

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

**Monday, March 25<sup>th</sup>, 2024 at 8:00 AM  
Minutes**

**Present:** Craig Mueller, Stephen O'Connor, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Sandy Lucy, Bill Miller, Tim Brinker, Darren Lamb, Sal Maniaci

**Absent:** Ed Fischer, Ray Frankenberg, Joe Holtmeier, L.B. Eckelkamp, Mike Coulter, Jeff Niemeyer, Charles Stankovic

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

Approval of minutes from February 26, 2024, motion made, first and seconded, passed without dissent.

- 1. Amtrak- Craig Mueller-**I don't have a report today. I have a MORPAC meeting coming up on April third, so hopefully I have more to say next time. The only thing they did reach out to our group about was about upcoming call for TAP grants on April 26th. He had a statewide call for rural projects. I think we do some TAP grants, if I'm not I'm mistaken that our current upgrades for handicap accessibility stuff at the rail depot is part of that program. But I'm interested to hear from other folks if we have anything outstanding on that or if we have anything to offer.

**Sal Maniaci-**The last time we tapped into the TAP grants. That's the Transportation Alternative Program, so it's only for things that are not vehicle-related. That actually paid for the Bush Creek Greenway. I think you're correct, the last time we did improvements at the depot that did use some of those funding. We have some improvements coming to the depot I thought Wayne had said.

**Darren Lamb-**Yes, that's our Amtrak.

**Sal Maniaci-**But it's from Union Pacific, though, correct? Where the funding is on. Yeah, so that's not the TAP. But Union Pacific is funding some upgrades to that as well, to the actual platform. So I can talk to Wayne to see if there's more availability for the TAP grant, because the TAP grant does have to come from the city. For my government entity.

- 2. Causeway-Missouri River Bridge Flood Issue- Bill Straatmann-**I have lots to talk about, but I don't want to bore you. I think this may be the last opportunity to get this thing done. But I think we've got some funding, \$100,000 worth of funding that's going to go into this study. And when everything has to be studied in order for it to eventually get to a point where it's going to be funded. It took a long time for them to recognize that, particularly from Joe from your side, it's all from your side of the river. Dutzow and what happens when the river comes up. There's parts of it that flood, fairly routinely. The study, I think, of course, I want to read into it that it's going to expand it to where they're going to do the hydraulic study for this causeway. I don't know whether it does or doesn't. Again, it's \$100,000. I don't know how they're going to spend it on the...

**Joe Gildehaus-**I really don't know on that end of it, to be honest with you. Bill, I do know we're working on a study through Dutzow to raise that area. I know that study was more than a hundred thousand dollars. Where did they get these numbers? I don't know. But I do know they had the report is for how many times it did flood and through the Dutzow area, et cetera.

I do know we're trying to push that faster.

**Bill Straatmann-**Well, I guess the question is, do we see it as an opportunity to start promoting it again. The study, the original study was done 25 years ago. They said we needed it. I mean, they drew lines.

They showed it on the map, what was going to happen, where it was going to go. At the time, this was 1999 is when this report came out of the draft. That was just after the main big flood of whatever it was. '93, '95 and I remember what we did to push the points of we needed a new bridge. That was the thing then, even though the new bridge still got the same situation, but it's still a flood. But it doesn't take us out of the flood plan. But anyway, the Chamber of Commerce got involved and we actually went around and we did a study. We didn't get anybody to pay for it or whatever. It was just an internal study. And what we did is we got all the different employers On this side, on that side, that would be affected when the bridge is not open. We got the hospital involved. We got the schools involved. We made a list of the true economic impact of the closure of the bridge. Again, that's what we're talking about. Closure of the Bridge, whatever. I guess I wonder whether... Should we, as a community, continue to push this? I ask you because I'll push it till I see it. All right? But if we're going to do something, now is the time, I think, with this \$100,000 study, that if we want to make a point that we are interested in getting this causeway and getting that out of the floodplain, the Highway 47 out of the floodplain, that we do it now. We can do the same thing, get the studies from employers, how many of their employees come this direction, how many people go to the north side to go to work. The hospital has got statistics. The school district obviously has statistics. How many kids are over there? It's a question of just laying the facts out so people recognize that this again, it's been one of those things that if we don't do anything, we know what's going to happen. The question is, do we put in the effort? Do we remind people that the bridge is not going to keep us from crossing? At the end of the bridge, it's at the end of the bridge. It's going to flood again. It's flooded every so often for the last 100 years, 1,000 years, probably. I guess I'm looking for somebody to tell me, continue or just hang it up, Bill. Don't worry about it anymore.

**Darren Lamb**-I think with FEMA study, you got to wait until they get their study completed, right? Find out what the results are. Then I think what we could look at are a couple of options, and I think we've said this before, but one of them could be basically a levy system, possibly over there, that would go ahead, keep 47 out to where it's drivable. You increase the property value over there with regards to around our airport, protect our airport.

