

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

**Monday November 29th, 2021 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor, Bob Engemann, Bill Straatmann, Mayor Lucy, Joe Holtmeier, L.B. Eckelkamp, Bill Miller, John Nilges

Absent: Ray Frankenberg, Danny Cassette, Tim Brinker, Steve Sullentrup

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

Approval of the minutes from October 25, 2021, Motion made, seconded and passed without dissent.

- 1. Amtrak- Craig Mueller-**We did have a MoPac meeting, November 17th. My first item was, I did reach out to Brian Ross, Ray had asked about new railcars and about their anticipated arrival and he just got back to me with a brief email that said, we don't really know it's some time past January 1st at this point, so that was the first thing. Second thing was, we had a November 17th, MoPAC meeting. There was some discussion there about the new transportation bill or the new infrastructure bill that came through. I thought to this group, there was, they did say that there is some money out there for rail station updates that could be federal 80/20 stuff, so I don't know what that entails, but they said they were going to come out with some more information on that and you know, kind of talk about it as they go forward. Also, some of that funding could include new rail stop opportunities, so there's some discussion about whether or not they might add some along our existing routes. But of course there's still that lack of funding for the rail service itself for state supported routes. So the bulk of the discussion was them going, the Missouri chamber Representative Plocher out of St. Louis and Amtrak are going to take a funding request to the governor to try to get the additional they believe \$2.5 million to carry this fiscal year, which is January to June to try to continue those two trains, don't know how far that's going to get. And part of that request will also be to request full funding for that route for the next fiscal year, which was the \$10.85 million that they approved for this year, plus an additional \$2.5 to carry that forward. So they're kind of rounding up the wagons and trying to ask all of the local places along the train stops or really anybody who would endorse that letter and that movement to get some sort of endorsement. So they did ask for that from this board and I don't know if that takes a motion or if it's just a nodding of heads to say if they could sign our name on it.

Bill Straatmann-I think we've always been in favor of probably one of the great recipients of the Amtrak system. You let us know what you want us to do.

Craig Mueller-Really all they would just like that I believe Emily probably approached you Mayor about the endorsement as well and just to be able to mention our name and sign onto it.

Mayor Lucy-Right. I think we don't, I mean, I guess we could do a motion to do that, but at this point I don't think they're looking for letters.

Craig Mueller-No, not a letter. Just an endorsement too. So I guess the motion would be for this board to endorse the Amtrak's request of that additional \$2.5 million funding to continue with the state supported service for the next half of this fiscal year.

Bill Straatmann-I think that's great. Do I have you have a motion for that effect?

Motion to the endorsement the Amtrak proposals.

Bill Straatmann-Do I have a second?

Joe Holtmeier-Second.

Bill Straatmann-Okay. We have motion and a second to be in favor of the Amtrak proposals. All in favor.

All-Aye

Bill Straatmann-Opposed? Thank you.

2. **Highway 47/Missouri River Bridge-Stephen O'Connor**-I talked to Tim Hellebusch, he still says there are some lighting issues. He said there's some minor issues involving a few lights that are not burning and a few that are not shutting off after midnight. And he said the fade operation is working correctly but they're supposed to get back together after Thanksgiving which is now to try to figure out what those last issues are.

Mayor Lucy-Are they the same lights that don't come on and that don't go off?

Stephen O'Connor-I'm not sure.

John Nilges-I'm not sure which exact ones. I knew there were still issues with them. I think it would be interesting to see December, I believe is the month where one of the animations I guess should be in effect. So I think that starts December 1st so we'll see if that happens. I think Wednesday is when it should start. It should be for the whole month.

Stephen O'Connor-I know Tim's a little frustrated with it not working the way it should. It's been a long time. Hopefully we'll get it figured out shortly with the contractor.

Bill Straatmann-Any of the comments questions regarding the bridge?

John Nilges-I have one more thing Bill. There was a piece of remnant property on the west side of the Washington side that the city was working with MoDOT to acquire or I guess that MoDOT would essentially give that to the city. We the city went and got a survey done. We have that completed. We sent that back to MoDOT for review basically. We just established a new right of way location and then the remnant part would then go to the city for whatever the future holds. We thought it was a good opportunity just to have it and then we have really don't have any idea what we're going to do with it at this time, but then we could keep up with maintenance on that as well. That's working in the background.

