

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

**Tuesday, May 28<sup>th</sup>, 2024 at 9:00 AM  
Minutes**

**Present:** Craig Mueller, Stephen O'Connor, Ray Frankenberg, Bob Engemann, Bill Straatmann, Mayor Hagedorn, Sandy Lucy, L.B Eckelkamp, Darren Lamb, Charles Stankovic

**Absent:** Ed Fischer, Joe Holtmeier, Bill Miller, Tim Brinker, Mike Coulter, Jeff Niemeyer

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

Approval of minutes from April 29, 2024, motion made, first and seconded, passed without dissent.

1. **Amtrak- Craig Mueller**-No report.

**Ray Frankenberg**-Did you know about the sewer line under the railroad? I would imagine that's going to have a little bit of delay issues as a result of it. That was pretty impressive. They had a sink hole. A sink hole, and they replaced the sewer line under the middle of the railroad track of the south line right out there in front of the new distillery and Present Moment, the yoga place and stuff like that. Yeah, it was impressive that you guys were able to get your crews in there and get that all done in two days.

**Darren Lamb**-They were quick and efficient. I think we also, UP also responded pretty quickly, too.

**Ray Frankenberg**-They had to dig eight feet below the south tracks and kept the north tracks open during that time period. That was impressive.

**Darren Lamb**-I thought so, too.

**Mayor Hagedorn**-I think the person that deserves the attaboy is the engineer who noticed it as he was passing over it and he was supposed to come back. So he stops the train before the hole, correct me if I'm wrong? And said let's check this out.

**Ray Frankenberg**-Yeah, it was an eight-foot deep. You can tell a little bit by the picture in the paper that you're talking about only four foot wide, rail to rail, took out all the ties, went down eight feet, removed the old, rotten pipe, and replaced the new pipe in good time. They used a vacuum truck for the excavation, and it was impressive.

2. **Causeway-Missouri River Bridge Flood Issue-Darren Lamb**-If I could, Bill, we would like probably at the October 2<sup>nd</sup> as most of you all know by now, the Highway Commission is going to be holding their meeting, one of their monthly meetings here at City Hall again. They've Last time it was Sandy, I'd help me, 2018 maybe or '17?

**Sandy Lucy**-Yeah, it was right after we opened the Bridge.

**Darren Lamb**-Right after we opened the Bridge. It's been a few years. Time flies. We want to go ahead and provide or at least get the opportunity to do a presentation in front of them at that meeting, if that's the appropriate time to go ahead and do it. Our presentation will be focused on this very issue and how we can go ahead and alleviate that. I think it's important for us to go ahead and make sure that plan A, so to speak, is some type of levy system that not only protects 47, but also protects our airport, because that has the biggest potential with the least amount of spending that maybe MoDOT can help us and participate with. That's always plan A. Plan B, if that fails for some reason, we can't get the permits or some other problem that comes up along with it would be obviously a causeway. I think that that's how we would probably approach it to them when we go ahead and meet with them or at least make that presentation at that time for this very issue. I would just like to I suppose that we could just change this on the agenda to go ahead and put protection of Highway 47 or something along those lines so it just

doesn't imply that a causeway is the only option. Because as we've discussed infinitum, that there's multiple things that we could do here, but I still think that the lovie system is probably the first option that we want to go ahead and pursue because it also protects our airport. Obviously, MoDOT would have... They would probably like to see two assets be protected rather than just one. That's how we're going to go ahead and approach it. I just wanted to see if there was any input that you all had as a committee on that.

**Ray Frankenberg**-I think that's a great idea. I would say we'd want the title to as much as we can lean toward levy system, but maybe Highway 47 Crossing, Missouri River Floodway would be generic. I'd make a motion to change the title on here to whatever we feel is best to take care of our needs.

**Darren Lamb**-Because that's how we're going to approach it with them. I understand that we had a great impromptu visit from them a couple of weeks back and really shown the light on our problem as you get north that we all know, but it's making sure that they're aware. I think, Bill, you did a great job of taking them over there and showing them the issue.

**Bill Straatmann**-Well, I had an opportunity. I seized it. I gave them a car to drive, and I showed them around. I gave them the car. They were here for two days with their wives. It was beautiful weather. The families were out eating along Front Street from the cafés. It was the most picturesque, ideal situation for someone coming into the community. Then Sandy, we went to church at Borgia. Sandy told me she got excited because she met them at church. We didn't realize. I bet they came by the gallery.

**Sandy Lucy**-They came by the gallery on Saturday and told me all about you.

**Bill Straatmann**-I had remembered Greg Smith. He's one of the commissioners from years ago. He happens to be a Ford dealer, all right? We've had conversations, probably once a month, we'll talk about cars, and he's got something he wants to trade or something. It was easy for him just to call and say, Hey, Bill, who's got a rental car? If I can guess, it's, Come on, Greg. You're not going to rent a car from somebody else. Anyway, so they were thrilled with the town. They were. I can't tell you how excited they were. Yeah, they were just excited. When they got off the train I was standing right there to meet him, and everything worked out right. I think we've got Greg on our side or in our team, but he's the last Commissioner that we know the other commissioners now, I don't know any of the other ones. Who are they?

