

**Washington Area Highway Transportation Committee Meeting  
Council Chambers of City Hall  
405 Jefferson Street  
Washington, Missouri 63090**

**Tuesday, June 28, 2021 at 8:00 AM  
Minutes**

**Present:** Craig Mueller, Stephen O'Connor, Ray Frankenberg II, Bob Engemann, Bill Straatmann, Sandy Lucy, L.B. Eckelkamp, Bill Miller, Tim Brinker, Steve Sullentrup, John Nilges

**Absent:** Ed Fischer, Joe Holtmeier, Danny Cassette

Chairman Bill Straatmann opened the meeting with a roll call and the Pledge of Allegiance.

Approval of the minutes from June 1, 2021, Motion made, seconded and passed without dissent.

1. **Amtrak- Craig Mueller-** We had a MoPAC meeting. I missed the last meeting. I apologize for that, but right around that same time we all know they did pass our legislation to get some funding back for Amtrak. Amtrak then went through their process and they've restored service starting July 19th for the two trains that we were hopeful to get back and that's going through December of 2021, which gets them through their busy season and they're going to re evaluate after that. That's the big news obviously, but other stuff they discussed at that meeting is new coach cars coming probably middle of August, we'll see them on the River Runner. They've upgraded seats and they're obviously new or new to us refurbished, but they'll have more bike racks, things like that for the passenger type that we have right now. Food cars, newer food cars looking maybe in the earliest of 2022. There was some talks, they're trying to gather momentum to make one of our Missouri trains continue KC, St. Louis up to Chicago and try to have a train for that to improve Illinois-Missouri ridership, it's just kind of in the talk phase right now, but they are looking to try to make that happen, which is cool. Had a kind of a rough, the last on time performance kind of trails a little bit was but we had a little bit of a rough patch, it was 80% on time performance. They had some, Union Pacific was doing some track work in Sedalia, which has put a number of trains behind but that seems to be cleared up currently and then they're running a promotion July through September 35% off. So go buy your Amtrak tickets if you want to travel during that time.
2. **Highway 47/Missouri River Bridge-Stephen O'Connor-** I did talk to the resident engineer on Thursday and he said the lighting has been fixed. Everything is done to his satisfaction. So I think we're good with everything on the bridge.

**Mayor Lucy-** Okay, so I went down and looked at the lighting on Friday evening and the center pier is dark and they're supposed to be a wash on all of them.

**Stephen O'Connor-** Ok, I'll have to talk to our resident engineer.

**Steve Sullentrup-** Now that they do have it fixed the warranty start now or how does that work?

**Stephen O'Connor** The whole project will have to be accepted then the warranty will kick in.

**Steve Sullentrup-**How long is it?

**Stephen O'Connor-** I believe it's a year warranty.

**John Nilges-**Just so everyone knows I was going to get with Tim Hellebusch and get a summary of what that warranty period is and what it looks like once acceptance happens. I'll be honest with you. The warranties all run together. This is going on for three years and I don't remember right this second. I hate to say something wrong, but that, that was my goal today was to send an email out and just summarize everything all over again for the contract documents and all those things. I just don't, I don't recall sitting here what they are, but I do believe it is a year We get, I believe 10% of all the fixtures also gets essentially given to the city so well the find a spot to store those. I've not done that yet either. So there's some things that have to be worked out yet. Just keep in mind, there is some sort of an animation I guess would be the

best way to say it. There's four different settings throughout the year. The Fourth of July is one of those, so July 4th, luckily through this little trial period, it should automatically run some sort of an animation on the girders themselves that will simulate fireworks of some sort. So just kind of keep an eye on that. It should be seamless the first time we've got to experience it. So a good little trial. So keep your eye out for that.

**Bill Straatmann-** What time will that come on?

**John Nilges-** I believe it runs a half hour before dusk. I think it's all tied in with GPS satellite, those type of things on timing and then I believe it runs to midnight. Now the longest running animation would be the month of December. There's more of a, it's like a snowflake style or it's a little slower simulate snowflakes. We've always seen it on a computer screen. So it's not that we've seen it actually on the bridge itself, otherwise you would have seen it, but that will run the entire month of December. So there's a few of them scattered throughout the year. I can get you those updates and what they are. I just don't recall them. It's kind of something exciting to see different.

**Bill Straatmann-** Well, I think it's great that the finality of the new bridge is happening now. This is the last piece that was left of that process. It's great to get to this point. Thank MoDOT.

