



**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, TUESDAY, MARCH 10, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Tuesday, March 10, 2015, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 9:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Kenneth H. Suelthaus, Gregg C. Smith, and Michael B. Pace.

Commissioner Scott tendered his letter of resignation to Governor Nixon stating his resignation would be effective on February 1, 2015; at the time of the February 4, 2015 meeting, a replacement had not been appointed.

On March 3, 2015, Governor Nixon appointed Michael T. Waters, Jr. to the Commission to replace Commissioner Suelthaus whose term expired on March 1, 2015. Since the legislature was in session during the appointment, Commissioners Waters must be confirmed by the Senate prior to serving on the Commission. At the time of the March 10, 2015 meeting, Commissioner Waters had not been confirmed, and Commissioner Suelthaus continued to serve on the Commission.

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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Dave Nichols, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, March 10, 2015.

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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 Miller, Aye  
Commissioner Carmichael, Aye  
Commissioner Suelthaus, Aye  
Commissioner Smith, Aye  
Commissioner Pace, Aye

The Commission met in closed session on Monday, March 9, 2015 from 1:00 p.m. until 5:30 p.m.

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-- OPEN MEETING --

**APPROVAL OF MINUTES**

Upon motion by Commissioner Smith, seconded by Commissioner Pace, the Commission unanimously approved the minutes of the regular meeting held December 4, 2014 and the special meetings held February 9, 2015 and February 12, 2015. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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**CONSENT AGENDA**

**Consent Agenda Process**

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

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

## **Consideration of March 10, 2015, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Pace seconded by Commissioner Smith, the consent agenda items were unanimously approved by a quorum of Commission members present. Commissioner Carmichael abstained from voting on Project Number J8P3046, located on Route 65 in Greene County in the Southwest District, contained in the 2015–2019 Statewide Transportation Improvement Program, Amendment agenda item.

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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. The following committee and board reports were made during the March 10, 2015, meeting.

**Audit Committee** – Commissioner Suelthaus stated there was no report.

**Legislative Committee** – Commissioner Carmichael reported there are now less than 35 legislative session days remaining in the 2015 session of the Missouri General Assembly. Commissioner Carmichael stated Senator Doug Libla (R-Poplar Bluff) chairman of the Senate Transportation Committee, has recently filed a bill that would help provide enough funding to ensure Missouri doesn't lose any federal match in fiscal year 2017. Commissioner Carmichael explained that currently there is 17.3 cents per gallon tax on motor fuels. Senate Bill 540 increases the fuel tax by two cents immediately and by an additional four cents over the next two years. Once fully phased in, the rate of tax will be 23.3 cents per gallon. The tax will be adjusted annually for inflation beginning three years after the effective date of the act. Commissioner Carmichael said the Commission and MoDOT support Senator Libla's advancement of this proposal, however it will not close the funding gap but it is certainly a move in the right direction.

**Missouri Transportation Finance Corporation** – Commissioner Miller stated there was no report. The next MTFC meeting is scheduled for May 5, 2015.

**MoDOT and Patrol Employees' Retirement System** – Commissioner Carmichael stated the MPERS Board met on February 19, 2015. Commissioner Carmichael was reelected as Chairman of the Board

and Colonel Ron Replogle, the current Superintendent of the Missouri State Highway Patrol, was reelected as Vice Chair. He reported the investment return for the plan approached ten percent, and the plan is moving toward being fifty percent funded and the size of the fund is \$1.9 billion. He commended staff for accomplishing this great return while keeping the fund in a low risk profile. Commissioner Suelthaus noted that the plan's advisor, New England Pension Consultants, said the plan's performance last quarter was the top among the universe of all the funds that they advise across the nation.

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## **DIRECTOR'S REPORT**

During the March 10, 2015, Commission meeting, Director Dave Nichols provided the following report:

**Iowa Transportation Funding** – Director Nichols noted on February 24, 2015, the Iowa Legislature passed a ten cents per gallon fuel tax increase for transportation purposes. The next day, Iowa's Governor, Terry Branstad (R), signed the legislation into law. Director Nichols stated the fuel tax took effect on March 1, 2015.