**Sandy Lucy**-Francis Slay is one of them. And then Dustin Boatright is from the Cape Girado area, But he's Dwyane Mickey's grandson, so we all remember. Many of us remember Dwyane Mickey, so that's his grandson. I don't recall who the other ones were, but they were... They just appointed they're up to full speed now. They just appointed a woman who was in banking from Springfield. I don't know who it is. And there's someone from up in Northwest Missouri that I wasn't aware of the name. But it's good to get them back.

**Bill Straatmann**-And they actually walked the bridge. Is that correct, Sandy?

**Sandy Lucy**-They did.

**Bill Straatmann**-When they got to the end of it, they said, well, why did you stop? Literally, that was the question. The answer is obvious. We didn't have the money.

**Darren Lamb**-They didn't have the money. We didn't have the money. They were concerned about being 10 million over budget, if you remember at that time, because they had to go ahead and pass that with that.

**Bill Straatmann**-I wasn't there when that conversation happened, but I heard it. But Greg said, great comment was, Why did you stop? Why did you stop there? That's a good reference. I think so.

**Sandy Lucy**-He said, I'm going to go back and ask about this. I assume he did.

**Bill Straatmann**-What's the level of the water today in the river? It's a hypothetical question because.

**Mayor Hagedorn**-14.4

**Bill Straatmann**-If you ever want to find out, you can go to the National Weather Service, Advanced Hydraulic Prediction Service. Some of the things they give you, they give you the flood stage in Washington is 20 feet. Correct. It doesn't seem like we get 20 feet all the time.

**Ray Frankenberg**-I can tell you it goes over the trail at 23 because I used to love to ride my bike in about three inches of water on the trail when I was down there..

**Bill Straatmann**-Some of the things it gives you is interesting. First, the historic crests on that river. There was one, of course, in '93. It got up to 35.48 feet. That was in '93. In '95, it got up to 32. In '86, it was at 32. In 1844, I'm talking about these are the 10 highest, it was up to 32. On May of 2017, remember that? They were building the bridge, and they had to take the steel off over Dutzow off of the thing because the river was too high. It was 31.8. All right? At 31, it was in 1951. Some of the other were in 2015 it was at 30. Just taking the more current ones. 2019, it was at 29. We're dodging this bullet by just a couple of feet out of the last 10 years, five years, we got lucky. Anyway, it's available. Anytime anybody I don't know if somebody wants to see it.

**Craig Mueller**-In regard to, I guess, Darren's question, do you call that Missouri River Bridge Access Flood Mitigation or something like that?

**Bill Straatmann**-Again, I went back to try to find where causeway was first used, and I got to look for it here second, but it was in a news report from the Missourian that indicated when one of the legislatures or one of the principles was around Washington, and it was referred to as a causeway, and that's where it started. That's just some history. I got lots of history.

**Ray Frankenberg**-From a floodplain management and from an engineering standpoint, it's a lot easier, and you're going to have to approach fewer people to build a causeway through. It's just money, in other words. That's the easy thing to say. But when you start doing from the flood plain, what you want to do now is you want to take this land out of the flood plain like they have done in Chesterfield Bottom and Howard Bend area where the casinos are and so forth. What that means is raising the whole levy up on a whole bottom area or as much of a bottom area as you want. Conceivably, you can go all the way up to Marthasville. Then Highway 47 would be protected like Highway 141 is going through Howard Bend Levy district in the Saint Louis Metro area. So it becomes a level of involvement and community involvement as to get those permissions. But once you've got them, you've got nice flat, developable ground down here in what was the floodplain, which is now out of the floodplain, that you can dig the ponds that you see beside these big industrial parks along Highway 364 and 141 and raise them up. Now you have all your industries there right on the highway, coming and going to 44 and 70. It would be a great thing for the community to get that land developable and out of the floodplain.

**Darren Lamb**-One plan we had, I think, It showed approximately 1,300 to 1,500 acres that would come out of the floodplain as a result. So there's a lot of economic benefit. And like I said, we've just looked at it. It's so far, looks like it's be half the cost of a causeway. And you don't get that protection. You get 47 protection or you get that access protection, but you don't protect the airport anymore than what you have today.

**Ray Frankenberg**-But you will be bringing... You will be looking at bringing the existing levies up to a higher level full of protection. For instance, they protect for the 500-year flood in those bottoms I was just mentioning, and they have pump stations and things like that to take the creeks out when the creeks are flowing down into the bottom and things like that. We don't have as bad of a situation with the creeks as much drainage area as they have, for instance, along 141. You have 50 square miles of area running down between 270 and 141. If you look at a map, that all comes into that levy district down there as well. I I do believe it could be still done a lot cheaper, but it takes that participation of working on levies if you need to.