**John Nilges-** Let me summarize everything. I can get you all those answers. I just don't remember.

**Bill Straatmann-** It might be good for the public to understand what's going to happen and what to look for because they're interested too a lot in the new bridge.

3. **Highway 47 Corridor Committee- John Nilges-** We've not met since the last meeting.
4. **Franklin County Transportation Committee-John Nilges-** Same with that. We've not met since our last meeting. I will say we are Washington did submit a grant application to put some guardrails and some bridge abutment safety items along Eighth Street along Busch Creek at Eighth & Jefferson. If you notice there's some wood bollards that have been there for decades that rotted out. It was a safety item so we thought it would be a good, good little safety item to request or hopefully get some dollars to just put up a guardrail along Busch Creek right there. We have had some accidents along the area. I do think it's wise probably just to continue that because it would provide some sort of safety item.
5. **MoDOT Northeast District-Warren County-Joe Gildehaus-** Lots of rain.
6. **Washington Special Road District-John Nilges-** The only thing I'd say is I know the Washington Special Road District is working on doing some maintenance projects and the city and them are coordinating a few of those. The Washington Special Road District city limits meanders on a couple of these roadways. South Point is a really good example where city limits actually goes in and out, kind of all around South Point Road so the jurisdictions change a lot. So any future maintenance projects that happens on South Point, whether it be the city or the Special Road District, we're doing a much better job coordinating those. So if pavers and mills and things are on the streets, we'll take care of our portion as well in the city. We might as well make the whole roadway new when one of the entities does some work. So there's just a pretty good line of communication going right there.
7. **Old Hwy 100 Bridge- Stephen O'Connor-** We have it as a future project in 2025/2026. So it's out there, but we've not done anything.

**Bill Straatmann-** There hasn't been a plan and design or anything happened yet? But as I understand is the study happening?

**Stephen O'Connor-** We'll do some survey will get some information and we'll either decide. I'm sure we'll get a consultant to design that bridge. We're not at that stage yet.

**Raymond Frankenberg II-** When you do say 2026 is that like a construction date as the date you would start the consultants?

**Stephen O'Connor-**Construction.

**Steve Sullentrup-** What do you think the projected costs of that bridge would be?

**Stephen O'Connor-** I think initially we had like \$1.2 million dollars.

**Steve Sullentrup-** If we found some kind of funding between now and say a year or so between the County, Special Road District and the City of Washington and we put the money forward and get the money back from MoDOT, would that be possible?

**Stephen O'Connor-** I mean, if you're going to fund the project much quicker, I mean, we still have to get a design. So we have to talk to our design people and our management to see what we could do.

**Jim Grutch-** Good morning. I'm Jim Grutch, the Highway Administrator for Franklin County. Over the early winter or the winter season MoDOT conducted bridge surveys for all the bridges in Franklin County. That information was released last Wednesday and in that packet was Old Highway 100. They are maintaining the 16 ton weight limit for the next two years and they're saying it's a 27% efficiency ratings. So the efficiency rating is going down on the bridge that was built in 1939 as we all know, it's deteriorating, but that's why the bridge needs to be replaced. And at that time the projected cost at this time is 1.1 million in this report. This report is from MoDOT, Kate Williams. So I just wanted to let you this just came out.

**Mayor Lucy-** Okay, that's interesting. Isn't there something about when things get below 50% is when MoDOT starts looking at the efficiency because it's at 27%?

**John Nilges-** I don't recall the exact number, but there is a benchmark, I guess that you hit, you can apply for, it's called BRM funds, which is very similar like STP your 80/20 cost share. That's how the city has been replacing their bridges over time. That is a federal grant that is administered by MoDOT. MoDOT even applies for those fundings at times. So you can apply for those. It's no different than an STP. Apply for the grant funds 80/20 takes four to five years to get constructed those type of things. So, it's kind of one of those how fast do you need it? You funded 100% those type of things. That is tied to that number.

**Jim Grutch-** I don't know the exact criteria when it does fall into the must be replaced point but it is they did report that it is at the 27%.

**Bill Straatmann-** You mentioned you envision this bridge to be a complete replacement where the old one is knocked down and out of commission permanently in the new one like next to it or what or how do you see this?

