



CITY OF JACKSON
MAYOR & BOARD OF ALDERMEN STUDY SESSION
Monday, March 02, 2026 at 6:30 PM
Board Chambers, City Hall, 101 Court St.

AGENDA

DISCUSSION ITEMS

1. Missouri Blue Shield Program – Discussion of Proposed Resolution
2. Roundabout Project at North High Street and Deerwood Drive – Discussion and Direction on Center Island Landscaping
3. Tree Trimming for Electric Line Clearances Program – Discussion of 2026 Service Rates Proposal
4. Electric Line Extension along Wanda Lee Way – Engineering Services Proposal
5. Discussion of Previously Tabled Items (unspecified)
6. Additional Items (unspecified)

Posted on 2/27/2026 at 4:00 PM.



MEMO

To: Mayor and Board of Aldermen

From: James Humphreys

Date: Tuesday, February 24, 2026

Re: Application to the Blue Shield Program

The purpose of this memo is to express our desire to apply for Missouri's Blue Shield Program. As you know, the Blue Shield Program is designed to recognize municipalities that demonstrate strong commitments to public safety. Participation in this program would provide benefits in funding access, recognition of the City's continued commitment to protecting and serving its community, and overall enhancement of public safety.

Upon approval, we are asking the Board for a formal resolution affirming our commitment to public safety and to reducing violent crime, consistent with the requirements outlined by the Missouri Department of Public Safety in the Blue Shield Program.

Sincerely,


Chief James Humphreys

RESOLUTION NO. 2026-__

RESOLUTION

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF JACKSON DEMONSTRATING THE CITY'S COMMITMENT TO PUBLIC SAFETY AND THE REDUCTION OF VIOLENT CRIME TO ATTAIN THE DESIGNATION OF A MISSOURI BLUE SHIELD COMMUNITY.

WHEREAS, for decades, the City of Jackson has recognized, acknowledged, and endorsed the value and effectiveness of law enforcement and its tremendous impact on public safety; and,

WHEREAS, over the years, the City of Jackson has demonstrated its commitment to law enforcement through investments in recruitment and retention of highly trained officers, advanced training and accreditation, facilities, technology, and equipment; and,

WHEREAS, investments in law enforcement are beneficial to reduce violent crime and other offenses within our city; and,

WHEREAS, the Jackson Police Department is recognized for its innovative program and data-driven approach, and values its participation in multi-jurisdiction anti-crime task forces and robust collaboration with partner agencies at the federal, state, and local levels; and,

WHEREAS, the Jackson Police Department's commitment to excellence and best practices is recognized and reflected through its ongoing accreditation through the Commission on Accreditation for Law Enforcement Agencies (CALEA); and,

WHEREAS, the City of Jackson applauds Governor Mike Kehoe's Safer Missouri anti-crime initiative and his launch of the Missouri Blue Shield designation initiative; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Jackson reaffirms its ongoing commitment to reducing violent crime and support for the men and women of the Jackson Police Department. We enthusiastically seek, and intend to apply for, designation as a Blue Shield Community.

PASSED AND APPROVED this ___ day of _____, 2026, by a vote of ___ ayes, ___ nays, ___ abstentions and ___ absent.

CITY OF JACKSON, MISSOURI

(SEAL)

BY: _____
Mayor

ATTEST

City Clerk



February 23, 2026

To Whom It May Concern,

This letter serves to affirm that the City of Jackson has made and continues to make extraordinary investments in public safety, including substantial financial support and strategic expansion of the Jackson Police Department.

Over recent years, the City has demonstrated a strong and ongoing commitment to enhancing public safety services through increased funding allocations, budget prioritization, and operational support for law enforcement. These investments have included:

- Significant increases in annual budget appropriations dedicated to law enforcement operations
- Funding for the hiring of additional sworn police officers to expand departmental staffing levels
- Competitive salary adjustments and benefits enhancements to attract and retain qualified personnel
- Investment in updated equipment, vehicles, technology systems, and training programs
- Support for community policing initiatives and proactive crime prevention strategies

The City's leadership recognizes that a well-funded and properly staffed police department is essential to maintaining a safe, stable, and thriving community. Accordingly, public safety remains one of the highest priorities within the municipal budget.

Through these extraordinary investments, the City of Jackson has strengthened its capacity to respond effectively to public safety needs, improve response times, enhance community engagement, and uphold the highest standards of professional law enforcement service.

Should you require additional information or documentation regarding these investments, please do not hesitate to contact our office.