**Bob Engemann**-Do we know how many property owners are over there?

**Darren Lamb**-I'm guessing. I want to say there's at least a dozen property owners, I would say, that were at least, if not closer to 20, maybe somewhere in between there. I mean, based upon... And again, this plan was just a preliminary concept, but it was enough of a concept that it got Luetkemeyers' office excited enough to push us in that Omnibus bill to go ahead and get 3 million more towards our airport. They said, you need more assets over there at the airport, therefore it's going to need protection. That's how you move down this path. That's the other thing that we can add on to when we get to making that presentation in front of them.

**Bill Straatmann**-I agree that we have to, like we did before, before we were trying to get some stuff done over there, the criteria that we need, the impact of a flood over from shutting down that bridge over the course of time, we did studies, we did whatever. We know, but the studies are 30 years old. And 30

years ago, just doing a basic summary of the hospital, the current work force's school district, it was over \$10 million, and that's 30 years ago. So, would you think it's 10 times, 100 times more? That the economic impact? I think we could start putting together what the economic impact could be.

**Darren Lamb**-That's definitely what we have to include.

**Bill Straatmann**-Based on the same things, hospital, workforce, school district. All those things. If nothing and just have them ready to go. I think if we keep on it and keep pushing for it, don't take it off the agenda. I'm like you. I'll It means the name of the cause. I don't care what the cause. I don't care what it is, but I think it needs to be. It's something that's a long-term goal, and it's achievable. All we got to do is continue to fight the battle, because eventually, the river is going to come up and it's going to put seven foot of water in an airport, and then they're going to pay the \$20, \$30 million to take care of it, right?

**Ray Frankenberg**-Taking the time to put some of this thing down into an economic analysis like you were talking about makes sense because I think we should keep pushing it. I think it's an absolute. I think it's a mode of growth. It keeps my grandchildren moving back into the community instead of moving away to other communities and all that good stuff. But I think we need to have that put together in a nice quick bullet point thing that we can say, yeah, we do believe that this is worthwhile doing rather than him hawing around.

**Darren Lamb**-I agree. Welcome back, Stephen. Good to see you.

**Bill Straatmann**-Charles, it's your job to get this done. Okay. No, but anyway, seriously, it has come down to somebody with some foresight on what it could be.

**Ray Frankenberg**-What is the date of the MoDOT meeting?

**Bob Engemann**-October 2nd.

**Bill Straatmann**-But anything you can dream about and put together that may be futuristic or whatever from an engineer, as Ray will tell you, that's how stuff gets going. That's how you start. I think John Nilges just started looking at something like that, and he went on to greener pasture.

**Sandy Lucy**-So just to clarify also, so there'll be a dinner the night before. Remember last time we had a dinner for like, Transportation Committee was there and things like that. So there'll be a dinner the night before on the first, and then their official meeting is here on the second.

**Bob Engemann**-Sandy, do they have an entourage, like chief engineer or something like that?

**Sandy Lucy**-They have a pretty big group because they have their meeting here and they have smaller meetings, too. We're looking at... I remember the last time we had to have, they did some impromptu meetings, too, with their engineers or with that, too. There's quite a few people. I don't know, do all the district engineers come or do..

**Stephen O'Connor**-Not all of them, but some do. Our district engineer tries to go to all of them.

**Sandy Lucy**-Right. So, there'll be, I would call it an entourage. Anyway, but that's all good. You want to get as many people involved as possible.

**Bill Straatmann**-I found in my information from July of '95 is when they considered it was a causeway. The causeway was being considered 30 years. All right. I think, Ray, you wanted to... that was a motion to change the name.

**Sandy Lucy**-I'll second that.

**Bill Straatmann**-All in favor say aye.

All-Aye.

**Bill Straatmann**-Opposed? Thank you very much.

- 3. Highway 47 Corridor Committee-Jim Grutsch**-Good morning. The Corridor Committee did not meet this past month, but there is a development on the Highway 47 Expressway and Roundabout. Last Monday, the City of Union, their Board of Alderman special meeting, they opted to withdraw all funding for this and cease pursuing that development. The following morning on Tuesday, the Franklin County Commission, as a result of what Union did, Franklin County also stopped all development of the Expressway and the Roundabout. There are a couple of reasons why. One reason was economic uncertainty. On the condemnation on the condemnation on a couple of the properties, it was... I don't

know if discovery is the right word, but it was told to us that the owners were going to pursue a court case against the city and the county and go to a jury trial on that. The possibility was that when you go to condemnation and you go to a jury trial, as soon as a jury trial commences, the defendants, which would be the county and the city, are subject to whatever the jury comes up with. It was reported that even though we had offered in the neighborhood of \$150,000 to \$200,000 for each one of these properties, that it was going to be in the seven figures, could be \$2,000,000 or \$3,000,000 for each one of those properties. Union was subject to liability for half of that. The county would be liable for the other half. Those were beyond what Union could be capable of funding. One of the other reasons was in the discussions with MoDOT, MoDOT stated that they would not accept the Expressway or the roundabout into the state highway system that it would be the sponsor's, City of Union and Franklin County, to maintain and take care of that project in perpetuity. That was a liability that neither the city nor the county wanted. That's the way that fell out.