**Jim Grutch-** I would think it would go on the same footprint.

**Bill Straatmann-** My question is, is the bridge going to have to be closed for the time period it takes to build it?

**Jim Grutch-** Yes, it will not be usable.

**Bill Straatmann-** That's important.

**Jim Grutch-** And with the 16 ton weight limit, the use is restricted at this point.

**Steve Sullentrup-** What will the new bridge weight ton limit be?

**Jim Grutch-** It should be unlimited.

**Bill Straatmann-** How long would this take to rebuild, demolish the old one, rebuild a new one and put it back into service? How long a period of time would you estimate that whole bridge area would be out of commission or the road will be closed?

**Jim Grutch-** I would, it's been my experience, if everything was all lined up and everything was ready, all the contracts were obtained and construction would start in March you could have it open by November of that year. That's probably in a perfect world. But there also are variables there with the river, you're right at the river level. So there can be floods in June and July that will cause havoc.

**John Nilges-** I would just add one more thing that there's going to be a pretty significant amount of coordination here because city limits is actually the center line of the Dubois Creek to the west and the county is to the east. MoDOT owns the structure. So, we own the street on this side toward the treatment plant, which we have to coordinate that again, I'd want to build a new roadway to the bridge if we're going to do something, just playing for that. And I know there's some issues, I think on the county side going to the east with sinking guardrail and some other things that they deal with. So it's going to take a, it's a good project because there's three entities there that we ought to be able to work together and get a good project done. Also included is the Washington Special Road District. But luckily it would seem that us talking

about it and identifying the ownership and those things could lead a pretty efficient project and get a good roadway built to the east.

**Bill Miller-** When the state gave old Highway 100 to the county, they didn't give the bridge to the county?

**John Nilges-** Everything west of that obviously was in city limits. We acquired the right of way to the west, everything to the east of it was in the county's jurisdiction. However, the bridge structure, the structure itself was never transferred over legally in 1966. So it never occurred. So MoDOT, from what the research we've all done, still owns the bridge and is I guess responsible for the maintenance and replacement of that bridge. Does that answer a question?

**Stephen O'Connor-** It is still ours.

**John Nilges-** And I ideally what would happen is once the structure was replaced, it would seem to make sense we all work together, find out who owns the structure moving forward just to clean all this stuff up. that's 50 to 60 years in the making.

**Tim Porter-First Student-** Good morning. Over the last several months we've been looking at options for transporting students to the new elementary school. Basically what we have lined out as we have five regular red buses. We have three sped buses, possibly four that will be transporting in the A.M. There's, there's two viable routes. Obviously Old 100 and new Hwy 100. Statistically speaking, New 100, the highway is the safest route until you get to an intersection that's not controlled. Second choice is going to be Old 100, statistically speaking, is not the safest. just based on the fact that it is a two lane road and that at some points you can get buses through their. Some concerns we have like we were just speaking about the bridge On the Old Highway 100 bridge with the 16 ton capacity, 32,000 lbs.. A fully loaded bus is about 30,000 lbs. So if you have multiple buses going across there, we have to do a couple of things. We have to stagger buses so we don't have two buses on the bridge at a time. If we have buses meeting with other large vehicles, someone's going to have to give right away because we won't be able to have a bus and a dump truck or a bus and a semi, whatever travels those roads. That doesn't go just for buses, that would be for any kind of traffic based on that 16 ton capacity. I know that there's been some talk of trying to look into getting traffic control at the new Hwy 100 intersection. A couple of concerns that I have there are bringing my buses to the school in the afternoon when I bring my, my buses to the school in the afternoon. They all come at the same time. In the mornings they don't arrive all at the same time. They're staggered based on stops, route length, route time, things like that. In the afternoon they all kind of need to be there at the same time for dismissal. So what that puts me is best case scenario if I stagger my starts coming from our lot and everybody doesn't get piled up at one stoplight. If everybody does, I have the potential of having eight buses sitting in a turn lane right now. We could probably two buses would occupy pretty much the entire turn lane there, which would leave the remainder of the buses out in the highway lane waiting to turn. So those are some of the concerns that I have. I know on top of that we have, it seems like it's just a very short period of time, but in a short period of time is a lot of chaos at a school in the morning. So you have teacher arrival, which is usually a little earlier than the students and parents. But when the buses start getting there and the parents start getting there, you have the additional traffic of parents that are driving. We don't have exact numbers yet. I know we're canvassing right now to see what our ridership is going to look like. If I remember correctly I believe the school right now has about 450 students. And I believe the numbers we came up with the last time I looked into it, we have about probably about 120 kids on private transportation from their parents. So you take 120 kids divide that by whatever your family size is in Washington come out with say 75-80 vehicles arriving there along with the buses all coming at the same time. Like you said, it's a short period of time, but it's a hectic period of time. Everybody coming through that intersection. So those are some of the concerns that we've had looking into this, obviously the safety of the kids and other motorists are at the forefront of everything that we want to do. So I appreciate your time. And let me present that.