Bill Straatmann-Very good, very good. Any other comments? Hearing none.

3. **Highway 47 Corridor Committee- John Nilges**-To my knowledge, we've not met. This is time to bring up the transportation bill. So, on December 8th I know Stephen invited myself, Darren and Sal to a meeting in St. Louis to go over I guess an overall plan, actually across the state I believe. And so we'll be discussing that. We will be in attendance in the evening. But what I did notice as I went through just a brief summary, it came in I think on Tuesday of last week was Highway 47 was on that list as a future needs, which I think was one of the big, I mean that's one of our goals to get to this point. So, that's positive. It's a big thing. So we're going to be meeting with Stephen and whoever we need to on December 8th to kind of push that along. I don't know if the county's going, I'm not sure. But you know, it would just show some support for that meeting.

Stephen O'Connor-It's a St Louis wide area. So it'll be St. Charles, St. Louis City and St. Louis County and I think even our director will be there, Patrick McKenna. So it'll be a pretty big meeting. And like you said, Highway 47 is on there as a Tier one and Tier two. So there's some money out there that we're looking at, but we really don't know how much money we're going to have right now.

Bill Straatmann-I reviewed the list too, just like probably everybody else did. The list of projects and it had Tier one, Tier two, Tier three. Is that basically in the order of which it would be funded? I did see where Highway 47 the entry was for \$22.6 million and that for the Highway 47 from St. Clair to Washington. That's not going to cut it, is it?

Stephen O'Connor-Well, there's also 45 million in Tier two.

Bill Straatmann-I didn't see that. I did not see the 45 million. Yes, there it is. I'm sorry. Yes, I thought it was Tier three.

Stephen O'Connor-And until we really get into it I don't know what it's going to cost.

John Nilges-That's always been the estimate was somewhere around \$60 to \$65 million. Obviously those numbers have gone up.

Bill Straatmann-It's good to be on the list. That's all I can tell you. It's good to look down the list and see Franklin County gets some monies and that's basically what I looked at too. But John go ahead, keep going.

John Nilges-I mean that's all I really had was we'll know more after the December 8th meeting.

Bill Straatmann-Well the other item that I saw was Warren County. They're going to do some hydraulic studies for the potential causeway. Alright that's positive. And you've got to start with a study at least they're going to have that they've allocated. It appears \$30,000 or \$300,000. I was messing with the zeros. I couldn't figure out how many zeros were there to spend on that? \$300,000 seems like a lot. Route T, Eric, yes go ahead. What do you know the hydraulic study portion of the new monies that are coming down to be spent?

Eric Maninga-That's positive getting that in there if you want projects, there's \$500 million statewide list of projects Tier two there is \$2 billion. Tier three there's \$2 billion so as money comes in either through the fuel tax for the federal infrastructure bill??(couldn't transcribe, did not speak into microphone)

Bill Straatmann-Tier three includes the Highway 100, eliminate at grade crossings and for the J turns. Is that basically for the school district?

Stephen O'Connor-That's the whole corridor. We're still studying that right now.

Bill Straatmann-That's in Tier three. So that's going to be 2026?

John Nilges-Well, I don't know if they know, but I mean, we've been working with MoDOT to make sure that the St. John's Road crossing is the primary.

Bill Straatmann-Yes, it's in the list. That's what I'm saying is basically, I'm telling you that you've got to get on the list in order to get some funding at some point. So how they move it around probably is going to be determined by.

John Nilges-And I would anticipate that there's other sources, not just this.

Bill Straatmann-Well, one of the other interesting one was highway T. They're going to spend some money on Highway T, I guess from the St. Louis County line to Highway 100.

Stephen O'Connor-Yes, that's what I'm looking at right now. We're looking at right there, that's a Tier two.

Bill Straatmann-What else do you see on that Steve, you've got the best list. I just made notes to myself.

Stephen O'Connor-In Franklin County Route 50. That's about \$3.5 million. And there's another Route 50 from Y to C another \$3.3 million. And in Franklin County Route HH from 30 to O that's \$12 million. Those are just in our list of Tier two.

L.B. Eckelkamp-Is it MoDOT that prepares those lists?

Stephen O'Connor-It's on our website.

Bill Straatmann-It came out a couple of days ago.

Stephen O'Connor-It's statewide so it's a pretty major.