Sincerely,

Liza Walker
Assistant City Administrator
City of Jackson
573-243-3568 x2015
lwalker@jacksonmo.org



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

DATE: February 26, 2026

RE: Deerwood Roundabout Center Island Aesthetics

In 2024 the Board discussed possible alternatives for center island aesthetics for the new Deerwood roundabout. At that time, MODOT was reviewing their roundabout guidance and it was incomplete, so the discussion was put on hold.

MODOT has now published their guidance, and the roundabout in construction, the City needs to choose a preferred design for the center island so that application can be submitted to MODOT for review.

Key points in the MODOT guidance and some key points to their review include the following:

- Review and approval by MODOT of detailed design required
- Optional locations outside the MODOT right-of-way must first be considered and reason for rejection included in application
- Signs / monuments / art / features can be no wider than ½ the center island diameter, excluding truck apron. The center island is 60' in diameter.
- Installation's height cannot exceed the distance to the curb of the center island (excluding truck apron)
- Breakaway design is preferred but is not listed as required
- Installations cannot cause a distraction or encourage pedestrian traffic (think "selfie" photo opportunities)
- Applications including landscaping must include type of trees / shrubs / plants / grass / etc. Landscaping is to be no- to low-maintenance

Staff recommends a low maintenance landscaping design be developed by an outside source to ensure low maintenance and survivability of plant selections.

Attached with this memo are the MODOT Guidance document and previous sign designs prepared by Coast to Coast Signs.

Category:241 Aesthetic Considerations



Contents

- [241.1 Guidance](#)
- [241.2 Potential Triggers](#)
- [241.3 Engaging Stakeholders](#)
- [241.4 Applications](#)
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- [241.7 Roundabout Aesthetic Structure](#)



Sound walls are commonly treated for aesthetics

The purpose and need of MoDOT's work may necessitate the responsible use of aesthetic applications. Such applications, in cooperation with stakeholders, will allow the system to blend with the character and reflect the cultural and environmental values of the communities they serve. MoDOT will consider baseline aesthetic applications that represent minimal costs to the project, can be reasonably maintained, and do not compromise safety. As much as possible, the applications should complement the surrounding area. When the stakeholder supplies additional funding and/or maintenance of aesthetic applications above the baseline, they will need to enter into an agreement with MoDOT.

When MoDOT Maintenance forces, in their normal activities, perform work within MoDOT rights of way, consideration should be given to practical aesthetics such as hardware which was installed for aesthetics or which has historical or regional significance.

241.1 Guidance

Aesthetics shall be considered on every project, although both reason and experience would dictate that in many cases, the consideration would yield no actual deployment of treatments. Nevertheless, the consideration is critical in that it provides the most assurance that projects with a legitimate aesthetic need will not be overlooked.

241.2 Potential Triggers

There are several aspects of any project that may trigger the need for aesthetic applications. Individual projects will inevitably present details, not listed here, that could necessitate aesthetic applications.

Environmental

- Maintaining environmental and human harmony
- Environmental constraints
- Environmental and historical mitigation needs
- Expediting Project Development

Public Interest

- Projects with high visibility to a community
- Previous project within the community have included aesthetics
- Maintaining a community theme
- Cost share projects
- Existing master plan
- Corridor continuity
- Opportunities for improved quality of life
- Mitigating adverse community impact from project
- Merging livability with mobility goals

Context and Location

- City limits
- Tourist areas (i.e. Branson, Lake of the Ozarks)
- Scenic vistas landscape (national parks, etc.)
- Existing landmarks replaced
- State, regional and / or community “gateway” potential
- Proximity to significant cultural resources, whether man-made or natural
- Community landscape themes
- Unique physical character of corridor environment

241.3 Engaging Stakeholders

In order for an aesthetics application to be properly planned, designed, or constructed, it is critical that the project team engage the stakeholders. In this manner, the community will collaborate with MoDOT to arrive at the aesthetics treatment that most closely meets its needs.

If the project team's aesthetic analysis determines a need, it becomes critical to identify and engage the stakeholders as early in the design process as possible. In this collaboration, the stakeholders should be made aware of the baseline aesthetic package that MoDOT intends to provide. The baseline package will consist of low-cost treatments that are added to the project in addition to MoDOT's normal construction.

The stakeholder may desire aesthetic treatments in excess of the baseline. If this is the case, the project team will continue the collaboration to arrive at a mutually acceptable plan. In any case, the cost of construction and maintenance in perpetuity of any application above the baseline, will be completely borne by the stakeholders.

