



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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July 2, 2008

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**MINUTES OF REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
SPRINGFIELD, MISSOURI, ON WEDNESDAY, JULY 2, 2008**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 2, 2008, at the City Utilities, 301 E. Central, Springfield, Missouri. Duane S. Michie, Chairman, called the meeting to order at 9:37 a.m. The following Commissioners were present at the meeting location: James B. Anderson, Mike Kehoe, David A. Gach, and Rudolph E. Farber. Commissioner Grace M. Nichols was absent.

The meeting had been called pursuant to Section 226.120 of the 2000 Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the 2000 Revised Statutes of Missouri, as amended.

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Pete Rahn, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Linda K. Conner, Senior Executive Assistant to the Commission were present on Wednesday, July 2, 2008.

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

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 Michie, Aye
Commissioner Anderson, Aye
Commissioner Gach, Aye
Commissioner Kehoe, Aye
Commissioner Farber, Aye

The Commission met in closed session from 8:00 a.m. until 9:28 a.m.

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-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Farber, seconded by Commissioner Kehoe, the Commission unanimously approved the minutes of the fax ballot meeting held on May 28, 2008 and the regularly scheduled meeting held on June 6, 2008. The Chairman and Senior Executive Assistant 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, the 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 on the Commission meeting agenda. Those items considered by the 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 July 2, 2008, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Anderson, seconded by Commissioner Gach, the consent agenda items were unanimously approved by a quorum of Commission members present, except that Commissioner Farber abstained from voting on the following: "Ratification and Approval of Right of Way Plans for Condemnation".

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CITY UTILITIES WELCOME

Mr. John Twitty, General Manager of City Utilities of Springfield, welcomed the Commission. He also thanked MoDOT for all of the work over the past number of years. The

Springfield area is grateful for the support that they have received over the past several years in terms of budget recommendations for mass transit and look forward to continuing those opportunities.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two 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 reports were made during the July 2, 2008, meeting.

Audit Committee – Commissioner Farber reported that an Audit Committee meeting had been held prior to the Commission meeting on July 1, 2008. The Committee received a report from the external auditors, BKD, with respect to the way in which they will conduct the external audit. The Committee also received three internal audits and those were approved. The external and internal audit plans were also approved at this meeting.

Legislative Committee – Commissioner Kehoe reviewed the highlights of the 2008 legislative session. The Governor has signed some bills so we can now put additional state transportation funds into action. The truly agreed to and finally passed legislation provides \$6.9 million for Amtrak funding, \$5 million to help with the infrastructure of the rail system, and \$6.6 million in port money. These funds will advance the transportation system in Missouri and is a great thing for the citizens.

Missouri Transportation Finance Corporation – Commissioner Gach stated there was no report.

MoDOT and Patrol Employees Retirement System – Chairman Michie spoke of the newly selected Executive Director of the MoDOT and Patrol Employees Retirement System (MPERS), Susie Dahl. Ms. Dahl was selected to replace Norm Robinson, who is planning to retire on July 1, 2008. He reported the MPERS Board is happy with the transition of the Directors.

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DIRECTOR'S REPORT

During the July 2, 2008, Commission meeting, Director Pete Rahn provided the following report:

Federal Rail Meeting – Director Rahn spoke to the Commission about the meeting that he and Brian Weiler, Multimodal Operations Director, attended with the Federal Rail Administrator in

Washington, D.C. to promote MoDOT's application for \$5 million in matching federal funds. These funds would be used to improve the sidings on the Union Pacific line between Kansas City and Jefferson City. It was an extremely productive meeting and it is hopeful that MoDOT will receive some matching funds.

Safe and Sound – Director Rahn shared with the Commission and the audience a status report on the Safe and Sound program. The department is extremely close to a contract and anticipate a need to request a special meeting of the Commission, later this month.

Kent Van Landuyt – Director Rahn recognized Kent Van Landuyt, Special Assistant to the Director, who has served MoDOT for almost forty years. Kent will retire effective July 31, 2008. He has played a critical part in allowing the Director to do his duties both as President of AASHTO and as the Director of MoDOT. Kent has been a tremendous asset to MoDOT and a great help to Mr. Rahn, the Director wished him the best in his well-earned retirement.