**Bill Straatmann**-That's it. Protect the airport, too.

**Darren Lamb**-Because a causeway is not going to protect the airport. But if it still allows all of that property to be within the floodplain. Again, that's not protecting our airport.

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

**Darren Lamb**-So, that's why, even though I see causeway continuously on our agenda, I don't know that that's the answer to our our question here. I think until we get the study back from FEMA so that they can go ahead and look at that because that's part of it. To be quite honest, that's the reason why the city received federal funding that we did to make improvements to our airport. Make it more valuable, make it a better case so that you've got some reason to protect it in the future. We will continue to do that. I think it's the answer to your question as far as what should the city be pushing for it, I think we have to wait until that study is complete, find out what the results are, and then say, what could we do with the levy system, possibly first, to protect all our assets over there? That's my opinion.

**Sandy Lucy**-Is what you're talking about the FEMA study, or is there another FEMA study out there?

**Bill Straatmann**-FEMA has got to come first. No matter what.

**Sandy Lucy**-Okay, so is that in process?

**Darren Lamb**-Yes. Okay. That's in process.

**Sandy Lucy**-Okay. So really, we don't need to be all excited about this one.

**Darren Lamb**-I think it's just my opinion is it's a little premature until you get that study and you show the impact of it. So then if you can sit there and say, all right, we can salvage, like I said, protect X number of acres across the river with a levy system. I think that's and and I think that's probably financially more plausible, at least what we've looked at internally, that would be a much more plausible thing with federal tax dollars than a causeway, because that appears to be twice as much as what a levy system would be. But you can't do anything until that's- You need a study.

**Bill Straatmann**-We do. But we've got \$100,000 going to be spent on the river on a study. I'm just saying if we're going to do something, do we bring it to somebody's attention? Well, I mean...

**Darren Lamb**-Well, I legislators go, we have brought it to their attention. And that's how we were able to go ahead and get the three million over there for the airport, to be quite honest. So we've shown them, hey, look, this is going to be something that, like you said, a future flooding event could cause major impact. And so the fact is, what can we go ahead and do? That was one of the things that we were able to go ahead and get. And I think it was, was it Blunt's office that helped us with that? It was Luektemeyer's office that got us the OMNIBUS bill. Yes. But we had talked with the senator's staff before he left office. Like I said, we've talked with him. So beyond that, no, I don't know that we've had any other discussions, but I think it may be premature until we get that study back and we can say, hey, look, we're going to be spending three million extra dollars over there at the airport. Now you know what the flood situation is. What are the options? And truly have them take a look at it.

**Craig Mueller**-Where's that study in the life cycle?

**Darren Lamb**-It's a FEMA study. I think it's just that's on the north side of the river. I think they didn't have that. I mean, we've had on this south side, we've had our studies completed at least and updated. I think it's just been a long time for Warren County before they had this, correct, Joe?

**Joe Gildehaus**-Correct.

**Bill Straatmann**-John Nilges had some plans drawn up.

**Darren Lamb**-Yes, and that's where this concept started was the idea of how much would it cost to go ahead and do a levy system, like possibly a mini monarch levy that's down in Chesterfield. And at least initially, cost estimates where it could be a third to half the price, and you all of a sudden, you've got the impact of possibly 1,500 acres over there that would be out of the floodplain. And a good reason for economic development over there adjacent to our airport. So a lot of things could go very well. Whereas if you have a causeway again, the idea was you're not protecting any of those assets over there. And that's the problem with that.

**Joe Gildehaus**-We are really pushing for getting Dutzow. And that's because we do have the studies. They do know, MoDOT does know, I think there was three floods that went over 47 in the last 30 years. So if we keep Dutzow open, we can get to Washington. They know how many 17,000 vehicles back and forth on the bridge. They don't know all the numbers. That is on our tack now. We moved it up. The Dutzow study. So that's our priority right now. If we can get that open, you can still get back and forth to hospital, back and forth. You may not get to Marthasville as easy, but you can still get back and forth.

**Mayor Hagedorn**-Bill, my concern is, let's say this study comes back and it's a hydraulic study. You're pumping a lot of water during a flood through a narrow gage comparatively in the river if we do the levy. Believe me, I'm all for doing the levy. But if this study proves that they can't do that because it would flood upstream or downstream, I don't know. That study will look at all those things and to, I don't want to say, waste a bunch of energy like you're talking about until that comes out. That's my concern.

**Bill Straatmann**-I understand. I understand completely. I saw this study. I know it's in your district. It's in your side of the river.

**Joe Gildehaus**-Well, a lot of them, they have studies. We have a 25-year study for Interstate 70. I mean, and now they're just now doing some of it. I mean, there have been studies for a lot of projects.

