commission:

- This item is for information only; no action is required.

DEPARTMENT VIEW:

- The NE District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, completing the Americans with Disabilities Act (ADA) plan, safety improvements, and limited capacity improvements.
- The NE District's operating budget addresses activities including winter operations, emergency response, traffic incident management, mowing, litter control, signing and striping, in addition to maintaining roads and bridges.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Staff Presentation.

OTHER PERTINENT INFORMATION:

- The NE District is comprised of 17 counties in the northeast portion of the state, with a population of 297,000. The district maintains 9,801 lane miles of road.
- The district includes 403 employees
- The 2026-2030 Draft STIP includes 93 NE District projects. While many of these are overlays and small bridge projects, these projects still have a lot of regional significance.
- The NE District has 1,096 bridges including 15 major bridges. Bridges provide important connectivity for communities, safety, commerce, and agriculture.
 - Currently the district has 62 bridges on the poor condition list. In 2019 the district had 88 poor condition bridges. This reduction of 26 bridges from the list required programming 116 bridges in the past 5 years of the STIP.
- The NE District has over 4,105 lane miles of minor roads and 3,806 lane miles of low-volume roads. The condition of these low volume roads are at 80.8 percent good. This is up from 75.8 percent last year. With the current STIP, the district will continue to make significant improvements to these low volume and minor roads.
 - The Governor's Rural Road Program provided \$100 million of General Revenue monies to be used on rural roads. The NE District received \$27 million in State Fiscal Year (SFY) 2023 of this money to improve the condition of low-volume

roads. The district completed the program improving 184 centerline miles of low-volume roads.

- The SFY24 Legislatively Designated Rural Road Program provides \$100 million to be used on minor and low-volume roads. The NE District received \$18.5 million toward this program. This improved 145 centerline miles of low-volume and minor roads in the district. The projects were awarded in the summer of calendar year 2023 and were completed by November 1, 2024.
- The SFY25 Legislatively Designated Rural Road Program provides \$100 million to be used on minor and low-volume roads. The NE District received \$18.5 million toward this program. This will improve at 177 centerline miles of low-volume and minor roads in the district. The projects are awarded with completed by the end of 2025.
- There are three planning organizations within the NE District: Boonslick Regional Planning Commission, Mark Twain Regional Council of Governments, and Northeast Missouri Regional Planning Commission.
- This year, NE District Maintenance has made accomplishments on improving customer service in several key focus areas:
 - Litter Pickup (29,500 bags/18,400 hours)
 - Spraying of noxious weeds (1,700 hours)
 - Pothole patching (17,500 filled/700 tons of asphalt placed/13,350 hours)
 - Removal of dead animals from roadways (2,500 hours)
- NE District striping teams have completed 4,600 line miles in 2024 and have 8,000 line miles planned in 2025.
- The NE District continues to blur district lines in promoting teamwork within operational duties. Assistance was provided during winter operations to Central District, Southeast District and St. Louis Districts. In addition, crews have assisted the Kansas City District in completing striping operations during the previous two years.
- The Improve I-70 Warrenton to Wentzville Design-Build project began construction in early April. This project is one of several which will modernize the I-70 corridor across the state. Additionally, by December of 2026, two bridge replacements over I-70, located in Warren and Montgomery counties, will be constructed as part of the 2025-2029 STIP. These will be constructed consecutively in order to minimize impacts to area residents.
- The Northeast District has 403 employees. This year, there have been 19 new hires and 22 employee separations. While recruitment efforts continue through various targeted avenues, there are 39 vacant positions, mostly concentrated within operations and program delivery.
- Employee development plays an integral part in succession planning. The Maintenance Leadership Academy (MLA) has been a successful tool to assist in developing our field employees within operations. Of our current maintenance staff, 79% in field leadership positions have completed or are currently enrolled in the MLA program.
- NE District and Northeast Coalition for Roadway Safety continue to promote safe driving behaviors, Buckle Up Phone Down (BUPD), and Missouri's highway safety strategic plan "Show-Me Zero." They recently recognized 2 counties (Schuyler and Knox) with the Show Me Zero Awards, recognizing them for zero fatalities in 2024.

- The NE District continues to exhibit innovative solutions in their daily work. This year, several entries were submitted in the Innovations Challenge, with the Northeast District receiving the following awards at the Innovations Showcase held in April.
 - Director's Safety Award: Courtside Connections (NE Communications)
 - Projects: A Lot of Asphalt (Design & Construction staff)
 - Projects: Multi-Department collaboration on STIP Layer of the Contacts Map (NE Communications/Central Office Communications/Central Office IS)

SOURCE OF FUNDING: Not applicable.

Northeast District

MHTC MEETING JUNE 5, 2025



ABOUT US

17

Counties

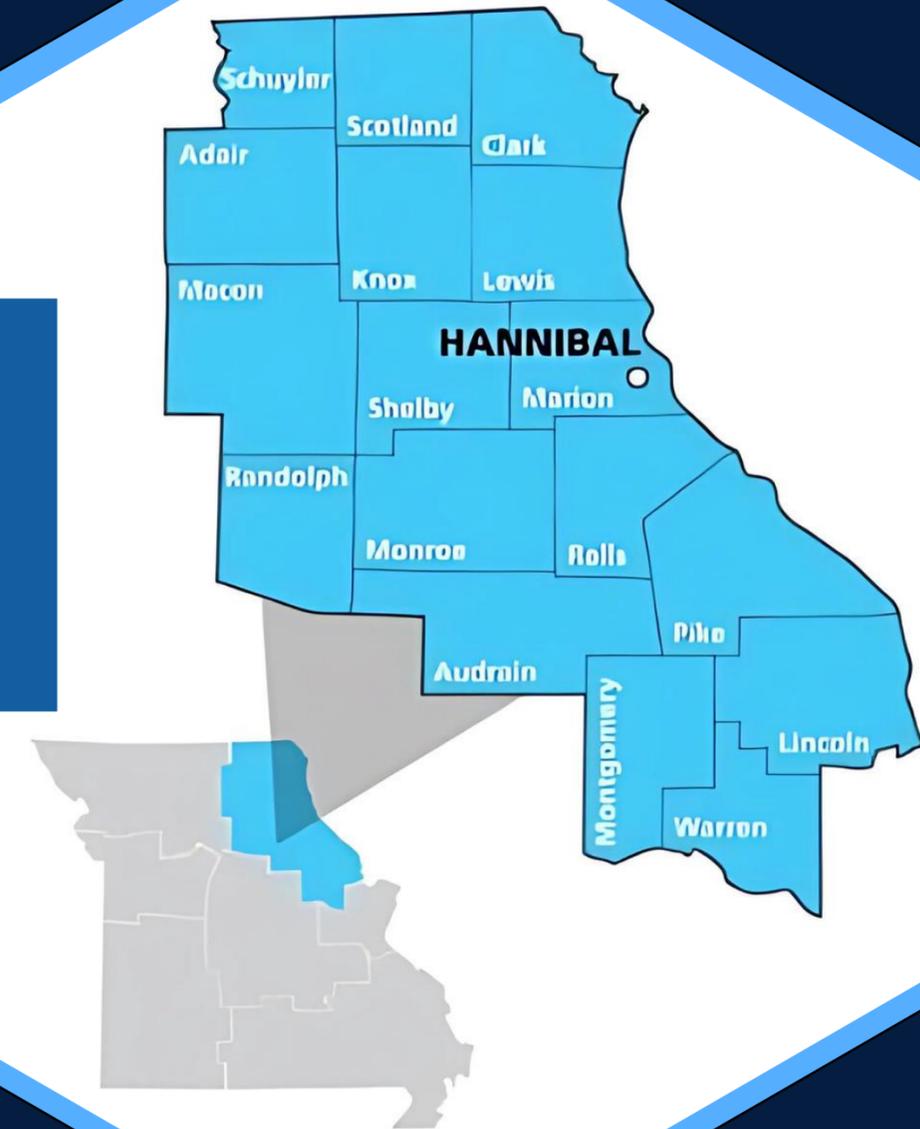
9,801

Lane Miles

1,096

Bridges

297,000





NE Bridges

Rehabs, Redecks & Replacements

- **Poor Condition Bridges**
 - **2019 = 88**
 - **2025 = 62**

STIP (Previous 5 yrs)