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UPDATE ON LOCAL PARTNERING TO ACHIEVE REGIONAL GOALS AND COMPLETE MAJOR PROJECTS

Howard Fisk, Transportation Committee Chairman of Springfield Area Chamber of Commerce, welcomed the Commission to southwestern Missouri. Springfield is home to many great things; a higher education program that serves over 40,000 students yearly, a regional health care system that serves over 500,000 a year, and the Bass Pro Shop which served seven million visitors just last year. Springfield has a diverse and vibrant manufacturing base and is at the crossroads of a developing and expanding rail system. Mr. Fisk stated the city is home to one of the country's largest interstate trucking firms, offers state of the art warehousing, and has completed updates to their airport. Those community assets are in large part possible by the infrastructure developments and partnership between the community and MoDOT. In August fall the city will propose renewing the 1/8-cent sales tax for transportation. Previously, projects were promised and those promised projects were completed with the 1/8-cent sales tax funds on time, and under budget making this method a great investment for the community. The success of the partnership with MoDOT and completion of projects has helped pass the requested tax with great numbers each time

it has been placed on the ballot for a vote.

Mr. Fisk then shared a video with the Commission and audience. The video showed numerous completed projects in the Springfield area as well as some of the planned projects to be completed with the passage of the 1/8-cent sales tax this August. One of the numerous projects MoDOT is looking to complete in the Springfield area may include a “diverging diamond” interchange design. This is an innovative and cost effective way to improve capacity and safety by eliminating the conflicts of left turning traffic with opposing traffic at an intersection.

Chairman, Duane Michie thanked Mr. Fisk for his presentation and for providing his bus service for the tour the previous evening.

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ENGINEERING POLICY GUIDE

On behalf of the Director, Joe Jones, Engineering Policy Administrator, presented to the Commission and the attending audience the Engineering Policy Guide. Mr. Jones stated that this guide developed as a by-product of the department’s use of practical design. Practical design started when Kevin Keith, Chief Engineer, and Mr. Jones traveled the entire state and challenged all of the district design personnel to deliver the STIP with ten percent less money. Staff was told for the first time that they didn’t need to pull a manual off the shelf and abide by every single word. In fact Mr. Keith challenged them to put the manuals on the shelf for a year and rely on their engineering knowledge and innovation to deliver these projects at the ten percent reduction. This was shocking, but sometimes shock will motivate people out of their comfort zone and into an area that they might be unfamiliar with. Mr. Keith told them it was time to put the design cookbook away, and don’t pay any more attention to the recipes. The era of the cookbook engineering was coming to a close. Once the manuals were sitting on the shelf it was a good time to confiscate them and tear them down

to their individual elements and repackage them as a single Engineering Policy Guide. The guidelines provide some parameters to function under, and after that, tailor the project to the surroundings.

The Engineering Policy Guide is more than just an electronic representation of the paper manual. It's not just a place where you go to the Internet and click on a topic and open it, as you would have the paper manuals, it has the whole package in one location. A particular topic is covered from the planning, design, location, construction, and maintenance of that item, all in one location. Mr. Jones compared it to becoming more like a dictionary and the previous version was more like a novel.

Mr. Keith added this guides you in a way that supports MoDOT's practical design philosophy.

Mr. Jones demonstrated how to use the Guide via the Internet. The guide is available to MoDOT and the public. There was no cost in creating this guide; the only actual cost was to add the Google feature software to the Guide to provide a search method. During the demonstration Mr. Jones explained in the actual topic site there are multiple links to aid in the understanding of each topic. There is also a method for any users to leave a comment, this is monitored regularly and answered very quickly. The historical versions of the Engineering Policy Guide are available and allow the user to review and compare the past and present articles. This Guide is going in the right direction, in an eight-hour day this guide is hit by a domestic user every seven seconds, and an international user every five minutes.

Director Rahn stressed the power of this tool and how our engineering partners and our consultant engineers are using it. This Guide is going to produce a tremendous value to MoDOT going forward.