**Sandy Lucy**-What's the next step then?

**Jim Grutsch**-Commissioner Brinker is asking to have a meeting with the Highway Commission on the October 2<sup>nd</sup> meeting here to see if they can find a project that they can develop and make that interchange work. We will provide all of the information we have for them, the highway studies and what have you. Although they're already privy to those, we'll give those to them. If they need any of the properties that we've already purchased, the county is in the discussion stage right now what we're going to do with those properties. We're pursuing that. There are funds that the county and the city are no longer going to use, the federal funds that are earmarked for this project that now go back to East West Gateway, and they're looking for East West Gateway and MoDOT to accept those funds and possibly use those for the development of an interchange that MoDOT would approve of. Unfortunately, that's where we are right now.

**Craig Mueller**-Leading up to the project, was it MoDOT's opinion that they were going to accept that at one point, or was it just unstated?

**Jim Grutsch**-It was always the understanding that MoDOT would accept that since it does connect to other MoDOT roadways, 47 going north and 47 going south.

**Stephen O'Connor**-I don't know that we ever had the discussion either, though.

**Jim Grutsch**-I don't know.

**Stephen O'Connor**-All along I knew it wasn't going to be MoDOT to maintain.

**Sandy Lucy**-Was that a recent discussion?

**Jim Grutsch**-The discussion what I'm referring to happened last, a week ago, Thursday. I had a meeting with MoDOT and the commission.

**Bill Straatmann**-Will the funds that have been set aside for improvement of Highway 47 for safety and whatever, does that take away from that money? Could that money go back then where 47 would not be improved?

**Jim Grutsch**-The improvements on 47 from Washington to St. Clair, that's a separate issue. Those funds are still there.

**Bill Straatmann**-That money, those monies are going to be... They stay intact. They don't go away.

**Stephen O'Connor**-Yes, right.

**Jim Grutsch**-That is a MoDOT project.

**Bill Straatmann**-How would they work around it? Did they just leave that project, that connection? Out here and they just go around it? Or how does that work? Or do we just improve Highway 47 to the Union to a point, stop, jump over, and then go to St. Clair? Is that how?

**Jim Grutsch**-Well, unfortunately, what happened back in 2016 and 2017, when the Transportation Committee was formed, MoDOT had no funds for anything like this. This was the biggest roadblock on Highway 47 was that interchange. You all and Franklin County and some of the other entities in the county, St. Clair, looked at this and thought, we will spend money to do a traffic study, which you all and Franklin County paid for. It was determined that this roundabout and expressway was a legitimate solution to the problem. They did ask MoDOT to step up with funding, and MoDOT did on an 80/20 share. But funding was set at that rate back in 2019, and that's where we are today. That's where we are.

**Ray Frankenberg**-I think, Bill, more specifically to your question, the funds that were there to study capacity and safety improvements from Washington to St. Clair are still there, and the study is moving on. In fact, the study is in the mid-stages right now. Making the decision now rather than after the study is done is helpful. Because that way, that study won't assume that there will be a roundabout in the middle of the highway that's not theirs as well.

**Bill Straatmann**-Again, it messes it up. It doesn't define the road with the whole roadway, and you still got a section in between. Something is going to happen there. It can't stay just like it is. So are we able to go up to it with the improvements, safety improvements?

**Stephen O'Connor**-Whatever the study determined needs to be done to improve capacity.

**Bill Straatmann**-But those monies are safe. Whatever millions of dollars.

**Stephen O'Connor**-Like \$90 million.

**Bill Straatmann**-\$90 million is still safe. That doesn't go away. We got that. Now the question is we got to figure out a solution to that situation.