**Mayor Lucy-** Did you say there were eight buses in the evening?

**Tim Porter-First Student-** They're going to be eight buses right now. We have eight buses, total. We have four regular ed buses, three special ed buses. We had the potential for a fourth at this time. It depends on some coordination with the district.

**John McColloch-School District of Washington.**-Good morning. I've seen some familiar faces around here, but just about to complete my first year here so if I haven't had a chance to meet you, it's nice to meet you. From the school district perspective, we've been in contact with Mr. O'Connor and I appreciate your responsiveness to us about up to about Christmas time we were hopeful that maybe something could be done at that intersection. We then determined that we need to move forward with plans that you know, MoDOT because the pandemic and other things is just, just can't get to it until next year I believe it's still the plan for the study on that court or is that correct?

**Stephen O'Connor-** We are going to start to study as soon as possible. We're trying to get the consultant finalized on a contract. So sure most of the study will be done in 2021.

**John McColloch-**Okay. So in the meantime, the school district has been planning what needs to be done for the intersection as it is now. So we are currently surveying our South Point parents to get an idea of how many bus riders are going to have compared to parents bringing their students in private vehicles. The current South Point location is about 60/40. It's pretty close to being even, I think that will change because of the location of the new building and my hope is that more parents will take advantage of bus transportation. There's more kids we have on buses obviously the less cars we have out at that site in the morning and the afternoon. The mornings not as much of an issue because you know, there's about a 30 minute time span that parents can drop kids off and buses arrive at different times. So it's not going to be as hectic in the morning, the afternoons, what we're focusing on, we're looking at different options, such as staggered release times, getting the buses out of their first and not letting any parents go until the buses are gone. So that will help alleviate some of that. The parking lot was designed in an S Shape so as parents come in the afternoon and line up, if you've been to the current South point, it's all the way down the street in the afternoon. So they designed a parking lot where it's an S so cars won't be back out on St. John's Road while they're waiting to pick up their kids in the afternoon. There was some forethought on that. But we'll wait and see what are our survey numbers look like and then we'll continue to work with First Student on routes and the best way for buses to get there. There is and make sure I'm correct on this, there are no buses that will be going east on Hwy 100. That's correct right?

**Tim Porter-**Correct.

**John McColloch-School District of Washington-**There's only one going east and it will use Old Hwy 100. So there'll be no buses making a left off St. John's Road onto Hwy 100. Any buses that use Hwy 100 will be making a right, which, you know, obviously is a little safer because a bus setting there in that intersection to turn left would obviously pose a problem.

**Bill Straatmann-** Are you going to encourage the parents then to use Old Hwy 100?

**John McColloch-**We are certainly going, well, we're going to encourage parents first of all to use bus transportation, but I mean, it's ultimately their decision. It's their kid on how they get there. But we do feel that Old Hwy 100 for private vehicles would probably better route to go. I would think so that intersection is not so backed up with the school buses and the parents, but ultimately that's their decision.

**Bill Straatmann-** Steve kind of handing this off to you. Putting up counters are doing some type of study or something there as this is transpiring to see what's happening or what.

**Stephen O'Connor**It will be done this year.

**John McColloch-** And MoDOT is also going to put up flashing signs, warning signs on Hwy 100, slow or what are they going to say? You told me. But it's like message boards, right?

**Stephen O'Connor-** Just for at least initially on Hwy 100.

**John McColloch-** Just slow traffic or watching returning traffic or something like that for a while until motors get used to it. We also may reach out to the sheriff for the highway patrol at least initially to maybe give us a little help there. You know until we get used to that traffic situation.

**Bill Straatmann-** I would think they would put it in place pretty quickly just to get people acclimated to it.

**John McColloch-**We talked about maybe putting in the week before school starts and have them there. But I mean, ultimately it's, we'll have a little bit of traffic the week before school starts as teachers and open house and those kind of things. But August 23 is obviously the go date.