Once an acceptable plan has been identified, MoDOT and the stakeholders must enter into an agreement that contains the following elements, at a minimum:

- Description and location of the specific aesthetic application(s)
- Description of the stakeholder's responsibility for maintenance
- Description of the stakeholder's contribution for construction costs
- Arrangements for stakeholder payments
- A failure to maintain clause

241.4 Applications

The following lists contain examples of construction elements that are commonly treated for aesthetics:

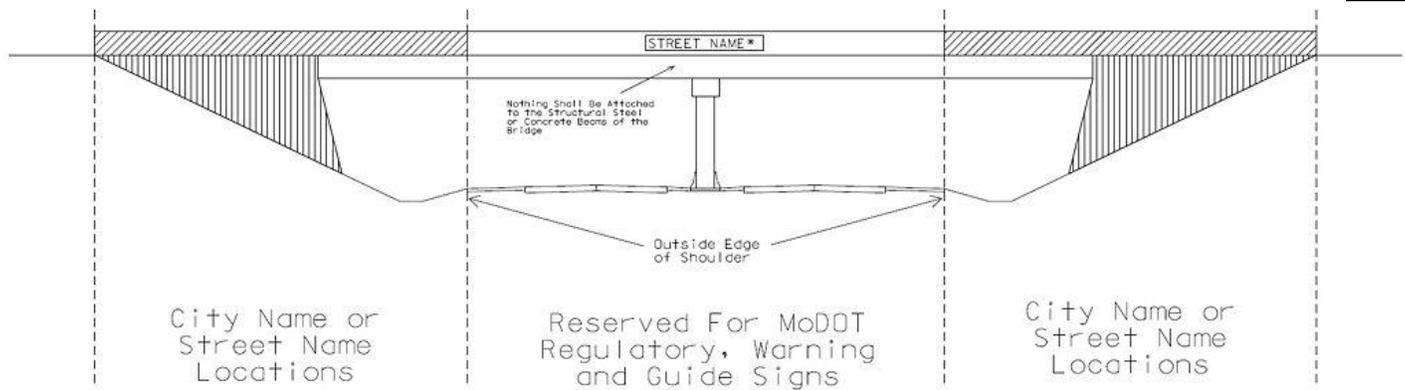


Fig. 241.4, Display of Signs and Messages on Bridges

*** The maximum street name sign size is limited to 240 in. x 30 in.**

Bridges

- Columns and abutments
- Substructures
- Lighting
- Railings
- Girders
- Cable color
- Cable lighting
- Beams
- Bridge style
- Barrier curb
- Signage equipment (painting signing, signals and lighting structures)
- Monument structure (bridge)
- Color
- Aesthetic Message (refer to Fig. 241.4)
- Street names, if installed, shall be placed on the bridge structure outside of the shoulder point. The street name may be placed as a special sign, individual fixed letters attached to the bridge structure or another MoDOT approved display which can be removed and/or updated should the street name change in the future. Embossed street names are not permitted due to the permanent nature of the installation and street names can change.
- Option – A street name may be placed in the center of a bridge span, centered over the median of a divided highway. The maximum area used to display the street name is limited to 240 in. wide by 30 in. tall, including legend and border, if a border is used.
- Signs or other markings depicting a city, community, or geographical name, seal, or nickname may be placed outside of the shoulder point in accordance with [EPG 903.4 Overhead Sign Mounting](#). The city name may be placed as a special sign, individual fixed letters attached to the bridge structure, embossed into the concrete or through the use of another MoDOT approved display method.

Walls

- Retaining walls
- Sound walls
- MSE wall panels
- Gabions
- Fencing

Roadsides

- Curbs and gutters

- Roadside hardware (cables, guardrails, etc.)
- Barrier walls (rock)
- Railroad crossings
- Signage equipment
- Glare screens
- Underground vs. overhead utilities
- Slopes

Roadway

- Colors
- Concrete surface texture
- Pavement (asphalt / concrete)
- Construction material
- Quiet pavement
- Shoulder type (width / material)
- Roadway curvature
- Roundabouts
- Interchange type

Traffic Control Devices

- Light poles
- Lighting equipment
- Lighting (lamp posts)
- Signal mast arms
- Signals
- Signal equipment
- Signal posts & arms
- Signal poles
- Signage equipment
- Street names embossed into Bridge concrete or on special sign

Bicycle / Pedestrian Facilities

- Sidewalk ramps
- ADA ramps in sidewalks
- Streetscape
- Sidewalks
- Lighting
- Railings – crosswalks, bridge and pedestrian areas
- Bridge pedestrian rail
- Crosswalks
- Sidewalks
- Paved median / island treatments / raised medians
- Surfaces
- Maintenance buildings
- Rest areas

Landscaping

- Planters on single point bridges
- Fill rock
- Types of trees and shrubs
- Types of grass
- Monuments

- Interchange Right of Way
- Paved median / island treatments
- Transportation art
- Flags, banners and decorations
- Gateway treatments
- Furnishings (garbage cans, benches, bike racks, etc.)