Bill Straatmann-They call it their unfunded projects list is what it is.

John Nilges-But to be clear that list gets developed with input from the locals basically. So it's not just MoDOT sitting in a room making these decisions.

Mayor Lucy-It's all the stuff we've talked about and said, hey think about this. So somebody has been listening.

Bill Straatmann-It's good to see the monies that are in the list. That's basically my thought on this thing.

Stephen O'Connor-And now it looks like we might be getting quite a bit of money but we just don't know how much.

L.B. Eckelkamp-And you're saying Tier one for Highway 47 is \$22 million, something like that. And then \$40 something in Tier two?

Stephen O'Connor-Correct.

L.B. Eckelkamp-What would the first \$22 million be allocated? How'd they figure that out?

Stephen O'Connor-We'd have to figure it out. I mean we haven't not looked at it at all. It's just numbers we have so we have to do a study and figure it out. I mean they might have just split it up the \$22 million because it is about a half of the \$45 million.

Mayor Lucy-What's the roundabout?

John Nilges-So the first phase and the first needs that came out of the Hwy 47 Corridor Committee was the roundabout of what they call the Union Expressway. Maybe that was the first need and I think that's under preliminary design right now. So that's actually further down the road. So my guess would be is that's where the \$22 million would go and then the \$44 million would be the remainder from Washington to Union and then Union to St. Clair. That would be my guess. I think the environmental study was done for the entire corridor so it's just kind of getting things moving. But that would be my guess that that's always been the first project was getting through Hwy 47 and Hwy 50. That's how I understand it.

L.B. Eckelkamp-That's what I was trying to understand.

4. **Franklin County Transportation Committee- John Nilges**-Unfortunately I was not at the last meeting but Andrea from my office did go. I don't know what they voted but there was some discussion regarding the grant program. The city did put in a grant to increase some safety along Eighth Street, just a long Busch Creek, put some guardrails in kind of in preparation for the Busch Creek Greenway as well. There's some fencing and things that we were going to be adding to the bridge. Pretty small project really on our side. However, there, I think the commission and I don't want to speak for the commission obviously, but there was some discussion regarding reallocating the funds rather than it be a application process to where there would be some mechanism where the funds could get broken up amongst the different entities, but I wasn't there, so I don't have a lot of detail.

Jim Grutch-Good morning. At the last Transportation Committee, which John was referring to, there was a, just an informal discussion regarding the funding process right now, as I think, I believe I stated at the last meeting that funding is based on submissions from each of the entities that wish to apply for a grant. Washington Special Road District and the City of Washington, annually those entities always apply and they are awarded that grant. There are some entities that for whatever reason they don't apply or it's a larger problem for them to make application. So, we, there was one of the commissioners present that raised the question, is there a easier way instead of always making a formal application, having plans developed and what have you. Is there a easier fair way to distribute those funds to taxpayers for their benefit. And he just raised the question as an ongoing discussion. There's no plans or anything that's going to be brought up at the next meeting other than the continued conversation and that meeting will be in January. Other than that, as far as Franklin County goes, the Highway Department, we are ongoing with discussions with our engineer, Cochran engineering about the old Highway 100 bridge replacement that we've had discussion with MoDOT and with the City of Washington and developing some sort of a plan that we can have that replaced quicker than the anticipated 2026 package. Right now trash trucks, fire trucks, school busses really should not be going or they're not going over that because of the weight limits and that's the weight limits are established by MoDOT during their semiannual bridge inspections and it's graded accordingly. So that's why it needs to be replaced. It is ongoing as far as looking at a funding source, whether the county or the City of Washington take care of this with the anticipation that MoDOT would reimburse us for that cost, but we're waiting for several different options from the engineer to maybe get within MoDOT's funding parameters for that. That's really where we are right now. The County Highway Department, just to give an update on that, we have all of our snowplows ready. It is going to be 65 degrees today so and 70 on Friday, so it's a great December. So that's where we're at right now. Thank you.

Bill Miller-You say no school busses are using it now?

Jim Grutch-School busses and I won't speak for the district. I have heard that the school busses do not want to go over there simultaneously. They don't want to have two busses on that bridge at the same time.

Bill Straatmann-The overlay really looks good and I think the county is working on the easements for the shoulders.