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REPORT AND RECOMMENDATION TO RETAIN CO-BOND COUNSEL

On behalf of the Director, Rich Tiemeyer, Chief Counsel, presented to the Commission his recommendation to execute a Third Supplemental Agreement to retain Gilmore and Bell, P.C. and The Martinez Law Firm LLC as the Commission's co-bond counsel under the September 5, 2000 Bond Counsel Services Agreement for two additional one-year contract extensions to expire on December 31, 2010.

Via approval of the consent agenda, the Commission unanimously approved the agreement.

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CONSIDERATION OF BIDS ON FEDERAL-AID AND STATE PROJECTS

On behalf of the Director, Dave Nichols, Director of Program Delivery, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month.

Mr. Nichols recommended (1) Award of contracts to the lowest responsive and responsible bidders for bids received on June 20, 2008, as recommended and noted in Table I below. Non-contractual costs for these projects are shown on the below tabulation. (2) Rejection of Call 302, as noted in Table II below due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction. (3) It is also recommended that the bids received from Meyer Electric Company, Inc. on Calls 601, 602, 603, and 605, he declared as irregular due to Meyer Electric Company, Inc. not having a valid bid bond per Section 102.8 and 102.9 of the Missouri Standard Specifications for Highway Construction. (4) In response to the recent market volatility for steel products the following projects were awarded by fax ballot on June 25, 2008:

Calls 403, 801, and X01. The awards were recorded in the minutes of the fax ballot meeting.

**Table I
Award of Contracts
June 20, 2008, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
101	59	Andrew	J1S2151	\$2,941,993.23	\$656.00	Herzog Contracting Corp.	Resurfacing of Mainline with Superpave and Shoulders with BP-1, and Pavement Repair
	BUS 71		J1S2152		656.00		Coldmilling, Resurfacing with Superpave and Pavement Repair
301	N	Montgomery	J3S0490	215,018.50	592.94	Bleigh Construction Company	Grading and Bridge Replacement – Box Culvert
303	22	Audrain	J3P0726	1,880,336.87	144.00	Chester Bross Const. Co./C. B. Equipment, Inc.	Bridge Rehabilitation, Pavement Repair and Optional Pavement
401	70	Lafayette	J4I1976	3,448,778.20	656.00	APAC-Missouri, Inc.	Ultrathin Bonded Wearing Surface Overlay (Type C)
402	40	Jackson	J4P1653	635,734.75	500.00	Leavenworth Exc. & Equip. Co., Inc./Julius Kaaz Const. Co. Inc.	Construct a Wetland Mitigation Bank
404	169	Clay	J4S2224	169,109.85	0	L.G. Barcus and Sons, Inc.	Safety Cable for Maintenance of Aviation Lighting to Broadway Bridge
501	135	Morgan	J5S0970	96,801.73	55.36	APAC-Missouri, Inc.	Grading and Bituminous Pavement to Increase Intersection Sight Distance
502	54	Callaway	J5P0955 B	231,314.91	656.00	Manatts, Inc.	Diamond Grinding on the Westbound Lanes
601	47, 100	Franklin	J6P2053	1,346,601.60	35,936.00	T.G.B., Inc	Install Traffic Signal Interconnect System & Establish Leased Line for Transport of Signals to TIC
	BU44, 47, 100		J6P2053 B		66,325.00		Install Traffic Signal Interconnect System

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	50		J6P2053 C		16,200.00		Replace Existing Controllers and Install Fiber Interconnect
602	109	St. Louis	J6S2173	287,617.00	3,651.00	Gerstner Electric, Inc.	Replace Existing Signal and Lighting Equipment
603	115	St. Louis	J6S2175	277,351.10	11,051.00	Custom Lighting Service, LLC	New Signals, Lighting & Pedestrian Facilities
604	40	St. Louis	J6P2124	428,858.81	656.00	All Type Excavating Inc./DBA L. Krupp Construction, Inc.	Pavement Repair and Resurfacing with Superpave
605	70	St. Charles	J6I2180	94,051.00	8,056.00	Gerstner Electric Inc.	New Traffic Signals
901	44	Pulaski	J9I2148	787,787.00	0	The Truesdell Corporation of Wisconsin, Inc.	Bridge Rehabilitation – Expansion Joint Replacement (On Five Bridges)
			Total:	\$12,841,354.55	\$145,791.30		