**Bill Straatmann**-After a major flood the costs are going to be astronomical and if you weigh that against what it would cost to get this thing done and get it over with and get it behind us. That's what I'm saying. The government's going to pay for it one way or the other. It could be in a fixed structure that's going to take care of us for the future, 100 years. Never have to worry about flooding again.

- 3. Highway 47 Corridor Committee- Jim Grutsch**-The Highway 47 Corridor Committee did not meet over the past month, but I will be happy to answer questions and give you a short little status of the '47 roundabout. At this point, our engineer is going to present to MoDOT in April the final plan, specifications, and final estimate. That is a result of a meeting we had on Tuesday, March 19th, with all of the utility stakeholders, MoDOT, and the project engineers to finalize all of the locations and potential relocations of utilities within the roundabout area. There were over 30 people present for that. It lasted over 2 hours because of all the conflicts that are involved in that. It's unbelievable that there's

that many things underground, but there certainly are, and they all have to be accounted for and moved out of the way. Franklin County is closing on a small parcel with the Missouri Eastern Railroad. The parcel is 81 square feet. In the original documents, that was the final parcel that we had to close on on our portion of the project. In addition to that 81 square feet that Franklin County is buying a deed for, we are also acquiring a 3,000-square-foot construction easement through that railroad. That is expected to finalize in the next three weeks. Other aspects of the project, such as real estate negotiations throughout the entire project, are ongoing and enclosed discussions. I'm really not at liberty to discuss those. Those are not part of Franklin County's package. The status of that, I am not privy to of the Expressway.

**Bill Straatmann**-So that would be MoDOT?

**Jim Grutsch**-No, that would be City of Union.

4. **Franklin County Transportation Committee- Jim Grutsch**-At our Franklin County Transportation Committee this past week. We had presentations from Franklin County, a couple of the communities that participate in that, and also MoDOT, Steven O'Connor in particular. Steven, as well as the others, gave presentations as to what upcoming projects, safety, maintenance, other things like that, are upcoming for this year. MoDOT has quite a good list of things going on in 2024 for the county. There are, I think, 10 or 12 projects.

**Stephen O'Connor**-There is ten.

**Jim Grutsch**-And there are safety enhancements and resurfacing, things such as that. Are there any questions?

**Bill Straatmann**-So there's really nothing at your end that could be added to the situation to improve it or get it faster or whatever. Your part of it is done. Is that what you're saying?

**Jim Grutsch**-Our part of it is very close to turning over. MoDOT has the plans in April for their review. They are due by the first of May, but we're going to get them to them early, and they'll review them and give them back to us. At that time, we potentially can go out and solicit bids in relatively short order.

**Bill Straatmann**-When is the 47 widening due to be put in the process to start.

**Stephen O'Connor**-The earliest it would go was July of 2027. We've always done capacity improvements and safety enhancements.

**Bill Straatmann**-But that's not until '27.

**Stephen O'Connor**-Right and we're doing a study right now. So, then it'll go, and we have to figure out if it's going to be a design build or design bid build or how the project is moving.

**Bill Straatmann**-It is moving. The concern was that it's just sitting there because of some minor situation. But you guys got it all.

**Stephen O'Connor**-It's in our STP as a 2028 project.

**Bill Straatmann**-Really, is there anything we can do from this end other than just remind them?

**Stephen O'Connor**-No, we're on schedule.

**Jim Grutsch**-As everyone in here knows, the improvements to '47 are greatly needed. We suffered. We've had fatalities here recently, and we want that to not happen again.

5. **MoDOT 50/50 Grants- Sal Maniaci**-Yes. Within the last month or since your last meeting, MoDOT engineers did reach out. We had about five items on the plans that need to be addressed. They're at the 90% completion, though, when we are permitted to go out to bid. So, Cochran was updating those. Our main engineer there was, I believe, on vacation last week, so I couldn't get an update before today. But I wouldn't be surprised if those were already completed and resubmitted. And then there were three environmental comments that they had, but they were all applications for things we have already submitted and just are waiting to hear back from SHPO and State and those type of organizations. SCI Environmental was doing our study there. No concerns. Just getting those back, getting the actual paperwork back over. So hopefully we're close to going out to bid on that this spring, very early summer, is when we'd like to start construction. That's all I got.

6. **MoDOT Northeast District**-Discussed above.

**7. Washington Special Road District-Not Present.**

**8. Old Hwy 100 Bridge- Stephen O'Connor-**It's really not in the STP. We have to figure out when we're going to do it. We've not added any project in the STP for two years. We've been making up for all the inflation on all the projects by not adding more projects.