Jim Grutch-Yes, we have completed the shoulder resurfacing. The reason it was not done simultaneously with the traffic lanes is we had repair work on the shoulders and those could not be done at the same time. So the repair work was pretty well done. We have now resurfaced the shoulders. There will be another application later next summer on those shoulders but right now it's completely safe, there is no drop off.

Bill Straatmann-It looks good, it is a big improvement.

Jim Grutch-The phones were ringing off the walls from the bicyclist because of the drop off so they were really concerned about that and as we told them they have to give us a week or two to get our work finished because they were not happy but evidently they are now.

Bill Straatmann-I think the striping and everything else is really a good addition to that road. Was it ever striped like St. John's Road?

Jim Grutch-It was striped at one time. But it wears off it doesn't last forever. Thank you.

5. **MoDOT Northeast District-Warren County- Erik Maninga**-Just a quick mention here, we're doing some bridge work at Massey Creek on Hwy 94. It's on the far western side of Warren County but that will be shut down all week. So if you're headed that direction check an alternative way. And then the other thing I mentioned is the unfunded needs list. We're having our meeting tonight at the courthouse in Mexico to discuss our unfunded needs list in the Northeast District. It's from 4:00 p.m. to 6:00 p.m. People can come to the meeting and provide comments. Or you can also go online and provide comments. And the list of unfunded needs you can find that on our website. It's really easy to get to. So you can you can review everything that the RPC's the MPO's put together.

Bill Straatmann-The monies for the causeway item or whatever they are talking about when they talk about the money that they're going to spend there.

Erik Maninga-So I think it's just a study, looking at it was \$300,000 is what they're looking at spending there just looking at what are the different options that you could do out there and get a preliminary study underway.

Bill Straatmann-Okay. That's a precursor to a study, is what you're saying.

Erik Maninga-Well, I think it is a study.

Bill Straatmann-Okay, that's good, you got to start with a study. Continue to push that if you don't mind. I don't know that anyone from out here will be going to the meeting. If you think it's important, I'll show up for it.

Erik Maninga-No, I think we've got representation from Booneslick and members and Joe Gildehaus, Presiding County Commissioner, so I think we'll be well represented.

Bill Straatmann-Anything happening with the Hoffman thing over there across the river?

Erik Maninga-No, I think the district actually met with the Hoffman's several months ago and had some preliminary discussions, but as far as anything impacting MoDOT, nothing right now.

Bill Straatmann-That's all in St. Charles County.

Erik Maninga-Yes, it's St. Charles County. I mean they've got, I think they bought a place there at Emmaus Homes. So I mean they're branching out to different areas and stuff, but nothing right now.

Bill Straatmann-Okay, it was just a thought very good. Thank you.

6. **Washington Special Road District- Ed Fischer**-Well, as we talked in the last meeting about the agreement between the South Point Road and we think that's fine. We've never done this before. So we contacted Kurt to see what we could do or couldn't do legally. So as you know, Kurt was deer hunting, so he hasn't gotten back to us. So that's where it's at right now.

John Nilges-I can jump in there a little bit and add a little more detail to that. So we, I wasn't at this meeting, so I apologize but that it was brought to the city's attention that the Special Road District is going to be doing some work within their district outside of city limits. And I reached out to Ed and I