**Table II
Rejection of Bids
June 20, 2008, Bid Opening**

Call No.	Route	County	Job No.	Description
302	70	Warren	J3I0774	Resurfacing the Westbound Lanes with Superpave and the Shoulders with Bituminous Pavement

Commission Consideration and Action

After consideration, and upon motion by Commissioner Farber, seconded by Commissioner Kehoe, the Commission unanimously took the following action:

1. Awarded contracts to the lowest responsive and responsible bidders for bids received on June 20, 2008, 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 on Call 302, as noted in Table II above, because they were considered excessive.
3. Declared the bids received from Meyer Electric Company, Inc. on Calls 601, 602, 603, and 605, as irregular due to Meyer Electric Company, Inc. not having a valid bid bond.
4. Awarded via fax ballot on June 25, 2008; Calls 403, 801, X01. The awards are recorded in the minutes of the fax ballot meeting.

In keeping with the Commission's Delegation of Authority to Execute Documents Policy, the Director, Chief Engineer, Chief Financial Officer, or the Director of Program Delivery may execute the contracts awarded above.

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2009-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Kevin Keith, Chief Engineer and Roberta Broeker, Chief Financial Officer, presented the Statewide Transportation Improvement Program (STIP). Ms. Broeker first discussed the potential funding concerns with regard to the STIP. There are three major issues that MoDOT is dealing with. The first one is the federal revenue situation. The forecast that was used, included federal funds that were promised in the six year SAFETEA-LU bill, which includes the federal funding level through fiscal year 2009. There is an anticipated down turn in available federal funds in fiscal year 2010, but this could indeed hit in fiscal year 2009. This shortfall in the highway trust fund could amount to about \$252 million in lost federal funds. Second issue that MoDOT is facing is the increase in maintenance cost. This is not just an issue for our contractors, as Mr. Nichols discussed, but for MoDOT as well. It is impossible to maintain the level of district maintenance with the same budget level that was used last year due to the increased cost of supplies including diesel fuel, salt, and asphalt. There is some left over funding from our fiscal year 2008 budget, which should amount to approximately \$32 million, these funds are remaining from personal services, expense and equipment, and appropriations. These available funds can be given to the districts to help with the inflated costs of maintenance operations. The third and final issue is the state revenue picture. When the state revenue projections were figured there was a conservative increase in all of the revenue streams, but with the economy slow down this increase may flat line or could potentially decrease. This could possibly be a loss of \$125 million in state revenues. After

discussion with the Commission, regarding the funding concerns, Ms. Broeker turned the remaining presentation of the STIP over to Kevin Keith.

Kevin Keith, Chief Engineer, presented the STIP with regard to the project commitments. The 2009-2013 STIP has a total of \$5.8 billion; which is down from the high of \$7.3 billion a couple of years ago. Mr. Keith explained that the money available to spend on construction at the end of this STIP is half of what it has been, and the Department is going to have to spend almost all of the money available to take care of the existing system, not on new projects.

Mr. Keith pointed out the key differences between the draft STIP that was presented in May to the final STIP that is before the Commission today for approval. There is \$20 million in Multimodal funding that was added due to the approval of this in the 2008 legislative session. After looking at commodity prices and examining where the Department is with them; a nine percent inflation factor was added to bridge projects, three percent on projects that have alternate paving, six percent on asphalt overlay projects, five percent on grading, and four percent on major projects. This adds an additional \$62 million to the cost of the projects in this STIP from the draft. Mr. Keith pointed out to the Commission that they looked at this issue and modified it to be more conservative. With the added cost factored in, some projects had to be moved around to get the STIP fiscally balanced by fiscal year. No project left the STIP, they just had to be repositioned in fiscal years to get back in balance.

Another item that Mr. Keith discussed with the Commission were the public comments. When the draft STIP was presented in May, it was then made available for public viewing and comments. Forty-two comments were received during the draft period, the largest number to date.