- **116 Bridges Completed**

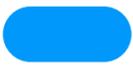
SFY 2026-2030 Draft STIP

- **37 Bridges Programmed**

RURAL ROADS

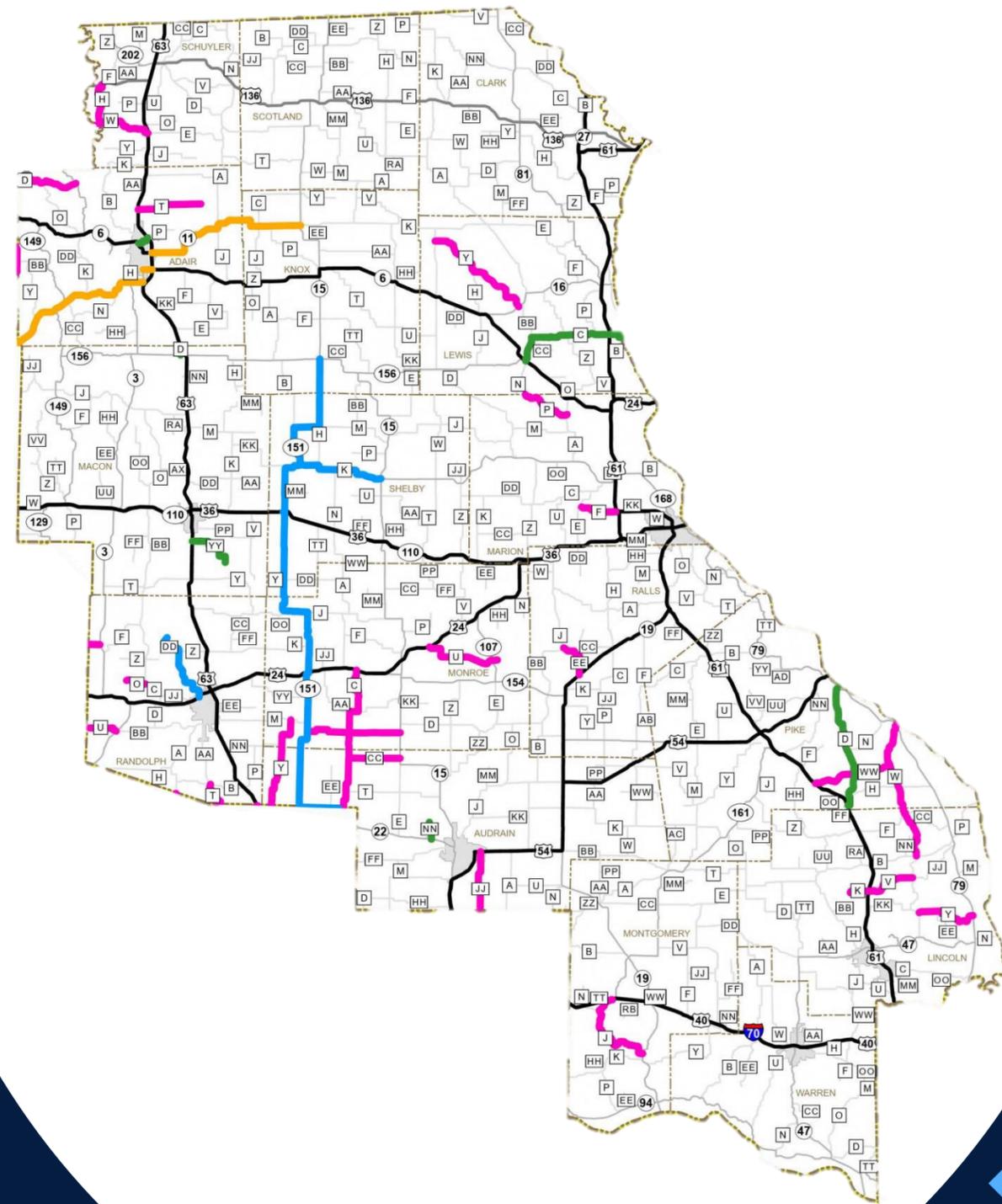
 2025 Governor's Rural Routes

Asset Management Deficit

 2025

 2026

 2027

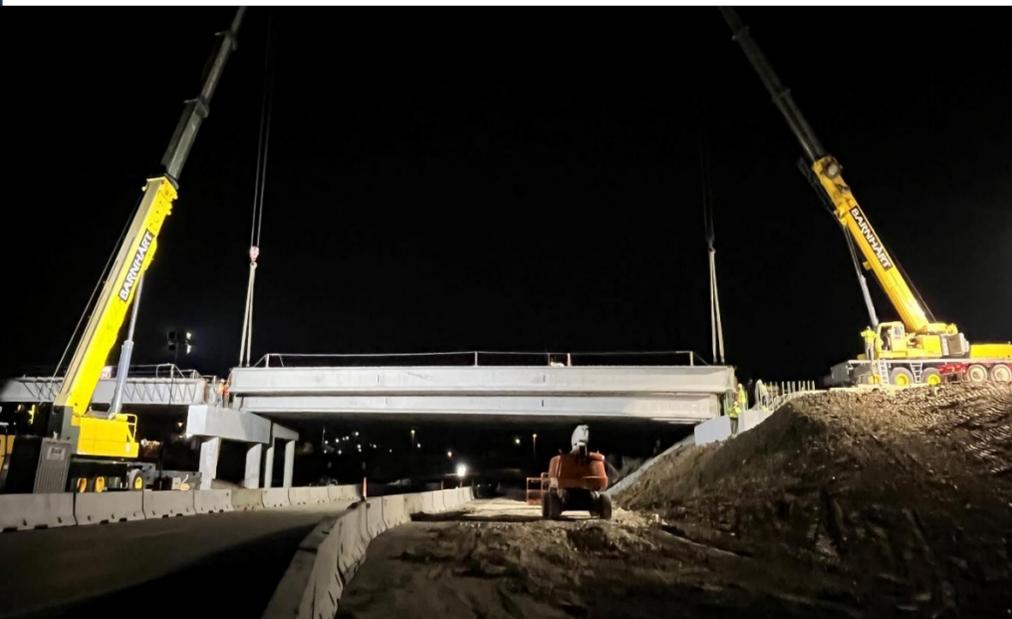


RURAL ROUTES

Governor's Focus on Rural Routes:

SFY	Centerline Miles	Million
2023	184	\$27
2024	145	\$ 18.5
2025	177	\$ 18.5





STIP PROJECTS

- 85% Delivered On Time
- >\$116 Million Awarded

WINTER OPERATIONS

- Hours Worked: 51,000
- Salt Placed: 12,700 Tons
- Miles Driven: 545,000
- Total Cost: \$6.3 Million

RESULTS

Maintenance

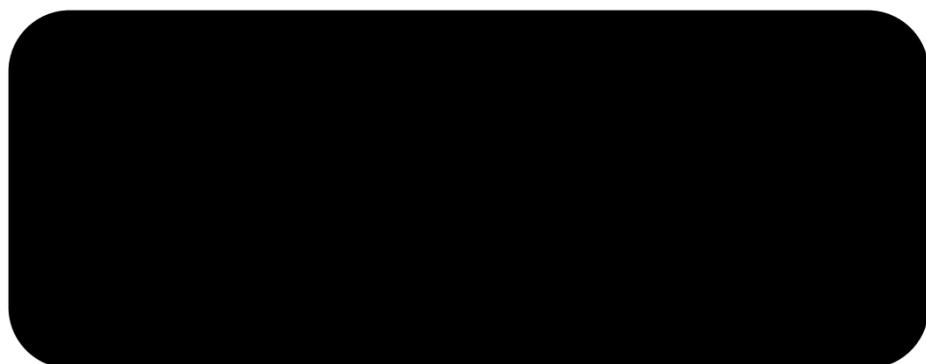
Customer Service Focus

- Signs Replaced: 4,071
- Potholes:
 - 17,500 Potholes Filled
 - 700 Tons of Asphalt Placed
 - 13,350 Hours
 - 166 Call Reports
- Dead Animals: 2,500 Hours
- Spraying of Noxious Weeds: 1,700 Hours
- Litter Pick-Up: 29,500 Bags / 18,400 Hours
- Striping: 4,600 Line Miles



Video to be played during the meeting.

The video can be viewed by playing the recording of the entire meeting located at <https://www.modot.org/past-meeting-recordings>.





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recordings](https://www.modot.org/past-meeting-recordings).***

MISSOURI ROUTE 6

MARION COUNTY

- Bridge rehabilitation project
- Contract awarded to Emery Sapp & Sons, Inc.
- Project Cost: \$1.8 Million
- Completion: May 12, 2025

**Video to be played during the meeting.
The video can be viewed by playing the
recording of the entire meeting located at
[https://www.modot.org/past-meeting-
recordings](https://www.modot.org/past-meeting-recordings).**

MISSOURI ROUTE 47 AT TROY

LINCOLN COUNTY

- Diverging diamond interchange at U.S. 61
- Contract awarded to KCI Construction Company
- Project Cost: \$15.4 Million
- Completion: Fall 2025



ROUTE 36

MACON/SHELBY/MARION COUNTY

- Projects – Resurfacing & Pavement Repairs
- Over 50 miles of improvements
- Contracts Awarded to:
 - Magruder Paving, LLC
 - Emery Sapp & Sons, Inc.
- Project Costs: \$19.5 Million
- Completion: Fall 2025



Improve I-70

WARREN AND ST. CHARLES COUNTIES

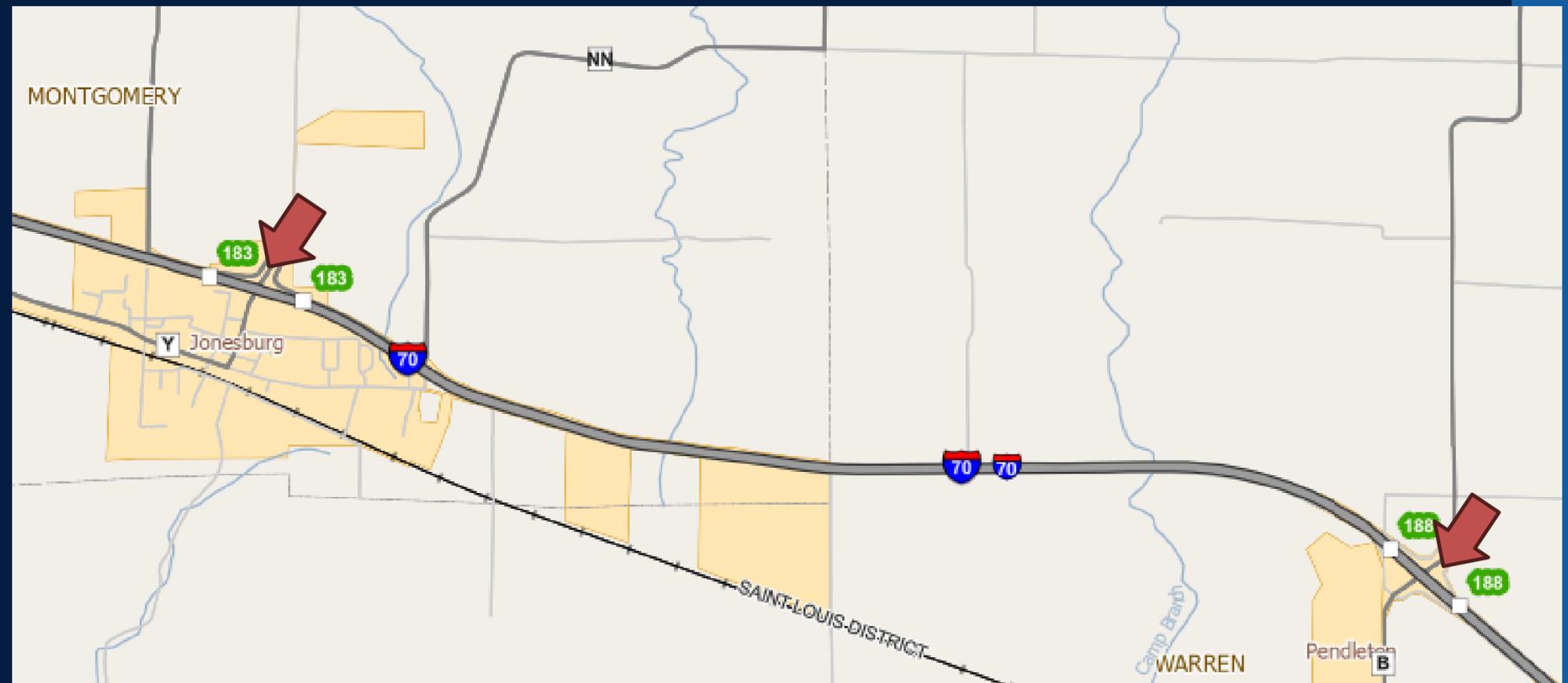
- Groundbreaking: March 20, 2025
- Contract Awarded to 70 Alliance Joint Venture Team
 - Emery Sapp & Sons, Inc.
 - Clarkson Construction Company
 - HNTB
 - Bartlett & West
- Project Costs: \$627 Million
- Completion: 2028



