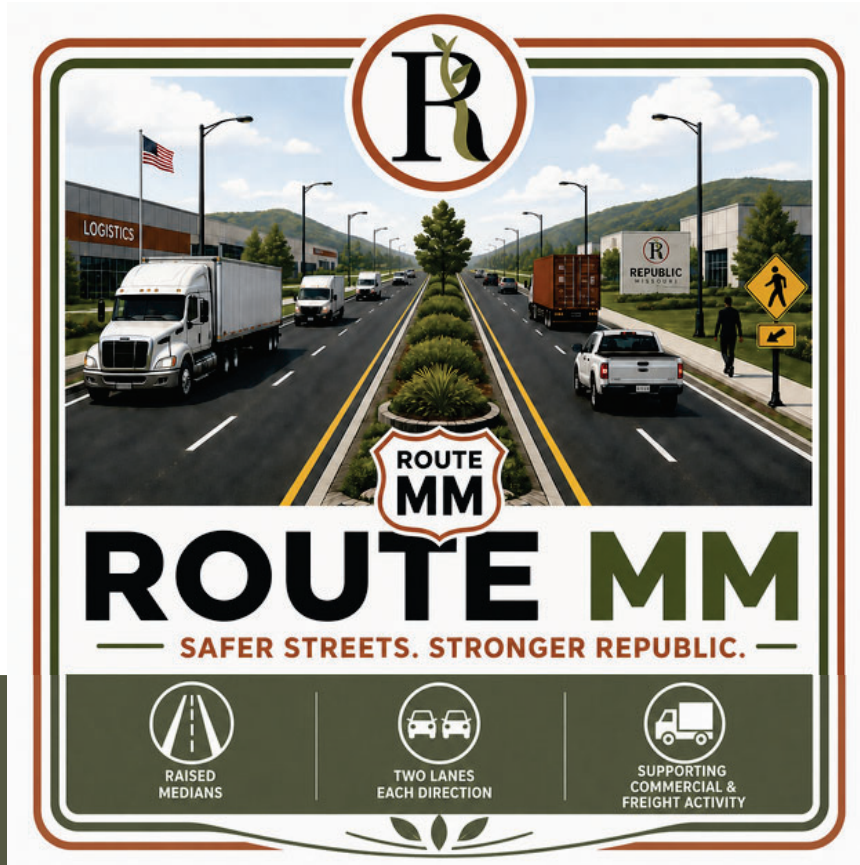


Ozarks Transportation Organization



US Department of Transportation
Safe Streets and Roads for All FY 2026
Route MM: *Safer Streets, Stronger Republic*
Supporting Documents
May 26, 2026



A RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE CITY OF REPUBLIC TO APPLY FOR SAFE STREETS FOR ALL GRANT FUNDS TO IMPROVE ROADWAY SAFETY ALONG ROUTE MM BETWEEN INTERSTATE 44 AND JAMES RIVER FREEWAY IN PARTNERSHIP WITH OZARKS TRANSPORTATION ORGANIZATION AND MISSOURI DEPARTMENT OF TRANSPORTATION

WHEREAS, the City of Republic, Missouri (“City”) is a municipal corporation and charter city located in Greene County, Missouri, being duly created, organized and existing under the laws of the State of Missouri; and

WHEREAS, the City, in partnership with the Ozarks Transportation Organization (“OTO”) and Missouri Department of Transportation (“MoDOT”), desires to apply for the Safe Streets for All (“SS4A”) Grant Program through the United States Department of Transportation (“DOT”); and

WHEREAS, the Route MM Project B, which spans from Interstate 44 to James River Freeway, is a Tier 2 project in the OTO’s qualified safety action plan *Destination Safe Streets*; and

WHEREAS, the City is requesting up to Seven Million Dollars (\$7,000,000) in grant funds with a local match of up to Two Million Dollars (\$2,000,000), split between the City of Republic and Greene County, in combination with the MoDOT cost share and OTO Surface Transportation Block Grant to complete the currently estimated \$19,143,112 project; and

WHEREAS, if the grant is awarded, staff will return to City Council for final approval before accepting the grant award; and

WHEREAS, the City Council finds that participating in grant opportunities such as the SS4A Grant will result in beneficial savings to the City while improving roadway safety for the City’s citizens and guests.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF REPUBLIC, MISSOURI, AS FOLLOWS:

Section 1. The City of Republic is authorized to submit a Safe Streets for All (SS4A) Grant Application with a requested funding amount of Seven Million Dollars (\$7,000,000) to the United States Department of Transportation for safety improvements along the MM Corridor between Interstate 44 and James River Freeway, specifically for the Tier 2 Route MM Project B improvements identified in the OTO qualified safety action plan *Destination Safe Streets*, with a local match of up to Two Dollars (\$2,000,000).

Section 2. The City Administrator, or his/her designee, on behalf of the City, is authorized to prepare, finalize, and submit the SS4A grant application and undertake non-binding administrative actions necessary for submission. Acceptance of any grant award, execution of any grant agreement, memorandum of understanding, or funding obligation shall require subsequent approval of the City Council.

Section 3. The *Whereas* clauses set forth in the preamble of this Resolution are hereby incorporated herein for background purposes only and shall not create enforceable provisions except as expressly set forth in the operative sections of this Resolution.

Section 4. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED AND APPROVED at a regular meeting of the City Council of the City of Republic, Missouri, this 19th day of May, 2026.


Eric Franklin, Mayor

Attest:


Laura Burbridge, City Clerk

Approved as to Form:


Justin Rogers, City Attorney

Final Passage and Vote: The vote was 7 Aye-Fields, Gerke, Harter, Neal, Shaw, Updike, and Wilson. 0 Nay. Motion Carried.





OZARKS TRANSPORTATION ORGANIZATION

A METROPOLITAN PLANNING ORGANIZATION

CERTIFICATION FOR INCLUSION IN THE

FY 2027-2030

TRANSPORTATION IMPROVEMENT PROGRAM

The Ozarks Transportation Organization, which is the Metropolitan Planning Organization for the Springfield, Missouri Urbanized Area hereby certifies that upon award of federal discretionary grant funding, the **Highway MM Corridor** project will be included in the FY 2027-2030 Transportation Improvement Program. The local match funding has been identified and approved. The OTO recognizes the importance of this project and welcomes the federal investment in the region.



Travis Cossey, Chairman
Ozarks Transportation Organization
Board of Directors

January 15, 2026

Date

**OZARKS TRANSPORTATION ORGANIZATION RESOLUTION
OF SUPPORT FOR THE MM CORRIDOR OF OPPORTUNITY PROJECT**

Whereas, the Ozarks Transportation Organization has identified the MM Corridor as a regional transportation need; and

WHEREAS, development is rapidly occurring along the MM corridor leading to increased safety hazards and capacity concerns

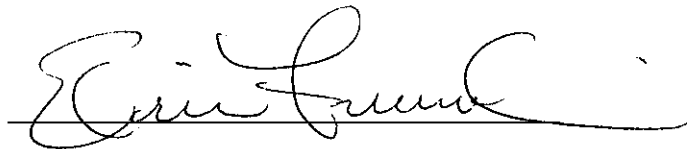
WHEREAS, the Missouri Department of Transportation, the City of Springfield, nor Greene County have been to able to identify adequate funding sources to complete the improvement; and

WHEREAS, the United States Department of Transportation is making available funds for the purpose of improvements to America's infrastructure;

NOW THEREFORE BE IT RESOLVED that the Ozarks Transportation Board of Directors agrees to add the MM Corridor of Opportunity project to the Transportation Improvement Program upon receipt of a federal award.

BE IT FURTHER RESOLVED that the Ozarks Transportation Organization hereby supports the MM Corridor of Opportunity project and authorizes staff to provide letters of support and certification for inclusion in the Ozarks Transportation Organization Transportation Improvement Program.

I, Eric Franklin, Secretary of the Ozarks Transportation Organization, do hereby certify that the foregoing resolution was duly passed and adopted at the regular meeting thereof assembled this 15th day of January 2026.

A handwritten signature in black ink, appearing to read "Eric Franklin", written over a horizontal line.

Eric Franklin

Secretary of the Ozarks Transportation Organization Board of Directors

2026 - 2030 Highway and Bridge Construction Schedule

						STATE FISCAL YEAR PROJECT BUDGETING													
						Prior	7/2025	7/2026	7/2027	7/2028	7/2029								
						Prog	6/2026	6/2027	6/2028	6/2029	6/2030								
County:	GREENE	Intersection improvement at Weaver Road in Battlefield.				Engineering:	120	150	194	706	0	0							
Route:	RT FF	Adv. CN:	3,885	State :	971	Local :	0	Estimated Total: 4,976				R/W:	0	0	106	0	0	0	
Project No.:	SU0189	Anticipated Federal Funds : AC-STBG				Award Date :	2027						Construction:	0	0	0	3,700	0	0
Length:	0.13	Let With : SU0018				Future Cost :	0						FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. :					0	0	0	0	0	0	Payback:	0	0	0	0	0	0
County:	GREENE	Bridge rehabilitation over Rte. 65, Rte. H (Glenstone Avenue) over I-44 and Rte. 125 over BNSF Railway. Project involves bridges A2040, A7501 and A8269.				Engineering:	70	2	116	0	0	0							
Route:	CST GASCONADE ST	Federal:	675	State :	169	Local :	0	Estimated Total: 914				R/W:	0	0	0	0	0	0	
Project No.:	SU0169	Anticipated Federal Funds : NHPP				Award Date :	2026						Construction:	0	0	726	0	0	0
Length:	0.21	Let With :				Future Cost :	0						FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : SP2512-25					0	0	0	0	0	0	Payback:	0	0	0	0	0	0
County:	GREENE	Pavement resurfacing and add rumble stripes from Rte. D to 0.3 mile north of Rte. 60 east of Springfield.				Engineering:	46	9	116	0	0	0							
Route:	RT J	Adv. CN:	1,058	State :	265	Local :	0	Estimated Total: 1,369				R/W:	0	0	0	0	0	0	
Project No.:	8S3211	Anticipated Federal Funds : AC-STBG				Award Date :	2027						Construction:	0	0	1,198	0	0	0
Length:	5.50	Let With : 8S3215 SU0077				Future Cost :	0						FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2205-22					0	0	0	0	0	0	Payback:	0	0	0	0	0	0
County:	GREENE	Replace box culverts south of County Road 150 and south of County Road 168. Project involves culverts Y0581 and W0010.				Engineering:	100	300	361	0	0	0							
Route:	RT J	Adv. CN:	2,057	State :	514	Local :	0	Estimated Total: 2,671				R/W:	0	20	0	0	0	0	
Project No.:	SU0077	Anticipated Federal Funds : AC-STBG				Award Date :	2027						Construction:	0	0	1,890	0	0	0
Length:	0.32	Let With : 8S3211 8S3215				Future Cost :	0						FFOS:	0	0	0	0	0	0
MPO:	Y	Tip No. : GR2502-25					0	0	0	0	0	0	Payback:	0	0	0	0	0	0
County:	GREENE	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic. Design, right of way and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban and \$2,872,000 Republic funds.				Engineering:	840	100	329	0	0	0							
Route:	RT MM	Adv. CN:	8,164	State :	0	Local :	2,872	Estimated Total: 11,876				R/W:	0	568	0	0	0	0	
Project No.:	8S0836B	Anticipated Federal Funds : AC-STBG				Award Date :	2027						Construction:	0	0	10,039	0	0	0
Length:	1.51	Let With :				Future Cost :	0						FFOS:	0	0	5,168	0	0	0
MPO:	Y	Tip No. : RP1703-22A					0	0	0	0	0	0	Payback:	0	0	0	0	0	0

RP1703-22A3 - ROUTE MM IMPROVEMENTS - I-44 TO ROUTE 360



Plan Revision
26 Adopted

Section
Cost Shares

Project Type
System Improvement

Lead Agency
MoDOT

County
Greene County

Municipality
Republic

Status
Programmed

Total Cost
\$18,040,246

MoDoT ID
J8S0836B

Federal ID
S602093

Project From
I-44

Project To
Route 360

Project
Considerations

Advance Construction

Project Description

Add lanes on Brookline Avenue from I-44 to Route 360 (James River Freeway) in Republic. Design, right of way, and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban, and \$2,872,000 Republic funds.

Funding Source Notes

Non-Federal Funding Source: State Transportation Revenues, City of Republic; FYI: Federal Funding Category upon Anticipated Advanced Construction (AC) Conversion - Discretionary/STBG; \$6 million from MoDOT Cost Share Program for Economic Development

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Engineering	Local	\$365,975	\$184,562	\$0	\$0	\$0	\$0	\$550,537
Engineering	MoDOT	\$167,984	\$20,000	\$65,800	\$0	\$0	\$0	\$253,784
Engineering	MoDOT-AC	\$80,000	\$80,000	\$263,200	\$0	\$0	\$0	\$423,200
Engineering	STBG (FHWA)	\$591,935	\$0	\$0	\$0	\$0	\$0	\$591,935
Total Engineering		\$1,205,894	\$284,562	\$329,000	\$0	\$0	\$0	\$1,819,456
ROW	Local	\$0	\$445,790	\$0	\$0	\$0	\$0	\$445,790
ROW	MoDOT	\$0	\$113,600	\$0	\$0	\$0	\$0	\$113,600
ROW	MoDOT-AC	\$0	\$454,400	\$0	\$0	\$0	\$0	\$454,400
Total ROW		\$0	\$1,013,790	\$0	\$0	\$0	\$0	\$1,013,790
Construction	Local	\$0	\$0	\$2,872,000	\$0	\$0	\$0	\$2,872,000
Construction	MoDOT	\$0	\$0	\$2,007,800	\$0	\$0	\$0	\$2,007,800
Construction	MoDOT-AC	\$0	\$0	\$8,031,200	\$0	\$0	\$0	\$8,031,200
Construction	STBG-U (FHWA)	\$0	\$0	\$2,296,000	\$0	\$0	\$0	\$2,296,000
Total Construction		\$0	\$0	\$15,207,000	\$0	\$0	\$0	\$15,207,000
-	Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STBG-U (FHWA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$1,205,894	\$0	\$0	\$0	\$0	\$0	\$1,205,894
Total Programmed		\$1,205,894	\$1,298,352	\$15,536,000	\$0	\$0	\$0	\$18,040,246



105 West Capitol Avenue
P.O. Box 270
Jefferson City, Missouri 65102

Missouri Department of Transportation
Ed Hassinger, P.E., Director

573.751.2551
Fax: 573.751.6555
1.888.ASK MODOT (275.6636)

TO: Kevin Ward
Division Administrator
Federal Highway Administration

CC: Bud Sherman, P.E., MoDOT Project Manager; SW—Design

FROM: Jo Dent, MoDOT Senior Environmental Specialist

DATE: January 21, 2026

SUBJECT: Design, Environmental Studies
Greene County
Route MM
Job No. J8S0836B
Categorical Exclusion (CE) Environmental Classification

Enclosed is documentation to support a Categorical Exclusion (CE) classification for the subject project.