**9. Airport-Sal Maniaci- Sal Maniaci-**Well, I mean, as I mentioned, the last meeting, the hangers are substantially complete, and so we're still waiting on seed and straw and everything this spring before we can close that out. But you all get a formal invitation, but I'll let you know here today that April 19th, I believe at 3:30, but you'll get a formal invitation. We're going to do a ribbon cutting out there and then have everyone get a chance to look around all those hangers are already full, obviously, with our waitlist out there. We will have some of our larger ones open there so people can take a look and see what we built and what we use that 90/10 money for. Other than that, everything is pretty business as usual out there. We still have our flight tracking and gallons tracking. It's been on par with the last few years, month to month.

**Mayor Hagedorn-**Sal, did you get a chance to talk to Pete Gephardt at the chamber banquet the other night?

**Sal Maniaci-**I did, but not at the airport. We just chatted.

**Mayor Hagedorn-**He showed me pictures of where he's got his simulator set up.

**Sal Maniaci-**I didn't know if we were wanting to talk about it was already done or not.

**Mayor Hagedorn-**Yeah, it is. It's all set up. What that means, and by the way, he put all of it and donated the SIM, put all of it, the painting, the flooring, that's all on his dime. What that means, you guys, is it's going to generate interest in our airport through pilot training. We're going to start a flying club. What in hard numbers is it's going to increase our take offs and landings. That's a direct input as to what everybody is looking at for funding. It may not seem like much, but it is. If you're considering taking flying lessons, let me know, please. The club is going to start out pretty quick. I asked Pete if I could be the first person to sign up.

**10. Team Track- Sal Maniaci-**We've had actually some interest about a month ago, a company reached out. We asked for more information. I have not heard back yet. But we continue to advertise that. Obviously, we have that as a good asset that we let businesses know.

**11. East-West Parkway- Sal Maniaci-**Then East West Parkway is not officially open, but if you're driven down Beaker, you can see not only that road is poured, but the side roads are starting to go in, and we've issued building permits. So, everything is full steam ahead out there.

**Bill Straatmann-**I saw the water tower got painted, too. Top of the hill It really stands out.

**12. Public Transportation-Not present.**

**13. Other Business- Stephen O'Connor-**I do have the list that Jim talked about Franklin County, major construction projects in 2024 and 2025. Just recently was finalized, so I'll send an email out to everybody with this map. And like Jim said, the 10 projects in 24 and 6 projects in 25 that are scheduled. I can talk about the one project that's ongoing in Washington right now. It's route 100 from Washington Crossing to East of Fifth Street, and that includes the resurfacing guardrail upgrades and ADA upgrades. I did talk to the RE this morning, and she said the resurfacing is supposed to start April first, so that's right around the corner, really. It's night work, so it's going to be done from 7:00 to 6:00 in the morning. It should take about two weeks to do that paving. Then they have to stripe it and cut in some detector loops for the signals. But that project could be done in about maybe a month, month and a half. So it's wrapping up.

**Tim Brinker-**Steven, what's the length of that?

**Darren Lamb**-Where's that running from? Where's it going?

**Stephen O'Connor**-It's from Washington Crossing to East of Fifth Street. The Schnucks Plaza. It's probably a couple of miles. The guardrails, the replacement of all the guardrails.

**Bill Straatmann**-Just the guardrailing?

**Stephen O'Connor**-If it's too low, there's new standards where the guardrail has to be certified.

**Bill Straatmann**-Oh, new standards. That's what's causing the actual reason for replacing it. I wonder, they looked okay to me, except a few of them.

**Stephen O'Connor**-It won't all be replaced. It's just the ones that need to be replaced for the guardrail.

**Sandy Lucy**-Does this make improvements then to Rabbit Trail?

**Stephen O'Connor**-I mean, we're paving through Rabbit Trail, but we've done some ADA work at Rabbit Trail.

**Sandy Lucy**-We haven't added any extra lane there. Anything? Not yet. Okay. All right. business?

**Darren Lamb**-Just to let you know, we do have several applications that are in East West Gateway for consideration, and we'll send you a link because I believe you're going to be able to go ahead and make comment on those projects or whatever. Washington, we've got a resurfacing on East Fifth Street from 100 to International. We also went back and requested more funds for Front Street, which is Stafford Street to Jefferson Street, resurfacing, replacing the sidewalks, carbon gutter. You also have High Street, Phase 2, which is from Front Street to Fifth Street, that portion. Then finally, there's a C-MAQ application that we have in at 100 and East Fifth Street for the turn lanes there to go ahead and add a left turn lane to go eastbound and a dedicated right turn lane to westbound 100 to help with that queuing situation that we to participate. Just want you to know we got several projects there, so it'll probably be good to go ahead and make comments in support of those projects on that link that Charles sent you guys. So thank you.

**Bill Straatmann**-Last but not least, Sal, we should be thanking you for all the things that you've done for this community. We wish you much luck in the future. Again, thank you. I know we rely on you all the time to keep it going, keep things moving. And hopefully we can replace that with another person half as good as you. So thank you.

**14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 8:35 a.m.**