**Bill Straatmann-**Being at that intersection for the last six years. I've kind of watched what's happening there and the traffic and some of the problem situations that happen. I mean, people try to go through from south St. John's Road across Hwy 100 right. They get caught in there with trailers behind them. I mean, there are accidents where people are thinking that when they see that turn lane as they're coming from the east, going west, they think it's a third lane and right took out everything that was in between going way too fast. Something to slow it down, slow down the people warning you get at this school entrance school, whatever I would say, get it up now it's going to happen.

**Stephen O'Connor-** We talked about August 16 putting those message boards up. That's when schools basically get kicked off and we're going to put them up for several weeks. We're not going to leave them in place.

**Bill Straatmann-** Well, we had a big discussion about this last meeting and I think most of our meeting was taken up with the discussion on safety of this intersections and what's going to happen there. I hope that what we're planning is going to take care of it. I hope it does.

**John McColloch-** And we shouldn't have we shouldn't have many trying to come all the way across because most of the homes on that side, on the south side by you go to Clearview. Which, you know, some of those parents are wanting us to redistrict now because the schools right there, which I understand what we don't have plans to at the moment. We may in the future, but I would like to see something at that intersection before we do that.

**Bill Straatmann-** Well you guys got to be on top of it and report that was done and Tim Brinker actually sent this to me probably just after our last meeting as we discussed all this stuff because I thought there had to be a study done to just get an idea when you bring that many people that many new traffic items into a, into a new area. Somebody has to have looked at this.

**John McColloch-**There was in 2019, that was before my time.

**Bill Straatmann-**I knew there was one started in the last two years and there has probably been a lot of traffic added, from the from the south. A lot of subdivisions down there, probably more coming, you know about that. Anyway, that's my concern. It's my concern and I brought it to the board with my concerns and I was more or less said, shut up and sit down. You don't know what you're talking about.

**John McColloch-**We share your concern.

**Bill Straatmann-** It's an important issue to me because I see that intersection every day. I have no dog in this hunt. I could care less. I would just fear for the safety of the kids.

**John McColloch-** Absolutely. I agree with you. And like I said, I've been in contact with Mr. O'Connor and he's been very responsive and I appreciate that and understand the restraints that you have. And you know we have been working with MoDOT since 2019 to try to get at least a study done and we have money in escrow ready to go whenever MoDOT gets to that point. The School District is willing to do whatever we need to do to make the intersection safe.

**Bill Straatmann-** In the future when you have something like this happening where there's going to be traffic influence, that's what this means. That's what we do. We come around here every month and we talk about transportation issues and safety and whatever for and we call it the Washington Area isn't just Washington. None of us basically knew what was happening up there. I mean, like I said, without Tim's report, which was two years old, showing up a few days after the meeting. I wouldn't even know about about it.

**Stephen O'Connor-** I mean I can address some things in the report and the report does say it's a third party report. It is the third part and it does say traffic signals are not needed at this time. And you know, they did say if there's growth of 2.4% over 12 years then the signal might be needed. So that's a 33% increase in traffic over 12 years, that a signal may be needed. So right now, a signal is not needed. And you know, our people in MoDOT knew of the report. I mean, we were aware of it.

**Bill Straatmann-**So I wasn't. You never brought it to our meeting.

**Stephen O'Connor-**I didn't know it was out there either. It's before my time too.

**Bill Straatmann-** That's right. I did not know. It just seems like a natural thing for us to look at and be concerned about and try to get a resolution and help you. That's what I see it. We were left out there not knowing.

**Ray Frankenberg II-** It is good to see the plans. You mentioned that we're going to be doing the counts after schools open, that we're going to put up some signs, temporary. That could possibly be permanent if we felt that it was that we're doing a good job and are necessary.

**Stephen O'Connor-** And they'll be message boards. So it will have a it will only be show the message when its pick up and drop off. It won't be all day long.

**Bill Straatmann-** Because that's when I think if you can tell the people from such and such times or whatever so that they know that this is going to be continuous, going to be a one shot deal.

**Stephen O'Connor-** The study also showed you don't need extra lanes on Hwy 100 or ST. John's Road because that turn lane that was shown on Hwy 100 about 250 ft. long. So it's longer than two school buses.