MoDOT plans to improve the Route MM corridor and provide increased capacity through widening the existing Route MM from the south side of I-44 to the north side of Route 360. The new configuration is planned as a 4-lane divided roadway with a raised concrete median. Median openings with left turn lanes will be associated with intersections along the project route. Intersections and entrances along the project route will be reconstructed to tie into the expanded Route MM. Associated improvements include stormwater infrastructure, utilities, and lighting.

The project would require 9.869 acres of new right of way to accommodate new lanes and widening of Route MM; 1.608 acres of permanent easements for the new utilities and stormwater infrastructure located outside of the current MoDOT right of way; and 2.106 acres of temporary construction easements.

The project is programmed for construction in the 2026-2030 Statewide Transportation Improvement Program.

MoDOT requests FHWA concurrence with the CE determination for this project.

Enclosure



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.

**CATEGORICAL EXCLUSION DETERMINATION
[Per 23 CFR771.117(d)]**

Job Number: J8S0836B

Route: Route MM

County: Greene County

Project Termini and Length: From the south side of Interstate 44 (I-44) to the north side of Route 360 (James River Freeway) in Republic, approximately 1.6 miles. The project area is shown in the attached *Project Location Map*.

Existing Conditions: Route MM is a two-lane, minor arterial roadway that runs 3.95 miles north/south from I-44 in the north through Route 360 to US 60 in the south, providing access to major east-west routes between Republic, Springfield, and surrounding areas. The 2024 average daily traffic (ADT) along Route MM between I-44 and Route 360 was approximately 11,240 vehicles per day. The typical section consists of either a 2-lane (undivided) or 3-lane (two-way, left turn lane divided) section.

Traffic on this segment of Route MM is largely development and commuter traffic, with heavier northbound traffic in the morning and largely southbound traffic later in the day. Nearly 350 acres of future development is anticipated to occur in the area surrounding this segment, which will utilize Route MM as the primary access corridor. Projected 2045 traffic volume for Route MM between I-44 and Route 360 exceeds 30,000. MoDOT recommends the use of raised medians where current and projected traffic volume is greater than 28,000 average annual daily traffic (AADT), particularly in the presence of a high density of commercial driveways (EPG 940.8). To balance the needs of transportation users with the needs of development, both increased capacity and appropriate access management are important considerations for the corridor.

Proposed Improvements: MoDOT plans to improve the Route MM corridor and provide increased capacity through widening the existing Route MM from the south side of I-44 to the north side of Route 360. The new configuration will consist of a 4-lane divided roadway with a raised concrete median. Median openings with left turn lanes will be associated with intersections along the project route. Intersections and entrances along the project route will be reconstructed to tie into the expanded Route MM. Associated improvements include stormwater infrastructure, utilities, and lighting.

The proposed typical section with a raised median balances the need to increase the capacity of Route MM to meet projected traffic volumes with recommended access management practices and safety concerns on high-volume, developed routes. A five-line section with two-way left-turn lane (TWLTL) configuration is not recommended on urban routes with an annual ADT of over 28,000 and/or a high commercial driveway density, as crash rates have been shown to increase significantly under these conditions. Meanwhile, a divided roadway with a raised median has been found to be at least 25 percent safer than multilane undivided sections and 15 percent safer than a TWLTL configuration.

This project (J8S0836B) is the northern extent of proposed improvements to the Route MM/ZZ corridor. Continuing south, the other proposed improvements include widening Route MM between Route 360 and Haile Street (J8S0836E), widening and realigning Route MM between Haile Street and US Route 60 (J8S0836D), and extending Route ZZ between Route 60 and the existing Route ZZ/Route M intersection (J8S0836C).

Current ADT (2024): 11,240

Future ADT (2045): 31,330

Right-of-Way Required (Acres):

New Right-of-Way-----9.872
Permanent Easements-----1.608
Temporary Easements-----2.212

Displacements (Type and Number):

Residential—2

Commercial— 0

Socioeconomic/Community Impacts: *On January 20, 2025, President Trump signed Executive Order (E.O.) 14154 – Unleashing American Energy. The E.O. revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). As a result of E.O. 14154 and 14173, all federal environmental justice requirements are revoked and no longer applicable to the environmental review process.*

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance.

➤ *Title VI – Minority Populations & Limited English Proficiency*

MoDOT’s environmental specialist assessed the project area for minority and Limited English Proficiency (LEP) populations using the U.S. Census Bureau’s most recent American Community Survey (ACS) 5-Year Estimates (2023). Data was reviewed for the State of Missouri, Greene County, the City of Republic, and census tract (CT) block groups (BG) surrounding the project area.

➤ *Minority Populations*

Minority persons report as non-white and/or Hispanic/Latino. The percentage of minority populations within the census tract block groups surrounding the project area range from less than 4 percent to nearly 23 percent. CT 48.05 BG 1, which has the lowest percentage of minority populations of all jurisdictions evaluated, is on the west side of the project route and is primarily rural, with scattered residences and a concentration of industrial development along the project route. The east side of the project route falls within CT 48.05 BG 2, which has an increased density of residences in its eastern half as it approaches the western edge of the City of Springfield. The area immediately adjacent to the project is composed primarily of agricultural fields and pasture, with some residences and commercial development along Route MM. CT 49 BG 1 is on the north side of I-44, north of the project’s northern terminus, with an increased density of residences toward the north end of the block group. Based on the distribution of higher density residential areas, the bulk of the minority populations noted in CT 48.05 BG 2 and CT 49 BG 1 are likely concentrated in areas to the north and east of the project. Though higher than CT 48.05 BG 1 and the City of Republic, the percentage of minority populations in CT 48.05 BG 2 and CT 49 BG 1 are in line with the percentages for Greene County and the State of Missouri, respectively.

➤ *Limited English Proficiency (LEP)*

Limited English Proficiency (LEP) refers to any person aged 5 years and older who speak English less than very well, as classified by the U.S. Census Bureau. No LEP populations were identified in CT 48.05 BG 2 or CT 49 BG 1. The percentage of LEP populations in CT 48.05 BG is approximately 2 percent, which does not differ substantially from the percentages for the State of Missouri, Greene County, or the City of Republic. The identified LEP persons were recorded as Spanish speaking aged 5 to 17 years. The LEP population does not exceed 5 percent of the county population, nor is it greater than or equal to 1,000 persons; therefore, translation services were not required in public involvement materials ([MoDOT EPG 129.5.1](#)).

See the *Title VI Populations* table on the following page, which summarizes the information above.

TITLE VI POPULATIONS						
	Missouri	Greene County	Republic	Census Tract 48.05		Census Tract 49
				BG 1	BG 2	BG 1
Total Population:	6,168,181	301,121	19,233	929	2,820	1,326
* %Minority	23.2	15.3	12.1	3.8	15.0	22.8
* %LEP	2.2	1.5	1.6	2.0	0.0	0.0
*Non-white and/or Hispanic or Latino						
**Limited English Proficiency						

Acquisitions

The project would require 9.869 acres of new right of way to accommodate new lanes and widening of Route MM; 1.608 acres of permanent easements for the new utilities and stormwater infrastructure located outside of the current MoDOT right of way; and 2.106 acres of temporary construction easements.

See the *Summary of Property Acquisitions* table below for more detail.

SUMMARY OF PROPERTY ACQUISITIONS (acres)					
Parcel No.	Property Owner	New ROW	Permanent Easements	Temporary Easements	TOTAL
1	Kenneth W. Austin Trust	0.999			0.999
2	Heather B. McGuire	0.333	0.137	0.219	0.689
3	MM Farm, LLC	0.294	0.110		0.405
4	Plaza Southwest LLC	0.505	0.189		0.694
5	Susan Beine	0.173		0.027	0.199
6	Monett Apartments LLC	0.474	0.178	0.056	0.708
7	KDEB Properties LLC et al	0.378		0.049	0.427
8	Elizabeth E. Meese	0.079		0.026	0.106
9	Asset Holdings Group LLC	0.739	0.266	0.123	1.128
10	Avila et al; Velazquez et al	0.070		0.080	0.150
11	Oak Forest Properties – 1306 S MM Hwy LLC	0.123		0.101	0.224
12	Oak Forest Properties	0.062		0.021	0.083
13	Oak Forest Prop 1384 S Hwy MM LLC	0.246		0.172	0.418
14	Lee Garret Trust et al	0.702			0.702
15	Murfin Inc	1.035		1.035	2.070
16	Red Monkey Foods Prop Holdings	0.289	0.189	0.028	0.506
17	Randy Thomas	0.522		0.007	0.529
18	Store Master Funding Xi LLC	0.302	0.183	0.009	0.494
19	Virginia McCall Trust et al	1.065		0.007	1.072
20	TCS Land Investment LLC	1.092	0.356	0.012	1.459
21	Greggory Erwin	0.147			0.147
22	Old C-W Ventures Inc et al; Hammit-Eoff Properties LLC et al	0.049		0.027	0.076
23	Herrman Realty Co	0.049			0.049
24	1 st Baptist Church Brookline	0.145		0.122	0.267
25	Bryan Ward			0.034	0.034
26	Larry L. Marble			0.034	0.034
27	Amprod LLC			0.023	0.023
TOTALS:		9.872	1.608	2.212	13.692

MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (known as the Uniform Act). The Uniform Act and state laws require just compensation be paid to owners of private property taken for public use. The Uniform Act is carried out in compliance with Title IV (Civil Rights Act of 1964) and the Americans with Disabilities Act.

- **Commitment:** MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (referred to as the Uniform Act).

The project would require the displacement of two occupied, single-family residences located within the northern half of the project corridor. Both residences are within the same tax parcel totaling 10.9 acres. The northernmost residence is located at 1362 South State Hwy MM, Springfield, MO 65802 and the second residence is located at 1388 S State Hwy MM, Springfield, MO 65802. These residences are rental properties and currently occupied by tenants. The western sides of both houses are approximately 45 feet from the edge of South State Highway MM pavement. Due to the layouts of the existing buildings in proximity to the proposed roadway widening, it would be impossible to avoid construction within the footprint of each house. A total of 10,725 square feet (SF) of new right of way would be required from the property, and MoDOT would acquire a temporary construction easement of approximately 7,495 SF to demolish each building, leaving the remainder of the parcel intact and under the ownership of Oak Forest Properties 1384 S Hwy MM, LLC. MoDOT right of way staff have not approached the property owner to discuss compensation for each displacement. All compensation discussions will be completed after the project has received NEPA approval and the right of way plans are approved.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, ensures that MoDOT provides fair and equitable treatment for people displaced by federally funded projects. Specifically, MoDOT will be required to provide the following:

- relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses, and
 - payments for the added cost of renting or purchasing comparable replacement housing.
- **Commitment:** MoDOT will provide fair and equitable treatment for people displaced by the project in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, including:
 - Relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses,
 - payments for the added cost of renting or purchasing comparable replacement housing.

Public Involvement

Project information is maintained by MoDOT's Southwest District at the following project website:

<https://www.modot.org/projects/route-mm-roadway-widening-greene-county>

The project website includes information about the widening of Route MM between I-44 and Haile Street in Brookline, which are included in J8S0836B and J8S0836E, the project scope and specific improvements, a tentative timeline for construction, and project displays and maps.

On February 28, 2022, the district held an open house-style public meeting from 6:00 p.m. to 8:00 p.m., at the Republic Community Center, 711 E. Miller Road, in Republic. This meeting included discussion of planned improvements for the entire corridor, including J8S0836B (the subject of this document), J8S0836C, J8S0836D, and J8S0836E. MoDOT did not conduct a formal presentation but engaged with the public and encouraged questions related to the project. MoDOT displayed a project location map, the alternatives considered, and the proposed improvements. The district offered a two-week public comment period from February 28 – March 11, 2022, for individuals wishing to provide comments by email, via an online form from the public meeting website, or by mail to the MoDOT Southwest District Office. MoDOT received a total of six comments about the project, all by email.

The concerns expressed in the public comments were primarily focused on other proposed projects along the Route MM/ZZ corridor, namely the relocation of Route MM south of Brookline (J8S0836D) and the work proposed for Route ZZ south of Route 60 (J8S0836C). No comments were specifically related to this project (J8S0836B), aside from a suggestion to lower the speed limit along the entirety of Route MM. Attached is the public involvement documentation for this meeting, including the social media posts advertising the meeting (Facebook, Twitter, and Instagram), and submitted comments and responses.

MoDOT's Southwest District held an additional public meeting in December 2024. The district notified the public of the meeting using the project website, social media posts, and press releases. The press release for the public meeting was published on the MoDOT website December 3, 2024. Social media posts were shared via the Southwest District's social media pages across Facebook, X (Twitter), and Instagram on various dates between December 3 – December 17, 2024. The project website includes a description of the proposed project, project progress updates/milestones, traffic impact information, and information on the public involvement opportunities. Public involvement documents include an online comment/question form, project Frequently Asked Questions (FAQs), project news/updates, and a project information fact sheet.