**Ray Frankenberg**-That's not going to be excluded.

**Bill Straatmann**-I understand, but they've got bottlenecks and there's reasons. Nobody likes committees. But I can tell you it's going to take the whole area, not just Union and not just St. Clair, not just Washington. It's going to take a concerted effort altogether working on a solution now. Is the solution maybe the wrong easements are looked at? Is there ways to move the highway to one side or the other to avoid this problem with the easements that you're trying to do? I don't know. I'm just saying it's going to take an effort by, and we're going to be involved, too. I remember when we were doing the bridge, we didn't have the money we needed. We came, and I say we, myself and Bob Zick went to the Franklin County. They had funds. They had some funds that they shared with the cities and asked them for a contribution to help us with the Bridge. And they did. They stepped forward and donated \$250,000. And that's all the towns in the Union, Washington. Monies that would have been spent on the different communities they agreed to because of the need. They saw the need for the new Bridge. They then stepped forward with \$250,000, I think. City of Washington came up with \$500,000. Warren County came up with \$50,000. That was it. And Actually, that told MoDOT, that told the state that we were serious. We were serious that this needed to be done. And we had the whole communities, all the communities in favor of it. That's what we got to do for this portion. We have to build consensus on what needs to be done. It'll be a long slog. You'll never get it, but you got to keep going. When I read in the paper that they have thrown in the towel, literally on this, that's now is not the time to throw in the towel. Now is the time to just put together the heads and the thinking of as many people who would like to be part of the committee to think this thing through. It can be overcome. It may take time. We had to wait for the money to become available for the new bridge. Then a million dollar, what was that one grant that we got? Tiger grant. All of a sudden, somebody found a million dollars. Congressmen found it, whatever That's the stuff we're going to have to do. But to say that we're going to throw in the towel when we're not going to do it, we have to stop and not look at it anymore. I don't know where to go with that. I just can't accept that.

**Sandy Lucy**-Jim, does the Highway 47 Corridor Committee still meet?

**Jim Grutsch**-We have not met for probably nine or 10 months.

**Sandy Lucy**-And so most everything was just being handled through the county and then through the city of Union because you were the two entities that were going to take on that bypass area. Is that how that was?

**Jim Grutsch**-Well, once MoDOT made us aware and committed to doing the traffic study, which they started and they've been diligently working on, there really was no need for the committee to meet because that was the impetus for the committee was to push the development from Washington down to St. Clair, and that was moving forward. It still is moving forward today, and the state has committed the \$90 million. But the two entities that were funding and taking charge of the interchange there at Highway 50, it just was beyond their abilities to take care of that, and more so Union than the county.

**Stephen O'Connor**-MoDOT had no money in that project. There was A lot of federal money and county and city money.

**L.B. Eckelkamp**-I'm not clear on... MoDOT has 90 million set aside, but expected to be spent, right?  
**Stephen O'Connor**-Right.

**L.B. Eckelkamp**-But that did not include the part that was going to be done by Union.

**Stephen O'Connor**-That's correct. In our study, if we knew they were going to build that, we would have taken that into account when we decided what to do with the \$90 million. But now They're not building Union Expressway, so we have a clean slate. This is what we can do with our \$90 million.

**L.B. Eckelkamp**-Theoretically, MoDOT is going to need more money to do that part that was going to be done by somebody else.

**Stephen O'Connor**-I can't say that we're going to build Union Expressway.

**Ray Frankenberg**-In other words, what MoDOT may have done through there would have been something to maybe enhance the roundabout, or maybe their study would say, we've got to take the roundabout out. We didn't know that. And so that study is going on right now that may have come along and said, well, the roundabout doesn't work to improve capacity enough. So, we're going to have to either put a great big roundabout in there that would be theirs then or take it out and figure a new intersection. We don't know that. What's the great thing right now is there's \$90 million for this stretch of road in Missouri. And they're in the mid-study, and I presume that study is going to come out in a draft format and then you go public at that time. And that's going to be the time to have this group, that's what Bill is talking about there and saying, Hey, this is important. We're going to grow. We've got tons of grandkids wanting to move back into this community. We've got industries coming to the community to grow. We're building an eight-inch gas line to serve the workers and all this type of stuff.

We're going to have to have this. And we think you're underestimating the traffic. Whatever it is, we think you're going to underestimate it because you don't understand how many people are going to be back into this community in the next 10 or 20 years. We need to have whatever. And then they'll come up and say, maybe we could do X and Y, four lane all the way through, outer roads and so forth, but that's going to cost \$200 million. Now we've got half of it there with the 90. All we need to do is raise 110 million.

**Stephen O'Connor**-We did have a stakeholder meeting last Tuesday, and the mayor was there, but there wasn't a whole lot of additional people at that meeting. A lot of MoDOT people, a lot of consultants were there, but a lot of the cities weren't there. We were hoping for better attendance, and we just didn't get it. But it was the very first stakeholder meeting. There'll be another stakeholder meeting, then there'll be public meetings to talk about what the study is coming up with.

**Ray Frankenberg**-It may be good to expand that 47 Corridor Committee to have Warren County and Warrenton and say how great it would be to be able to access 44 and all of the towns on 44, how great it would be to hop right on up to 70. Then I think this could be a much bigger reach if we could organize that.

**Bill Straatmann**-There's millions and millions of dollars being spent from Highway 70 in that corridor, Highway 70 corridor. And Highway 47 stops, or not stops, but that development on the I-70 stops at Highway 47 intersection on 70. And it's amazing. There's a lot of activity going to happen. This is through East-West Gateway.