said, hey if you guys have pavers, let's make sure we get the intersection in Stone Crest and all those things paved at the same time because your users and our users, they're all the same people. So once we found out about that and with the addition of the concept to put the water tower out off the North Goodesmill Road, there's a water line that is not connected along South Point as well. So I did not want to run into the same situation we had on Pottery whenever they paved Pottery and then we had to make the waterline connection at the Meadowlake and then we had to put a patch in which that's not ideal for anyone. So we were just trying to coordinate that. And I was working with their engineer, Wunderlich and actually I had them, the city had them put together this sketch and I know I don't know if you've seen this, I'm sure you have. But basically it's the corridor from the hill which is, the city owns two acres up there to city limits next to basically the northern entrance at Deutsch Crest at Stone Crest. So the idea is I think they're original project was just to have curb and gutter on the west side of the roadway. Okay, so there's dollars spent. So what I talked to Darren about and what we talked to the Road District about it. Well if we put a water line in here we may be able to make the curb and gutter incidental to the waterline construction. So since we're tearing this up anyway to get the water line into the ground, we could go in and replace it with the curb and gutter and then they could take their quantity their dollars and then shift that to the east side. So the whole corridor then is finished. So it's good, we looked at it as a pretty good, really a good project for both of us. And then I think the one item that has to be worked out yet is that the city would request or we would try to work with the Special Road District to figure out a way to annex the right of way only. And I say that the right of way only and I'll say it again the right of way only. We have zero interest in any properties. I know that been contentious in the past. That is not what this is about. It never was and never will be it is the right of way only. And the idea there is that then our police can then police that area for speed, which I think is important. It also then the Special Road District would then have less roadway miles to maintain in the same tax base. So we feel that's a benefit to them as well because in the future they will help us construct it new, but in the future they wouldn't have to do snow plowing, they don't have to do any of those things. And then we would also have the, I have to replace the pavement in the future as well. So that's the idea and I want to be clear because I think there was some misunderstanding maybe about how that happened or how that was being discussed that we have zero interest in any property. It would be the right of way only. So that's what we have to work out. That's the details. And I know I reached out to Ed and Kevin Mooney as well. And I know I talked to Bernie a little bit too. I would be more than happy to present that again just to make sure that we're all on the same page. But once you get something back from Kurt then we'll get with our legal to figure out how we get this done. But this really could be a pretty good work together project for both of us, we feel.

Ed Fischer-Well we just thought we have never done this before.

John Nilges-Well the city we're excited. I mean the city is excited because we've never done this before either and we feel like it's a good use of everybody kind of working together.

Bill Straatmann-Sounds good. Thank you guys both of you. Anything else on the Special road district? Hearing none.

7. **Old Hwy 100 Bridge**- I think we've already talked about the old Highway 100 Bridge
8. **Airport- John Nilges**-So the big project at the airport is the hangers right. And we've made a decision back in the spring to delay sending that out to bid to see if steel prices would stabilize and go in a more favorable direction. They have stabilized but they definitely have not gone down. So we talked to C.M.T. a couple of weeks ago and they did have two projects bid. One in Sedalia there was another one in southeast Missouri they got some bids back and they were very high. I mean they were basically almost 60% over what the estimates were. So, they're reaching back out to the suppliers for the steel buildings. They were doing that in the last couple of weeks. I got another conference call scheduled this week. We have an airport board meeting on Wednesday as well. And I don't know I'm kind of leaning towards that we send it out to bid and if we don't like the bids, we just reject them. You know I kind of want to get this thing kind of maybe out the door. Again, the idea was bidding it in the spring with high

prices would actually increase your prices again because all those contractors were busy. We're kind of hoping that maybe we find a little sweet spot here at least on the labor side of things. I don't know if that's going to happen. I think it's just going to come in high and we're going to have to make a decision on what we want to do. We do have, it is an eight bay hangar as the base bid. And then we have an additional additive alternative of two to make it a 10 and then an additional added alternative of two more to make it 12. I don't know, I'm optimistic we can get the eight built. I'm not sure with the money we have budgeted so I think we'll have to look at that and see what we want to do. There is some options. We can borrow at a very favorable interest rate against our entitlement funds. So we get \$150,000 a year from the feds to do airport improvements. We are going to use all that with this project. We could look at trying to front some of that money in the upcoming years to pay for if there's an overage or if we have to make a decision. So, those are all on the table. I just, I don't know which direction we're going to go in yet, but I am leaning towards to get the thing out the door at least.

Darren Lamb-We've got another project with steel that's going to be opening up. We've got the main stage roof out at the fairgrounds and we're opening that up on, I believe now that got pushed back a couple of days, but it would be this week. So that would be a good indicator of what steel prices are. We'll see, we're expecting it to be high.

Bill Straatmann-Any possibility of any new money out of the state funding?

John Nilges-We did actually get, I don't have the numbers right, but an additional few \$100,000 from the closure of the St. Clair Airport. MoDOT, at the state level, they did have some money left over with that closure and they did allocate that to this project, which is a great thing. As far as additional though there, I don't know what the new mechanisms are with the infrastructure package.

Bill Straatmann-So somewhere I saw where Sullivan is getting some money for airports, it's in the bill.

John Nilges-I would anticipate that our entitlement funding might actually go up with the infrastructure bill but I haven't heard anything or seen anything yet.

Craig Mueller-John can you speak to the demand for this? I know it's been a long time we've been talking out there. So has that changed at all?