The open house-style public meeting was held on Tuesday, December 17, at the City of Republic BUILDS Building at 4221 South Wilson's Creek Blvd, in Republic. Attendees had the opportunity to view the proposed design, ask questions of the project team, and submit comments between 4:30 p.m. and 6 p.m. This meeting included discussion of planned improvements for this project as well as the proposed widening of Route MM continuing from Route 360 south to Haile Street in Republic (J8S0836E). A total of 65 individuals attended the public meeting. A two-week public comment period was offered from December 17 – December 31, 2025, for individuals wishing to provide comments by email, via the online form from the public meeting website, or by mail to the MoDOT Southwest District Office. Documentation for this meeting is included as an attachment, including the news release, social media posts, exhibit, fact sheet, attendance list, and comments and responses.

MoDOT received a total of 34 comments following the public meeting, including one comment unrelated to this project and double submissions by two individuals. MoDOT responded in writing to all submissions except the comment that was unrelated to the project. A total of 29 responses were provided to 33 comments – one response was sent to each unique e-mail address that was provided. Documentation of comments received and MoDOT responses is included as an attachment. Most of the comments related to the project (a total of 30) were concerns related to the construction of a raised median along the project route.

General concerns included accessibility for businesses along Route MM, that residents would be provided only one direction to turn out of driveways, potentially increased response times of emergency vehicles, and that all of these scenarios could potentially require a U-turn at the nearest opening in the median. MoDOT responded to these comments that the construction of a raised median is justified for this corridor based on traffic volume forecasts from previous studies of the corridor. Use of raised medians is recommended where traffic volumes are projected to exceed 28,000 average annual daily traffic (AADT). All segments of Route MM between I-44 and Route 360 are projected to exceed 30,000 AADT by 2045. With commercial density expected to increase along the corridor resulting from proposed development, the district determined that a raised median would provide the most effective and safe access management strategy for an expanded Route MM. Roadways with raised medians have been documented as 25 percent safer than multilane undivided sections in similar situations with high traffic volume. Based on the current design plans, all five existing intersections along the project route would be accommodated by a median opening, allowing full access for traffic movement (see following paragraphs for information on specific changes). Left turning movements would still be restricted for driveways along the corridor for residents, business employees, and emergency vehicles; in some cases, this would require U-turns at the proposed median openings to reach the intended destination. The maximum distance between proposed median openings is approximately 0.5-mile, limiting the distance that members of the public and emergency vehicles would need to travel out of their way to reach their destinations.

Twenty-two comments were specifically related to the intersection at Carnahan Street, and more specifically, access to the First Baptist Church of Brookline. Project plans for widening Route MM would encroach onto the existing church entrance and parking lot. This acquisition of new right of way from the church property and the relocation of the church entrance north to the Carnahan Street intersection appear to have general support, but church members raised objections to plans for a raised median in front of the proposed new church entrance, which would not allow traffic leaving the church to make a left, or southbound turn onto Route MM or to cross Route MM to continue west on Carnahan Street. Several commenters voiced safety concerns about southbound traffic leaving the church and having to go north and make a U-turn to continue on their intended route. These comments requested consideration of opening the median for traffic to turn in both directions leaving the church and possibly signaling the Carnahan Street intersection. MoDOT further evaluated these concerns and agreed that the intersection of Carnahan Street and Route MM should have full access and not be blocked by the median. A stub-out would be constructed on the east side of Route MM to accommodate the new church entrance and to make a future drive and/or road connection possible by others. MoDOT responded to these comments and directed the commenters to the project website including a new exhibit showing the changes proposed to the Carnahan Street intersection based on the comments received.

Six comments were related to the raised median at Farm Road (FR) 140 and consequent access issues. The existing intersection at FR 140 does not provide adequate separation distance from the I-44 interchange ramps to comply with MoDOT access management guidance and policy. A future MoDOT project for this interchange plans to relocate this intersection approximately 820 feet south of its current location. Additional road connectivity would be constructed to give FR 140 full access to this intersection and to Route MM. In the interim, MoDOT adjusted the design of this project in response to the comments received to allow FR 140 to retain full access to Route MM until the future project is constructed.

Three comments questioned why no J-turns were proposed along the project route to allow members of the traveling public to reverse direction along Route MM without completing U-turns. MoDOT responded that the use of J-turns would not be practical based on the density of driveways and road intersections along the project corridor, and for that reason are not being considered.

MoDOT will continue to issue press releases and public project notifications on the project website through the life of the project.

- **Commitment:** MoDOT will continue to provide public project notifications on the dedicated project website and via other appropriate methods.

Traffic Impacts

The proposed work to widen Route MM and install the concrete raised median is not anticipated to require any complete road closures during construction. Phased lane closures will be implemented to accommodate the construction of new travel lanes and the reconstruction of the existing pavement. The proposed construction sequencing is as follows:

- Phase 1
 1. Maintain one lane of traffic in each direction on the existing Route MM pavement.
 2. Construct outside lanes, stormwater, and other improvements on the outside of the existing roadway.
 3. Full access will be maintained at all streets and driveways at all times.
- Phase 2
 1. Close existing lanes of Route MM for pavement reconstruction.
 2. Route one lane of southbound traffic on the west side of the newly constructed Route MM pavement and route one lane of northbound traffic on the east side of the newly constructed Route MM pavement.
 3. Maintain full access at I-44, Farm Road 140, Farm Road 144, Carnahan Street, and Route 360 at all times.
 4. Restrict all other intermediate streets and private access points to right in/right out.
- General note: Intersection and driveway tie-ins will be constructed at night under flagger operations.

MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.

- **Commitment:** MoDOT will allow for continuous traffic flow and accessibility to all nearby properties during construction by using phased lane closures on Route MM during construction. MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.
- **Commitment:** MoDOT will ensure a Traffic Management Plan (TMP) is included in the construction contract to respond to temporary disruptions in travel patterns and travel time. Once developed, MoDOT will assess the impacts of the TMP within the framework of NEPA. If the TMP could result in impacts that were not previously reviewed under NEPA—such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT’s environmental section will review these impacts prior to implementing the TMP.

Farmland: *The Farmland Protection Policy Act (FPPA) mandates that agencies identify and consider adverse effects of federal projects on farmland. In cooperation with the local Natural Resources Conservation Service (NRCS) office, the act requires an assessment for potential conversion of farmland to non-farming purposes, for all federally funded projects.*

According to the 2020 Census Bureau Urban Area Reference Map, the entire project limits are outside of a designated urbanized area, and the project requires new right of way and permanent easements. There is the potential for conversion of farmland that could be considered as prime, unique, statewide, or locally important farmland. Therefore, the project is subject to the FPPA.

On December 15, 2023, MoDOT's environmental specialist submitted the Farmland Conversion Impact Rating Form CPA-106 for corridor-type projects to the NRCS for review and response. The NRCS responded that the project site contains prime, unique, statewide, or locally important farmland. As a result, the environmental specialist completed Parts VI and VII of the evaluation and submitted the form to NRCS. The site received 153 total points, less than the 160-point threshold. Therefore, the site did not need to be given further consideration for protection and no other sites needed to be evaluated. The completed *CPA-106 Form* was submitted to the NRCS for their records and is attached.

Proposed new right of way and permanent easements have been further refined since the original submission to NRCS, with a slight increase (approximately 0.18-acre) in the total acres to be converted. However, based on 658.4(h) of the FPPA, "once a federal agency has performed an analysis under the FPPA for the conversion of a site, that agency's or a second Federal agency's determination with regard to additional assistance or actions on the same site do not require additional redundant FPPA analysis." Therefore, nothing further is required.

Section 401/404 - Wetlands and Streams: *Wetlands are defined (Federal Register, 1982) as "Those areas inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil condition." Recognizing the variety of beneficial functions of wetlands, Executive Order (E.O.) 11990 (Wetlands Protection) mandates consideration of wetland impacts, as does Missouri's E.O. 96-03. Further, E.O. 11990 mandates a no-net-loss-of-national-wetlands policy. Section 404 of the Clean Water Act of 1977 authorizes the U.S. Army Corps of Engineers (USACE) to regulate the discharge of dredged or fill material in all waters of the United States, including jurisdictional wetlands.*

On February 19, 2021, February 22, 2022, December 13, 2023, and July 22, 2025, MoDOT Environmental staff reviewed ArcGIS USFWS NWI maps, Google Earth aerial imagery and Streetview, and USGS 24K topographic maps (Brookline Quadrangle). According to review of these resources, the project does not cross any mapped blue-line streams. There is one ephemeral drainage, which is not mapped as a blue-line stream, and does not exhibit any characteristics of a jurisdictional stream. The NWI map depicts scrub-shrub wetlands (PSS1C) approximately 86 feet outside the project limits near the northern end of the project (southeast quadrant of the I-44/Route MM interchange). These wetland features are visible on aerial imagery but are not directly adjacent to the existing roadway or the project limits. The proposed project improvements will not encroach on these wetlands. Based on this information, there will be no wetland or stream impacts resulting from the project. See the attached *NWI Map*. Therefore, a Section 404 permit is not required. See the attached *NWI Map*.

Stormwater/Land Disturbance:

Section 402 NPDES - Transportation Separate Storm Sewer System (TS4) Permit

The Federal Water Pollution Control Act under authority granted to the State of Missouri compliant with Missouri State Law, State Operating Permit MO-0137910 allows MoDOT to discharge stormwater from its TS4 system. MoDOT must develop and implement a comprehensive program to prevent pollution of surface waters from stormwater runoff in regulated municipal separate storm sewer system (MS4) areas, watersheds subject to an approved and effective Total Maximum Daily Load, and Outstanding Nation and State Resource Waters in the state.

According to MoDOT's MS4 Urban Areas ArcGIS layer, this project is outside the TS4. Requirements of MO State Operating Permit MO-0137910 do not apply.

Section 402 NPDES (Land Disturbance Permit)

MoDOT must adhere to its statewide Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions for construction projects with land disturbance greater than or equal to one-acre and projects disturbing less than one acre when part of a common plan of development or sale causing land disturbance of one acre or more. MoDOT's Operating Permit requires MoDOT implement an on-site Storm Water Pollution Prevention Plan (SWPPP) to prevent or minimize adverse impacts to streams in and adjacent to a project area. The plan describes best management practices and procedures to minimize pollution, suspended solids, turbidity, and downstream sedimentation that may degrade water quality and adversely impact aquatic life. Stormwater compliance requirements are in the supplemental revisions in every MoDOT construction contract.

This project will disturb over 1-acre of land; therefore, MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.

- **Commitment:** MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.

Floodplain/Regulatory Floodway: *Executive Order 11988—Floodplain Management and subsequent federal floodplain management guidelines mandate evaluation of floodplain impacts. When available, flood hazard boundary maps from the Federal Emergency Management Agency (FEMA) and flood insurance studies prepared for the National Flood Insurance Program are used to determine limits of the base floodplain, also known as the one-percent and 100-year floodplain, and the extent of encroachment.*

FEMA and FHWA guidelines at 23 CFR 650 identify base flood as the flood having a one-percent probability of being equaled or exceeded in any given year. The base flood is the area of one-percent flood hazard in a county or community. Regulatory floodway is the channel of a stream including any adjacent floodplain areas that must be kept free of encroachment so the one-percent flood discharge can be conveyed without increasing the base flood elevation more than a specified amount. FEMA mandates projects cause no-rise in the regulatory floodway and a maximum of one-foot cumulative rise for all projects in the base floodplain.

If an action results in development in a floodplain or floodway, agencies are required to minimize potential harm to persons, property, and natural and beneficial floodplain values. FHWA requirements for compliance are outlined in 23 CFR Section 650, Subpart A and are applicable to this project.

According to the attached *FEMA Flood Insurance Rate Map (FIRM)* for the project area—FIRM Panels #29077C0308F and #29077C0316F, effective September 19, 2025, one area of 100-year floodplain is mapped on the east side of Route MM south of Farm Road 140 and is subject to State Emergency Management Agency (SEMA) floodplain permitting requirements. The project is not mapped within the regulatory floodway; therefore, a hydraulic analysis is not required to prove a no-rise condition. However, because the project would cause development in the 100-year floodplain, compliance with 23 CFR Section 50, Subpart A is required. See the attached *FHWA Technical Memorandum*, which includes the following commitments.

➤ **Commitment:** MoDOT will ensure that:

- local and regional access to existing rural and agricultural areas and facilities are maintained during and after construction and ensure the proposed project would not create new access to undeveloped lands.
- sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values.

MoDOT will obtain a floodplain development permit from SEMA prior to FHWA authorization for construction. Temporary soil disturbance would occur during construction; therefore, MoDOT will ensure sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values. This is not considered significant floodplain encroachment and improvements would not support incompatible floodplain development. The project would not result in significant potential for interruption or termination of this transportation facility which is needed for emergency vehicles or as a community's only evacuation route. It also would not result in a significant risk or potential for loss of life or property or substantial adverse impact on natural and beneficial floodplain values. This highway improvement project would maintain local and regional access to existing rural and agricultural areas, and surrounding communities throughout construction.

➤ **Commitment:** MoDOT will:

- obtain a floodplain development permit for the project from SEMA prior to FHWA authorization for construction;
- avoid modification to the functions of the natural floodplain environment or will maintain it as closely as practicable in its natural state;
- allow for continuous traffic flow, particularly for emergency response vehicles, as no road closures will be required during project construction.

Federal Emergency Management Agency (FEMA) Buyout Sites: *The Flood Disaster Protection Act of 1973, as amended by the Disaster Relief and Emergency Assistance Act of 1988 (the Stafford Act), identified use of disaster relief funds under Section 404 of the Hazard Mitigation Grant Program (HMGP), including the acquisition and relocation of flood-damaged property. The Volkmer Bill further expanded the HMGP funds under Section 404 to “buy out” flood-damaged property affected by the Great Flood of 1993. There are numerous restrictions on these FEMA buyout properties and processing an exemption from FEMA to use a parcel can require two to three years.*

According to the attached *ArcGIS FEMA Buyout Map* there are no FEMA buyout sites in the vicinity of the project limits. The project would not result in development on any FEMA buyout sites.