**Ray Frankenberg**-You're talking about for phase one of Highway 70's money?

**Bill Straatmann**-Highway 70 has got a lot of money being spent on that corridor right now. Lots of money. I mean big. Billions of dollars. But the big improvements are happening up to where Highway 47 hits it.

**Stephen O'Connor**-There's additional lanes from 47, I guess, into the Saint Louis City.

**Bob Engemann**-I thought I heard that Wentzville Parkway, I guess, just east of that, there's a train bridge because it's a big curve to go through there. But they're going to realign that and build a new bridge or something. Is that part of it or not?

**Jim Grutsch**-But the \$90 million is what MoDOT has for the Highway 47. But the federal funds that were earmarked for the Expressway and the Roundabout is about \$10 million. That money is no longer going to be used, and that's what we asked East West Gateway to see what can be done to use towards

whatever interchange MoDOT would be acceptable with and whatever they would want to develop. In conjunction with the realignment and safety issues that they're proposing on '47.

**Sandy Lucy**-When does that money expire? There's a window to use that money.

**Jim Grutsch**-That was one of the other issues that we were looking at a absolute deadline of September of this year. The original deadline was June 30th, and then the other deadline was September.

**Sandy Lucy**-Are we lose that money?

**Jim Grutsch**-Or that money would go away.

**Sandy Lucy**-Okay, so do you have to have it committed to something?

**Jim Grutsch**-I don't know that it has to be committed. That's up to East West Gateway and their board.

**Ray Frankenberg**-Well, it was committed, but construction had to start by September. I believe the way it was worked.

**Jim Grutsch**-I think we had to go out to bid by September.

**Sandy Lucy**-I guess we have to come up with a project real quick.

**Ray Frankenberg**-Well, and maybe it is the 90 million that's already there for the whole corridor. It would make sense for that money that the Fed was going to put into it to roll over. But that's now another couple of years down the road.

**Jim Grutsch**-It becomes an issue with federal highway, like other federal issues, that they can extend deadlines for some things. I don't know if this is one them, but quite often they do that when there's a change in circumstance. It's an ongoing conversation. We would love to see some a development happen there to make that a efficient interchange. But at this point, it was the decision of the city of Union and Franklin County Commission that it not happen.

**Bill Straatmann**-Well, they don't want the liabilities that could go along with it, and that's their being prudent in what their thinking is. That's why I think you got to get a committee. You got to get a number of people involved like what's happened on the bridge. I mean, that thing was going nowhere, and the bridge kept deteriorating. It was the committee that was formed on that particular. That's how it got done. They met for what? LB, how many years did you guys meet. It seems like a lot. I mean, I showed up to some of them, but it was in the head. Your dad, Ray's dad was on that committee. I mean, this is where we go back on the Bridge Committee. We got to look at this situation the same way we had to look at this Bridge, that it's needed for the whole county of Franklin and the county of Warren. It's a bigger need than any one of us because none of us can actually take on the responsibility of building it. Where do we start and stop. MoDOT's got their limitations or the monies that they've got to work with. I mean, they can study it for us and maybe come up with some alternatives. That's the first thing I think of. These two pieces of property or whatever that are problem pieces. Has everybody thought through, go around them, go over the top you could do whatever you got to do and bypass them, get around them. I don't know. I mean, is it locked in stone that you got to take these two people? I don't know. That's what you got to... That's why people smarter than me, engineers got to sit down and say, hey, there may be a better way to look at this. A better way to skin the cat, whatever you want to call it.

**L.B. Eckelkamp**-Does the county still have a representative on East West Gateway?

**Jim Grutsch**-Yes. Commissioner Brinker is Yeah, he's the vice chair of the executive board.

**Bill Straatmann**-Steve Pelton is actually appointed to a committee.

**Darren Lamb**-And I'm on the executive Advisory.

**Jim Grutsch**-I'm on the East West Gateway Committee as well.

**L.B. Eckelkamp**-It seems like pretty easy logic to argue to East West Gateway that the money that was going to be used to help make 47 work should be transferred now to the state to allow them to make 47 work the whole way.

**Bill Straatmann**-Well, you see, that's the other side of it. I mean, just because, I mean, MoDOT could do it with the stroke of a pen. Now, I don't know this for a fact. Say we'll take care of it and it would be done. But they won't do that. That's not the way they operate.

**Stephen O'Connor**-Whatever the study determines needs to go.

**Bill Straatmann**-Again, you got to have a study. It gives you alternatives.

**Ray Frankenberg**-Step one is always going to be a study that recommends it.



**Bill Straatmann**-Right. Exactly.

**Ray Frankenberg**-You don't go spend money, that money without a recommendation.

**Bill Straatmann**-That's right. And you got to have options. You have to have the locally preferred alternatives.

**Jim Grutsch**-Back in 2017, when the study was originally done, there were eight different options. Everything from the Expressway and Roundabout to a, I believe it was \$40 million with almost like a big cloverleaf.