Bridge Replacements Over I-70

WARREN AND MONTGOMERY COUNTIES

- Locations:
 - Route A/B over I-70 near Pendleton (Warren County)
 - Route E over I-70 at Jonesburg (Montgomery County)
- Contract Awarded to Emery Sapp & Sons, Inc.
- Project Cost: \$13.7 Million
- Completion: 2025 / 2026



Northeast District Staffing

- Employees: 403
- Vacancies: 39
- Separations: 22
- New Hires: 19

Maintenance Leadership Academy

- Maintenance Superintendents: 100%
- Maintenance Supervisors: 82%
- Crew Leaders: 79%





Northeast District Fatalities

2025 Results

NE YTD 2025: 13

NE YTD 2024: 12



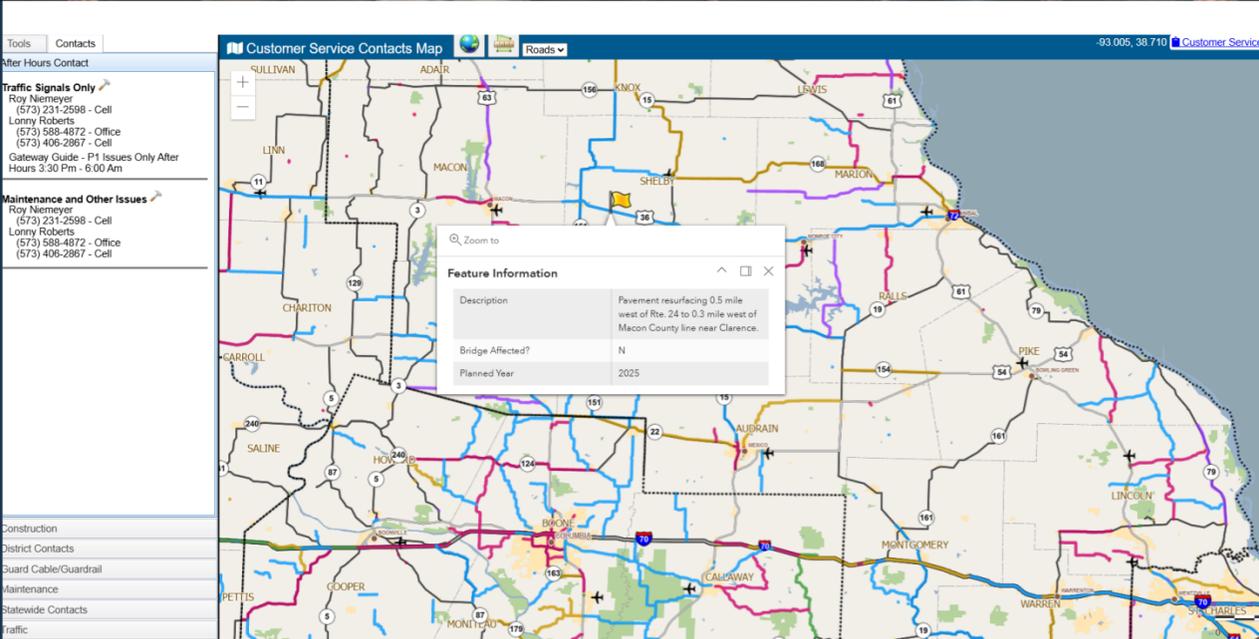
INNOVATIONS

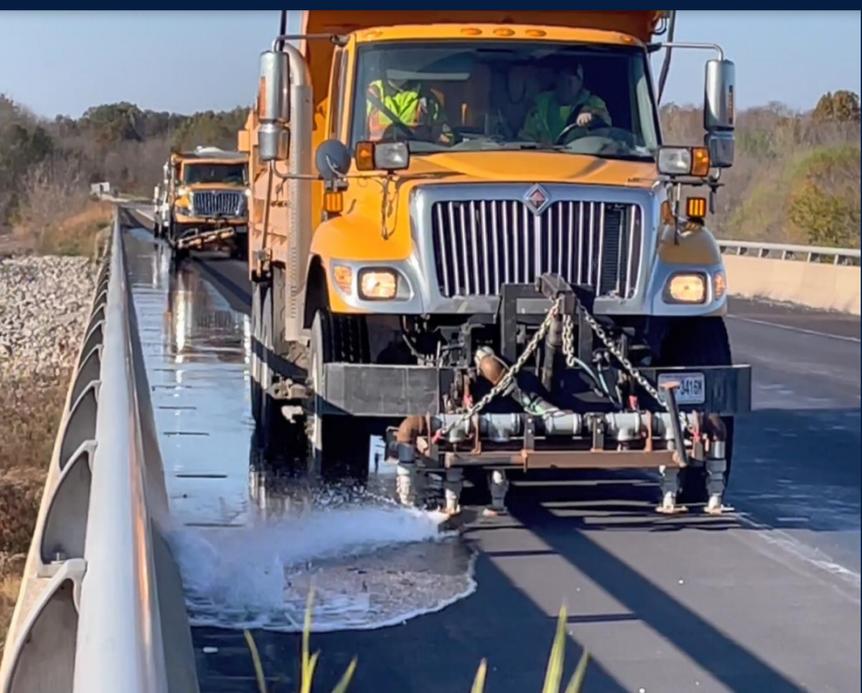
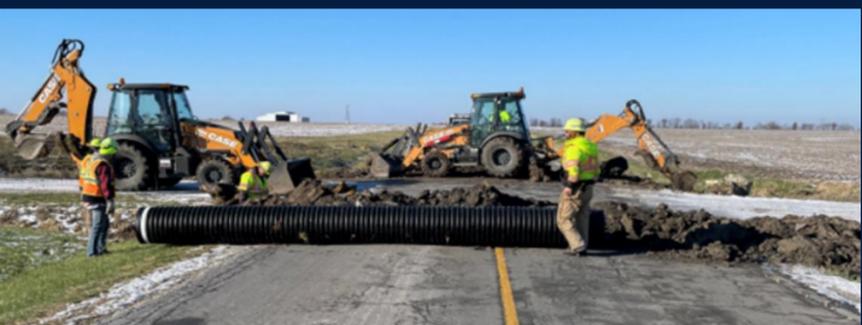
Projects:

- A Lot of Asphalt
- Contacts Map STIP Layer

Director's Award for Safety:

- Courtside Connections







6

MISSOURI DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2026 BUDGET

-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

ISSUE: The Missouri Department of Transportation (MoDOT) fiscal year 2026 (July 1, 2025 – June 30, 2026) budget is presented for approval. The MoDOT budget is the department's spending plan.

RECOMMEND that the Commission:

- Approve the fiscal year 2026 budget totaling \$7,641,391,000 as documented in Attachment 1, contingent upon approval by the Governor and all General Assembly Designated projects funded in this budget to be vetted through the planning process. Also, authorize expenditures in accordance with the Missouri Highways and Transportation Commission Financial – Budget – Operating Budget policy and Execution of Documents policy.

DEPARTMENT VIEW:

- The fiscal year 2026 budget is the Truly Agreed to and Finally Passed appropriations excluding the appropriations from the Federal Road Fund. The legislature did not pass enabling legislation for the Federal Road Fund; therefore, since no mechanism is in place to provide resources into the fund, the appropriations represent empty spending authority.
- The fiscal year 2026 budget totals \$7.6 billion. This budget is \$613.4 million, or 7.4 percent, less than the fiscal year 2025 budget. Because of the amounts appropriated from the Federal Road Fund, the legislature reduced the amounts appropriated from the State Road Fund. The spending authority in the State Road Fund appropriations is not sufficient to cover the anticipated expenditures for the fiscal year and the Department will need to go back to the legislature in fiscal year 2026 to receive a supplemental budget. Because of the reduction in the State Road Fund appropriations and the exclusion of the Federal Road Fund appropriations, the comparisons between the fiscal year 2025 and 2026 budget will show a decreased budget. Once a supplemental appropriation is received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.
- Personal services are \$54.3 million, or 16.8 percent, less than the fiscal year 2025 budget due to the net effect of the following:
 - Increased \$8.8 million to move more employees' salaries to market and provide tenure-based pay increases. In July 2022, the department implemented a portion of a market plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries included modifying the salary structure to optimize it and being more competitive with market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure and performance.
 - Increased \$6.7 million for 117 additional full-time equivalents (FTEs). Three Administration positions are for the Improve I-70 Program team; 14 positions are for Program Delivery due to the volume of work associated with a larger construction program; 90 positions are for maintenance workers in Safety and

Operations; and 10 positions are for equipment technicians in Safety and Operations.