Air Quality: *The Clean Air Act (CAA) requires adoption of air quality standards, quality control regions, and state implementation plans. The federal government created the National Ambient Air Quality Standards (NAAQS) to protect public health, safety, and welfare from known or anticipated effects of sulfur dioxide, particulate matter, carbon monoxide, nitrogen dioxide, ozone, and lead. Missouri added criteria for hydrogen sulfide and sulfuric acid. Transportation can contribute to four of six NAAQS pollutants: ozone, carbon monoxide, particulate matter, and nitrogen dioxide. Transportation conformity with the NAAQS ensures federally funded or approved transportation plans, programs, and projects conform to air quality objectives established in State Implementation Plans. MoDOT is responsible for implementing the conformity regulation in nonattainment and maintenance areas.*

The project is in a non-classified area defined by the EPA through the CAA. Therefore, conformity requirements of 40 CFR Part 93 do not apply and no further action is necessary. The project is not expected to generate large and permanent quantities of air pollutants. Dust and emissions from construction vehicles and equipment will be minor and temporary.

Noise: *The 1972 Federal-aid Highway Act required FHWA develop a noise standard for new Federal-aid highway projects. FHWA Noise Standards give highway agencies flexibility to conform to national requirements. MoDOT's noise policy on highway traffic noise and construction noise is in the Engineering Policy Guide at 127.13. It describes MoDOT's implementation of the requirements of the FHWA Noise Standard at 23 CFR Part 772. MoDOT developed the policy approved by FHWA.*

Based on 23 CFR Part 772 and MoDOT's Noise Policy (EPG 127.13), MoDOT's noise specialist determined this project as designed meets the criteria to designate it as a Type I project based on the addition of through-traffic lanes along Route MM. Therefore, a noise analysis was performed. In 2023, Merge Midwest Engineering on behalf of MoDOT prepared a Noise Technical Analysis based on the evaluation of traffic noise for the proposed project improvements. The Noise Study Report is available upon request.

The FHWA Traffic Noise Model (TNM) 2.5 was used to predict existing and future traffic noise impacts at noise sensitive land uses throughout the analysis area, and any potential noise abatement measures. The project area is in a rural part of Greene County with both industrial and residential land uses along the project corridor. Sixteen receivers (eighteen equivalent receivers) were evaluated for noise impacts along the project corridor. Based on the Noise Abatement Criteria (NAC), eight noise receivers would be impacted. See the attached *Receiver Map* that was included within the Noise Study Report. No receivers were found to have an increase of 15 dBA over existing noise levels. For noise abatement measures to be considered feasible, MoDOT requires at least a 5 dBA insertion loss for a minimum of two first row, impacted receptors. Feasibility also refers to the engineering limitations, including the physical constraints and other constructability constraint limits such as maintenance, drainage, safety, etc. For this study, noise abatement measures were not considered feasible because all impacted properties have direct driveway access to Route MM. Any barrier used to reduce noise levels would have a limited benefit due to openings in the barrier for driveways at each property. Based on the results of the noise analysis, noise abatement was determined not feasible and reasonable; therefore, abatement is unlikely.

However, MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

- **Commitment:** MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

As required by 23 CFR 772.19, MoDOT considered the temporary increase in noise from construction. Temporary noise impacts will occur in the immediate vicinity of the construction area and generally limited to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts. With residences and businesses near the construction area, interference with speech communication for those passing by, working, or living nearby is to be expected.

- **Commitment:** MoDOT will ensure construction is limited generally to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts.

Cultural Resources/Section 4(f) Historic Sites:

Section 106

Efforts to identify historic properties and assess potential adverse effects have been implemented pursuant to 36 CFR Part 800, Protection of Historic Properties, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470).

Architecture

MoDOT Historic Preservation (HP) staff conducted a survey of built environment resources along the Route MM/Route ZZ corridor across seven separate visits from December 2021 to July 2022. The area of potential effects (APE) was defined as the project footprint, including existing and new right of way, and proposed easements, for the consideration of direct effects due to construction-related ground disturbing activities. For the consideration of direct effects from auditory, vibration, visual, or atmospheric effects caused by the project, an offset buffer was applied around new ROW and extends 100 feet beyond these areas.

MoDOT HP staff reviewed aerial photographs and property records to identify buildings within the APE and establish original construction dates. Buildings within the APE constructed prior to 1978 (i.e., 45 years or older) were evaluated in the survey. Photographs were taken from existing right of way and on properties where permission for access was granted to Historic Preservation staff.

There are 34 parcels within the project limits. Seven of these parcels contain buildings outside the APE, four parcels have buildings within the APE that are modern (i.e., constructed after 1978), and eight parcels have no buildings. The fifteen remaining parcels were determined to have resources constructed prior to 1977. No resources on these parcels are recommended as eligible for listing in the NRHP.

On February 23, 2023, MoDOT's Historic Preservation Manager submitted the Section 106 Survey Memo to the State Historic Preservation Office (SHPO) detailing the results of the built environment survey and indicating that no buildings within the APE are recommended as eligible for listing in the NRHP. Therefore, no historic properties would be directly or indirectly affected by the project. SHPO concurred with MoDOT's findings of no historic properties affected in a letter dated March 20, 2023, indicating that they had no objections to the proposed project activities. MoDOT's letter to the SHPO and the SHPO's response letter are included as attachments.

MoDOT HP staff completed additional cultural resources survey work in the project area on July 1, 2025, for additional easements on the parcel designated as B17 in the original cultural resources survey. These easements are needed to remove two houses that could not be avoided. These two architectural resources (B-AR 17.1 and B-AR 17.6) were determined not eligible for the NRHP following the original built environment survey. There was no change to MoDOT's previous recommendation that all structures within the project APE are not eligible for the NRHP, to which SHPO provided concurrence on March 20, 2023. MoDOT's submission of the Section 106 Survey Memo Addendum to SHPO on November 5, 2025, noted that there was no change to the previous recommendation.

Archaeology

MoDOT Historic Preservation staff conducted an archaeological resources survey along the Route MM/ZZ Corridor in March, April, May, and July of 2022. The area of potential effects (APE) was defined as existing MoDOT and county rights of way and all proposed new right of way and easements. The total width of Route MM following widening is anticipated to be less than 40 meters. However, to accommodate any possible design changes, an area larger than the current APE was surveyed. The total area surveyed was approximately 65 meters wide along the portion of Route MM that would be widened. The archaeological survey consisted of shovel testing at 15-meter intervals and a pedestrian survey at 10-meter intervals along the project route. Manicured lawns and other areas that were clearly disturbed were not shovel tested, but were visually inspected, and existing state or county rights of way were not shovel tested unless it was obvious that the ground was not disturbed. An area on the west side of Route MM and north of Kings Street was shovel tested at 30-meter intervals because the area was a large, manicured lawn that appeared to have been disturbed.

One historical archaeological site, 23GR2108, was identified within the survey area, to the east of Route MM and approximately halfway between Route 360 and I-44. Window glass and three pieces of ironstone ceramics were found in two shovel tests. Background research indicates the artifacts may have come from two buildings previously located near the site shown on the 1936 topographic map, or could be historical scatter from activities associated with the farmstead. The family of the current property owner has owned the farm since the 1940s. The survey report recommends that the site should be considered potentially eligible for listing in the NRHP. A road has existed within the current footprint of Route MM since the 1860s. Based on the location of the buildings in the 1936 topographic map, the area of the site within the APE would have been in the front yard area of the property and any potential impacts to the site would be extremely minor. The report concluded that the site would not be adversely affected by the project.

On September 1, 2022, MoDOT's Historic Preservation Manager submitted the Section 106 Survey Memo to the State Historic Preservation Office (SHPO) detailing the results of the archaeological survey and indicating that no archaeological features or materials would be adversely affected by the project. SHPO concurred with MoDOT's findings in a letter dated September 28, 2022, and that they had no objections to the proposed project activities. MoDOT's cover letter to SHPO and the SHPO response letter are included as attachments.

MoDOT completed an addendum to the previous archaeological survey in July 2025. This purpose of this additional survey was to address two easements added to the parcel designated as B17 in the previous cultural resources survey for the removal of two houses on the property (B-AR 17.1 and B-AR 17.6). Though both architectural resources had been determined not eligible for the NRHP, additional research of the house designated as B-AR 17.6 and the surrounding area revealed that the area surrounding the house had the potential to contain intact archaeological deposits.

On July 1, 2025, MoDOT Historic Preservation staff completed a pedestrian survey around B-AR 17.1. Nothing beyond modern trash was observed, and it was determined that this location is unlikely to have associated deep archaeological features around or near this resource.

The owner of the property denied MoDOT to access the property for archaeological testing that involved invasive ground disturbing activities. Access was granted when MoDOT suggested the use of ground-penetrating radar (GPR). MoDOT staff used the GPR extensively within the temporary easement associated with B-AR 17.6 and no anomalies were observed that would indicate intact cultural features within the proposed easement. Ground visibility both inside and outside the temporary easement was between 25 and 50 percent, and the area was walked thoroughly with numerous artifacts observed. All artifacts were left in the location they were observed. Based on the history of this location, the artifacts observed, and anomalies outside the boundaries of the proposed easement that could not be explained with the GPR, MoDOT determined the area to be an archaeological site. The area was assigned as Site 23GR2127 by the SHPO. MoDOT does not believe any potential archaeological deposits would be disturbed by removing the house. Though the boundaries of Site 23GR2127 extend into the proposed temporary easement, the results of MoDOT's survey indicate that the portion of the site within the temporary easement does not contribute to the potential eligibility of the site; the remainder of the site is considered unevaluated.

The Section 106 Survey Memo addendum was submitted to SHPO on November 5, 2025, detailing the results of the additional survey and providing a proposed JSP including measures to protect the site during demolition of the house, and monitoring of the demolition by MoDOT Historic Preservation staff. Based on the findings of the survey and the implementation of the JSP, MoDOT's submission indicated that no historic properties would be adversely affected by the project. In a letter dated November 12, 2025, the SHPO concurred with MoDOT's determination of no adverse effects based on the implementation of the JSP. MoDOT's cover letter to SHPO and the SHPO response letter are included as attachments.

- **Commitment:** MoDOT will ensure that all measures included in the JSP to protect archaeological site 23GR2127 during demolition of the nearby house are implemented during construction. The JSP will be included in contract documents.

Tribal Consultation

FHWA must consult with any Native American Indian tribe that may attach religious and cultural significance to historic properties that could be affected by project undertakings.

On April 16, 2021, FHWA initiated consultation with the following tribes who have expressed an interest in federally funded undertakings in Greene County: Cherokee Nation, Delaware Nation, Delaware Tribe of Indians, Eastern Shawnee Tribe of Oklahoma, Kickapoo Tribe in Kansas, Kickapoo Tribe of Oklahoma, Osage Nation, Shawnee Tribe, and the United Keetoowah Band of Cherokee Indians in Oklahoma. A description of the undertaking was provided, along with a map and figures indicating the location of the project and known prehistoric and historical resources. FHWA's email notification is attached.

On April 21, 2021, FHWA and MoDOT received the attached response from the Delaware Tribe Historic Preservation Office. The Tribe's review indicated that there were no culturally significant sites in the project area. As a result, the Tribe deferred comment but requested a copy of the cultural resources survey report. The Tribe also requested that in the event human remains are accidentally unearthed during the project, construction will immediately cease, and the Tribe will be informed of the discovery. The original cultural resources survey and the addendum were provided to the Delaware Tribe via the attached email on January 8, 2026.

On March 14, 2022, FHWA and MoDOT received the attached response from the Eastern Shawnee Tribe of Oklahoma indicating that the project is anticipated to have No Adverse Effect to known sites of interest to the Tribe. The Tribe requested notification within 24 hours if the project inadvertently uncovered an archaeological site or potential culturally significant objects and that all ground disturbing activity cease until consultation is completed. Additional consultation is requested if there are any changes to the project in the future.

FHWA and MoDOT have an agreement with the Osage Nation that all archaeological reports will be sent to the Osage Nation upon completion. The addendum to the cultural resources survey was provided to the Osage Nation via the attached email on November 13, 2025.

- **Commitment:** MoDOT will consult with interested tribes if there are any changes to the project that expand outside the area that was originally submitted to them.

MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinstate consultation with the Eastern Shawnee Tribe of Oklahoma, the Delaware Nation, and other interested tribes.

- **Commitment:** MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinstate consultation with the Eastern Shawnee Tribe of Oklahoma, the Delaware Nation, and other interested tribes.

Section 4(f) Historic Sites

Section 4(f) is part of the Department of Transportation Act of 1966 designed in part to preserve privately or publicly owned historic sites. A historic site is protected under Section 4(f) only if it is on or eligible for the National Register of Historic Places. Federally funded actions cannot result in a use to Section 4(f) eligible sites unless there is no feasible and prudent avoidance alternative to the use of the land and the proposed action includes all possible planning to minimize harm to the property resulting from such use, or FHWA determines the use of the property will have a de minimis impact.

There are no Section 4(f) historic sites involved in this project.

Public Lands – Section 4(f) and Section 6(f):

Section 4(f)

Section 4(f) is part of the Department of Transportation Act of 1966, designed to preserve publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Federally funded actions cannot impact Section 4(f) eligible sites unless there is no feasible and prudent avoidance alternative to the use of the land and the proposed action includes all possible planning to minimize harm to the property resulting from such use.

According to Google Earth imagery and MoDOT's ArcMap GIS public lands layers, there are no Section 4(f) resources located in the immediate vicinity of the project area. The project will not result in a use to any Section 4(f) properties.

Section 6(f)

Section 6(f) is part of the Land and Water Conservation (LWCF) Act, designed to provide restrictions for public recreation facilities funded with LWCF money. The LWCF Act provides funds for the acquisition and development of public outdoor recreation facilities that could include community, county, and state parks, trails, fairgrounds, conservation areas, boat ramps, shooting ranges, etc. Facilities that are LWCF-assisted must be maintained for outdoor recreation in perpetuity and therefore require mitigations that includes replacement land of at least equal value and recreation utility.