John Nilges-No, it's just as high as it always been. I mean we keep kind of a it's called a waiting list basically but there's 30 people on that list. It changes. How serious are the 30? I don't know if I can answer that, but there's a demand. I mean I feel like we have these things filled up.

Ed Fischer-Is there any demand to accommodate bigger airplanes?

John Nilges-For the runway or for the hanger's?

Ed Fischer-For the airport.

John Nilges-So when the airport layout plan was done which is a plan that guides basically all improvements at the airport that was completed in 2000, well the work was done in 2000 I think 2015 but it didn't get approved to like 2019. But they did do a study on trips and it did not warrant the need for an additional 500,000 ft. of the runway. So it did not meet that next tier. Is there a demand for additional planes or jets even for the hangers too? I would say potentially, yes. It's hard to really get a feel for that. We didn't necessarily go out and canvas the pilot world I guess to see who would come in. We can't build these things to cater to one owner. So the idea was that we would build something that we know and they're modular so you can add on to them as you need to so get something on the ground, get that revenue coming in and then we can always add on to it in the future.

Bill Straatmann-John, freight movement is changing rail. Anything with the airports that you see where that could become a spot for the movement of some freight. I say that because of the Freightways Organization, if there was anything that I could tie it into that.

John Nilges-I mean, our runway isn't long. I mean for any kind of large commercial type planes on runway isn't necessarily constructed for that, but for smaller ones that I mean that potential is there. I know Sal was working on something through St. Louis, the economic development side of things but nothing came of that yet. You know I talked to CMT I said a couple weeks ago and you know that runway we think of the airport being new, it was built in 2004 so it's not new anymore. Those pavements usually have design lives of 20-25 years. So as you're looking ahead here, you're not too far away from a runway reconstruct. So we've got to be thinking about that as well that you know just over the rise in

2030 we need to be doing something like that as well. So just some things to be thinking about it is not new. It's probably on the back side of new so things to think about.

Bill Straatmann-Okay. Any other comments or questions? Hearing, none.

9. Team Track-No report.

10. East-West Parkway- John Nilges-Yes, so the extension of High Street, East West Parkway did get paved last week. It is over one of the ditches. The culverts essentially. So that's been done so it's still dead ends but at least it's over one of those hurdles. There's a second one just to the south, there's a pretty large hill on the Marquart Farm. So there's some things that have to get worked out there. But I mean we're past one of the hurdles, so that's a good thing. There's been some discussions about how we get this thing kind of moving in the right direction and keep it going. We're actively meeting with property owners. And I feel like we've had some positive discussion. I think the city can afford working through to extend High Street if necessary. So, I think there's more to come on that.

Darren Lamb-I think there's a coordination with the county as well. I talked with Tim and he expressed interest in seeing that come through, especially if we can make the connection all the way down to Highway A because that will relieve Highway A of the traffic counts that you have up there at Hwy 100. I mean obviously those are all things we've talked about, that's the reason why the line is on the map. So, that will also relieve traffic off of Pottery Road as well, which is only not designed to carry as much anymore really probably than what it has. So all entities are talking as John said, I know that you've got one farm that's out there that's been listed before and I know it's, they were close, I think to a contract for development, but we'll just see where those discussions lead to and like I said, the other pieces to go ahead and get it down to hopefully make a four way intersection there at Chamber Drive and Highway A. So that would be the ideal situation.

John Nilges-I would just say that any plan would also then tie in Autumn Leaf. And then we would also work with trying to get access control along the corridor, which the city doesn't currently have an access control ordinance. We do not want what occurred on Rabbit Trail with all these residential driveways essentially right off of a pretty main corridor. So we'd be working with the property owners on ensuring that we get that done. So it truly would be a somewhat of an expressway or bypass or something good.