Mr. Keith then explained to the Commission the options if the financial picture gets worse. There is \$800 million in resources available in this STIP, some of this money has restrictions so not

all of those funds would be available, that do not have a specific project programmed against it as of today. That is the number one contingency plan, we would use that \$800 million to complete the projects that we have specifically listed, and are committed to build, before we would add a new project.

Mr. Keith then asked the Commission for: (1) approval of the STIP as presented, (2) to give authority to the Chief Engineer to add scoping and design projects and approve hardship right-of-way purchases, and (3) certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334 (a).

After considerable discussion and consideration by the Commission, and upon motion by Commissioner Kehoe, seconded by Commissioner Anderson, the Commission approved the 2009-2013 STIP based upon the assumptions for the projected federal and state revenues as presented today, should projected revenues not come in as predicted there may need to be amendments to the STIP.

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REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

**Route 59, Buchanan County
Across the Missouri River from Atchison, KS
Job No. J1P0800A
Public Hearing Held March 23, 2006**

The proposed improvement replaces the existing Missouri River Bridge into Atchison, Kansas approximately 100' downstream of the existing bridge. The new bridge will have four 12-foot lanes with 10-foot shoulders. The project will have controlled access right of way. Traffic will be maintained on the existing bridge until construction of the new bridge is completed. This project is 0.4 mile in length.

Mr. Don Wichern, District 1 Engineer, recommended approval of the location and design as

presented at the public hearing.

**Route 13, Johnson County
North of US 50 to South of Route OO/Route V
(Warrensburg Bypass)
Job No. J4P1138
Public Hearing Held March 25, 2008**

The proposed improvement will relocate Route 13 from Route OO/V to Route 50. The project will consist of two 12-foot lanes with four-foot shoulders to complete a two-lane facility with right of way acquisition to accommodate future four-lane facility needs. The project will have controlled access right of way. Traffic will remain on the existing Route 13 during construction. This project is 5.0 miles in length.

Ms. Elizabeth Wright, District 4 Engineer, recommended approval of the design as presented at the public hearing.

**Route OO, Ste. Genevieve County
From I-55 to Route 61
Job No. J0S2152
Public Hearing Held May 14, 2008**

The proposed improvement consists of grading and resurfacing. The roadway will consist of two 12-foot lanes and two-foot earth shoulders. This project will have normal access right of way. Traffic will be maintained on the existing roadway or on bypasses or detours through the course of the project. This project is 0.7 miles in length.

Mr. Mark Shelton, District 10 Engineer, recommended approval of the proposed improvements as presented at the public hearing.

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

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RATIFICATION AND APPROVAL OF RIGHT OF WAY PLANS FOR CONDEMNATION

On behalf of the Director, Dave Nichols, Director of Program Delivery, recommended the Commission ratify the approval of the Chief Engineer of the following right of way plans, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>	<u>Date Commission Approved Design</u>
Franklin	50	J6P2075	September 12, 2008
Jasper	66	J7S0594	August 9, 2006
Greene	60	J8P0683C	June 13, 2007

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

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED PERMANENT AMENDED RULEMAKING AND EMERGENCY RULEMAKING FOR OVERDIMENSION AND OVERWEIGHT PERMITS

On behalf of the Director, Jan Skouby, Director of Motor Carrier Services, recommended filing proposed permanent and emergency notices of rulemaking with the Joint Committee on Administrative Rules and the Secretary of State regarding the overdimension/overweight permit requirements. The rules incorporate the following major revisions.

1. Applicant may be required to have a minimum of \$425 in escrow before an application is processed. Rule modified.
2. A permit will only be revised within two business days of permit start date.
3. Update hours to reflect Jefferson City location open 7:00 a.m. to 5:00 p.m.
4. Tridem boosters are acceptable.
5. Clarify LCV blanket permits are allowed overweight as allowed from state they are entering from.
6. Level 1 inspection required before move commences for loads being escorted by Missouri State Highway Patrol.
7. Permit fee is required for expired permits still in approved status.
8. Trailer and load length justification is no longer required.