MoDOT's environmental specialist reviewed Google Earth imagery and the Missouri State Parks LWCF website, which lists LWCF-funded projects by county:

[Land and Water Conservation Fund Projects by County | Missouri State Parks.](#) [Land and Water Conservation Fund Projects by County | Missouri State Parks.](#) There are no properties within or around the project limits that were assisted with LWCF program funds. The project will not result in conversion of any Section 6(f) lands.

Threatened and Endangered Species: *The Endangered Species Act (ESA) provides for the protection of threatened and endangered species, both plants and animals, and the habitats that are considered critical to the survival of these species e.g., breeding, nesting, roosting, and foraging areas. The ESA requires MoDOT to consult with the U.S. Fish and Wildlife Services (USFWS) regarding their projects and measures that can be implemented to minimize or eliminate project impacts to these species.*

Projects must also address potential impacts to state listed species. The State of Missouri maintains endangered species legislation that protects these species (state ESA). The state ESA and the Missouri Wildlife Code protect state listed species. The Missouri Cave Resources Act protects caves from trespass, vandalism, contamination, and destruction. The Missouri Department of Conservation (MDC) is the administrative, regulatory, and enforcement agency for state sensitive species. Missouri's Wildlife Code provides the regulatory authority to MDC for administering state regulations.

MoDOT's threatened and endangered species biologist submitted the project to the USFWS Information, Planning and Conservation System (IPaC) online screening tool to obtain the attached USFWS IPaC Official Species List (Project Code: 2025-0010568 October 24, 2024; updated April 30, 2025, and December 15, 2025). The MDC Natural Heritage Database (NHD; current to November 2025) and Missouri Speleological Society (MSS) Cave Database (current to September 2025) were also reviewed for additional natural resource information in and around the project area.

The following species are listed as potentially occurring within the project area: gray bat, Indiana bat, tricolored bat, Ozark cavefish, monarch butterfly, and western regal fritillary. According to the IPaC, no federally designated critical habitats are within the project area.

Federally Listed/Proposed Species

Gray Bats (Endangered)

Gray bats are cave obligate species which congregate in maternity or bachelor colonies in the summer, using dome cave and mine habitat, and mixed colonies during winter hibernation in vertical or pit-type caves and mines. Gray bats use stream corridors for foraging spring through fall.

Review of the NHD and MSS Cave Database showed no records of gray bats within 4 miles of the project area, and no known caves are identified within the project area. There are seven known caves within 3 miles of the project area; all these caves are at least 1.5 miles from the project area. None of the nearby known caves are associated with records of listed bat species, and none are designated as bat hibernacula. No caves or foraging habitat will be impacted by the project. Based on the distance to the nearest record of gray bat and the nearest known caves, MoDOT determined the project would have No Effect on gray bats.

Indiana Bats (Endangered) and Tricolored Bats (Proposed Endangered)

Indiana bats hibernate in caves during the winter and roost in trees containing suitable characteristics during the summer. Suitable roost trees are those that contain loose and peeling bark, snags, and cavities where bats can shelter. These species use forested riparian corridors for foraging and travel, and they occasionally use bridges for roosting. In September 2022, tricolored bats were proposed for listing as endangered. They mainly roost in foliage of live and dead trees in the spring, summer, and fall, and hibernate in caves and other subterranean habitats during the winter. These bats can occasionally be found roosting on bridges and in culverts. The primary threat to this species is white nose syndrome (WNS), which typically afflicts bats during hibernation. Given the extreme losses from WNS and impact of wind industry related mortality- loss of roosting, foraging, and commuting habitat (forested habitat) between summer and winter can have a large impact, depending on timing, location, and extent of removal.

Review of the NHD and MSS Cave Database showed no records of Indiana bats within 45 miles and no records of tricolored bat within 6 miles of the project area. None of the nearby known caves are associated with records of listed bat species, and none are designated as bat hibernacula. As indicated above, no caves will be impacted by this project. Up to 0.5-acre of tree clearing may be required for the project. Based on the project limits provided by the District, all required tree clearing would occur within 100 feet of existing roadway surfaces. The project qualifies for programmatic informal consultation under the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana Bat, Northern Long-Eared Bat, Tricolored Bat and MoDOT will adhere to seasonal clearing restrictions for removal of any trees.

MoDOT determined this project May Affect, but is Not Likely to Adversely Affect Indiana and tricolored bats. Informal programmatic consultation was completed with the attached concurrence verification letter generated on April 30, 2025. USFWS clearance was considered official on May 15, 2025, after no notification was received from USFWS during the 14-day verification period. The District will adhere to seasonal tree clearing restrictions, removing trees and limbs greater than three inches in diameter only between October 16 and March 31 and will limit tree clearing to only what is necessary to complete the project as specified in the attached tree clearing JSP.

- **Commitment:** MoDOT will adhere to the seasonal clearing restrictions, removing all trees/limbs greater than three (3) inches in diameter only between October 16-March 31 and will limit tree clearing to only what is necessary to complete the project. The seasonal tree clearing JSP will be included in the contract documents.

Ozark Cavefish (Threatened)

Ozark cavefish inhabit cave streams and springs with a gravel bottom, or occasionally in pools over silt and sand bottoms. They are restricted to areas of limestone and dolomite bedrock containing caves, sinkholes, and spring in southwest Missouri.

The project is not within a mapped recharge area for Ozark cavefish, the nearest of which is approximately 2.5 miles northeast of the project limits. There are records in the NHD for Ozark cavefish to the north, east, and southwest of the project area; all records are more than 3 miles from the project area. The most recent record is from 2006 and associated with a cave approximately 3.75 miles southwest of the project area on the edge of a mapped recharge area. The project will not impact any known caves and is not in a mapped recharge area. Based on this information, the project will have No Effect on the Ozark cavefish.

Several mapped sinkholes are in and around the project area, particularly at the north end of the project limits on the south side of I-44. Though the project area is well outside the nearest delineated recharge area for Ozark cavefish, these sinkholes are an indication of karst topography and there may be a hydrologic connection to the recharge area or other nearby caves and streams. Out of an abundance of caution, MoDOT will implement the attached JSP for protective measures for sinkholes to prevent impacts to sinkholes from construction activities and resulting negative impacts to water quality. Debris and construction materials will be prevented from entering sinkholes on or near the project route. Any debris or materials that enter sinkholes will be removed if deemed necessary by the engineer of MoDOT environmental staff.

- **Commitment:** MoDOT will implement a JSP and include it in the contract to provide protective measures for sinkholes. Construction debris and materials will be prevented from entering sinkholes; any debris or materials that enter sinkholes will be removed as deemed necessary.

Monarch Butterfly (Proposed Threatened)

Monarch butterfly was proposed for listing as threatened in December 2024. Two monarch butterfly populations exist in North America east and west of the Rocky Mountains. They migrate to/from overwintering sites in California and Mexico and are found in various habitats in Missouri including roadsides, wetlands, and urban areas with milkweed and flowering plants. Milkweed is an obligate host plant for eggs and larvae, and adult butterflies require blooming nectar sources during breeding and migration. Conversion of native and naturalized milkweed and nectar plant habitats could negatively impact monarch butterfly at an individual and population level.

Occurrences of the monarch butterfly are not tracked in the NHD, but this species may occur statewide in Missouri. The project area contains previously disturbed and maintained vegetation, including existing right of way and lawns, as well as agricultural fields, pastures, and small wooded areas. Some of these areas could contain plant species that would make habitat suitable for monarch butterflies. However, any conversion of areas of native or naturalized vegetation will be minimal and this project will not jeopardize the existence of Monarch butterfly. If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate additional conservation or mitigation measures.

- **Commitment:** If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate the need for additional conservation or mitigation measures.

Western Regal Fritillary (Proposed Threatened)

The western regal fritillary was proposed for listing as threatened on August 6, 2024. This species requires large, contiguous blocks of native grassland with shelter and nectar sources for adults. Violets are the only food source for larvae, and an abundance is required to support populations. This insect is locally common within tallgrass prairies in western Missouri and are less common in northeastern Missouri. It is in decline from the disappearance of prairie habitat and the vulnerability of the species habitat disturbance.

According to the NHD, nearest occurrences of western regal fritillary are more than 20 miles from the project area. The project area and vicinity do not contain native grassland or prairie. Vegetated areas outside right of way include maintained lawns, agricultural fields, and pasture. Based on the lack of impact to suitable habitat, MoDOT determined the project will not jeopardize the continued existence of the proposed western regal fritillary.

State Species of Conservation Concern

There are no records in the NHD for state-listed species or state-ranked species of conservation concern within 1 mile of the project area.

Migratory Birds

The Migratory Bird Treaty Act of 1918 (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. "Take" refers to killing adults, eggs, or young of the bird species protected by the act. MoDOT conducts field checks for the presence of nesting birds for projects that involve impacts to the underside of bridge decks and the substructure. If birds are found to be nesting on a structure, MoDOT assesses and applies a job special provision, if necessary, to protect against disturbance or harm to any nests or birds during the active breeding season.

On December 13, 2023, and July 22, 2025, MoDOT's biologist reviewed MoDOT's Bridge database in ArcGIS and did not identify any structures within the project limits that could be used for nesting by migratory birds. Therefore, MoDOT determined there are no conflicts or concerns regarding the Migratory Bird Treaty Act.

Hazardous Waste Sites: *Goals for addressing hazardous and solid wastes are to avoid unacceptable cleanup costs and legal liability and to comply with federal and state laws and regulations regarding cleanup.*

On December 21, 2023 and August 5, 2025, MoDOT's hazardous waste specialist reviewed the project limits using the Missouri Department of Natural Resources (MDNR) online interactive Environmental Site Tracking and Research Tool (E-START) to determine if any of the following sites exist within or directly adjacent to the project corridor: Superfund sites; Federal Facilities; Resource Conservation and Recovery Act Corrective Action sites; Brownfields/Voluntary Cleanup Program sites; Brownfield Assessments; and Petroleum and Hazardous Substance Storage Tank Facilities. The E-START tool identified one facility—Brookline Total in the southeast quadrant of the intersection of Route MM with Farm Road 140. The facility is classified as a former underground storage tank facility that was closed prior to the implementation of the 2004 Tanks RBCA and received a No Further Action (NFA) letter on April 30, 2002. The E-START map and NFA letter are included as attachments. No other facilities are identified within or adjacent to the project corridor; therefore, the likelihood of encountering contaminated soils or groundwater in the project limits is low.

The potential to encounter hazardous wastes from sites unknown to MoDOT should always be a consideration. MoDOT will ensure that any unknown hazardous waste sites found during project construction will be handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.

Because the project will require the demolition of two houses, MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during the inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.

- **Commitment:** MoDOT will ensure any unknown hazardous waste sites found during project construction are handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.

- **Commitment:** MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to be demolished to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition work. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.

Environmental Commitments:

1. MoDOT will conduct easement acquisitions and provide services to all impacted households without discrimination in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (referred to as the Uniform Act).
2. MoDOT will provide fair and equitable treatment for people displaced by the project in accordance with the procedures established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, including:
 - Relocation advisory services to displaced tenants and owner occupants,
 - minimum 90 day-written notice to vacate prior to acquiring possession,
 - reimbursement for moving expenses,
 - payments for the added cost of renting or purchasing comparable replacement housing.
3. MoDOT will continue to provide public project notifications on the dedicated project website.
4. MoDOT will allow for continuous traffic flow and accessibility to all nearby properties during construction by using phased lane closures on Route MM during construction. MoDOT will notify the public of construction and traffic impacts two weeks prior to the lane closures via news releases, postings on social media, and changeable message boards.
5. MoDOT will ensure a Traffic Management Plan (TMP) is included in the construction contract to respond to temporary disruptions in travel patterns and travel time. Once developed, MoDOT will assess the impacts of the TMP within the framework of NEPA. If the TMP could result in impacts that were not previously reviewed under NEPA—such as new or additional road closures, access changes, or other circumstances that could cause new or modified impacts to resources, MoDOT’s environmental section will review these impacts prior to implementing the TMP.
6. MoDOT will adhere to its State Operating Permit MO-0137910, Section II Area-Wide Land Disturbance Stormwater Permit Conditions.
7. MoDOT will ensure that:
 - local and regional access to existing rural and agricultural areas and facilities are maintained during and after construction and ensure the proposed project would not create new access to undeveloped lands.
 - sediment and erosion control best management practices are implemented during construction and disturbed areas are seeded following construction for restoring and preserving natural and beneficial floodplain values.
8. MoDOT will:
 - obtain a floodplain development permit for the project from SEMA prior to FHWA authorization for construction;
 - avoid modification to the functions of the natural floodplain environment or will maintain it as closely as practicable in its natural state;
 - allow for continuous traffic flow, particularly for emergency response vehicles, as no road closures will be required during project construction.
9. MoDOT will make the final decision on the installation of an abatement measure upon completion of the project design, the public involvement process, concurrence with MoDOT Traffic Noise Policy, and FHWA approval.