**AASHTO Federal Update** – Director Nichols stated he attended the annual AASHTO Washington Briefing in February 2015. While the week-long conference is primarily set up to allow state departments of transportation the opportunity to visit with their respective House and Senate members to discuss transportation related issues regarding their state, the conference also allows congressional leaders and their staff to give the attendees an update regarding the passage of the next surface transportation act. Director Nichols commented if Congress does not act by passing a new bill by early Fall 2015, the passage of a new transportation bill will be unlikely to occur until after the 2016 presidential election.

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## **ELECTION OF CHAIR AND VICE CHAIR**

In keeping with Section 226.030.2 of the Revised Statutes of Missouri two members of the Commission, one from each opposing political party who has the most seniority in Commission service, shall serve as Commission leadership with one member as chair and the other member as vice chair, respectively. Commissioners Miller and Carmichael having the most seniority in terms of Commission

service and from opposing political parties, were declared by Chairman Miller elected by acclamation with Commissioner Miller to serve as chair and Commissioner Carmichael to serve as vice chair until March 1, 2016.

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## **COMMISSION REORGANIZATION**

**MoDOT and Patrol Employees' Retirement System** – The MoDOT and Patrol Employees' Retirement System (MPERS) operates under the direction and control of an eleven member Board of Trustees. Three members of the Missouri Highways and Transportation Commission serve as trustees on the Board. These trustees are elected by the members of the Commission. There has been a Commission member vacancy on the MPERS Board of Trustees since February 6, 2014, when the Governor withdrew his appointment of Kelley M. Martin.

Chairman Miller nominated Commissioner Carmichael to continue to serve on the Board of Trustees and appointed Commissioner Pace as a new member of the Board of Trustees. Commissioner Smith seconded the nominations and they were unanimously approved by a quorum of Commission members present. No action was taken regarding the position held by Commissioner Suelthaus on the MPERS Board of Trustees.

**Missouri Transportation Finance Corporation** – The Missouri Transportation Finance Corporation (MTFC) was organized to make loans and provide assistance to surface transportation and capital transit projects through the State Infrastructure Bank. There are a total of 8 members of the Board of Directors for the MTFC, three board members are Commissioners. Chairman Miller nominated Commissioner Smith and himself to continue to serve on the MTFC Board of Directors. Commissioner Carmichael seconded the nominations and they were unanimously approved by a quorum of Commission members present. No action was taken regarding the vacant Commission seat that remains on this board.



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**RESOLUTION EXPRESSING SUPPORT FOR TRANSPORTATION FUNDING IN THE STATE OF MISSOURI**

The resolution for expressing support for transportation funding was removed from the agenda and will be submitted at a future meeting.

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**CITY OF LOUISIANA**

Bart Niedner, Mayor of the City of Louisiana, presented to the Commission the importance of the U.S. 54 Bridge, also known as the Champ Clark Bridge, which crosses the Mississippi River at Louisiana, Missouri. The bridge was originally constructed in 1928 as a toll bridge, and was taken into the state highway system in 1953. This structure has been rehabilitated several times, but it is now in a condition that warrants replacement. It is narrow and both functionally obsolete and structurally deficient. Mayor Niedner said in the very near future there will be only two options, either close the bridge or replace the bridge. He is presenting today to request the Commission replace the bridge.