**Bill Straatmann-** I was thinking more like four.

**Stephen O'Connor-** I think you get more than four. I mean it's it's 250 ft. plus.

**Bill Straatmann-** Yes, but the traffic is going 70 mph, some type of traffic control or something to slow the people down, they're going way too fast all the time.

**Mayor Lucy-** Stephen, are you currently interviewing folks, are you up for proposals with your consultants?

**Stephen O'Connor-** We have a consultant hit that were just finalizing the agreement. We are going to have the consultants jump on it. We have asked them to study the St. Johns Road intersection first at Hwy 100. So we're sure that will be done in 2021 and once we have that information we can go back and discuss internally what we want to do with that intersection. A lot of people are pushing this traffic signals and you know MoDOT is always leery about traffic signals. I mean some of the things that mean a lot of times people disobey traffic signals missing the through lane. People don't want to stop at them. There's a lot of rear end accidents and traffic signals. I mean it's a through lane people want to go, they don't want to be stopped at a signal and you have a lot of rear end accidents. So that's a big concern because and we do put in signals that's pretty predominant.

**Mayor Lucy-** Well, thanks for pushing on with getting it to be the first part, appreciate that.

**Stephen O'Connor-** The project manager is the one that told me that he's going to push it and I've been talking to him often and he's working at Chesterfield. I'm in Festus. We have a lot of communication.

**Bill Straatmann-** But the report says that the following analysis scenarios were considered 2030, no build conditions?

**Ray Frankenberg II-** What that means is they project the traffic and grow that traffic over that 10-year period from the time of study was done. And then they assume nothing has been built and they run the delays and evaluate the intersection with that as well. And that's why they come up with the recommendation that if it's 30% increase a signal may be warranted. Did I say that wrong?

**Bill Miller-** We had one person and these studies that have been made, have they taken into consideration school buses with students on them?

**Stephen O'Connor-** Yes. I mean, that's what the study was done in 2019. They knew his school was impending.

**Bill Miller-** Hard to understand.

**Bill Straatmann-** I'm hopeful that everything can come off. I'm glad to see that there's going to be some proactive approaches to letting people know.

**Tim Brinker-** Mr. Chair, I just want to lend a little information on a meeting we had after our last meeting and that was with Tim and John and Lori Van Lier and I met out at the school and toured it and talked about timing on everything as well. Including the paving of St. John's Road and Old Highway 100. That's going to be completed this year. We went out to solicit for bids right now. We're waiting for those to come back in and select a paver to do that with the option of doing it all at one time with inclusion of St. John's Road from Old Hwy 100 to new Highway 100. So it's great and encouraging to know that there's 300,000 plus sitting there in escrow when the time comes, justified far signalization of that interchange at Hwy 100 and St. John's Road. So you know I understand your frustration with perhaps not having the information put forward, but the studies we're done and we're available and were discussed in public forums such as school board meetings, etcetera. That's not this committee. But they

were out and are out there and available. And in lieu of the entire report being sent, I sent a summary because the entire reports pretty lengthy in in terms of my leg capabilities, I couldn't interpret most of it. So the summary is very helpful in it. So I just wanted to give an update on that as well. The repavement will be this year yet. It will be at before or just after school open, so we'll just leave it at that right now. So thank you.

**Mayor Lucy-** Thank you Tim for providing this.

**Bill Straatmann-** Well, again, I hope everything works out and I apologize, which I have to do now because I evidently pissed some people off. Excuse my language in the course of what I said about this and the fact that I didn't see any activity and I didn't see a study that had been done. I knew there had to be a study done in order for this to be looked at and I didn't know there was one. Quite honestly, Tim you sent it to me two days after that as I'm standing here before the 353 Corporation explaining what I thought was going to be the process and got told that I was slanderous and out of place. You're making this stuff up. I'm not making anything up.