10. MoDOT will ensure construction is limited generally to Monday through Friday during normal working hours. MoDOT will ensure construction specifications require all construction equipment be in good working order. Mufflers will be required to help reduce temporary construction noise impacts.
11. MoDOT will ensure that all measures included in the JSP to protect archaeological site 23GR2127 during demolition of the nearby house are implemented during construction. The JSP will be included in contract documents.
12. MoDOT will consult with interested tribes if there are any changes to the project that expand outside the area that was originally submitted to them.
13. MoDOT will ensure if any human remains, Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA), or unanticipated archaeological remains are discovered during any phase of the project, construction will cease and FHWA, with MoDOT Historic Preservation staff assistance, will reinitiate consultation with Osage Nation and other interested tribes.
14. MoDOT will adhere to the seasonal clearing restrictions, removing all trees/limbs greater than three (3) inches in diameter only between October 16-March 31 and will limit tree clearing to only what is necessary to complete the project. The seasonal tree clearing JSP will be included in the contract documents.
15. MoDOT will implement a JSP and include it in the contract to provide protective measures for sinkholes. Construction debris and materials will be prevented from entering sinkholes; any debris or materials that enter sinkholes will be removed as deemed necessary.
16. If the project has not progressed to construction by the time monarch butterfly is listed as threatened, MoDOT will revisit USFWS consultation requirements when the listing becomes final. MoDOT does not anticipate the need for additional conservation or mitigation measures.
17. MoDOT will ensure any unknown hazardous waste sites found during project construction are handled according to Federal and State Laws and Regulations. If regulated solid or hazardous wastes are found during construction activities, MoDOT's construction inspector shall direct the contractor to cease work at the suspect site. The construction inspector will contact the appropriate environmental specialist to discuss options for remediation. The environmental specialist, the construction office, and the contractor will develop a plan for sampling, remediation, and continuation of project construction. Independent consulting, analytical and remediation services will be contracted, if necessary. The MDNR and EPA will be contacted for coordination and approval of required activities.
18. MoDOT will submit a request for an asbestos and lead-based paint inspection of the structures to be demolished to MoDOT's Chemical Laboratory prior to demolition. If lead or asbestos containing materials are discovered during inspection, the appropriate abatement procedures will be followed during demolition and disposal of debris. MoDOT, or its contractor, will notify MDNR at least 10 days in advance of demolition work. MoDOT will include Section 202.40.1.1 of the Engineering Policy Guide – Notification of Demolition language will be included in contract documents to highlight this requirement.
19. If there is a change in the project scope, project limits, existing conditions, pertinent regulations, or environmental commitments, MoDOT Southwest District staff will contact MoDOT Environmental staff to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration.

4/2027

3/2027

PROJECT SUMMARY REPORT FOR 8S0836B AS OF Dec 3, 2025

Work District	SOUTHWEST	Status	ONEDOT APPROVED	Version	APPROVED STIP	Project Manager	WARNER SHERMAN	Payment Project	N
Award Month/Award Year	4/2027	Letting Date	Mar 01, 2027	Estimated Submittal Date	Jan 29, 2025	Let by	CENTRAL OFFICE	Letting Exclusion	N

Primary Route	RT MM S		County	GREENE
Description / Location	Add lanes on Brookline Avenue from I-44 to Rte. 360 (James River Freeway) in Republic.			
Reason / Remarks	Design, right of way and inspection by Republic. \$6,000,000 Cost Share, \$2,296,000 STBG-Urban and \$2,872,000 Republic funds.			
District Comments	City requested withdrawal from Cost Share in December 2023. Need to determine if we remove this from STIP. RAISE grant application submitted by OTO.			

PE 8.37% plus R/W
Incidentals plus
MoDOT Oversight

Project Amounts	Total Estimated Cost									
Typical Bridge	Major Bridge	Pavement	Safety	Mobility	Capital Improvement	Const. Contingency 2% plus 6% Inflation	Other Non-Contractual	Right of Way Acquisition	Preliminary Engineering	Construction Expenditures
			306	486	9804	914	505	2990	1445	1352
Total Bridge			873	229	7,968	181	9,747	568	1,040	2,229
			Total Contract Estimate		10596	Total Construction		12015	Total engineering	
						Total Right of Way		15005	Total Project	
								10,315		17802

Yearly Program Amounts	Amount Programmed by SFY									
	Prior to 2026	2026	2027	2028	2029	2030	2031	Future	Program Total	Project Total
Preliminary Engineering	840	100	100					0	200	1,040
Construction Engineering	0		229					0	229	229
Right of Way Acquisition	0	568						0	568	568
Construction	0		9,747					0	9,747	9,747
Total	840	668	10,076					0	10,744	11,584

How the District is Funding the Project										
Funding Category										
Total	0	0	0	0	0	0	0	0	0	0

Funding From Other Sources										
City - Construction	0	0	2,872	0	0	0	0	0	2,872	2,872
Stbg Large Urban - Construction	0	0	2,296	0	0	0	0	0	2,296	2,296
Total	0	0	5,168	0	0	0	0	0	5,168	5,168

Funds Transfer										
2022, Statewide, Cost Share - CN	0	0	1,146	0	0	0	0	0	1,146	1,146
2022, Statewide, Cost Share - RW	0	568	0	0	0	0	0	0	568	568
2023, Statewide, Cost Share - CN	0	0	1,714	0	0	0	0	0	1,714	1,714
2024, Statewide, Cost Share - CN	0	0	1,719	0	0	0	0	0	1,719	1,719
Total	0	568	4,579	0	0	0	0	0	5,147	5,147

Total Right of Way and Construction	0	568	9,747	0	0	0	0	0	10,315	10,315
Engineering	-13	100	329	0	0	0	0	0	429	416

Funding From Other Sources - Engineering										
Total	0	0	0	0	0	0	0	0	0	0

Funds Transfer - Engineering										
2022, Statewide, Cost Share PE/CE - PE	286	0	0	0	0	0	0	0	0	286
2023, Statewide, Cost Share PE/CE - PE	286	0	0	0	0	0	0	0	0	286
2024, Statewide, Cost Share PE/CE - PE	281	0	0	0	0	0	0	0	0	281
Total	853	0	0	0	0	0	0	0	0	853

Total Engineering	840	100	329	0	0	0	0	0	429	1,269
Total Project	840	668	10,076	0	0	0	0	0	10,744	11,584

Bridge Count	0	Railroads Impacted	0	Improvement	Action	Detailed Work	Federal Funds Category	Initiatives
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PROJECT SUMMARY REPORT FOR 8S0836B AS OF Dec 3, 2025

Bridges

CAPITAL IMPROVEMENT	ADD	DRIVING/THRU LANES	AC-STBG
MOBILITY	ADD	SIGNALS	
SAFETY	ADD	BARRIERS	

Route	Begin Log	End Log	Begin County	TMA	Travelway ID	System	Functional Class	NHS	AADT	Conflict of Interest
RT MM S	0.089	1.600	GREENE	Y	2,603	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N
RT MM N	2.350	3.861	GREENE	Y	2,604	SUPPLEMENTARY	MINOR ARTERIAL	N	6,789	N

Lane Miles	3.221	Centerline Miles	1.511
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TIP Number	RP1703-22A
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Planning Organization	Federal District	Senate District	House District
OTO MPO	7	20	130 131

No ped/bike improvements
 No bridge costs
 Safety includes costs for pavement marking, signing and lighting. Median cost included under JSU0370.
 No railroad impacts
 R/W Incidentals = 270
 Utilities = 505

Assumptions

J8S0836B, Greene County, Route MM

(All estimate numbers in 1000's: \$100,000 = 100)

Project Type (consider the purpose of the project when selecting a category. Generally, you will only use 1 or 2 categories with each project.)

Typical Bridge	Major Bridge	Pavement	Safety*	Mobility	Capital Improvement	Total Contract Est.
0	0	0	306	486	9804	10596

Reasons for change

Increase due to estimate refinement, ~~shifted FR 140 connection and inclusion of raised median costs.~~ Increase due to median lighting costs.

Pavement/Safety/Mobility/Capital Improvement: This project will widen Rte. MM to 5 lanes between James River Freeway and I-44. Project to include new curb & gutter, drainage structures, signing, lighting, & signals. This package details the total cost for improvements along the entire corridor including raised medians. Mobility costs above include costs associated with signalization. Costs associated with JSU0370 has been removed from this worksheet, but included in total project estimate.

Typical Bridge/Major Bridge: **Bridge Split:** Include all bridge pay item cost (removal of BR, BAS, etc) Is bridge work on a Major Bridge or typical bridge? Bridge Costs reflected in estimate from Bridge Division dated X/XX/20XX. State type of bridge work - rehab, replacement, painting, curb blockouts, etc. List bridge numbers involved in project. If no bridge, state N/A.

Other Non Contractuals

Utilities	RR Flagging	A+B/ LS Incentives	Smoothness Incent	Total
505	0	0	0	505

Utility Costs reflected in estimate based upon 10% costs associated with a similar type of project. Utility cost reflected from estimate dated 10/01/25. If Utilities are in contract, the cost needs to be added in under appropriate category above.

Right of Way Costs

R/W Acquisition
2990

Right of Way Costs reflected from Right of Way estimate dated 10/01/25. Acquisition ONLY. ROW Incidental included in PE now.

Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	Design PE	R/W Incidentals
1445	1175	270

Design PE Based upon 8.45% costs associated with a similar type of project as represented in chart/historical data/etc. The PE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the PE/CE percentage for the appropriate project type. See District PE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 10/01/2025.

Construction Engineering Costs

Constr. Engr.
1352

Based upon the usual 12.76% of total contract costs. The CE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the CE percentage for the appropriate project type. See District PE CE Percentages on Project Development SP.

*Safety Features

Total Safety Feature Cost
306

This box will autosum all the safety features listed on page 2.

Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

Describe Bike/Ped Improvements. These may be ADA transition plan improvements (existing) or new locations

RailRoad Impacts

List locations of all crossings on the project. Describe involvement anticipated- JSP only, agreements needed, etc.

RR Crossing DOT #

RR Crossing DOT #

RR Crossing DOT #

RR Crossing DOT #

***Safety Features (All estimate numbers in 1000's: \$100,000 = 100)**

Separate each individual safety feature and information specific to that feature itself(i.e. new rumble strips, guardrail, 2' shoulders w/rumbles, roundabout, interchange, etc). See improvement category guidance on top of page 1.

Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Pavement Marking	84	2		
Lighting	187	10		
Signing	35	10		

Add additional safety features as needed. Make sure the added boxes are summed on the first page.

Jonathan Peitz (Olsson)

 Estimator

12/9/2025

 Date

 Transportation Project Designer

12/9/2025

 Date

 Project Manager

12/9/2025

 Date

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Project Settings

Primary County: GREENE	Urban / Rural: URBAN ROUTE
Addl Counties:	Project Type: GRADING, DRAINAGE & PAVING
District: Southwest	Work Type: REHABILITATION
Latitude: 37° 06' 42"	Traffic: Heavy Traffic (over 1700 DAT)
Longitude: 93° 15' 06"	Estimator: nmoss@olsson.com
Log Mile: Beg: 0.078	Constr Eng: 0.00%
End: 1.666	Priced Date: 8/30/2024
Station: Beg: 48+58.54	Create Date: 12/1/2025
End: 28+28.46	Fed Project No:
Project Length: 1.5810 miles	Mobe Percent: 6.00%
Route: MM	Survey Percent: 2.00%

Project Sections

1 ROADWAY ITEMS - J8S0836B	\$3,933,276.13	37.12%
3 ALT B CONCRETE PAVEMENT - J8S0836B	\$3,829,692.00	36.14%
20 Lighting	\$186,497.00	1.76%
30 SIGNAL ITEMS - J8S0836B	\$486,090.00	4.59%
40 SIGNING ITEMS - J8S0836B	\$35,793.50	0.34%
50 DRAINAGE - J8S0836B	\$1,726,546.00	16.29%
51 TCP - J8S0836B	\$305,263.00	2.88%
70 MSE WALL - J8S0836B	\$92,500.00	0.87%
Total	\$10,595,657.63	100.0%

Major Categories

BRIDGE	\$92,500.00	0.87%
GRADE/DRAIN	\$2,243,114.00	21.17%
MISC.	\$3,656,191.93	34.51%
PAVEMENT/BASE	\$4,603,851.70	43.45%
Total	\$10,595,657.63	100.0%

STIP Information

Construction Cost	\$10,595,657.63	60.24%
PE (8.37% of construction cost)	\$894,964.77	5.09%
CE (12.66% of construction cost)	\$1,352,491.56	7.69%
R/W	\$2,990,372.50	17.00%
429,903 SF NEW R/W @ \$5/SF = \$2,149,515; 70,037 SF NEW PERM. ESM'T @ \$3.50/SF = \$245,129.50; 95,728 SF TEMP. CONST. ESM'T @ \$1/SF = \$95,728; 2 HOUSE TAKINGS @ \$250,000 EACH = 500,00.00		
R/W Incidentals	\$270,000.00	1.53%
\$10,000 PER PARCEL @ 27 PARCELS		
Utilities	\$505,000.00	2.87%
SEE UTILITY ESTIMATE		
Incentive	\$981,780.00	5.58%
MoDOT OVERSIGHT \$280,000.00 PLUS 6% FOR INFLATION (1.5 YEARS) \$701,780.00		
Total	\$17,590,266.46	100.0%

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Section: ROADWAY ITEMS - J8S0836B

10	2013000	CLEARING AND GRUBBING	2.000	ACRE	3,500.00	7,000.00
20	2022010	REMOVAL OF IMPROVEMENTS	1.000	L.S.	180,000.00	180,000.00
30	2027000	DISPOSAL AND PLUGGING OF WELLS	1.000	EACH	5,000.00	5,000.00
40	2035000	UNCLASSIFIED EXCAVATION	20,946.000	C.Y.	13.50	282,771.00
50	2035500	EMBANKMENT IN PLACE	12,421.000	C.Y.	17.00	211,157.00
60	2039907	MISC. {UNDERGRADING}	1,022.000	C.Y.	20.00	20,440.00
70	3040504	TYPE 5 AGGREGATE FOR BASE (4 IN. THICK)	4,827.000	S.Y.	15.00	72,405.00
80	3040506	TYPE 5 AGGREGATE FOR BASE (6 IN. THICK)	45,557.000	S.Y.	10.00	455,570.00
90	3049910	MISC. {PERMANENT AGGREGATE EDGE TREATMENT}	285.000	TON	75.00	21,375.00
100	4011209	BITUMINOUS PAVEMENT MIXTURE PG64-22, (BP-1)	79.100	TON	115.00	9,096.50
110	4013000	BITUMINOUS PAVEMENT MIXTURE PG64-22 (BASE)	159.800	TON	140.00	22,372.00
120	4030103	ASPHALTIC CONCRETE MIXTURE PG 70-22 (SP125C MIX)	1,997.300	TON	94.00	187,746.20
130	4071005	TACK COAT	1,865.000	GAL	3.00	5,595.00
140	6042010	ADJUSTING MANHOLE	1.000	EACH	2,200.00	2,200.00
150	6083008	8 IN. CONCRETE MEDIAN STRIP	414.000	S.Y.	90.00	37,260.00
160	6085007	PAVED APPROACH, 7 IN.	1,696.000	S.Y.	100.00	169,600.00
170	6085008	"PAVED APPROACH, 8 IN."	2,369.000	S.Y.	105.00	248,745.00
180	6091011	CONCRETE CURB (OVER 6 IN. HEIGHT) TYPE S	305.000	L.F.	50.00	15,250.00
190	6091041	CONCRETE GUTTER TYPE A	97.000	L.F.	140.00	13,580.00
200	6091052	CURB AND GUTTER TYPE B	15,536.000	L.F.	50.00	776,800.00
210	6181000	MOBILIZATION	1.000	L.S.	588,647.65	588,647.65
220	6181020	ADDITIONAL MOBILIZATION FOR SEEDING	4.000	EACH	600.00	2,400.00
230	6200015	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. WHITE"	351.000	L.F.	24.00	8,424.00
240	6200018	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. YELLOW"	655.000	L.F.	20.00	13,100.00
250	6200021	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW"	195.000	EACH	275.00	53,625.00
260	6200030	PREFORMED THERMOPLASTIC PAVEMENT MARKING, WORD (ONLY)	1.000	EACH	500.00	500.00
270	6200042	"PREFORMED THERMOPLASTIC PAVEMENT MARKING, 12 IN WHITE, YIELD LINE TRIANGLES"	61.000	EACH	55.00	3,355.00
280	6206000C	4 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	15,020.000	L.F.	0.15	2,253.00
290	6206001C	4 IN. YELLOW STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	15,853.000	L.F.	0.15	2,377.95
300	6206108A	8 IN. WHITE STANDARD WATERBORNE PAVEMENT MARKING PAINT, TYPE P BEADS	305.000	L.F.	1.30	396.50
310	6207001	PAVEMENT MARKING REMOVAL	150.000	L.F.	1.25	187.50