241.5 Constraints

As practical aesthetics are developed, existing constraints apply to their application such as:

- AASHTO (Green Book, LFRD, Roadside Design Guide, etc.)
- MUTCD (*Manual on Uniform Traffic Control Devices*)
- NCHRP 350 and/or MASH 2016: AASHTO Manual for Assessing Safety Hardware (2016)
- Utility conflicts
- Right of Way (limited amount of space, access control, who owns)
- Environment and/or location

Safety concerns will override any constraints shown in these publications. The project teams must collaborate with the [Central Office Highway Safety and Traffic Division](#) in developing aesthetic plans.

241.6 Maintenance Guidance

When MoDOT performs routine maintenance on right of way, consideration should be given to practical aesthetics. For example, if hardware was installed for aesthetics or has historical or regional significance, it should be replaced in kind. Other examples include guardrail repair or replacement, architectural lighting, signage, etc.

241.7 Roundabout Aesthetic Structure

The first step the district should take when receiving a request from an entity for a roundabout aesthetic structure is to work with the requester to determine if there are acceptable locations for the proposed aesthetic structure off Commission-owned right of way. Consideration should be given to alternative aesthetic improvements before exploring a roundabout aesthetic structure. Examples of alternate aesthetic improvements include decorative concrete, pavers/zero maintenance landscaping and low-lying landscaping.

If there are no appropriate locations off commission-owned right of way, the district will work with the requesting entity and Central Office Highway Safety and Traffic Division to review the request along with the Aesthetics Review Team.

Roundabout Aesthetic Structure Requirement

At a minimum, the request must include:

- Detailed design plans (exhibits, graphics, irrigation, location map, etc.) and specifications of the aesthetic structure, including grading around the aesthetic structure.
- A location map which should include nearby highway(s), intersection(s), town, etc.
- An aerial map of the proposed aesthetic structure location.
- A statement that alternative aesthetic improvements to a roundabout structure (e.g., decorative concrete or pavers, or zero maintenance or low-lying landscaping) have been considered and rejected.
- An explanation as to why those alternatives were rejected.
- A statement that there are no acceptable locations for the proposed aesthetic off Commission-owned right-of-way.
- Exhibit which shows the legal description from a professional land survey of the property requested for the aesthetic structure location.
- Signed and sealed plan sheets for the structure's design.
- Roadway plan sheets
- Documentation from the district which addresses all the above requirements.

An aesthetic structure cannot be mounted in an overhead configuration, on sign structures, or on bridge structures, girders, columns abutment walls, aesthetics, etc.).

An aesthetic structure shall only be allowed in inner-most center island, which is defined by the area that is half the diameter of the center island, not including truck apron.