Mayor Niedner stated the City of Louisiana depends heavily on the Mississippi River crossing and considers it a vital part of their local economy and is an integrated part of the community's social fabric. Louisiana has many businesses that serve both Pike County, Missouri and Pike County, Illinois, and residents of both states use the bridge to reach employment, shopping, health care, entertainment, family events, and other services. The surrounding agricultural community also relies on the bridge throughout the year. The mayor highlighted how the region's major employers are very aware of the negative impact a bridge closure would bring. Keeping the bridge open allows their businesses to remain competitive. Closing the bridge means they lose access to their customers which results in a loss of business, work force costs increase, and they lose access to suppliers. The Convention and Visitors Bureau explained the bridge isn't just serving northeast Missouri, but the entire state as tourists travel across the bridge to destinations such as Branson and the Lake of the Ozarks. The port manager shared

his frustration that the current weight restrictions of the bridge have reduced his ability to conduct business involving super loads. Currently, the bridge has been posted at 40 tons and overweight vehicles are no longer allowed to cross. Additionally, Mayor Niedner explained the bridge has taken lives and injured those who have risked crossing the bridge. Mayor Niedner further stated closure of this bridge for any reason would necessitate a 77-mile one-way detour via Hannibal or a 183-mile one-way detour via St. Louis/Alton. The mayor concluded his remarks stating the economic price is too high to let this bridge be closed, the human costs is too dear to allow this bridge to be closed.

Director Nichols reported the replacement of the U.S. 54 Bridge at Louisiana (Champ Clark Bridge) has been identified as a priority project. In the 2013- 2017 STIP, funding for the environmental assessment (EA) process was approved, and the EA is expected to be completed by the end of 2015. The bridge is a high priority project but unfortunately, it is unaffordable in the current transportation funding environment. The estimated cost of a new bridge is \$60 million; the cost would be shared equally between Illinois and Missouri. Illinois has already committed its share of the replacement cost in fiscal year 2019, which may be in jeopardy if Missouri cannot do the same.

Commissioner Smith thanked Mayor Niedner for his presentation and noted the Commission hears similar stories from other communities. Commissioner Smith stated it points out the dilemma facing the department and Commission right now, lacking the resources to be able to deliver all of the projects that citizens of Missouri, and Illinois in this situation, want and need completed on their transportation system.

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## **THE DETERIORATING CONDITION OF STATE BRIDGES**

On behalf of the Director, Dennis Heckman, State Bridge Engineer, reported to the Commission that the number of Missouri bridges in poor condition is expected to increase dramatically over the next decade as state funding declines. Missouri's highway system currently has about 600 bridges in critical

condition that are not in the department's five-year plan for improvement. That number is projected to rise to 1,500 in ten years. Additionally, the department has 1,400 bridges that have weight restrictions on them currently. Bridge restrictions and closures impact economic development and mobility.

Mr. Heckman stated five bridges in the state are currently closed because of their deteriorating condition – U.S. Route 40 Blue River Bridge in Kansas City, Jackson County; Route H Wyaconda River Bridge near Arbela, Scotland County; Route 53 Bridge over Union Pacific Railroad in Dunklin County; I-44 Outer Road Gasconade River Bridge in Laclede County; and Route T over the Thomas Hill Reservoir, Macon County. Work is underway to replace two of those structures, the U.S. Route 40 Bridge in Kansas City is part of the Manchester design-build project and had been awarded for replacement, but the contractor had not gotten to it yet when they had to close it. The Route 53 Bridge in Dunklin County has been awarded and the contractor is just beginning work on it, however, the southeast district had to find three projects to move back so they could replace this bridge. That is the difference from where the department was a few years ago where MoDOT had enough flexibility in funding to take care of emergencies. Unfortunately, the other three bridges are closed indefinitely because of the lack of funds. Without additional investment, the number of closed bridges will grow in the future. In an effort to communicate with the public about the unexpected bridge closures, MoDOT has a website available at <http://www.modot.org/Bridges/> where travelers may learn more about state bridges that are closed.

Mr. Heckman shared information about the I-44 Outer Road bridge over the Gasconade River in Laclede County, and how that bridge declined rapidly in the last ten years leading up to its closure. He noted once bridges reach a certain age, they begin to deteriorate quickly making it more challenging to determine the most cost effective solution whether to repair or replace the bridge. Mr. Heckman stated the department cannot predict how many of the 1,500 critical bridges will be closed in the future, but he does realize it will be more than the 5 that were reviewed today. The department takes closing a bridge

very seriously because of how it affects everybody, including school districts, emergency services, UPS deliveries, and meals on wheels, anytime a bridge is closed and traffic is routed on a detour.