- Decreased \$69.8 million for the reductions in the State Road Fund appropriations as discussed above. This amount, along with 1,142.84 Full-Time Equivalents (FTEs), will be needed as a supplemental budget.
- Fringe benefits increased \$9.8 million, or 3.2 percent. This is a result of the increases in salaries and positions explained above and \$1.6 million for medical benefits for retirees due to rising medical costs of approximately 8.0 percent.
- Expense and Equipment decreased \$37.4 million, or 8.4 percent, compared to the fiscal year 2025 budget. The decrease is the net effect of the following:
 - Administration decreased \$1.5 million, or 22.3 percent due to the reduction in the State Road Fund as discussed above. This amount will be needed as a supplemental budget.
 - Safety and Operations decreased \$34.5 million, or 12.0 percent, for the following:
 - Increased \$22.6 million for various roadside contracts for mowing, striping, litter removal, structural signs, and seal coats.
 - Increased \$3.8 million for non-fleet equipment including tow plows, wing plows, snow blowers, shuttle mowers, paint tanks, spreader beds, dive boat replacement, and emergency response vehicle upgrades.
 - Increased \$4.8 million for additional asphalt and chip sealing repairs on roadways in accordance with the districts' work plans.
 - Increased \$8.3 million for maintenance and repairs of levees; traffic signal and lighting repair and equipment; Light Detection and Ranging (LiDAR) bridge scans for vertical clearances and design data; increased inflation costs for paint, beads, and thermoplastic pavement markings; and statewide Automatic Vehicle Locating (AVL) and Global Positioning System (GPS) technology for winter operations.
 - Decreased \$74.0 million due to the reduction in the State Road Fund appropriations as discussed above. This amount will be needed as a supplemental budget.
 - Program Delivery decreased \$10.4 million, or 25.2 percent due to the reduction in the State Road Fund appropriations as discussed above. This amount will be needed as a supplemental budget.
 - Fleet, Facilities, and Information Systems increased \$9.0 million, or 8.3 percent, to replace and improve mechanical systems in the Materials Lab.
- Program decreased \$531.6 million, or 7.4 percent, compared to the fiscal year 2025 budget. This decrease is the net effect of the following:
 - Safety and Operations increased \$20.4 million, or 15.6 percent for the following:
 - Increased \$20.0 million for the General Assembly Designated and Funded Project for the maintenance and repair of low-volume roads throughout the state.
 - Increased \$400,000 for a Motor Carrier Safety Assistance Program expansion due to additional federal grant funding for commercial motor vehicle safety, education, enforcement, equipment, training, inspection, and public awareness.

- Program Delivery decreased \$515.2 million, or 7.8 percent for the following:
 - Decreased \$49.0 million for contractor payments.
 - Decreased \$33.3 million for expenditures already made for the Focus on Bridges and Governor’s Transportation Cost-Share programs.
 - Increased \$29.6 million for the General Assembly Designated and Funded projects throughout the state which includes a road replacement in Platte County, a climbing lane in Joplin, and the Highway 60 and Ingram intersection ramps, and outer roads in Sikeston.
 - Increased \$24.5 million for debt service payments due to potential bond issuances.
 - Decreased \$487.0 million due to the reduction in the State Road Fund appropriations as discussed above. This amount will be needed as a supplemental budget.
- Multimodal decreased \$36.8 million, or 8.4 percent, compared to the fiscal year 2025 budget. The decrease is the net result of the following:
 - Increased \$3.2 million for inflation costs of providing twice daily passenger rail service and additional Amtrak services for the 2026 World Cup in Kansas City.
 - Increased \$412,000 due to the fiscal year 2025 budget including a three percent restriction of the General Revenue spending for Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP), Transit Funds for State. The fiscal year 2026 restriction for these items will most likely happen when the Governor signs the budget bills.
 - Increased \$200,000 to increase assistance to public ports for operating expenses.
 - Decreased \$35.8 million for actual expenditures for projects.
 - Decreased \$10.0 million in Federal Rail, Port, and Freight Assistance due to not receiving grants.
 - Decreased \$24.0 million for the Safety Railroad Grade Crossings Program to address railroad grade crossings not on the state highway system. For fiscal year 2025, the legislature appropriated \$49.0 million for this program and reduced that amount to \$25.0 million in fiscal year 2026.
 - Increased \$29.2 million for the General Assembly Designated and Funded projects for aviation, rail, and port projects such as various improvements at Mobility Management Pilot Program in Platte County, New Madrid Port, and Marion County Port.
- The state of Missouri received ARPA funding which could be appropriated to any state agency for various projects. In addition, the state of Missouri also received other federal funds because of Medicaid expansion that could be spent like General Revenue. Using these funding sources, the General Assembly appropriated funds to various transportation projects to the Office of Administration for MoDOT. While MoDOT administers these projects, the Office of Administration is responsible for the expending of funds. A list of these projects is provided on Attachment 2.

OTHER VIEWS:

- MoDOT's budget is of interest to taxpayers, legislators, and our partners in the construction industry.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- No known controversy.
- The General Assembly appropriated \$459.3 million to the Missouri State Highway Patrol and \$34.5 million to the Department of Revenue for fiscal year 2026 from the State Highways and Transportation Department Fund, which is funded by motor fuel tax revenue and a portion of the motor vehicle and driver's licensing fees.
- The Governor will need to take action on the Truly Agreed and Finally Passed budget bills for the amounts presented. Any actions taken by the Governor will be reflected in future budget amendments.

SOURCE OF FUNDING: Expenditures will be funded from the department's various funds.

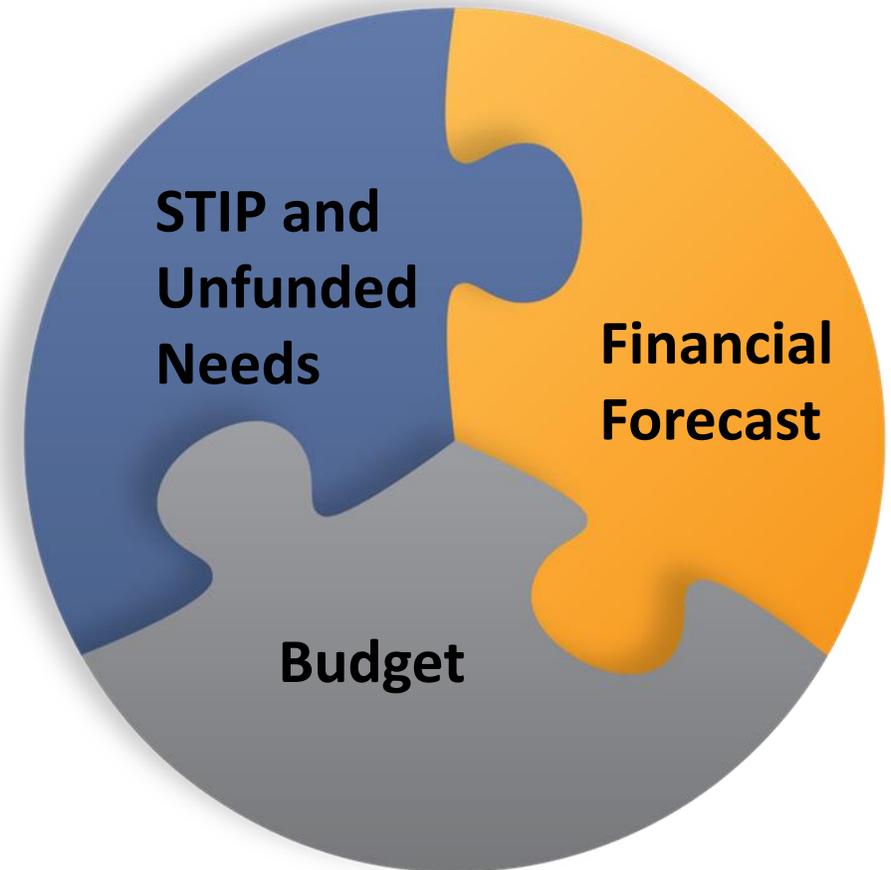


Fiscal Year 2026 Budget

Brenda Morris, Chief Financial Officer

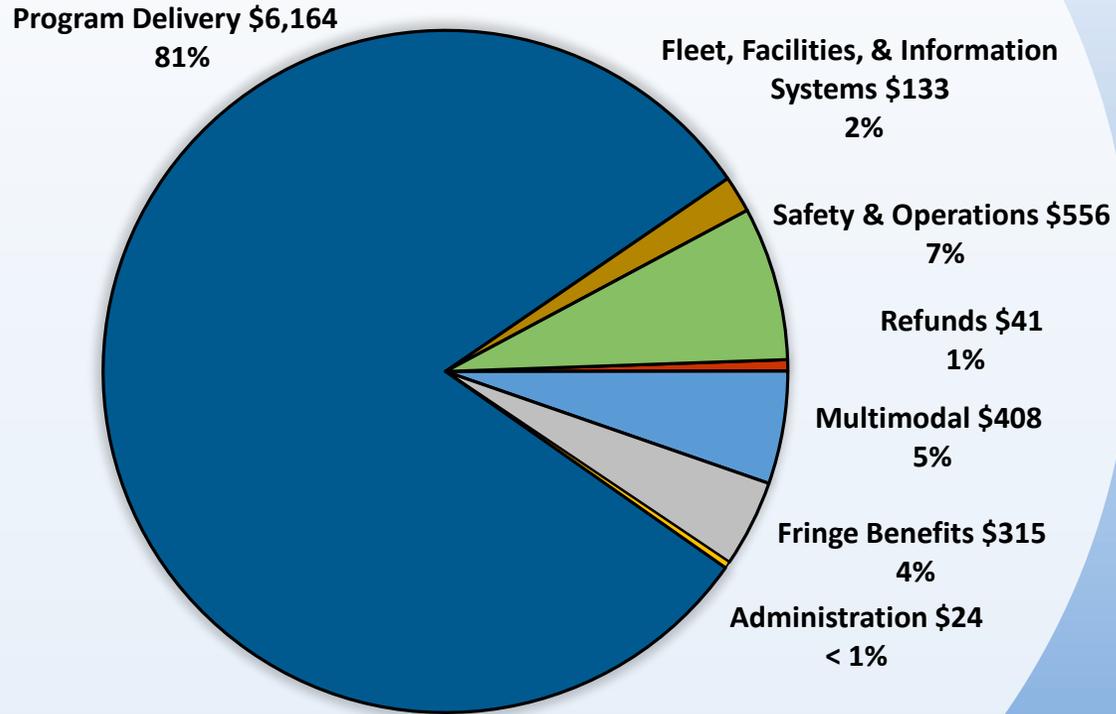


Financial Planning Model



Fiscal Year 2026 Budget

(shown in millions)