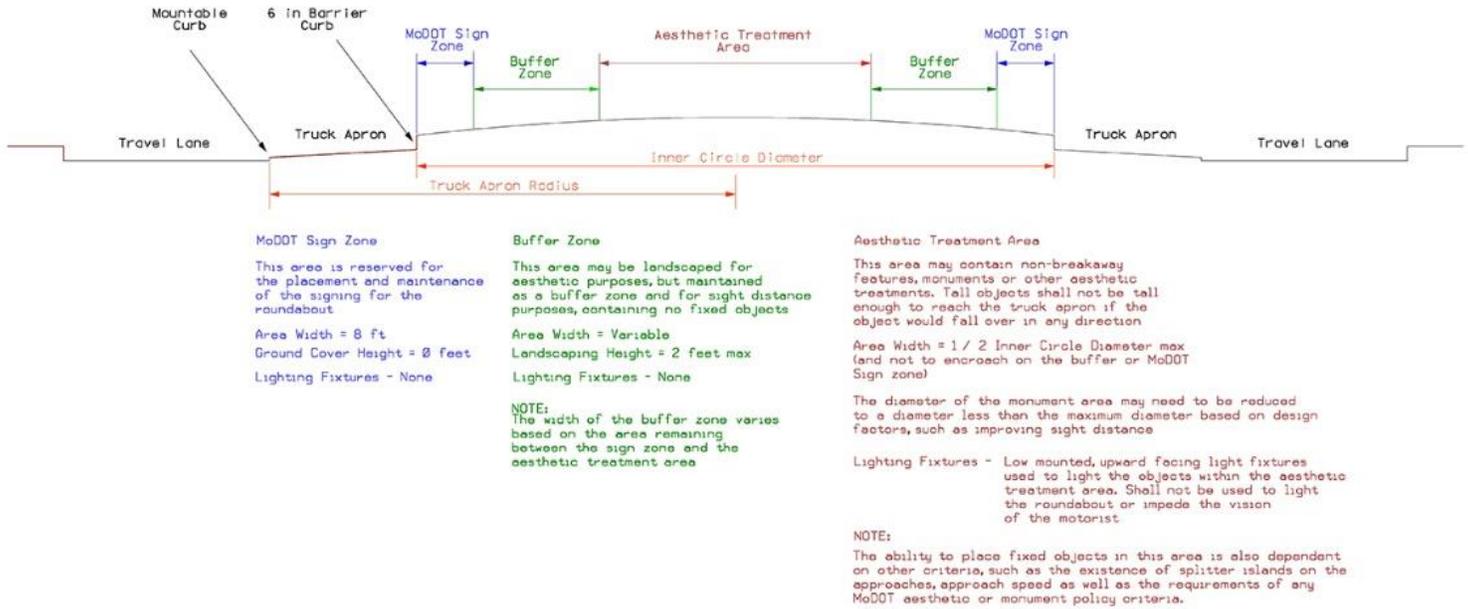
An aesthetic structure height is limited to distance to the truck apron, to ensure no part of the aesthetic structure will reach the roadway should it fall over.

The aesthetic structure may not contain advertising or sponsorship. In addition, the nature of the aesthetic structure should be such as to not bring about any undue criticism to MoDOT or the state of Missouri. Determination as to whether the aesthetic structure would bring about undue criticism shall be at the sole discretion of MoDOT.

To determine if a roundabout aesthetic structure could be allowed at a roundabout the following needs to be considered:

- Maximum posted speed limit of 40 mph on any of the approach roadways to the roundabout.
- For all approaches the grade must be less than +/- 3%.
- Raised splitter islands are required on all approaches to the roundabout.
- The center island (after/beyond truck apron) is required to have a barrier curb.
- The aesthetic structure shall be installed in a location that does not interfere with normal highway signs or impede sight distance.
- An aesthetic structure shall only be allowed in inner-most center island, which is defined by the area that is half the diameter of the center island, not including truck apron. The center island perimeter buffer zone or MoDOT sign zone this area is reserved for:
 - Meeting sight distance requirements
 - Installation of MoDOT traffic control signing
 - Includes a space to perform maintenance activities and for a maintenance vehicle to pull onto the center island.
- Contact MoDOT motor carriers to confirm route is not in conflict with Oversize overweight (OSOW) routing.
- The district should work with the requesting entity to find a location that poses the least risk to the public.
- The city will be required to provide detailed design plans (exhibits, graphics, irrigation, location map, etc.)and specifications of the aesthetic structure, including grading around the aesthetic structure.
- The aesthetic structure must not create a distraction or a hazard to motorists or be designed in a way that might invite pedestrian traffic. Therefore, plans which include features such as water and electricity must be thoroughly examined.
- Breakaway aesthetic structure signing is preferred.
- In addition, the District Traffic Engineer must approve the installation after considering other factors,including call reports, knockdowns, and crash history.

The figure below illustrates the permitted area in which an aesthetic structure may be installed on a roundabout island.



Review and Recommendation

The district will present the request information and documentation to the district's Asset Management Committee (AMC) for conceptual approval as referenced in [EPG 236.5.25 Leases, Licenses and Airspace License Agreements](#).

The district's Asset Management Committee will then complete their review and conceptual approval.

The district will present the provided documents to Central Office Highway Safety & Traffic who will work with the Aesthetics Review Team to provide their conceptual approval.

Once the AMC and Highway Safety & Traffic provides conceptual approval, the district will send the items presented, including the AMC meeting minutes to Central Office Right of Way for conceptual approval and compliance with [EPG 236.5.25](#).