**Bill Straatmann**-I think I chaired that committee. I was the first chairman of the County Transportation Committee. I remember.

**Mayor Hagedorn**-Steven, any idea when that study will be done?

**Stephen O'Connor**-It's supposed to be done around the end of the year.

They're getting the data now. They did get the data before school ended, so they got a lot of the numbers down so they could start crunching and come up with some good information.

**L.B. Eckelkamp**-Is that MoDOT that does a study or do they..

**Stephen O'Connor**-Consultant. HNTB is our consultant.

**Ray Frankenberg**-Kevin Kriete would be a guy to touch with HDR. Most of us know him. Then we also have another regional planning. RPC, the Booneslick on the north side of the river could be involved as well. Right now, when you look at East West Gateway, we'd be talking about the benefits to Franklin County and all the communities in Franklin County and the Highway 44 coming up through their region. And you got Booneslick Regional Planning Commission has Warren County and probably another five or six counties on that side of the river north.

**Bill Straatmann**-North of 70. Most of theirs is north of 70.

**Ray Frankenberg**-So, what we need is a communicator to bring everybody together and then ping them once every couple of weeks, once a month, something like that, and be checking into progress and making it public. And I think that would be a great thing.

**Bill Straatmann**-Well, we've got Commissioner Gildehaus. He's generally here most of the time, comes to our meetings. And the young lady, she takes care of a lot of the paperwork. Like East West Gateway, she does the paperwork.

**Ray Frankenberg**-And then also the district engineer on the north side of the river, he's here quite often, too. We need to keep it going.

**Bill Straatmann**-Well, both ends at 47. We're back to 47 again. We got the bridge, we got the one piece, now we got two more pieces. We got to get it out of the floodplain, and we got to get it to 44.

**Jim Grutsch**-It takes time.

**Bill Straatmann**-Nobody said it was going to be easy.

4. **Franklin County Transportation Committee- Jim Grutsch**-I'll discuss Franklin County Transportation Committee for just a second. We are awaiting the grant request. They are due the end of June. From the entities, we've paid out a couple of grant requests from last year. We just paid out a grant to the City of Washington. There's another entity, I believe it was City of St. Clair. So, we're ongoing with that, and we will be having another meeting towards the end of June for the Transportation Committee.
5. **MoDOT 50/50 Grants-Charles Stankovic**-Our 50/50 grant is with MoDOT for the adding a turn lane into Oldenburg Industrial Park, so the widening of 100 there. They're reviewing the environmental. It should be a couple more weeks, and then we're hoping in July we can get that out to bid. So trying to get that going.  
**Bill Straatmann**-I want to commend MoDOT, first of all, the sealant that you're using on the highways now, that covering or whatever you're using, is that a new process? No, on the resurface. On the resurface. Is that something new? Because it appears to be a really great system. Great at times. Time involved. But is that something new that you're going to spread throughout the state?

**Stephen O'Connor**-Yes, we use it across the state. There are several different. You can overlay it, you can put a U-ball on it, you can do a seal coat. There's a lot of things that we can do.

**Bill Straatmann**-And then the guardrails, the reasoning for the guardrails replacement?

**Stephen O'Connor**-A lot of them are too low.

**Bill Straatmann**-Oh, they're too low? Okay. And this is to meet what? Federal highway standards?

**Stephen O'Connor**-The new standards are higher guardrails.

**Bill Straatmann**-That's going to be done statewide or is it- n when projects come up?

**Stephen O'Connor**-We don't go out and just replace guardrail because they might be low. But when a project happens, that's when you do the guardrail as well.

**Bill Straatmann**-Okay. The other thing is the grass and stuff in the roadways. I love it. I love what you guys, the guys that you've got doing it now, taking care of it. Medians. They're looking a lot better. They're doing a great job, and it looks great. It looks really good. It does. I think you guys would be glad that you didn't rip it out and start over. But it really looks good. I wouldn't just compliment you on that.

**Charles Stankovic**-Perfect. Yeah, we're hearing that a lot.

**Bill Straatmann**-And the signs, too. The new signs look good. Great coming into town. That's the city, I'm sure, doing that. That's just comments off the **side**.

6. **MoDOT Northeast District-No Report.**

7. **Washington Special Road District- No Report.**

8. **Old Hwy 100 Bridge- No new report.**

9. **Airport- Darren Lamb**- The only thing I've got is Doug was going to make and made contact with CMT, our design consultants over there, we're still waiting if FAA will give us an alternative plan to use that \$3 million. Not an alternative, just go ahead and do some of the improvements on extending the runway rather than extending and widening the runway, which would cost probably twice as much of the funding that we've received. To better utilize the 3 million that we've got, if we can go ahead and extend it, I don't know, 300 feet, 400 feet, whatever the consultant feels like, we're still waiting if FAA will allow us to go ahead and do that. But that's where we're at. That's the latest on the airport. Everything else, the hangers are completed. Probably have some more discussions with the property that's listed right next to that, too. I know that that's going to come up here in a little bit, too. But that's about all I have.