Mr. Heckman concluded his presentation by explaining that March is usually an exciting time because the department works with its partners to prioritize bridge projects for the next Statewide Transportation Improvement Program (STIP), however, with the Missouri 325 system the department can only program taking care of the primary system bridges. There are currently over 100 critical condition bridges on the primary system. He concluded by stating the 2016-2020 Statewide Transportation Improvement Program (STIP) funds only 15 bridge replacements, which is significant when you are not able to address all of the 100 critical condition bridges and 50 to 100 bridges are added to that list each year.

Commissioner Pace noted his alarm at how fast weight limits have increased recently from 73,000 pounds up to the current limit of 85,500. Noting heavier loads damage the roads more and increase the safety risk as it takes longer distances to slow or stop these heavy vehicles. Director Nichols remarked the closure on Route T over the Thomas Hill Reservoir in Macon County was most likely due to an overweight vehicle crossing the bridge, opening up a hole in the deck, and crushing the girder beneath. The director explained while the department does support increase of weight limits that helps industry in Missouri, including agriculture, those weight limit increases need to occur in concert with the department's ability to replace bad bridges. Commissioner Carmichael inquired about how much money it would take to replace all of the critical condition bridges, Mr. Heckman responded he had not calculated that number for this year, but that last year it was \$5 billion.

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## **2015 WORK ZONE AWARENESS CAMPAIGN**

On behalf of the Director, Eileen Rackers, State Traffic and Highway Safety Engineer, briefed the Commission on the department's strategies they will use for the upcoming work zone season to

minimize inconvenience to traveler while keeping the workers and the customers safe. Ms. Rackers said Work Zone Awareness Week will be March 23-27 and this year's theme is "Pay Attention or Pay the Price."

To illustrate the issues that are experienced in work zones, the department analyzed the fatal and disabling injury crashes in work zones. They found the primary causes for these crashes are: driving too fast, driving distracted, driving too close, and failing to yield. Ms. Rackers reported of these causes, there is a growing trend of driver distraction. She provided the example of an average text takes five seconds to read. At 55 miles per hour, a driver travels more than the length of a football field, with their eyes not on the road. Evidence of distracted driving can also be seen in trends of rear end crashes, where the driver just doesn't notice the work zone or the slow moving operation in time to slow down or stop.

Ms. Rackers stated in the past five years, there have been 56 fatalities on state and local roads in Missouri's work zones. In 2014, there were 7 fatalities on the state system and 2 on the local roads in work zones. Ms. Rackers noted the trend is moving in the right direction, but zero fatalities would be ideal.

MoDOT along with representatives of the Missouri State Highway Patrol and the contractor community have met and discussed ways to improve safety in work zones. The three areas that are the primary focus of the strategies to be implemented and developed this year include moving operations, work zone management, and distracted driving. One of the strategies is to continue to partner with law enforcement agencies to focus on rural interstates where there will be lane closures. Plans for using law enforcement in each of these work zones are developed as part of the preconstruction meetings for the project. The plans will include the most effective time and place to use law enforcement in a work zone.

Another focus area is to manage the queue or the backup from the work zone to make sure the department can make adjustments quickly when the backup is caused by a work zone. The department can monitor real time data and employees will receive a text alert on their phone when speeds slow

down in areas where there is a work zone. This will improve response time to get signs in place to warn drivers and to get law enforcement and MoDOT vehicles placed behind the queue to get the driver's attention before they come upon any work zone backup.

In an effort to raise awareness and discourage distracted driving, signs are used to communicate with drivers and alert them to slow traffic ahead. A new sign is being used, "No Phone Zone", and will be placed as the motorist enters the work zone reminding them to put down their phone and pay attention in work zones.