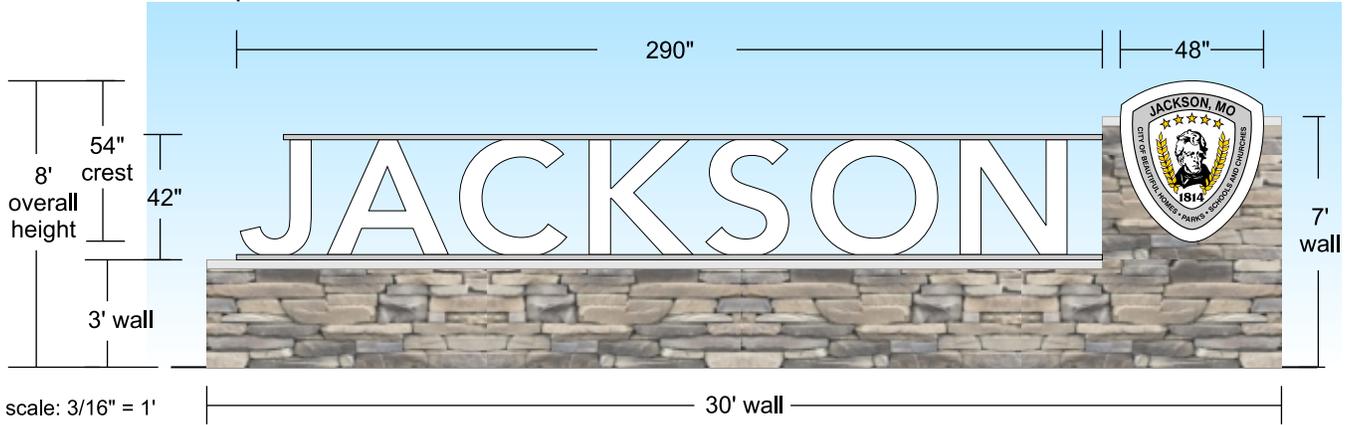
Once Central Office Right of Way provides conceptual approval, if the aesthetic structure location is within an interchange termini they will request conceptual approval from FHWA. Once FHWA provides conceptual approval, Central Office Right of Way will inform the district that execution of the RW 45 – License Agreement for City Monument can begin.

This page was last edited on 21 January 2025, at 09:12.



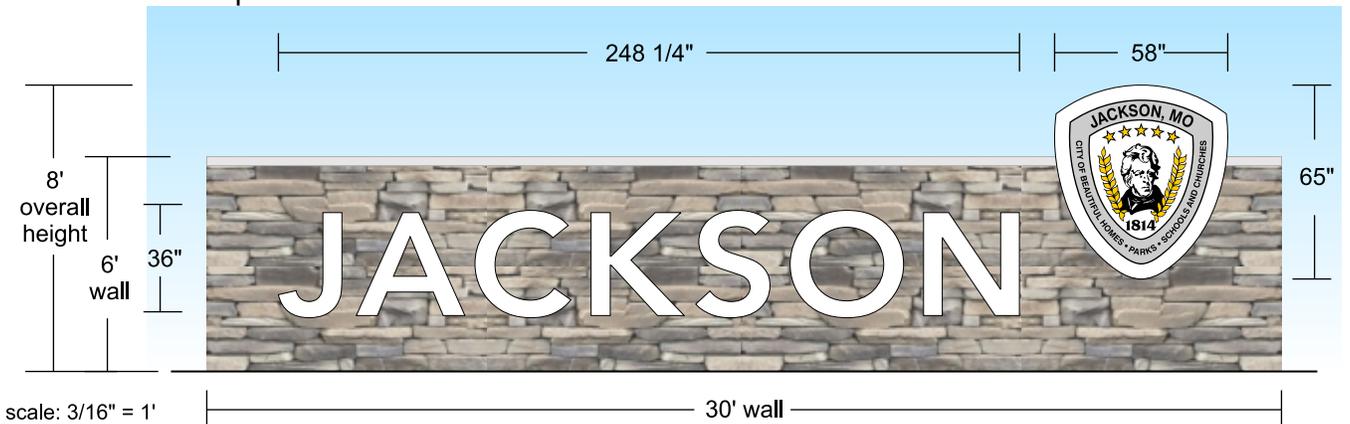
ILLUMINATED NIGHT VIEW

Option A



ILLUMINATED NIGHT VIEW

Option B



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ISA
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MSSA
 MID-SOUTH SIGN ASSOCIATION INC.