9. Charge bridge study if company is notified that superload is approved and they change dimensions or weight where new route needs to be studied.
10. Height greater than 17' requires Highway Patrol escorts.
11. Add verbiage to explain what a highway crossing permit is.
12. 30-day blanket must be legal height, raise fee to \$300.
13. Any alteration to the permit voids the permit.
14. May require Highway Patrol escorts at other times when necessary due to complexity of route or load.
15. Require permittee or representative to physically run the permitted route if greater than 120' long. Penalties may be assessed and future permit applications denied for failure to run route prior to move and load cannot negotiate turns.
16. Highway Patrol escorts are not required on MO370.
17. Eliminate pre-issued permits.
18. Change non-reducible definition to mirror federal definition that military vehicles clearly marked and hauling military equipment and material and emergency response vehicles hauling salt, etc. to spread on state highways that are or may become slick are treated as non-reducible.
19. If Highway patrol is escorting, we will only require 1 front and 1 rear civilian escort on dual lane highways for loads exceeding 16' wide. If no patrol escort, 1 front and 2 rear civilian is still required.
20. Increase permissible weight to 46,000 lbs. on a tandem and 72,000 lbs. on a Quadrum. Increase permissible gross weights on several configurations.
21. Add commercial zone bridge study for loads that are legal weight in the commercial zone but have requested to cross a bridge that is posted for less. Fee of \$265.
22. Allow superloads to move on Saturday and Sunday if less than 14' wide.
23. Overweight annual blanket permits are available for government agencies.
24. Our insurance requirements will cover bodily injury and property damage only. Cargo insurance must be purchased separately and we will not require proof of cargo insurance.
25. Change requirement for written approval from utility companies from 17'5" high to 17' high.
26. Additional power unit is required for superloads 350,000 lbs. and above.

Via approval of the consent agenda, the Commission unanimously approved the recommendation and authorized the Director, Chief Engineer, or Chief Financial Officer to execute any documents needed to file the Notice of Proposed Permanent Amended and Emergency rulemaking as referenced above.

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**CHANGE IN ACCESS, BREAK IN ACCESS,
ROUTE 30, JEFFERSON COUNTY**

On behalf of the Director, Ed Hassinger, District 6 Engineer, recommended approval of a request from THF-S High Ridge Development, L.L.C., to construct a fifty-eight foot right-in/right-out only entrance centered at the easterly right of way line of Route 30, opposite Station 792+10.58. The proposed entrance is a non-arterial connection constructed to accommodate a commercial development and will not provide traffic relief to the state system; therefore, the request does not comply with the Commission's action of February 13, 1997, and Commission approval of the proposal is needed to proceed.

Via approval of the consent agenda, the Commission unanimously approved the request of THF-S High Ridge Development, L.L.C., as described above with \$4,500 compensation due to the Commission for the change.

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**U.S. HIGHWAY 36 – INTERSTATE 72 CORRIDOR TRANSPORTATION
CORPORATION, DISSOLUTION OF CORPORATION**

On behalf of the Director, Dave Silvester, Assistant District 3 Engineer, recommended approving the request of the U.S. Highway 36-Interstate 72 Corridor Transportation Corporation's request to dissolve the Corporation. The Corporation will take the required actions necessary to dissolve, and upon receipt of the Certificate of Dissolution from the Secretary of State shall provide a copy to the Commission.

Via approval of the consent agenda, the Commission unanimously approved the request of the U.S. Highway 36-Interstate 72 Corridor Transportation Corporation as noted above.

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THE CITY OF SPRINGFIELD, MISSOURI, STATE HIGHWAY IMPROVEMENT CORPORATION, DISSOLUTION OF CORPORATION

On behalf of the Director, Kirk Juranas, District 8 Engineer, recommended approving the request of the City of Springfield, Missouri, State Highway Improvement Corporation's dissolution of Corporation. The Corporation will take the required actions necessary to dissolve, and upon receipt of the Certificate of Dissolution from the Secretary of State shall provide a copy to the Commission.

Via approval of the consent agenda, the Commission unanimously approved the request of the City of Springfield, Missouri, State Highway Improvement Corporation as noted above.

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--- REPORTS ---

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, May 31, 2008**

Deborah S. Rickard, Controller, provided to the Commission the Fiscal Year 2008 monthly financial report for the period ending May 31, 2008, with budget and prior year comparisons.

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

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