Ms. Rackers reported on the use of safer equipment in MoDOT's work zones. She highlighted the 2014 Innovation Challenge winner upgrades to the Truck Mounted Attenuator (TMA) to improve safety and visibility. She stated the three most vulnerable MoDOT operations include striping, patching, and sweeping. Ms. Rackers indicated over 300 of MoDOT's TMAs will have those additional safety features by May 1, 2015. The upgrades include advance warning to motorists of the operation, new markings on the back, an additional light bar, and an emergency alert button that activates additional lights to get a driver's attention. Striping is a busy activity for MoDOT in the spring. This slow-moving operation blocks a lane and motorists need to move over and give our crews some room to work. MoDOT's maintenance crews are work zones as well and the traveling public will actually see more MoDOT operation work zones than typical construction work zones.

As part of the work zone awareness campaign, the department will have press events in all of the districts highlighting work zone safety, with the statewide kickoff news conference on March 23, in Jefferson City. This year's theme of "Pay Attention or Pay the Price" emphasizes the growing problem of distracted driving. To most effectively convey the work zone safety messages, the department will be using ads strategically in many places, including the back of trucks on the interstate. The department will continue to place advertising on the internet including Pandora radio and with radio stations statewide. Barrel Bob's popularity continues to grow; this work zone watchdog currently has more than

7,900 Facebook followers. The department will also post messages on MoDOT owned electronic message boards. This outreach and education effort will occur from March through September this year.

Commissioner Pace thanked Ms. Rackers for her presentation and stated the greatest deterrent in a work zone is a law enforcement vehicle.

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## **REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – TODS, LOGO, TRAFFIC GENERATOR SIGNING PROGRAMS**

On behalf of the Director, Eileen Rackers, State Traffic and Highway Safety Engineer, presented the final orders of rulemaking for Tourist Oriented Directional signing (TODs), Logo signing (specific service signs), and Traffic Generator signing (including college signing). She explained the administrative rules needed to be updated to reflect current federal guidelines and to allow MoDOT to modify administration of the programs.

On November 6, 2014, the Commission approved and authorized staff to file proposed new and rescinded administrative rules that would consolidate three chapters of administrative rules into one unified chapter. This action would eliminate redundancies and inconsistencies between the current administrative rules. It would also permit the Traffic Generator signing program to be incorporated into the TODS and Logo contract to be administered by an external vendor in the future. After Commission approval, staff filed these rules with the Joint Committee on Administrative Rules and the Office of Secretary of State, who published the proposed rules in the *Missouri Register* for public comment. The 30 day public comment period closed on January 14, 2015, during which the public could submit comments in support of or in opposition to the notice of proposed new and rescinded rulemaking. Over 1,300 comments were received through this comment period. Most of the relevant comments were regarding the 1 million visitor attendance requirement for traffic generators, blended logos for gas stations/convenience stores, and college attendance requirements. Many comments were based on

misinformation that the rule changes would mean removing or eliminating signing for state parks, historic sites, and other smaller attractions.

Based upon the comments received, the following changes to the final order of rulemaking were proposed:

- 1) Lower the attendance criteria for traffic generator signing from 1 million visitors, to the following:
  - a. At least three hundred thousand (300,000) visitors per year in the St. Louis or Kansas City metropolitan areas (metro area); or
  - b. At least two hundred fifty thousand (250,000) visitors per year in an area with a population of at least five thousand (5,000) persons (urban area); or
  - c. At least two hundred thousand (200,000) visitors per year in an area in which the population is less than five thousand (5,000) persons (rural area).
- 2) Lower the enrollment criteria from 2,000 to 500 for college generator signing and 200 to 100 for college emblem signing.
- 3) The logo panel for a gas station/convenience store may display names, brand names, trademarks, corporate logos, commercial symbols, or other words, signs or symbols representing the brand of motor fuel and the convenience store name so long as the same or substantially similar words, signs or symbols are permanently displayed on the business and are the same or substantially similar to the business name, business entity or the doing business as (“dba”) name as registered with the Missouri Secretary of State’s office. The federal regulation on this issue, as interpreted by FHWA guidance, suggests that blended logo panels are not allowed; however, the language of the federal regulation appears to allow this compromise so long as both logos are contained in the business name, business entity or “dba”.