General Assembly Designated/Funded Projects



Salary and Benefits



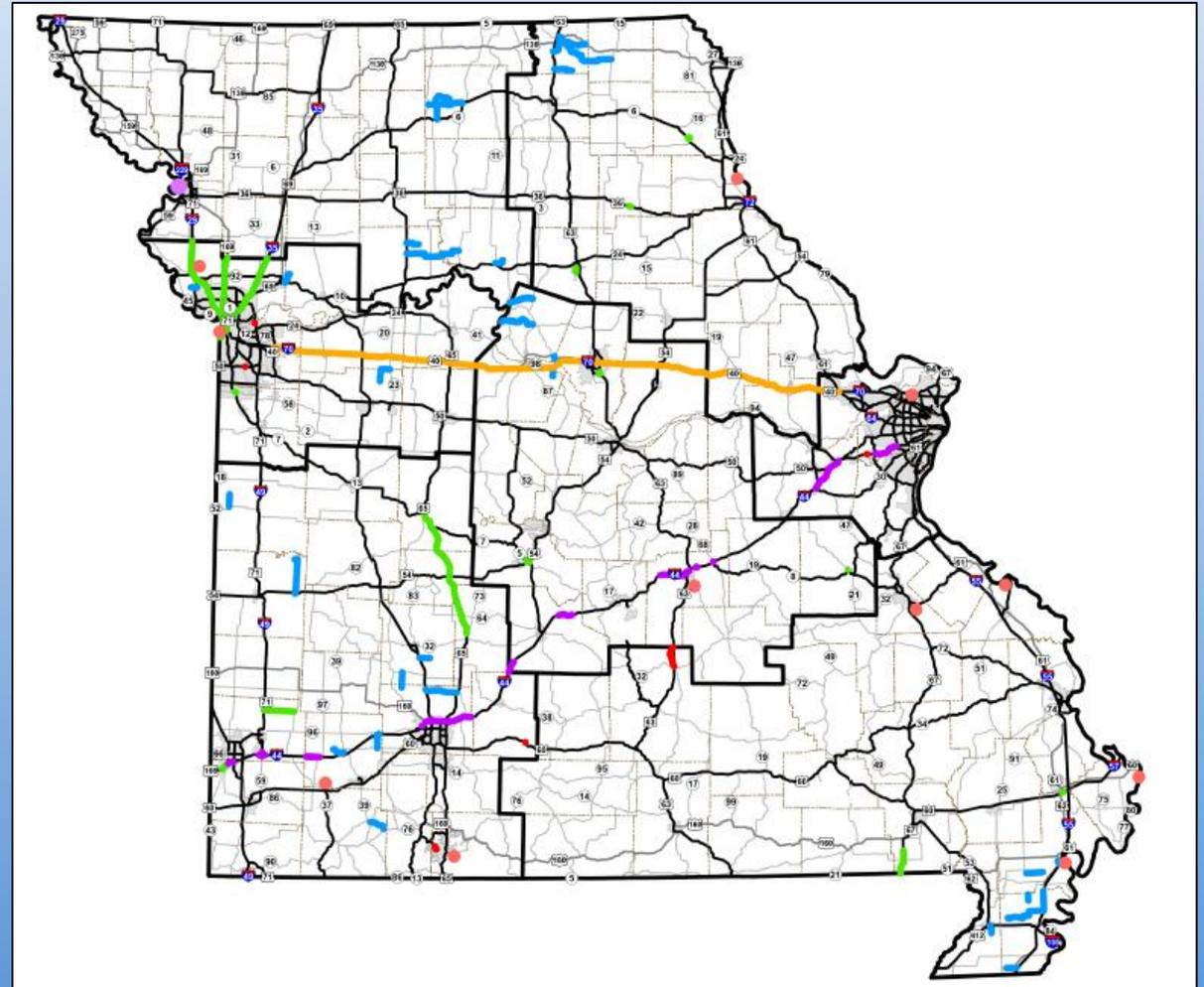
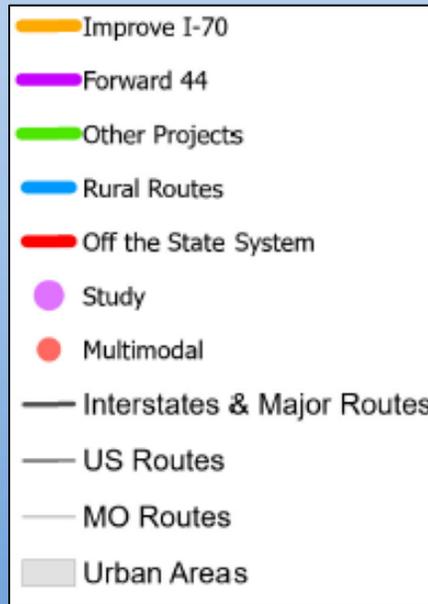
Safety and Operations



Program Delivery



General Assembly Designated and Funded Projects



Fleet, Facilities, and Information Systems



Multimodal



Questions

Approve the fiscal year 2026 budget totaling \$7,641,391,000 as documented in Attachment 1, contingent upon approval by the Governor and all General Assembly Designated projects funded in this budget to be vetted through the planning process. Also, authorize expenditures in accordance with the Missouri Highways and Transportation Commission Financial – Budget – Operating Budget policy and Execution of Documents policy.



1

APPROVAL OF PLANS FOR CONDEMNATION

-- Presented by Danica Stovall-Taylor, Assistant State Design Engineer, 573-751-2876.

ISSUE: Commission policy authorizes the Chief Engineer or his designee to approve and file plans as needed for the condemnation of right of way subject to approval by the Commission in order to expedite the delivery of projects. In addition, Commission approval of detailed project plans is required under Section 227.050, RSMo as a precedent to condemnation action to acquire right of way to construct needed improvements.

RECOMMEND that the Commission:

- Approve the noted detailed project plans approved by the Chief Engineer.

DEPARTMENT VIEW:

- The department continues to negotiate with property owners, however, approval of plans for condemnation is needed to maintain the project schedule.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

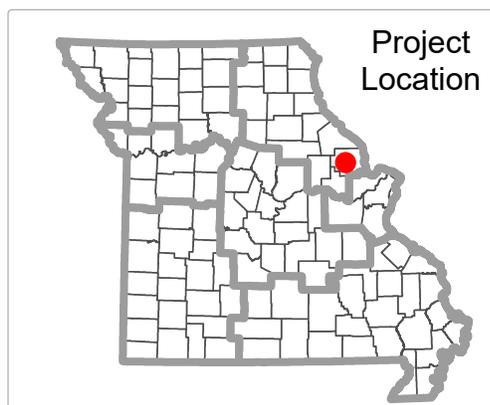
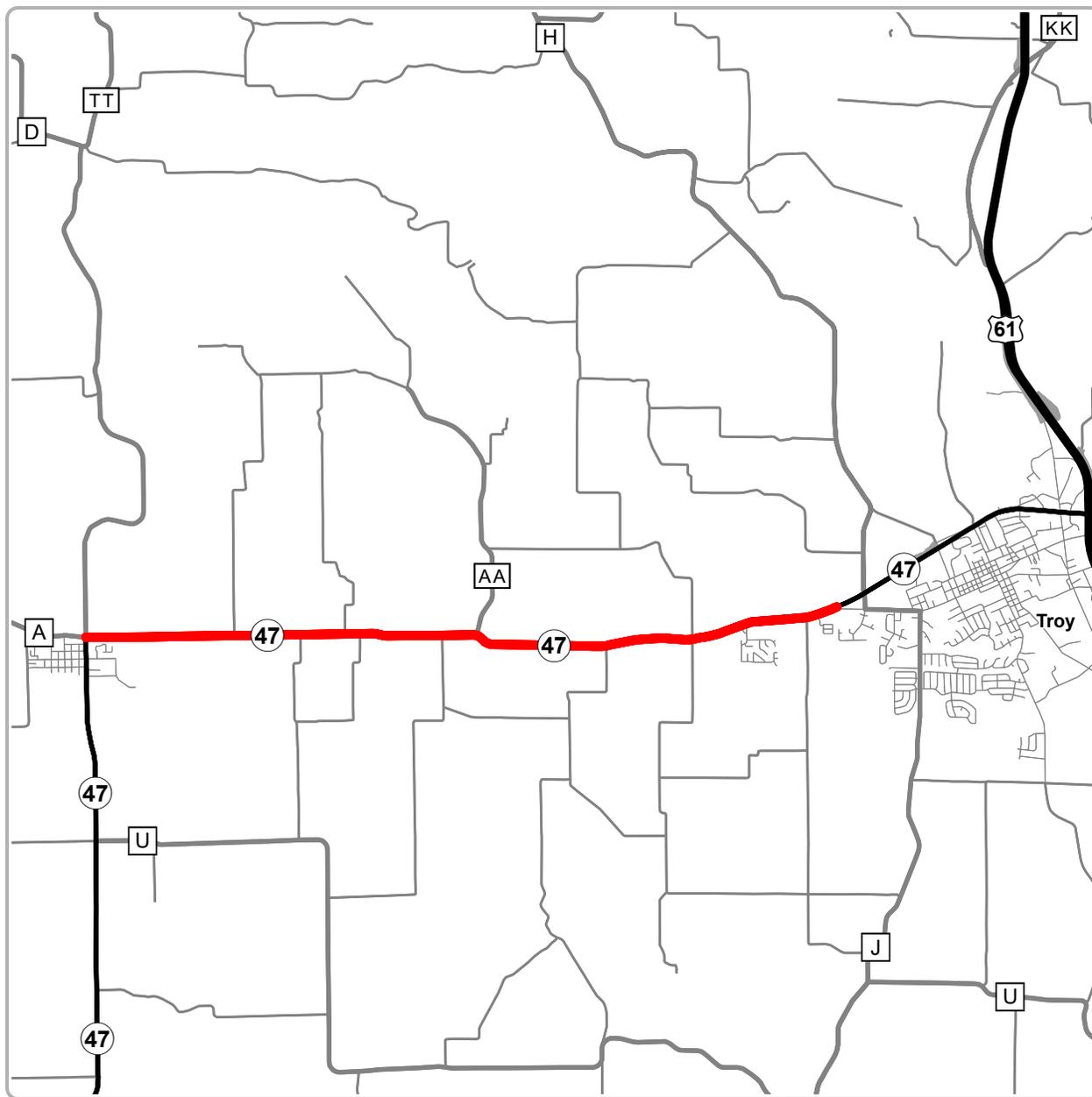
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Lincoln	47	JNE0003

PROJECT DESCRIPTION:

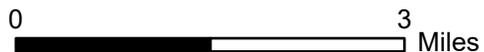
- Route 47, Lincoln County – A highway improvement project including pavement, safety and shoulder improvements, together with any incidental work on the above state road from 0.3 mile west of Routes H and J in the City of Troy to Routes A and D in the City of Hawk Point.

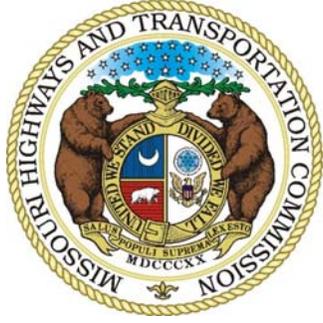
SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.