CUSTOMER APPROVAL	DATE	SALES: MARTY PLATZ mplat@coasttocoastsigns.com
REVISIONS & REMARKS		DRAWN BY: JENNIFER MASTERS

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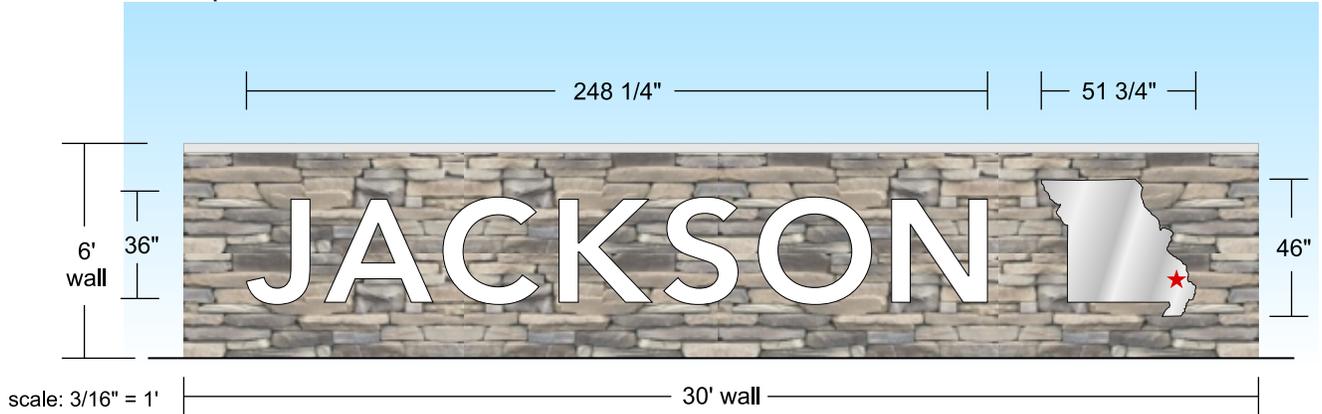
DATE:	4/30/24
DESIGNED FOR:	JACKSON ROUNDABOUT
LOCATION:	JACKSON, MO
CONTACT:	
SCALE:	
FILE NAME:	23161r2-wall&letters

Terms: 50% down, with balance due upon completion.



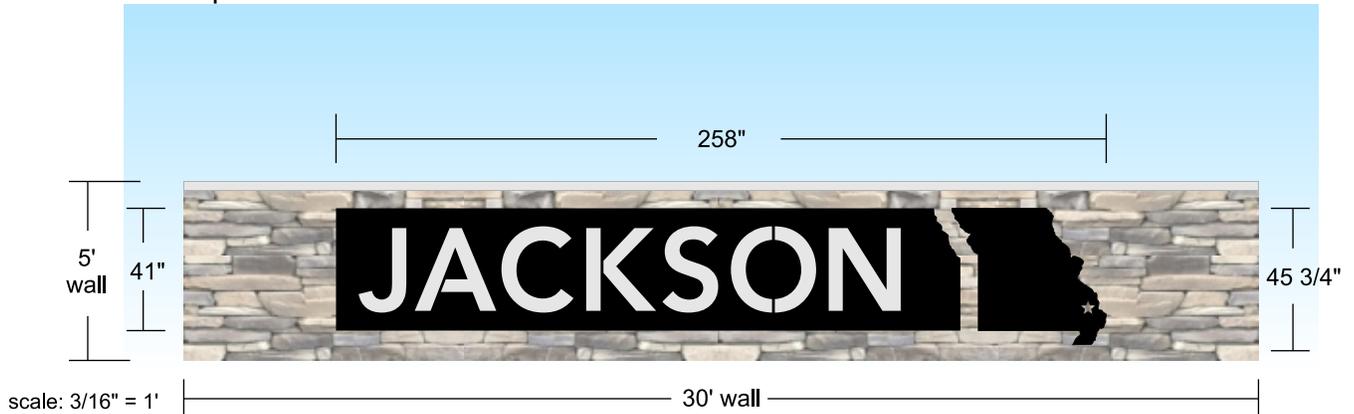
ILLUMINATED NIGHT VIEW

Option C



ILLUMINATED NIGHT VIEW

Option D



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CUSTOMER APPROVAL	DATE	SALES: MARTY PLATZ mplatz@coasttocoastsigns.com
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DATE:	4/30/24
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CONTACT:	
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FILE NAME:	23161r2-wall&letters
Terms: 50% down, with balance due upon completion.	



MEMO

To: Mayor and Board of Aldermen
From: Don Schuette
Date: Thursday, February 26, 2026
Re: Electrical Transmission and Distribution Line Tree Trimming and Vegetation Control Program

Mayor and Board of Aldermen,

Please see the attached letter from Townsend Tree Service for the 2026 rates. They have increased their rates by 2.7 percent for 2026, which is in order with COLA and the contract agreement. Our current contract allows for a yearly increase as long as it is justifiable or in order with the COLA for the upcoming year.