The department supports this final order of rulemaking to update the administrative rules to be consistent with federal guidelines as outlined in the Manual on Uniform Traffic Control Devices, provide clarifications to the rules where needed, and modify the Traffic Generator signing program so the administration of this program can be outsourced. After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders to complete the rulemaking,



authorized the Secretary to the Commission to file the final orders of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to finalize the rulemaking process.

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**CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Call G02 has local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Schroeter recommended (1) Award of contracts to the lowest responsive bidders for bids received at the February 20, 2015, letting, as recommended and noted in Table I below. (2) Rejection of bids received from Monoko, LLC on Calls B05 and F13 due to the bids being non-responsive pursuant to Section 102.7.4 of the Missouri Standard Specifications for Highway Construction due to each bid exceeding the lowest specified maximum award, and also pursuant to Section 102.8 of the Missouri Standard Specifications for Highway Construction.

**Table I  
Award of Contracts  
February 20, 2015, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
B01	136	Clark, Scotland	J2L1700B	\$2,777,952.88	\$0.00	W. L. Miller Company	Resurface
B02	70	Montgomery	J3I2188	\$2,228,294.42	\$0.00	APAC-Missouri, Inc.	Resurface

B03	J/B	Audrain	J3S0437	\$968,490.70	\$0.00	Bleigh Construction Company	Bridge Replacement
	E		J3S0438				
B04	168	Marion	J3S2216	\$625,339.26	\$0.00	Bleigh Construction Company	Bridge Replacement
B05	Various	Various	J2S3056	\$1,482,001.00	\$0.00	International Rigging Group, LLC	19 Bridge Painting
C01	I-70	Saline	J3I3003	\$9,089,954.62	\$0.00	APAC-Missouri, Inc.	Resurface and 2 Bridge Deck Replacements
C02	Y	Cass	J4S2180	\$3,044,077.65	\$0.00	Superior Bowen Asphalt Company, LLC	Resurface and Add Shoulders
D01	E	Boone	J5S2182	\$595,992.65	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
D02	OO	Boone	J5S2226	\$952,020.32	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Replacement
	UU		J5S2227				
D03	185	Washington	J5S3046	\$262,290.55	\$0.00	Lead Belt Materials Company, Inc.	Resurface and Add Shoulders
F01	70	St. Louis	J6I2232	\$7,862,319.94	\$0.00	Millstone Weber, LLC	15 Bridge Rehabilitation
F02	Various	Various	J0I3001I	\$544,500.00	\$0.00	R. V. Wagner, Inc.	JOC - Concrete Pavement Repair
F03	I-44, I-55	Franklin, Jefferson	J0I3001J	\$640,800.00	\$0.00	Pace Construction Company	JOC - Asphalt Pavement Repair
F04	Various	Various	J0I3001K	\$846,400.00	\$0.00	Pace Construction Company	JOC - Asphalt Pavement Repair
F05	I-270	St. Louis	J6I1896B	\$3,626,816.22	\$0.00	Millstone Weber, LLC	Bridge removal
			J6I1896C				2 Bridge Deck Rehabilitation
			J6I2233B				
F06	I-70	St. Louis	J6I2383	\$1,778,000.00	\$200,000.00	Pace Construction Company	Microsurface
F07	231	St. Louis	J6P2291	\$551,206.69	\$2,117.37	Gershenson Construction Co., Inc.	Lighting Improvements
	340		J6S3014		\$0.00		Grading and Pavement
	109		J6S3073		\$0.00		
F08	94	St. Charles	J6P2329	\$7,493,270.77	\$0.00	Magruder Paving, LLC	Resurface, and Add shoulder with One Add alternate
		St. Charles, Warren	J6P2330				Grading and Pavement