 Project Location

CERTIFICATION OF
RIGHT OF WAY PLANS
NE0003
LINCOLN 47
LINCOLN COUNTY





2

IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

-- Presented by Eric Kopinski, I-70 Program Coordinator, 314-415-0964.

ISSUE: In accordance with the Memorandum of Understanding (MOU) with the Office of Administration, the Commission must approve the award of the Improve I-70 Projects contracts to enable the transfer of monies from the Office of Administration I-70 Project Fund (OA I-70 Project Fund) to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund). The Commission's approval of Improve I-70 Project contracts is contingent upon transfer of monies from the OA I-70 Project Fund to the SRF I-70 Project Fund.

Prior to the execution of the MOU with the Office of Administration, the Commission awarded and executed the professional services contract 2023-02-75992 with Hg Consult, Inc. in accordance with the Missouri Highways and Transportation Commission (MHTC) policies Execution of Documents and Consultant Engineering Services – Execution of Documents. Upon the General Assembly's approval of \$2.8 billion to widen I-70 to three lanes, a supplement was executed to add Job Number JST0019, Jackson I-70, to the existing contract.

RECOMMEND that the Commission:

- Authorize the Director and Chief Financial Officer to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund:
 - The amount of \$1,609,848 from the existing professional services contract 2023-02-75992 with Hg Consult, Inc. Services for this contract include environmental reevaluation, survey, utility coordination and preliminary design for the project on I-70 in this area.

DEPARTMENT VIEW:

- The General Assembly approved \$2.8 billion during the 2023 Legislative Session to be used to widen I-70 to three lanes in each direction from Blue Springs to Wentzville. The General Assembly continued support for widening I-70 and reappropriated the unexpended portion of the \$2.8 billion in the 2024 Legislative Session for fiscal year 2025.
- A State Road Fund I-70 Project Fund has been created to account for the use of the General Revenue funds previously transferred into the OA I-70 Project Fund and subsequently transferred into the SRF I-70 Project Fund to be used on projects that accomplish the three laning in each direction of I-70 from Blue Springs to Wentzville.
- Office of Administration requires the Commission request the funds from the OA I-70 Project Fund as projects are awarded to design and construct the project in accordance with the MOU.

OTHER VIEWS:

- During the 2024 Missouri Legislative Session for fiscal year 2025, the Missouri General Assembly continued to address the top transportation need in the state, widening I-70. Missouri's FY 2025 budget approved by the General Assembly and supported by Governor Parson provides General Revenue for the costs to plan, design, construct,

reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

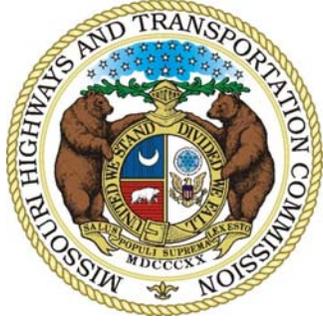
MHTC POLICY:

- Consultant Engineering Services – Consultant Engineering Services – Execution of Documents.
- Financial-Budget-Operating Budget.
- Execution of Documents.

OTHER PERTINENT INFORMATION:

- I-70 remains a vital east-west corridor for the state and the nation's economies. The approximately 56,000 daily vehicles have an average of 25 percent trucks with segments as high as 40 percent trucks.

SOURCE OF FUNDING: The SRF I-70 Project Fund contingent on transfer from the OA I-70 Project Fund out of the \$1.4 billion approved by the General Assembly for fiscal year 2025.



3

DISPOSAL OF EXCESS PROPERTY, ROUTE MM, CAMDEN COUNTY, EXCESS PARCEL NUMBER, CD-274388

-- Presented by Mabelle Watkins, Central District Engineer, 573-751-7687.

ISSUE: In keeping with the Commission policy, the sale of all properties owned by the Commission with appraised or sale values in excess of \$200,000 or considered controversial in nature must be approved by specific Commission action. The subject tract is located on the south side of the former Lake of the Ozarks Community Toll Bridge along Route MM. The tract contains a total of 1.19 acres of land and improvements and is being conveyed to the Four Seasons Land Holding Company for a consideration of \$193,000 and other valuable consideration.

RECOMMEND that the Commission:

- Convey 1.19 acres of excess property to the Four Seasons Land Holding Company for the consideration of \$193,000 and other valuable consideration. The property is located on the south side of the former Lake of the Ozarks Community Toll Bridge along Route MM.

DEPARTMENT VIEW:

- The property once served as the Lake of the Ozarks Community Toll Bridge Administration Building.
- The property is held in fee simple title.
- Four Seasons Land Holding Company is the only adjoining property owner.
- The parcel appraised for \$250,000 on August 24, 2024.
- Ameren Electric provided electric service from the north for the bridge lighting and toll plaza, but Ameren Electric does not provide service south of the bridge.
- Four Seasons Land Holding Company re-established electricity to the property with CO-MO Electric Cooperative, Inc. through their adjoining property at a cost totaling \$54,545.
- During removal of the toll plaza, the sidewalk from the parking lot to the building was removed. In order to meet ADA standards, Four Seasons Land Holding Company will be required to extend the sidewalk at a cost of \$2,000.
- The property is no longer needed by the Commission.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Disposal of Excess Real Property – Disposal of Excess Real Property, Excess Right of Way, and Uneconomic Remnants.

OTHER PERTINENT INFORMATION:

- A Sales Agreement was executed on April 25, 2025 by MoDOT and Four Seasons Land Holding Company who provided the 10 percent down payment of \$19,300.
- Project CD0177 was let in September 2024 for the removal of toll booth west of Bridge A5677 over Lake of the Ozarks. The project is complete.

SOURCE OF FUNDING: Not applicable.



4

DISPOSAL OF EXCESS PROPERTY, ROUTE 100, ST. LOUIS COUNTY, EXCESS PARCEL NUMBER SL-270488, SL-276093, SL-270517, and SL-276094

-- Presented by Tom Blair, St. Louis District Engineer, 314-453-1801.

ISSUE: In keeping with the Commission policy, the sale of all properties owned by the Commission with appraised or sale values in excess of \$200,000 or considered controversial in nature must be approved by specific Commission action. The subject tracts are located on the north and south sides of Route 100, east of Mary and Dorothy Avenues in the City of Brentwood. The tracts contain a total of 1.66 acres of land and are being conveyed to the City of Brentwood for a consideration of \$97,460.

RECOMMEND that the Commission:

- Convey 1.66 acres of excess property to the City of Brentwood for the consideration of \$97,460. The property is located on the north and south sides of Route 100, east of Mary and Dorothy Avenues in the City of Brentwood.

DEPARTMENT VIEW:

- The Commission ownership interest for three of the four parcels is fee simple title with the remaining parcel owned as less than fee. The full disclosure clause will be included in the quitclaim deed.
- The parcels were appraised for a total of \$487,302 in April 2024.
- The Commission acquired these parcels as part of cost share project J6S1718B with the City of Brentwood. Other than sidewalk easements, the subject parcels were not needed for MoDOT's operation of the right of way along Route 100. The city chose to add design features of a pedestrian trail/tunnel to the project requiring total takes of three of the subject parcels, when otherwise the Commission would have only needed to acquire sidewalk easements.
- The property is no longer needed by the Commission.

OTHER VIEWS:

- Not applicable.

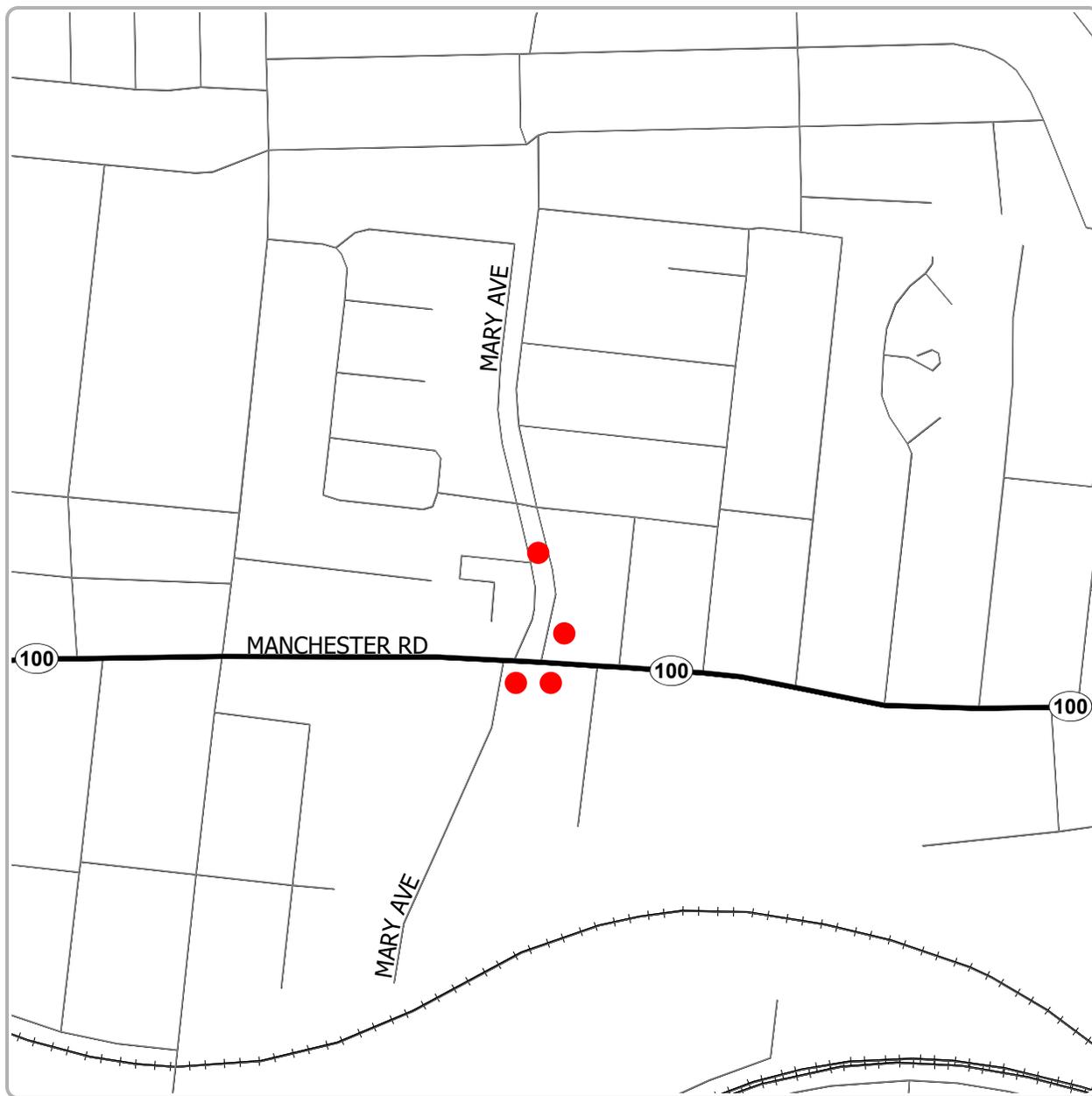
MHTC POLICY:

- Highways – Right of Way – Disposal of Excess Real Property – Disposal of Excess Real Property, Excess Right of Way, and Uneconomic Remnants.