I would recommend the board accept this proposed increase in rates.

If you have further questions or concerns, please let me know.

Thank you,

Don Schuette

Director of Electric Utilities



February 12, 2026

City of Jackson
Mr. Don Schuette, Director of Electric Utilities
101 Court Street
Jackson, Missouri 63755

Re: 2026 TM Rate Renewal

Dear Mr. Schuette,

Townsend Tree Service Company appreciates being afforded the opportunity to work with the City of Jackson in 2025 and to bid on the above-mentioned project. Please find enclosed our pricing which includes a 2.7% CPI Increase agreed upon per the contract.

Our Mission is to provide our clients with outstanding service quality in a safe and reliable manner. We endeavor to develop long-term relationships with our customers by consistently delivering superior service excellence while adhering to the highest ethical and professional standards in our industry. We are committed to reliability, responsiveness, and customer-centered solutions.

Our Core Values are Safety, Excellence, Integrity, Character, and Accountability. We are committed to following our Core Values with every project, every client, every day.

We thank you for the opportunity to continue working for the City of Jackson in the coming years. If you should have questions or need additional information, please contact Bradley Browers at 573-631-6851.

Sincerely,

Thomas B. Mulhern

Thomas B. Mulhern, Vice President



City of Jackson, Missouri – 2026 TM Rates

<u>Labor</u>	<u>Total</u>
Foreman A	\$ 46.24
Trimmer A	\$ 39.22
Climber	\$ 39.40
Groundman	\$ 34.88
 <u>Equipment</u>	
55' Bucket Truck	\$ 20.10
70' Bucket Truck	\$ 26.70
Disc Chipper	\$ 6.45
4x4 pickup	\$ 12.69
Back Yard Bucket	\$ 34.90
Skid Steer w/ Mower	\$ 53.95



MEMO

To: Mayor and Board of Aldermen
From: Don Schuette
Date: Thursday, February 26, 2026
Re: Wanda Lee Line Extension Proposal

Mayor and Board of Aldermen,

Please see the attached proposal from Allen and Hoshall for design and layout for a possible future electric line extension along Wanda Lee Drive. The proposal would determine the line and pole placements and possible additional right of way that maybe required to extend the three-phase overhead distribution along the roadway.

Please let me know if you have further questions or comments.

Thank you,

Don Schuette
Director of Electric Utilities



February 23, 2026

Mr. Donald Schuette, Director of Electric Utilities
City of Jackson
420 Florence
Jackson, MO 63755

**RE: Engineering Fee Proposal
 Design & Stakeout 3-Phase Line
 Wanda Lee Drive Electric Line Extension Proposal**

Dear Mr. Schuette:

Enclosed is our Scope of Services/Engineering Fee proposal for the 3-Phase Line.

Please sign, date, attest and return an executed copy to my attention.

If there are any questions, please contact us at 901.261.4732.

Sincerely,

Allen & Hoshall

Bobby Davidson

Cc: Scott Burleson P.E., Allen & Hoshall
 Ed Bousson, Allen & Hoshall
 Michael Moore, Allen & Hoshall

RDD: \\AHMEM03\eu\Jackson MO\Proposal\SO Birk Lane\2026-02-23 Eng Fee Proposals.docx



SCOPE OF SERVICES – Wanda Lee Drive Electric Line Extension Proposal

GENERAL:

The City of Jackson, Missouri (City) has requested that Allen & Hoshall (Engineer) provide an engineering proposal to design and stake a new 3 phase line from Birk Lane south toward Highway 61 along Wanda Lee Drive.

Designing, Preparation of Staking Sheets, and Stakeout

- Verify size and location of existing utility facilities.
- Perform preliminary field work to develop design.
- Prepare detailed plan/staking sheets.
- Show sheet totals of major items to be installed, removed or abandoned.
- Provide one (1) Stakeout during design layout for the project for City to construct.

ENGINEERING FEE:

\$6,500.00

SERVICES NOT INCLUDED:

Construction Administration
 Easement Descriptions and Exhibits (By Others)
 Procurement of Right-of-Way/Easements (City)
 Survey and determine property row lines along route (City)
 Mark and set property corners (City)
 Geotechnical Engineering (By Others)
 Additional trips required and/or requested will be on a cost-plus basis.

Allen & Hoshall

City of Jackson, MO

Robby Davidson

Date: 02/23/2026

Date: _____

Attest: *Spencer Johnson*

Attest: _____