**Stephen O'Connor-**We are going to proceed.

8. **Airport- John Nilges-** Update on the hangers. As I briefed at the last meeting, the hangers already to be bid. We met with the airport board a few days ahead of posting the actual bid documents and decided to wait on that. Steel prices were extremely volatile at the time. They are still volatile. They did actually come down a little bit last week. However, that's raw manufacturing dollars, we're still being told that that hasn't hit the actual supply chain and got down to the actual builders of manufacturers of those type of facilities. So we're still kind of in a holding pattern. I would anticipate that probably continuing to fall, kind of wintertime. My best guess is we most like bid at some time in winter but we're ready to go. The funding is there. We don't lose any funding. It's just we're kind of waiting around again. The idea there is, it's an eight bay hanger. We had to size it back just because of the price of material, But as a two add on to make it a 10 and then another two add on to make it 12 as alternates. Kind of the strategy there is if we're going to build that we need to build as many as we can with the dollars we have. So it's worth it to wait and hope that things stabilized. So that's kind of where we're with that. Another project, lighting. If you recall, we had some vandalism to the lighting that's still at the manufacturing facility, it has to be programmed but it's moving right along and there's no delays on that. Just takes time to get that done. So those, the other two items, as far as capital projects that are going on. Operationally, things seem to be going pretty smooth. I haven't heard anything negative. So if you here any positive or negative, send it my way to pass along staff.

**Bill Straatmann-** John you generally give us the reports on the gallons of fuel basically consumed or, and are sold and that is quarterly. So we'll hopefully get that next quarter.

**John Nilges-** And we'll do that next quarter. The idea there was trying to take the raw data and extra, put it in a graph style format so you can see how it was projected to the last five years rather than just look at some wrong gallons. So we're working through that, we're still not great with making sure we get that summarized, but that's what I'm trying to do and really the best way to do this quarterly.

**Steve Sullentrup-**The only thing I want to add to is that people are wondering what the big helicopters are doing over there, the big orange thing, it's called a Sky Crane and it's a setting air conditioning units at the GM plant. It's been sitting there a while, but there working out of our airport. So anybody wants to know that's what's going on.

**John Nilges-** They are purchasing some fuel. I know they have their own fueling truck it, but they are mixing some of ours. I think they can mix some.

**Steve Sullentrup-** That Sky Crane lifts up to 25,000 lbs. and it's kind of interesting to see that thing because you're sitting in the back of it in a big bubble and your operating with the guy behind you is flying the helicopter. I'd hate to see something happen when that cable busts, but it's pretty interesting to watch.

9. **Team Track- John Nilges-**No report.



**10. East-West Parkway-John Nilges-** The other thing report there is the three story structure at the end, Riverbend Estates. They're moving forward on constructing that. I think it's been framed and they're doing some plumbing and electrical work that will just add additional traffic to the addition of High Street on the north side. I know that's not East West Parkway but it does kind of play into that just a little bit. Keep in mind is traffic on that section of roadway. The city does have the ability to make it right in, right out at Casey's General Store. We've not had any complaints, so I don't see the need to do that yet, but we have the ability to do that. As far as anything else along the East West Parkway, there's nothing else to report.

**11. Public Transportation-John Nilges-** No Report.

**12. Other Business- John Nilges-** I just had one more thing. The city is coordinated with MoDOT. MoDOT has a maintenance project along Highway 100 in the next few years. I know they're doing some due diligence work right now that they're looking at some asphalt work along Hwy 100 and Phoenix Center Drive. So I'm working with Stephen and his team to see if there's a way that we can get a couple right turn lanes. Maybe added at International Drive and East Fifth Street. It seems to me that would be a good opportunity when they're paving that we just do some signal improvements and try to get right turn lanes added that those two intersections, those would be funded 100% by the city. I can't get my schedule fast enough to meet his schedule with a grant. So I have to work through that yet. We got a couple of years to go through that, but we're going to be taking some traffic counts I think, to provide to MoDOT for that. Just to convince them that this is a good idea. The traffic study that was done at Rabbit Trail did have counts on International, Rabbit Trail and Hwy 100 and talking with the consultant that it would reduce queuing time at the International approach by approximately 20 seconds. Which is pretty substantial. So that's a that's a substantial approval with the right turn lane right now.

**Bill Straatmann-** When did they do the counts? Like on the highways, different intersections and whatever. Is that done by request or do they do it every six months or every year?

**Stephen O'Connor-** We do it. I'm not sure the schedule but it's routine.

**Bill Straatmann-** Anything scheduled for Highway 100 from 44 to Washington?

**Stephen O'Connor-** We'll be doing it with our studies. The good thing about the study happening now as to happen in 2020 our accounts would have been skewed because there wasn't that much traffic during that time and now we'll be able to also look at it at the school in session so that'll help our counts as well.

**13. Adjournment- Bill Straatmann-** Hearing nothing else, entertaining a motion to adjourn.

**Motion to adjourn at 8:50 a.m., motion made and seconded, passed without dissent.**