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
320	6209903	MISC. {WHITE ISLAND MARKINGS}	650.000	L.F.	0.25	162.50
330	6209903 {1}	MISC. {YELLOW ISLAND MARKINGS}	0.000	L.F.	0.25	0.00
340	6224010	MODIFIED COLDMILLING (DEPTH TRANSITIONS)	2,098.400	S.Y.	15.00	31,476.00
350	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	1.000	L.S.	196,215.88	196,215.88
360	8025006	MULCHING	11.400	ACRE	4,500.00	51,300.00
370	8051000A	SEEDING - COOL SEASON GRASSES	10.800	ACRE	6,000.00	64,800.00
380	8061003	SEDIMENT TRAP EXCAVATION	15.000	C.Y.	50.00	750.00
390	8061004	SEDIMENT TRAP ROCK	15.000	C.Y.	105.00	1,575.00
400	8061006	ALTERNATE DITCH CHECK	1,301.000	L.F.	12.00	15,612.00
410	8061007A	CURB INLET CHECK	60.000	EACH	175.00	10,500.00
420	8061016	SEDIMENT REMOVAL	190.000	C.Y.	26.00	4,940.00
430	8061017	TEMPORARY SEEDING	2.700	ACRE	4,000.00	10,800.00
440	8061019	SILT FENCE	4,415.000	L.F.	3.75	16,556.25
450	8064130	TYPE 3 TURF REINFORCEMENT MAT	4,453.000	S.Y.	5.50	24,491.50
460	8064140	TYPE 3B EROSION CONTROL BLANKET	36,899.000	S.Y.	2.30	84,867.70

Category: ROADWAY ITEMS - J8S0836B \$3,933,276.13

Section: ALT A ASPHALT PAVEMENT - J8S0836B

470	4039905	MISC. {ALT A ASPHALT PAVEMENT (11.5 IN. SP125C)}	45,055.200	S.Y.	0.00	0.00
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Category: ALT A ASPHALT PAVEMENT - J8S0836B \$0.00

Section: ALT B CONCRETE PAVEMENT - J8S0836B

480	4039905 {1}	MISC. {ALT B CONCRETE PAVEMENT (9.5 IN. NON-REINFORCED, 15 FT. JOINTS)}	45,055.200	S.Y.	85.00	3,829,692.00
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Category: ALT B CONCRETE PAVEMENT - J8S0836B \$3,829,692.00

Section: Lighting

490	9011010	RELOCATED POLE	1.000	EACH	2,900.00	2,900.00
500	9011062	"LIGHTING POLE, 45 FT. OR 13.5 M, TYPE AT DESIGN 2"	5.000	EACH	5,000.00	25,000.00
510	9011115	"BRACKET ARM, 15 FT. OR 4.6 M"	5.000	EACH	1,800.00	9,000.00
520	9011313	LUMINAIRE, LED-C	5.000	EACH	900.00	4,500.00
530	9012230	BASE MOUNTED CONTROL STATION 240 VOLT - 4 CIRCUIT	2.000	EACH	10,250.00	20,500.00
540	9013004	CONDUIT, 4 IN. RIGID, IN TRENCH	90.000	L.F.	25.00	2,250.00
550	9014004	"CONDUIT, 4 IN. RIGID, PUSHED"	524.000	L.F.	40.00	20,960.00
560	9015020	TRENCHING TYPE II	1,850.000	L.F.	7.00	12,950.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
570	9016120	"PULL BOX, CONCRETE, STANDARD"	0.000	EACH	3,500.00	0.00
580	9016121	PULL BOX, CONCRETE, DOUBLE, TYPE A	2.000	EACH	5,000.00	10,000.00
590	9017002	CABLE, 2 AWG 1 CONDUCTOR	828.000	L.F.	6.00	4,968.00
600	9017110	"CABLE, 10 AWG 1 CONDUCTOR, POLE AND BRACKET"	374.000	L.F.	2.00	748.00
610	9017402	"CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 4 AWG"	569.000	L.F.	9.00	5,121.00
620	9018230	POLE FOUNDATION (30 FT. OR 9.0 M MOUNTING HEIGHT)	2.000	EACH	1,800.00	3,600.00
630	9018245	POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGHT)	5.000	EACH	2,800.00	14,000.00
640	9018612	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING ONLY	2.000	EACH	10,000.00	20,000.00
650	9019901 {1}	MISC. {LIGHTING MODIFICATION, JAMES RIVER FRWY}	1.000	L.S.	30,000.00	30,000.00

Category: Lighting **\$186,497.00**

Section: SIGNAL ITEMS - J8S0836B

660	9018613	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING AND SIGNALS	1.000	EACH	15,000.00	15,000.00
670	9020513	"SIGNAL HEAD, TYPE 3B"	6.000	EACH	1,500.00	9,000.00
680	9020514	"SIGNAL HEAD, TYPE 4B"	1.000	EACH	1,600.00	1,600.00
690	9020833	SH-FLAT SHEET - SIGNAL SIGN	32.000	S.F.	35.00	1,120.00
700	9020834	"SIGNAL SIGN, MOUNTING HARDWARE"	4.000	EACH	230.00	920.00
710	9023245	"POST, TYPE C, 45 FT. ARM OR 13.7 M ARM"	3.000	EACH	18,250.00	54,750.00
720	9024965	"DETECTOR, MICROWAVE"	3.000	EACH	7,500.00	22,500.00
730	9025200	"CONDUIT, 2 IN., TRENCH WITH TRACER WIRE"	70.000	L.F.	25.00	1,750.00
740	9025300	"CONDUIT, 3 IN., TRENCH WITH TRACER WIRE"	290.000	L.F.	35.00	10,150.00
750	9027300	"CONDUIT, 3 IN., PUSHED WITH TRACER WIRE"	140.000	L.F.	50.00	7,000.00
760	9028208	CABLE, 8 AWG 1 CONDUCTOR, POWER	200.000	L.F.	2.00	400.00
770	9028311	"CABLE, 16 AWG 7 CONDUCTOR"	1,140.000	L.F.	4.00	4,560.00
780	9028400	"WIRE, 6 AWG, SOLID NEUTRAL"	360.000	L.F.	2.00	720.00
790	9028620	"POWER SUPPLY ASSEMBLY, TYPE 2"	1.000	EACH	16,750.00	16,750.00
800	9028811	"PULL BOX, PREFORMED CLASS 2"	2.000	EACH	1,500.00	3,000.00
810	9028812	"PULL BOX, PREFORMED CLASS 3"	1.000	EACH	3,500.00	3,500.00
820	9028820	"PULL BOX, CONCRETE, STANDARD"	2.000	EACH	4,000.00	8,000.00
830	9028821	"PULL BOX, CONCRETE, DOUBLE, TYPE A"	1.000	EACH	5,750.00	5,750.00
840	9029100	"BASE, CONCRETE"	9.810	C.Y.	2,000.00	19,620.00
850	9029901	MISC. {TRAFFIC SIGNAL MODIFICATION, I-44 EASTBOUND & ROUTE MM}	1.000	L.S.	60,000.00	60,000.00
860	9029901 {1}	MISC. {SIGNAL MODIFICATION, JAMES RIVER FRWY}	1.000	L.S.	150,000.00	150,000.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
870	9029902	MISC. {UNINTERRUPTIBLE POWER SUPPLY}	1.000	EACH	15,000.00	15,000.00
880	9029902 {1}	MISC. {WIRELESS COMMUNICATION SYSTEM, INSTALLED}	2.000	EACH	20,000.00	40,000.00
890	9029902 {2}	MISC. {CONTROLLER ASSEMBLY HOUSING, TYPE 2070 CONTROLLER}	1.000	EACH	35,000.00	35,000.00
Category: SIGNAL ITEMS - J8S0836B						\$486,090.00

Section: SIGNING ITEMS - J8S0836B

900	9031010	CONCRETE FOOTINGS, EMBEDDED	0.600	C.Y.	1,500.00	900.00
910	9031210	STRUCTURAL STEEL POSTS	730.000	LBS	6.75	4,927.50
920	9031241	BREAKAWAY ASSEMBLY (PERFORATED SQUARE STEEL TUBE)	5.000	EACH	275.00	1,375.00
930	9031272A	2.25 IN. PSST POST INSERT (6 FOOT) - 12 GA.	2.000	EACH	75.00	150.00
940	9031280	2.5 IN. PSST POST - 12 GA.	544.000	L.F.	14.00	7,616.00
950	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	30.000	EACH	300.00	9,000.00
960	9035004A	SH-FLAT SHEET	185.000	S.F.	20.00	3,700.00
970	9035069A	SHF-FLAT SHEET FLUORESCENT	325.000	S.F.	25.00	8,125.00
Category: SIGNING ITEMS - J8S0836B						\$35,793.50

Section: DRAINAGE - J8S0836B

980	2063000	CLASS 3 EXCAVATION	6,961.000	C.Y.	23.00	160,103.00
990	2063300	CLASS 4 EXCAVATION	240.000	C.Y.	32.00	7,680.00
1000	6044011	"PIPE COLLAR, TYPE A"	3.000	EACH	2,000.00	6,000.00
1010	6051018A	PIPE AGGREGATE PAVEMENT CROSS DRAIN	278.000	L.F.	21.00	5,838.00
1020	6054010	GEOCOMPOSITE PAVEMENT EDGE DRAIN	6,600.000	L.F.	10.00	66,000.00
1030	6054020	OUTLET PIPES AND SPLASH PADS	26.000	EACH	1,500.00	39,000.00
1040	6097000	ROCK LINING	157.000	C.Y.	125.00	19,625.00
1050	6143013	"MANHOLE FRAME AND COVER, TYPE 3"	62.000	EACH	675.00	41,850.00
1060	7250418	18 IN. PIPE GROUP C	512.000	L.F.	125.00	64,000.00
1070	7261015	15 IN. PIPE GROUP A	902.000	L.F.	110.00	99,220.00
1080	7261018	18 IN. PIPE GROUP A	3,262.000	L.F.	105.00	342,510.00
1090	7261024	24 IN. PIPE GROUP A	1,447.000	L.F.	100.00	144,700.00
1100	7261030	30 IN. PIPE GROUP A	314.000	L.F.	155.00	48,670.00
1110	7261036	36 IN. PIPE GROUP A	107.000	L.F.	200.00	21,400.00
1120	7311033	PRECAST CONCRETE DROP INLET 3 FT X 3 FT	8.000	L.F.	1,200.00	9,600.00
1130	7311053	PRECAST CONCRETE DROP INLET 5 FT X 3 FT	286.000	L.F.	1,700.00	486,200.00
1140	7319902	MISC. {OUTLET STRUCTURE}	1.000	EACH	10,000.00	10,000.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
1150	7319902 {1}	MISC. {PRECAST CONCRETE 5'X5' JUNCTION BOX}	1.000	EACH	3,000.00	3,000.00
1160	7319902 {1} {3}	MISC. {PRECAST CONCRETE 3'X3' JUNCTION BOX}	1.000	EACH	3,000.00	3,000.00
1170	7319902 {2}	MISC. {10 FT. X 3 FT. DROP INLET}	2.000	EACH	8,000.00	16,000.00
1180	7319903 {1}	MISC. {(5 FT. X 3 FT.) REINFORCED CONCRETE BOX CULVERT}	104.000	L.F.	875.00	91,000.00
1190	7320615A	15 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	6.000	EACH	1,125.00	6,750.00
1200	7320618A	18 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	7.000	EACH	1,350.00	9,450.00
1210	7320630A	30 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	3.000	EACH	850.00	2,550.00
1220	7320636A	36 IN. OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	3.000	EACH	1,400.00	4,200.00
1230	7320818A	18 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	18.000	EACH	900.00	16,200.00
1240	7320836A	36 IN. OR ALLOWED SUBSTITUTE GROUP C FLARED END SECTION	2.000	EACH	1,000.00	2,000.00
Category: DRAINAGE - J8S0836B						\$1,726,546.00