F09	47	Franklin	J6P2348	\$3,077,978.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Replacement
F10	Various	Various	J6P3003	\$1,389,375.00	\$0.00	Pace Construction Company	JOC - Asphalt Pavement Repair
F11	Various	Various	J6P3003B	\$678,375.00	\$0.00	R. V. Wagner, Inc.	JOC - Concrete Pavement Repair
F13	21	Jefferson	J6P3102	\$287,640.00	\$0.00	International Rigging Group, LLC	4 Bridge Painting
F14	100	St. Louis City	J6S1823	\$999,000.00	\$0.00	Pace Construction Company	Resurfacing and ADA Improvements
F15	67	St. Louis	J6S1957	\$539,564.10	\$0.00	Missouri Petroleum Products Company	Resurface
F16	P	St. Charles	J6S2088	\$776,741.50	\$47.00	Magruder Construction Co., Inc.	Grading, Pavement and Bridge
F17	340	St. Louis	J6S2426	\$1,192,000.00	\$0.00	Pace Construction Company	Resurface and ADA Improvements
F18	NN	Jefferson	J6S3005	\$520,150.14	\$0.00	Kozeny-Wagner, Inc.	Bridge Replacement
F19	141 OR	St. Louis	J6S3007	\$856,000.00	\$0.00	Pace Construction Company	Resurface and ADA Improvements
F20	185	Franklin	J6S3010F	\$1,154,500.00	\$0.00	N.B. West Contracting Company	Resurface
F21	WW	Franklin	J6S3010G	\$485,000.00	\$0.00	N.B. West Contracting Company	Resurface
F23	D	St. Louis City	J6S3079	\$1,177,087.25	\$20,732.00	Reinhold Electric, Inc.	Signal Replacement and ADA Improvements

G01	60	Newton	J7P2203B	\$824,575.15	\$0.00	Branco Enterprises, Inc.	ADA Improvements
	Bus 60		J7P2205B				
	60	Barry	J7P2204B				
	37	Lawrence	J7S2210D				
G02 *	39, Bus 60	Lawrence	J7P2207B	\$623,728.80	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
	Bus 39		J7S2231E				
	60	Christian	J7P3039B				
G04	Various	Various	J7S3070	\$989,104.29	\$0.00	Hutchens Construction Co.	Seal Coat with Two Add Alternates

G05	65	Dallas	J8P2290	\$86,517.00	\$0.00	D & S Fencing Company	Guard Cable Installation
G06	744	Greene	J8P3035C	\$602,407.37	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
G07	Various	Greene	J8S3025	\$514,869.15	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
G08	Bus 65 / LP 44	Greene	J8S3026	\$239,142.30	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
H02	34	Wayne, Reynolds	J0P2306	\$3,279,000.00	\$0.00	Pace Construction Company	Resurface and Add Shoulders
H03	77	Scott	J9S3014J	\$2,367,524.63	\$0.00	Chester Bross Construction Company/C. B. Equipment, Inc.	Resurface
		Scott, Cape Girardeau	J9P3061				
	62	Scott, Mississippi	J9S3014P				
H04	C	Mississippi	J9S3004	\$521,906.00	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H06	PP	Scott	J9S3014L	\$1,503,000.00	\$0.00	Pace Construction Company	Resurface
	D		J9S3014M				
	N		J9S3014N				
	N		J9S3014O				
H08	25/K	Cape Girardeau	J9S3014K	\$891,000.00	\$0.00	Pace Construction Company	Resurface and ADA Improvements
	Y		J9S3053				Resurface
H09	A	Wayne	J9S3014R	\$548,000.00	\$0.00	Pace Construction Company	Resurface
			<b>TOTAL:</b>	<b>\$71,493,913.35</b>	<b>\$222,896.37</b>		

\* Call G02 – Funding by the City of Billings – \$10,000.00  
Funding by the City of Mount Vernon – \$37,000.00

### Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the February 20, 2015, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Rejected the bids received by Monoko, LLC on Calls B05 and F13, because they were considered non-responsive.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Calls C02 and G01. Commissioner Carmichael abstained from voting on Calls C02, G02, G04, and G07. Commissioner Suelthaus abstained from voting on Calls F03, F04, F06, F10, F14, F17, F19, H02, H06, H08, and H09. Commissioner Smith abstained from voting on Call G02.