OTHER PERTINENT INFORMATION:

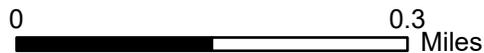
- The Sales Agreement was executed March 26, 2025, by MoDOT and the City of Brentwood who provided the 10 percent down payment of \$9,746.
- The city will use these parcels for parking and additions to their pedestrian facilities.
- The right of way cost for the cost share project was \$5.4 million, the city provided \$3.4 million (63%) with three of the parcels costing \$2.7 million (80%) of that amount. Due to the funding the city already contributed to these parcels, MoDOT agreed to the city paying 20 percent of the current appraised value. The other parcel was acquired by condemnation, due to unknown heirs.

SOURCE OF FUNDING: Not applicable.



● Property Locations

**DISPOSAL OF EXCESS PROPERTY
270488, 246093, 270517 AND
276094
ROUTE 100
ST. LOUIS COUNTY**





1

MoDOT BRIEFING REPORT

-- Presented by Ed Hassinger, Director, 573-751-4622.

ISSUE: Governor Mike Kehoe requested all state agencies provide his office with information through standard formats for communication. One of the standards of interactions is an Issue Brief that will educate and inform the Governor regarding significant matters that the departments are addressing.

Each month, this report to the Commission will include the Issue Briefs and Meeting Requests that were sent from MoDOT to the Governor since the previous MoDOT Briefing report. There were no briefing reports provided for the past month.

RECOMMEND that the Commission:

- This item is for information only; no action is required.

DEPARTMENT VIEW:

- Good communication with the administration is important, likewise, keeping the Commission informed is important as well.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- The public supports government that operates in an open and transparent manner.

MHTC POLICY:

- COMMISSION – Guiding Principles – Transparency – Open Meetings and Records.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



2

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

-- Presented by Todd Grosvenor, Financial Services Director, 573-751-4626.

ISSUE: Attached is a copy of the Financial Report for fiscal year to date April 30, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

- This report is for information only; no action is required.

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$193.5 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Fringe Benefits, Expense and Equipment, Safety and Operations Program and Low Volume Roads, Improve I-70 Program, General Assembly Designated and Funded Projects, Multimodal Program, and decreased spending in Program Delivery Program and Motor Carrier Refunds.
 - Personal Services and Fringe Benefits disbursements are \$24.1 million more than the same period last fiscal year due to the cost-of-living adjustments effective in July 2024 and fewer vacancies compared to the previous year.
 - Expense and Equipment disbursements are \$2.6 million more than the same period last fiscal year. The majority of the increase is for Fleet, Facilities, and Information Systems and is due to the timing of facility projects and fleet deliveries.
 - The Program disbursements for Safety and Operations are \$2.3 million more than the same period last fiscal year due to an increase in reimbursement requests for federal safety grants.
 - The Low Volume Roads disbursements are \$8.2 million more than the same period last fiscal year because it is a new program under Safety and Operations in fiscal year 2025.
 - The Program disbursements for Program Delivery decreased \$32.3 million compared to the same period last fiscal year due to the timing of contractor payments.
 - The Improve I-70 Program disbursements for Program Delivery are \$87.0 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024.
 - The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$52.7 million more than the same period last fiscal year due to these projects just beginning in late fiscal year 2024.
 - The Program disbursements for Multimodal increased by \$48.0 million compared to the same period last fiscal year. The increase is due to a land acquisition for the Jefferson County Port, the delivery of transit vehicles, and the timing of reimbursement requests for aviation, transit, and rail projects.

- The General Assembly Designated and Funded Projects disbursements for Multimodal are \$3.8 million more than the same period last fiscal year because these are new projects.
- Motor Carrier Refunds are \$2.9 million less than the same period last fiscal year. When motor carriers purchase fuel, the price they pay includes the applicable fuel taxes. Motor carriers are assessed fuel taxes based on the state they consume the fuel. The motor carriers file a fuel tax return that shows the amount of fuel purchased and miles traveled within each jurisdiction. The tax is then refunded to the applicable jurisdiction. The decrease in refunds can be attributed to motor carriers consuming more fuel in Missouri rather than in other states compared to the prior year.
- Attachment 2 provides a breakdown of ARPA (American Rescue Plan Act) and General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- The Financial Report is prepared on a cash basis and does not reflect outstanding construction awards or funds encumbered for expense and equipment.

SOURCE OF FUNDING: Disbursements are funded from the department's various funds.



Fiscal Year 2025 Financial Summary

Ten Months Ended April 30, 2025 and 2024

Cash Basis (Dollars in Thousands)

	Fiscal Year 2025 <u>Budget</u>	Amended Fiscal Year 2025 <u>Budget</u>	Fiscal Year 2025 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2024 <u>Actual</u>
Administration					
Personal Services	\$ 23,990	\$ 23,990	\$ 18,818	78.4 %	\$ 17,928
Expense and Equipment	6,647	6,647	2,697	40.6	2,385
Total Administration	<u>30,637</u>	<u>30,637</u>	<u>21,515</u>	<u>70.2</u>	<u>20,313</u>
Safety and Operations					
Personal Services	184,778	184,778	146,078	79.1	134,416
Expense and Equipment	288,811	288,811	194,211	67.2	193,310
Program	31,001	31,001	23,611	76.2	21,297
Low Volume Roads	100,000	100,000	8,177	8.2	---
Total Safety and Operations	<u>604,590</u>	<u>604,590</u>	<u>372,077</u>	<u>61.5</u>	<u>349,023</u>
Program Delivery					
Personal Services	95,403	95,403	71,560	75.0	66,325
Expense and Equipment	41,117	41,117	17,611	42.8	19,040
Program	2,869,313	2,829,313	1,840,378	65.0	1,872,642
Improve I-70 Program	2,800,000	2,800,000	116,774	4.2	29,793
Forward 44 Program	727,500	577,500	49	---	---
Gen. Assembly Designated/Funded Projects	375,883	362,650	69,337	19.1	16,608
Total Program Delivery	<u>6,909,216</u>	<u>6,705,983</u>	<u>2,115,709</u>	<u>31.5</u>	<u>2,004,408</u>
Fleet, Facilities, and Information Systems					
Personal Services	14,743	14,743	11,318	76.8	10,511
Expense and Equipment	108,457	108,457	73,561	67.8	70,708
Total Fleet, Facilities, and Information	<u>123,200</u>	<u>123,200</u>	<u>84,879</u>	<u>68.9</u>	<u>81,219</u>
Multimodal					
Personal Services	3,510	3,277	2,191	66.9	2,002
Expense and Equipment	1,138	1,138	351	30.8	347
Program	334,893	323,825	133,091	41.1	85,131
Railroad Grade Crossing Safety Program	49,000	49,000	1,765	3.6	1,735
Gen. Assembly Designated/Funded Projects	62,383	67,283	5,213	7.7	1,463
Total Multimodal	<u>450,924</u>	<u>444,523</u>	<u>142,611</u>	<u>32.1</u>	<u>90,678</u>
Fringe Benefits					
Retirement and Long-Term Disability	188,102	187,967	125,971	67.0	129,576
Medical, Life Insurance, and EAP	58,568	58,531	44,372	75.8	38,463
Retiree Medical Insurance	20,240	20,240	16,244	80.3	14,801
Workers' Compensation	9,227	9,227	7,500	81.3	7,500
Other Fringe Benefits ¹	28,941	28,941	21,522	74.4	19,981
Total Fringe Benefits	<u>305,078</u>	<u>304,906</u>	<u>215,609</u>	<u>70.7</u>	<u>210,321</u>
Subtotal MoDOT Disbursements	<u>8,423,645</u>	<u>8,213,839</u>	<u>2,952,400</u>	<u>35.9</u>	<u>2,755,962</u>
Motor Carrier Refunds	41,000	41,000	16,192	39.5	19,116
Total MoDOT Disbursements	<u>\$ 8,464,645</u>	<u>\$ 8,254,839</u>	<u>\$ 2,968,592</u>	<u>36.0 %</u>	<u>\$ 2,775,078</u>

¹Includes fringe benefits appropriated in House Bill 5 for social security and unemployment tax and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP), Missouri State Employees' Retirement System (MOSERS), and MO Deferred Compensation Plan.



Fiscal Year 2025 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Ten Months Ended April 30, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2025 <u>Budget⁴</u>	Amended Fiscal Year 2025 <u>Budget⁵</u>	Fiscal Year 2025 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2024 <u>Actual</u>
Projects³					
Waste Water Improvements ¹	\$ 7,829	\$ 7,829	\$ 1,705	21.8 %	\$ 609
Kirkwood Historic Train Station ¹	2,390	2,390	2,350	98.3	111
Carrolton Amtrak Station ¹	1,000	1,000	37	3.7	1
Washington County Airport ¹	1,000	1,000	2	0.2	---
Buffalo Municipal Airport ¹	687	687	62	9.0	---
Port Capital Improvement Projects ¹	13,583	13,583	3,712	27.3	7,091
New Madrid County Port Authority ¹	3,570	3,570	891	25.0	1,430
Elderly and Disabled Transit Assistant ¹	6,000	6,000	---	---	---
Lambert Airport Terminal Improvements ²	7,000	---	---	---	---
Highway 76 Road Improvements in Branson ²	6,200	6,200	---	---	---
West Plains Regional Airport Perimeter Fence ²	1,500	---	---	---	---
I-35, I-29, and US 169 Road Improvements ²	53,000	30,000	---	---	---
St. Joseph Facility Road Improvements ²	750	---	---	---	---
Total Disbursements	\$ <u>104,509</u>	\$ <u>72,259</u>	\$ <u>8,759</u>	<u>12.1</u> %	\$ <u>9,242</u>

¹American Rescue Plan Act (ARPA) is federal funding to support public transportation systems as they respond to the pandemic.