Section: TCP - J8S0836B

1250	1041000	TEMPORARY SURFACING	1,500.000	C.Y.	75.00	112,500.00
1260	6122012	IMPACT ATTENUATOR 55 MPH (SAND BARREL ARRAY)	2.000	EACH	3,000.00	6,000.00
1270	6122020	REPLACEMENT SAND BARREL	2.000	EACH	450.00	900.00
1280	6123000A	TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)	2.000	EACH	4,000.00	8,000.00
1290	6161005	CONSTRUCTION SIGNS	1,380.000	S.F.	8.00	11,040.00
1300	6161008	ADVANCED WARNING RAIL SYSTEM	2.000	EACH	86.00	172.00
1310	6161025	CHANNELIZER (TRIM LINE)	285.000	EACH	24.00	6,840.00
1320	6161030	TYPE III MOVEABLE BARRICADE	20.000	EACH	200.00	4,000.00
1330	6161040	FLASHING ARROW PANEL	1.000	EACH	1,600.00	1,600.00
1340	6161099	"CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED, CONTRACTOR RETAINED"	4.000	EACH	5,000.00	20,000.00
1350	6173700B	"TEMPORARY TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED / RETAINED"	1,500.000	L.F.	55.00	82,500.00
1360	6191000	PAVEMENT EDGE TREATMENT	8,345.000	L.F.	3.80	31,711.00
1370	6209901	MISC. {TEMP PAVEMENT MARKING}	1.000	L.S.	20,000.00	20,000.00
Category: TCP - J8S0836B						\$305,263.00

Section: MSE WALL - J8S0836B

1380	7110300	CONCRETE AND MASONRY PROTECTION SYSTEM	1.000	L.S.	5,000.00	5,000.00
1390	7110400	SACRIFICIAL GRAFFITI PROTECTION SYSTEM	1.000	L.S.	3,500.00	3,500.00

Bid Report

Project: WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)	Job Number: J8S0836B PRELIM (NO MEDIANS)	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
1400	7201000	MECHANICALLY STABILIZED EARTH WALL SYSTEMS	700.000	S.F.	120.00	84,000.00
Category: MSE WALL - J8S0836B						\$92,500.00

Total:	\$10,595,657.63
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REPORT PARAMETERS	
Project	J8S0836B PRELIM (NO MEDIANS) - WIDEN ROUTE MM TO 5 LANE SECTION (MINUS MEDIANS)
Comparison	Bid Price

Route MM - Utility Replacements in Easement					
Utility	From Station	To Station	Length (Ft)	Unit Cost	Total Cost
Overhead Power					
Replace Powe Pole & Guy	53+55 Lt.		1	\$13,000.00	\$13,000.00
Power Line	60+25 Rt.	60+50 Rt.	50	\$80.00	\$4,000.00
Power Line	97+00 Rt.	107+60 Rt.	1060	\$80.00	\$84,800.00
Overhead Power Transmission Line					
Power Pole	60+75 Rt.		1	\$100,000.00	\$100,000.00
AT&T					
Utility Cabinets	80+40 Rt.		1	\$200,000.00	\$200,000.00
Water Line					
Fire Hydrant	92+75 Rt		1	\$5,000.00	\$5,000.00
Waterline	98+50 Rt	107+25 Rt.	875	\$100.00	\$87,500.00
Fire Hydrant	99+95 Rt.		1	\$5,000.00	\$5,000.00
Sanitary Sewer					
MH Adjustment	92+80 Rt		1	\$5,000.00	\$5,000.00

\$504,300.00

USE
\$505,000.00

New Project Summary

Project Manager:	WARNER SHERMAN				
Transportation Project Designer:	PEITZ JONATHAN (OLSSON)				
Award Month:	APRIL	Award Year:	2027	SFY:	2027
Let in Combination with (Job No's.):	J8S0836B				
Route Name	Begin Log	End Log	Begin County	TMA	TWAY ID
RT MM S	0.089	1.6	GREENE	Y	2603
RT MM N	2.35	3.861	GREENE	Y	2604
<i>insert additional rows for locations if needed</i>					
Bridge Numbers					
<i>insert additional rows for bridges if needed</i>					
Detailed Description	Add medians, lighting, signing and striping for additional lanes along Route MM From I-44 to Rte 360 in				
Location	Republic, Greene County				
Reason and Remarks	Construction cost for installation of medians along Route MM from I-44 to Rte 360.				
Detailed Scope Comments	Design costs for roadway improvements included with J8S0936B.				

Project Budget (based on Purpose) (consider the purpose of the project when selecting a category. Generally, you will only use 1 or 2 categories with each project.)	Typical Bridge	Major Bridge	Pavement	Safety*	Mobility	Capital Improvement	Total Contract Est.
	\$ -	\$ -	\$ -	\$ 1,225	\$ -	\$ -	\$ 1,225
	Total Bridge					CN Conting.	
	\$ -					\$ 25	
	Bridge Split					Other Non Contractual	Total Const
						\$ -	\$ 1,250
	R/W Acquisition						Total ROW & Const
						\$ 1,250	
	Prelim. Eng. & ROW Inc.	Constr. Engr.	Total Engineering				Total Project Cost
	\$ 103	\$ 156	\$ 259				\$ 1,509

*Safety Features	
Dollar amount	See Assumption Sheet for list of Safety Features
Feature (shoulders, guardrail, etc.)	See Assumption Sheet for list of Safety Features
Calculated Safety Benefit (\$)	See Assumption Sheet for list of Safety Features

Bike/Ped/ADA	
Bike Lane/Multi-Use/Cycle Track - Yes or No	
Ped/ADA(Multi-Use or Sidewalk) - Yes or No	
Dollar amount	<i>This amount should be included in the Mobility estimate</i>
Feature (curb ramps, sidewalk, etc.)	

Railroad Impacts	
Yes or No	

Assumptions

JSU0370, Grenne County, Route MM

(All estimate numbers in 1000's: \$100,000 = 100)

Project Type (consider the purpose of the project when selecting a category. Generally, you will only use 1 or 2 categories with each project.)

Typical Bridge	Major Bridge	Pavement	Safety*	Mobility	Capital Improvement	Total Contract Est.
0	0	0	1225	0	0	1225

Reasons for change

Give a brief explanation of why the estimate has changed since the last estimate, if a significant increase

Pavement/Safety/Mobility/Capital Improvement: This project will add medians associated with the widening of Rte. MM to 5 lanes between James River Freeway and I-44. Widening of Route MM is associated with project J8S0836B. This project includes cost associated with installation of raised medians, including lighting, signing and striping.

Typical Bridge/Major Bridge: Bridge Split: Include all bridge pay item cost (removal of BR, BAS, etc) Is bridge work on a Major Bridge or typical bridge? Bridge Costs reflected in estimate from Bridge Division dated X/XX/20XX. State type of bridge work - rehab, replacement, painting, curb blockouts, etc. List bridge numbers involved in project. If no bridge, state N/A.

Other Non Contractuals

Utilities	RR Flagging	A+B/ LS Incentives	Smoothness Incent	Total
0	0	0	0	0

Utility Costs reflected in estimate obtained from Southwest Utilities Department dated X/XX/20XX. If Utilities are in contract, the cost needs to be added in under appropriate category above.

Right of Way Costs

R/W Acquisition
0

Right of Way Costs reflected from Right of Way estimate dated 10/01/2025. Acquisition ONLY. ROW Incidental included in PE now.

Preliminary Engineering Costs

Prelim. Eng and ROW Inc.	Design PE	R/W Incidentals
103	103	0

Design PE Based upon 8.45% costs associated with a similar type of project as represented in chart/historical data/etc. The PE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the PE/CE percentage for the appropriate project type. See District PE Percentages on Project Development SP or visit Planning SP site. R/W Incidentals cost reflected from right of way estimate dated 10/01/2025.

Construction Engineering Costs

Constr. Engr.
156

Based upon the usual 12.76% of total contract costs. The CE cost are calculated by taking the Total Contract Est (not including ROW, other Non-contractuals or 2% contingency) and multiplying by the CE percentage for the appropriate project type. See District PE CE Percentages on Project Development SP.

*Safety Features

Total Safety Feature Cost
1225

This box will autosum all the safety features listed on page 2.

Bike/Pedestrian Improvements

Total Bike/Ped Imp
0

Describe Bike/Ped Improvements. These may be ADA transition plan improvements (existing) or new locations

RailRoad Impacts

List locations of all crossings on the project. Describe involvement anticipated- JSP only, agreements needed, etc.

RR Crossing DOT #	RR Crossing DOT #	RR Crossing DOT #	RR Crossing DOT #

***Safety Features (All estimate numbers in 1000's: \$100,000 = 100)**

Separate each individual safety feature and information specific to that feature itself(i.e. new rumble strips, guardrail, 2' shoulders w/rumbles, roundabout, interchange, etc). See improvement category guidance on top of page 1.

Specific Safety Feature	Safety Feature Cost	Improvement Life	Fatal Crash Reduction	Serious Crash Reduction
Medians	830	20		
Lighting	370	10		
21	21	10		
Pavement Marking	4	2		

Add additional safety features as needed. Make sure the added boxes are summed on the first page.

Jonathan Peitz (Olsson)

Estimator

12/1/2025

Date

Transportation Project Designer

12/1/2025

Date

Project Manager

12/1/2025

Date

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Project Settings

Primary County: GREENE	Urban / Rural: RURAL ROUTE
Addl Counties:	Project Type: GRADING, DRAINAGE & PAVING
District: Southwest	Work Type: REHABILITATION
Latitude: 37° 06' 42"	Traffic: Heavy Traffic (over 1700 DAT)
Longitude: 93° 15' 06"	Estimator: nmoss@olsson.com
Log Mile: Beg: 0.078	Constr Eng: 0.00%
End: 1.666	Priced Date: 8/30/2024
Station: Beg: 48+58.54	Create Date: 9/18/2024
End: 28+28.46	Fed Project No:
Project Length: 1.5810 miles	Mobe Percent: 6.00%
Route: MM	Survey Percent: 2.00%

Project Sections

1 ROADWAY ITEMS - J8S0836B	\$834,013.10	68.11%
20 Lighting	\$369,905.00	30.21%
40 SIGNING ITEMS - J8S0836B	\$20,550.00	1.68%
Total	\$1,224,468.10	100.0%

STIP Information

Construction Cost	\$1,224,468.10	82.51%
PE (8.45% of construction cost)	\$103,425.64	6.97%
CE (12.76% of construction cost)	\$156,178.84	10.52%
R/W	\$0.00	0.00%
R/W Incidentals	\$0.00	0.00%
Utilities	\$0.00	0.00%
Incentive	\$0.00	0.00%
Total	\$1,484,072.58	100.0%

Major Categories

BRIDGE	\$0.00	0.00%
GRADE/DRAIN	\$0.00	0.00%
MISC.	\$1,224,468.10	100.00%
PAVEMENT/BASE	\$0.00	0.00%
Total	\$1,224,468.10	100.0%

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Section: ROADWAY ITEMS - J8S0836B

10	6083008	8 IN. CONCRETE MEDIAN STRIP	8,219.000	S.Y.	90.00	739,710.00
20	6181000	MOBILIZATION	1.000	L.S.	68,026.01	68,026.00
30	6209903	MISC. {YELLOW ISLAND MARKINGS}	14,407.000	L.F.	0.25	3,601.75
40	6274000	CONTRACTOR FURNISHED SURVEYING AND STAKING	1.000	L.S.	22,675.34	22,675.34

Category: ROADWAY ITEMS - J8S0836B \$834,013.09

Section: Lighting

50	9011010	RELOCATED POLE	4.000	EACH	2,900.00	11,600.00
60	9011062	"LIGHTING POLE, 45 FT. OR 13.5 M, TYPE AT DESIGN 2"	9.000	EACH	5,000.00	45,000.00
70	9011115	"BRACKET ARM, 15 FT. OR 4.6 M"	9.000	EACH	1,800.00	16,200.00
90	9011313	LUMINAIRE, LED-C	9.000	EACH	900.00	8,100.00
100	9012230	BASE MOUNTED CONTROL STATION 240 VOLT - 4 CIRCUIT	4.000	EACH	10,250.00	41,000.00
110	9013004	CONDUIT, 4 IN. RIGID, IN TRENCH	209.000	L.F.	25.00	5,225.00
120	9014004	"CONDUIT, 4 IN. RIGID, PUSHED"	1,137.000	L.F.	40.00	45,480.00
130	9015020	TRENCHING TYPE II	3,780.000	L.F.	7.00	26,460.00
140	9016120	"PULL BOX, CONCRETE, STANDARD"	17.000	EACH	3,500.00	59,500.00
150	9016121	PULL BOX, CONCRETE, DOUBLE, TYPE A	5.000	EACH	5,000.00	25,000.00
160	9017110	"CABLE, 10 AWG 1 CONDUCTOR, POLE AND BRACKET"	1,390.000	L.F.	2.00	2,780.00
170	9017402	"CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 4 AWG"	2,040.000	L.F.	9.00	18,360.00
190	9018245	POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGHT)	9.000	EACH	2,800.00	25,200.00
200	9018612	POWER SUPPLY ASSEMBLY, TYPE 2, 240/120 VOLT SERVICE, LIGHTING ONLY	4.000	EACH	10,000.00	40,000.00

Category: Lighting \$369,905.00

Section: SIGNING ITEMS - J8S0836B

210	9031010	CONCRETE FOOTINGS, EMBEDDED	2.300	C.Y.	1,500.00	3,450.00
220	9031280	2.5 IN. PSST POST - 12 GA.	400.000	L.F.	14.00	5,600.00
230	9031285	CONCRETE POST ANCHOR FOR 2.5 IN. PSST - 7 GA.	29.000	EACH	300.00	8,700.00
240	9035004A	SH-FLAT SHEET	140.000	S.F.	20.00	2,800.00

Category: SIGNING ITEMS - J8S0836B \$20,550.00

Total: \$1,224,468.09

REPORT PARAMETERS	
Project	J8S0836B PRELIM MEDIAN ESTIMATE - ROUTE MM PRELIM MEDIAN ESTIMATE

Bid Report

Project: ROUTE MM PRELIM MEDIAN ESTIMATE	Job Number: J8S0836B PRELIM MEDIAN ESTIMATE	Bid Date: 01/01/2026	State: MO
Location: ROUTE MM FROM ROUTE I-44 SOUTH TO JAMES RIVER FREEWAY			

Sort	Pay Item	Description	Quantity	Unit	Unit Price	Extension
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Comparison	Bid Price
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