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**2015 – 2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT**

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2015-2019 Statewide Transportation Improvement Program (STIP) that was approved in August 2014, for the implementation of nine projects, as noted in the tabulation below.

**2015 – 2019 STIP  
Highway and Bridge Construction Schedule  
March Amendment  
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Buchanan J113097	229	Repair earth slide and paved ditch 0.4 miles south of the Highland Avenue interchange in St. Joseph.	2015 RW 2016 CN	\$115	\$17

NW Buchanan J1P3094	36	High friction surface treatment on the westbound lanes between 10th Street and 22nd Street in St. Joseph.	2016 CN	\$212	\$17
NE Audrain J2P3079	15	Replace expansion joints on Route 15 over Route 54 in Audrain County and Route 6 over Route 24, and Route 24 over South Fabius River in Marion County.	2015 CN	\$35	\$2
NE Pike J2L1500N	54	Job Order Contracting for bridge repair on the Champ Clark Bridge over the Mississippi River at Louisiana.	2015 CN	\$154	\$12
KC Platte J4I3103	435	Right of way for slide correction at Cookingham Drive within Kansas City.	2015 RW	-\$10	-\$11
KC Platte J4I3107	635	Apply high friction surface treatment to both lanes of the ramp at Exit 3B southbound I-29 and the off ramp from southbound I-29 to southbound I-635.	2016 CN	\$99	\$9
KC Platte J4P3095I	92	Intersection improvements at Kentucky Avenue in Platte City.	2015 CN	\$388	\$40
SL St. Louis J6I3107	270	Pavement improvements from Route D to I-255.	2015 CN	\$242	\$22
SL St. Louis J6I3108	270	High friction surface treatment on westbound Route 364 to southbound I-270 ramp and eastbound Route 364 to northbound I-270 ramp.	2015 CN	\$165	\$16
SW Greene J8P3046	65	Pavement improvements on various sections at the Route D (Sunshine Street) interchange.	2016 CN	\$65	\$6
SE Cape Girardeau J9P3102	34	Stay cable repairs at Emerson Bridge over Mississippi River in Cape Girardeau.	2015 CN	\$1,500	\$123
SE Dunklin J9S3010	412	Intersection improvements at Route 412 and Route 25, Route 412 and Route 84 in Kennett, Route 164 and Route 61, Route 164 and I-55 in Steele, and Route 61 and Route HH in Sikeston.	2015 CN	-\$2,395	-\$164
			<b>TOTAL:</b>	<b>\$570</b>	<b>\$89</b>

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2015 – 2019 STIP as noted in the tabulations above. Commissioner Carmichael abstained from voting on Project Number J8P3046, located on Route 65 in Greene County in the Southwest District, contained in this agenda item.

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**RATIFICATION AND APPROVAL OF PLANS FOR CONDEMNATION**

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission ratify and approve the following detailed project plans, approved by the Chief Engineer, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Greene	Business 65	J8P2196

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

**-- REPORTS --**

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS  
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING JANUARY 31, 2015**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended January 31, 2015, with budget and prior year comparisons.

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**CONSULTANT SERVICES CONTRACT REPORT**

Eric Schroeter, State Design Engineer, submitted a written report of consultant contracts executed in the month of January 2015, 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. Two engineering consultant services contracts were executed in January 2015, for a total cost of \$1,357,887. There were two non-engineering consultant contracts executed in January 2015, for a total cost of \$372,064.

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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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