11. Public Transportation-No report.

12. Other Business- John Nilges-So it's not necessarily, it's a pretty big project for the downtown area and I think this was in your packet. Three months ago, we were talking about how we coordinate work in the downtown area. The city last year was awarded a grant to update ADA intersections along Front Street and new pavement. That's a that's a few years down the road. It's actually a, I'm sorry, it's a 2025 project, but it was awarded. We're still working on getting a design consultant on board with that. It would improve all the ADA, replace the pavers. The pavers I think were put in the eighties, mid eighties. So looking at that project, what are we going to do with Main Street and Second Street and these other streets, north south streets in the future? If you've not been downtown, the pavers are somewhat in disrepair that they're causing a lot of trip issues. Main Street, Second Street, the yellow dots, you see there are what we are proposing to be the paver style intersections so I can get out of here in Jefferson Street, what those things look like. Those do not exist at every one of those intersections now. But for continuity and just making sure downtown looks essentially the same, we would propose to do that at those yellow dots. You see that those intersections, that's the area that we felt was the most need for something like that. It's important to note that this would not be a bump out situation. So we're not proposing bump outs like on Jefferson or anything like that. It would just be that style, that look basically. So Main Street and Second Street, those streets are not eligible for federal assistance. Those get funded 100% by the locals by us. We looked at Main Street being the one with the most risk for the businesses and the most risk for making sure that we coordinate well that the construction goes smooth because businesses have to remain open. There's zero lot lines, there's 5 to 6 businesses a block at times,

so it's going to be kind of a headache. So what we decided or what staff kind of looked at is why don't we start with Second Street first. And the reason for doing that is if you start with Second Street, we can run that on the same schedule that you would do on Main Street construction wise. The idea is you start in January after the Christmas holiday and then run through late winter and then pave it out in the spring. That's kind of the idea that would be the least intrusive if we did Second Street first, we feel that we could work out the bugs during design construction. So we have these strategies and we want to make sure that those strategies work. So we worked those issues out on Second Street, which is a lot less intrusive and then the next year we jump over in the Main Street and redo Main Street. That's kind of the overall idea. So, we did reach out to the design world in Cochran Engineering. We should have a contract in front of council at the next meeting to assist us with design of Second Street and planning of that phasing. So hopefully we get that going. Ideally we would be ready to go by January 2023 for construction. At the same time, we would be designing Main Street 2024 for construction of Main Street and then we roll right into 2025 construction of Front Street. So, basically the whole downtown over the three year span would get done. It's important to note that does not include the north, south Elm, Lafayette, those streets. But the intersections will be done. So, if you think about that's not near as intrusive once you're out of those intersections. So I just want to make everyone aware of that, that kind of a strategy that we put together. I'm open to any and all ideas to make everyone's life easier on this because this is not going to be a fun project I think for anyone. It's very disruptive

Mayor Lucy-John did you mention you were going to do block by block a little bit?

John Nilges-Yes, one of one of the strategies is that we would in the contract, you would only be allowed to remove a block at a time or maybe even a half block at a time. So very very slow methodical work. That way, what I see a lot of is the contractor will come in and they'll just rip out the whole corridor, just tear everything out and then come and start forming. Which if you did that on Second it may be 2 to 3 months before they actually build something back and we can't we can't handle that. So, that's one of the strategies. Another one was as you get to Main trying to figure out how you keep maybe one side of the entrance doors closed. So it's like if your door is here the west side, you have access to the right side being torn out replaced and then they would flip it over to where the right side you have access to. So just things like that that are very methodical, very slow work. But it keeps everyone at least open. So we don't know what those are yet Mayor but that's some of the ideas that we kind of bullet points.

Mayor Lucy-I thought I had heard that because it has a good idea not to tear up the whole thing.

John Nilges-Yes, right. And that's why we want to do Second Street first because those ideas if they work well then well basically it's a practice and Second is not near as intrusive as what Main would be.

Bill Straatmann-So what would you anticipate per intersection time wise?

John Nilges-I think that's tough. I mean you can get it done and if you went quick, maybe three weeks each or four weeks. And that we're hoping to January like I said, start, which you can do work in the winter, but in January start and then essentially pave it out April running into May, which I would get everybody geared back up for summertime. We felt that was the best time to do it. Otherwise I don't know.

Bill Straatmann-It's going to be disruptive.

John Nilges-And that was the other idea by starting on Second Street is that the business owners on Main Street would get a little nervous. They'd be wondering, why aren't you doing the ones down on Main Street there? They have a higher need. Well, perfect come to our meeting and join us, get on board with us, stand beside us staying on the same side of the table. So anyway, just there'll be more to come on. This. Just want to let you guys know that.