²Budget Stabilization funding consists of funds received from the federal government and is a General Revenue look alike.

³These projects are being administered by Office of Administration (OA); however, MoDOT is overseeing the projects.

⁴Fiscal year 2025 budget is Truly Agreed to and Finally Passed appropriation amounts.

⁵Fiscal year 2025 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, and reverted amounts.



Fiscal Year 2025 Financial Summary
Improve I-70 Program
Ten Months Ended April 30, 2025
 Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-70 Bonds	\$ 1,400,000	\$ 390,204	N/A	N/A	\$ 1,009,796
I-70 Construction from Bonds		\$ 390,204	\$ 39,325	\$ 110,244	\$ 240,635
	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-70 Project	\$ 1,400,000	\$ (25,697)	N/A	N/A	\$ 1,374,303
I-70 Construction from General Revenue Transfer		\$ 25,697	\$ 11,345	\$ 6,530	\$ 7,822



Fiscal Year 2025 Financial Summary
Forward 44 Program
Ten Months Ended April 30, 2025
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds to Date</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>				
I-44 Bonds	\$ 363,750	\$ ---	N/A	\$ 363,750
I-44 Construction from Bonds		\$ ---	\$ ---	\$ ---

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>				
OA I-44 Project	\$ 213,750	\$ (12,707)	N/A	\$ 201,043
I-44 Construction from General Revenue Transfer		\$ 12,707	\$ 49	\$ 12,658



3

CONSULTANT SERVICES CONTRACT REPORT

-- Presented by Danica Stovall-Taylor, State Design Engineer, 573-751-2876.

ISSUE: This report represents consultant contracts executed in the month of April for both engineering and non-engineering related projects separated out by two budgets: Design Bridge Consultants (DBC) and MoDOT Operating Budget.

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2025 DBC Budget Status as of May 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$110.6 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to May 1, 2025. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between April 1-30, 2025.

OTHER VIEWS:

- Engineering percentage of payout per fiscal year
 Year 1 51%, Year 2 27%, Year 3 19%, Year 4 3%

MHTC POLICY:

- Highways – Consultant Engineering Services – Consultant Engineer Services Statewide Transportation Improvement Program (STIP) – Negotiated Contract.
- Highways – Consultant Engineering Services – Consultant Engineering Services – STIP – Hourly Rate.
- Equipment and Procurement – Procurement of Professional Services Consultants (Other than STIP Related) – Professional Services (other than engineering).

OTHER PERTINENT INFORMATION: Not applicable.

SOURCE OF FUNDING: Expenditures from the Statewide Transportation Improvement Program (STIP) budget are used to fund DBC contracts shown in Attachment 1 and 2.

Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to May 1, 2025				
Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	N	47	\$50,333,489.00	\$41,665,048.00
Wilson & Company	N	24	\$32,966,466.00	\$21,315,633.00
HDR	N	29	\$30,841,820.00	\$13,352,318.00
Garver LLC	N	27	\$26,688,335.00	\$13,523,152.00
WSP USA Inc.	N	13	\$23,596,157.00	\$6,352,496.00
George Butler Associates, Inc. (GBA)	N	20	\$22,195,322.00	\$12,271,066.00
Bartlett & West	N	41	\$21,085,929.00	\$10,978,729.00
TREKK Design Group, LLC	Y	19	\$20,300,270.00	\$6,841,652.00
Burns & McDonnell	N	14	\$19,654,729.00	\$9,311,922.00
Olsson Assoc.	N	33	\$18,770,319.00	\$9,653,393.00
HNTB	N	27	\$16,360,780.00	\$9,895,955.00
CDM Smith	N	3	\$14,631,484.00	\$5,250,128.00
HR Green, Inc.	N	22	\$13,467,734.00	\$4,712,530.00
Jacobs Engineering Group	N	6	\$13,184,542.00	\$11,723,312.00
HG Consult, Inc.	Y	7	\$11,310,785.00	\$10,278,351.00
Horner & Shifrin, Inc.	N	20	\$10,027,072.00	\$6,610,913.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
Oates Associates, Inc.	N	11	\$9,224,844.00	\$3,730,475.00
EFK Moen	Y	32	\$8,168,504.00	\$1,966,556.00
AECOM Technical Services, Inc.	N	5	\$8,108,742.00	\$7,376,337.00
Thouvenot, Wade & Moerchen, Inc.	N	7	\$7,184,567.00	\$485,791.00
Gonzalez Companies, LLC	Y	11	\$5,772,815.00	\$3,375,040.00
TranSystems	N	10	\$5,254,117.00	\$3,054,140.00
Bacon Farmer Workman Engineering & Testing	N	17	\$5,252,588.00	\$1,779,018.00
Engineering Design Source Inc. (EDSI)	Y	2	\$4,359,878.00	\$4,249,596.00
Civil Design	Y	8	\$4,325,424.00	\$1,034,159.00
Alfred Benesch and Company	N	7	\$4,225,541.00	\$703,160.00
Veenstra & Kim	N	16	\$4,130,975.00	\$1,473,444.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
Hanson Professional Services, Inc.	N	3	\$3,547,151.00	\$810,980.00
Lochmueller Group	N	11	\$3,439,141.00	\$1,335,866.00
Hanson Professional Services, Inc.	N	4	\$3,390,179.00	\$1,209,104.00
Klingner & Associates, P.C.	N	9	\$3,285,891.00	\$1,443,571.00
Affinis	N	4	\$3,197,454.00	\$2,267,276.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Kimley-Horn and Associates	N	5	\$2,976,258.00	\$1,736,632.00
OWN, Inc.	N	6	\$2,921,750.00	\$1,010,668.00
CDG Engineers	N	4	\$2,062,192.00	\$1,551,756.00
Modjeski and Masters, Inc.	N	2	\$1,986,968.00	\$559,140.00
George L. Crawford & Associates dba CBB	N	7	\$1,388,010.00	\$1,167,523.00
EXP U.S. Services, Inc.	N	1	\$1,310,861.00	\$684,115.00
Parsons Transportation Group	N	1	\$1,215,898.00	\$1,215,898.00
Anderson Engineering	N	5	\$1,066,627.00	\$382,520.00
Powell & Assoc.	N	2	\$1,022,258.00	\$667,653.00
CASCO Diversified Corporation	N	8	\$888,780.00	\$888,780.00
Wood Environment & Infrastructure Solutions	N	1	\$771,031.00	\$265,125.00
Access Engineering, LLC	Y	2	\$745,758.00	\$745,758.00
Prairie Engineers P.C.	Y	10	\$695,672.00	\$250,587.00
Quigg Engineering, Inc.	Y	4	\$535,971.00	\$122,330.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Terracon Consultants, Inc.	N	3	\$448,337.00	\$251,843.00
HW Lochner	N	2	\$338,629.00	\$16,606.00
Engineering Surveys & Services, LLC	N	2	\$322,859.00	\$185,663.00
Pickering Firm, Inc.	N	4	\$302,129.00	\$115,261.00
CB Engineering dba Cochran	N	2	\$281,378.00	\$242,974.00
Powell CWM, Inc.	N	2	\$278,411.00	\$142,240.00
Renaissance Infrastructure Consulting, Inc.	N	2	\$270,562.00	\$70,027.00
Cook, Flatt & Strobel Engineers, P.A.	N	4	\$255,616.00	\$255,616.00
Hutchison Engineering, Inc.	N	2	\$254,412.00	\$194,249.00
GeoEngineers	N	3	\$230,594.00	\$84,228.00
All Civil Engineering, LLC	N	2	\$220,862.00	\$205,118.00
SCI Engineering, Inc.	N	4	\$202,136.00	\$142,277.00
UES Professional Solutions 25, LLC f/k/a Geote	N	1	\$178,909.00	\$178,909.00
ABNA Engineering, Inc.	Y	1	\$136,535.00	\$40,630.00
Surveying And Mapping, LLC	N	4	\$132,247.00	\$100,077.00
CB Engineering, Inc. dba Cochran	N	1	\$128,273.00	\$128,273.00
West Engineers, Inc.	N	1	\$117,619.00	\$7,815.00
Toth & Associates, Inc.	N	1	\$114,182.00	\$114,182.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	N	1	\$99,705.00	\$10,042.00
Farnsworth Group Inc.	N	3	\$94,399.00	\$40,023.00
AECOM	N	1	\$92,906.00	\$92,906.00
Geotechnology	N	2	\$82,932.00	\$29,451.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Golder Associates Inc.	N	1	\$82,523.00	\$118.00
Kaskaskia Engineering	Y	2	\$78,349.00	\$69,063.00
Bowlby & Assoc.	N	3	\$72,951.00	\$27,621.00
St. Charles Engineering & Surveying, Inc.	N	1	\$71,651.00	\$71,651.00
Merge Midwest Engineering	N	2	\$61,346.00	\$206.00
HS Smith and Company	N	1	\$56,479.00	\$6,198.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$45,975.00
Midland Surveying	N	2	\$33,223.00	\$33,223.00
Custom Engineering Inc.	Y	1	\$21,415.00	\$507.00
Geotechnology, Inc.	N	1	\$16,457.00	\$16,457.00
Allstate Consulting LLC	N	1	\$11,400.00	\$4,054.00
Totals		614	\$467,172,416.00	\$258,369,016.00

**Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed**

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Bacon Farmer Workman Engineering & Testi	N	2	\$1,140,584	\$1,140,584
Bartlett & West	N	1	\$1,450,938	\$1,450,938
Crawford, Murphy & Tilly (CMT)	N	2	\$246,543	\$246,543
EFK Moen	Y	1	\$143,317	\$143,317
Engineering Surveys & Services, LLC	N	1	\$37,338	\$37,338
George Butler Associates, Inc. (GBA)	N	5	\$4,887,687	\$4,887,687
George L. Crawford & Associates dba CBB	N	1	\$195,000	\$195,000
HNTB	N	4	\$540,787	\$540,787
HR Green, Inc.	N	2	\$115,183	\$115,183
Olsson Assoc.	N	2	\$1,160,270	\$1,160,270
TREKK Design Group, LLC	Y	1	\$125,046	\$125,046
Wilson & Company	N	1	\$763,407	\$763,407
		23	\$10,806,100	\$10,806,100