Darren Lamb- And I know it's smaller print and John didn't, but there's two projects for Front Street. We are moving forward with the utility burial this year or this coming year 2022. So, that will be the first phase of it and as John said later on, we'll do the sidewalk pavers and all that other stuff. We'll catch up with it. So there will be a gap there of a few years. But that's just how the grant worked out. We've been waiting for utility burial now going on three years.

Bill Straatmann-Good, good plan. Thank you for sharing it with us. Looking at the information on the sales tax monies, let's see what we got here. Looks like they were down a little bit from the previous year up for the year I think. So transportation money just keep continuing to rule in keeps happening. That's a good indicator of sales. Obviously with a half cent. That means sales around town and the city limits or rising people are coming down to visit. By the way, downtown really looks good in the Christmas time. It really is attractive and it's a, it's just a fun place. It looks like a fun place to visit.

Mayor Lucy-We've got a lot of new restaurants and bars and they just are attracting people. Sugar fire, you're the ones that are always open on the holiday. You know, nobody, everybody else closes on the holiday and you guys are there and it's like, oh my gosh, So anyway, whenever there's a three day weekend.

Craig Mueller-I would encourage other businesses to also be open on those days.

Mayor Lucy-A lot of new things have opened this year and it is amazing. Parking lots are full and that's a good thing.

Bill Straatmann-It's the storefronts, what people have done inside their buildings with these older buildings.

Mayor Lucy-I know it's just amazing. And there's always somebody in town who's at a B and B or one of our hotels or I mean people are really discovering Washington as a destination.

Bill Straatmann-Great, great job. Again, we're not meeting in December, we'll be back here in January. So there's no other business.

Bill Miller-I have a question. What's the status in planning for the intersection of Highway 100 and the Oldenburg Industrial Park.

Darren Lamb-There is an application process through MoDOT for a cost share. I think that application, it would be due in April, is that correct Stephen? And so we're gearing up for that. So we will be making application for that. I don't know when the funds, I think there was some discussion about the funds may not be available until the following year or something like that. So that's where we're at.

Bill Miller-What's going to happen there?

Darren Lamb-The idea would be a turn lane to go left into the Oldenburg Industrial Park, a left hand turn lane, continue that from probably from Heidmann and then you just have to go ahead and extend that east. I don't know what station Bill. But it's out there, it would have to be extended, but you'd have something similar to what you have as you approach, it would be a continuation of what you have when you approach Vossbrink on Hwy 100.

Joe Holtmeier-I got a question about Highway 100. There's a new entrance that just appeared off 100 there that really wasn't put together like other entrances. How did they approach that?

Stephen O'Connor-Where's that at?

Joe Holtmeier-Across from N-Sports.

Darren Lamb-It's right there by Thatcher. Thatcher is the property owner.

Joe Holtmeier-The entrance was just poured and it wasn't like other entrances that you have to pour up the highway further. So you got to roll off, it's just like a form entrance, but it's concrete.

John Nilges-On your way out of town? Just on your way down South Point it's half mile on the right side. I can show you.

Stephen O'Connor-I can talk to our permit guy to see what he knows about it.

Darren Lamb-We had some discussions with property owners by understanding they took them 18 months, but they got their approval through MoDOT and that was it correct?

John Nilges-That's how I understand it.

Darren Lamb-It's outside the city so we didn't have any say.

Bill Straatmann-My understanding of it is that they have an entrance that goes up to the house on the hill and actually what they're doing is they're going to close that current entrance and that movement coming up through the subdivision, the old one.

Joe Holtmeier-I was just curious.

Bill Straatmann-We saw that when we were talking about the potential extension of the sewer line.

Joe Holtmeier-It just wasn't constructed like other entrances.

Bill Straatmann-I am sure MoDOT had to be involved in that at some point and it's not done yet by any stretch. But you're right it's a little different but that depends on what kind of an entrance of what they're replacing. They're replacing the gravel base vehicle entrance.

John Nilges-Joe, there's different levels of access roads off of MoDOT. I don't know what they applied for. I couldn't tell you that. They are different.

Bill Straatmann-but I thought the same thing how did he get access to it? Because we know that is a limited access highway. You can move them because I got one that's what I understand. Lots of people were asking about. Thank you.

13. Bill Straatmann-A motion to adjourn.

Mayor Lucy-So moved.

Joe Holtmeier-Second.

Bill Straatmann-All in favor.

All-Aye.

Bill Straatmann-I thank you all see you next year. Have a good Christmas.