10. **Team Track-No Report.**

11. **East-West Parkway- Darren Lamb**-We can show you at next month's meeting. The city just completed the comprehensive plan. Planning and Zoning Commission adopted that. There was some discussion, just like there always is discussion whenever we draw lines on a map and say this is where a road may need to go. We had some of that, especially on the western portion of town. There was a lot of concerned citizens out there around Mueller Lane. We tried to address their comments. Then the roadway stayed in the plan. It's just, again, we tried to stress at that point that this was not an engineered study at this point. It's just basically the concept of as development occurs, we're going to need that roadway to go further from Pottery Road, basically west, and connect back into KK and 100. That's just a connection that they shown. I used it. I tried to go ahead and let them know. Historically, it's about the same time like when the city put it on the '84 comprehensive plan. Here we are, 40 years later, finally building a 700, 800-foot stretch of it. It takes a while to get there. The fact is, if there's development that occurs out there, well, then obviously there's no reason for us to go ahead and start worrying about getting into engineered plans for it. But it was a line on a map, and it got some attention from the property owners out there. There was also on those maps, future land use that showed industrial south of

KK. It was just an oversight, letting the consultant keep that on the map. Then when it was brought to our attention, it was like, No, we have no intentions of seeking industrial area south of KK. The Redevelopment Corporation would be the ones that would be looking for the next piece of land when they need it. But that's not what the intention was. So that was removed from the map. But we can go ahead and show you that updated map at your next meeting.

## 12. Public Transportation-No Report

13. **Other Business- Darren Lamb-** The last thing I'll add is we did have, and I'll let Charles get in a little bit more detail of what I can't remember. But we did go back and request at Rabbit Trail Drive and 100 to revise the scope of that project. Kind of like what Jim was describing over there, we had some property owners that were not going to be happy no matter what decision that the council made with trying to move that access for that roadway further south on Rabbit Trail and try to mitigate the congestion that you have up there at 100 and Rabbit Trail and Phoenix Center Drive. With that, we were lucky enough to reach out to East West Gateway and get a revised scope so that we could still keep the improvements on the north side of the highway, which is a dedicated right turn lane for Westbound going on 100. If you pull up to that intersection, you can see there's a lot of obstacles there, so that's going to be a little bit of a challenge. But that got kept into the grant, and we were able to secure that, I was really concerned that we were just going to lose all of it if we just said, no, we're taking away these improvements. So, it drastically reduced the amount that we needed on that grant. And we also keep in mind that the city is still looking at doing a connection. We've negotiated that with property owner out there to go ahead and make the connection from Rabbit Trail Drive over to North Crest, which will alleviate or give another option for traffic wanting to get into Phoenix Center shopping. All of those homes that are south of that area will be able to use that rather than go all the way up and turn into Phoenix Center Drive so they wouldn't have to get on the highway. There's still some approaches that will help that hopefully will alleviate that, but we could not come to terms with if we move the road this location, this property owner was really upset. If we moved it to this one, the other one was upset. It was just there was no win. We didn't want to pursue that. The other thing that Charles and his staff did a great job getting Front Street as well as High Street resubmitted because we did not have enough funding in order to get those projects. East West Gateway has said in the past, Go ahead and resubmit your application again, the next round of funding. So that's what Charles and the staff did. They did a great job of getting us some additional money for both of those projects. The one project we were that we did not get recommended for approval was Fifth Street from international to resurface that all the way up to the highway. We will resubmit that application at a later date to go ahead and get that. I should say we're also recommended for a CMAQ application to go ahead and put the improvements at East Fifth Street and 100 at that intersection and South Point Road. What we're looking at there is an additional left-hand turn lane to go eastbound on 100, as well as a dedicated right-hand turn lane to go westbound on 100 so those cars won't be cued up on East Fifth Street, going all the way back to the car wash. And there's a lot of concern we've had from residents in the general area because they see the apartments going in on East Fifth Street, and they feel that that's all going to happen at once, which it won't. But that's okay. But I mean, we've explained to them this is down the road. Now that we know that we can receive this funding, we can make those improvements at that intersection as well. Anyway, just wanted to give you an update.

**Bill Straatmann-**Could you comment on the pipeline?

**Darren Lamb-**Just briefly, they're over 50% complete. That's about the last that I heard of it at the last meeting, but things are moving. They still are going to meet their date of timetable of when they have it installed in July. They moved on that within six months and got that completed. That is Spire. The funding was, and I'm just going to give you round numbers because I don't know what the final costs were with, was I think \$8.5 million was the total. Spire was going to fund, or \$8.5 million. Spire was going to fund \$6.1 million, So the city, we were left to figure out some way to go ahead and get the

balance of 2.4. The city stepped up and used... Council authorized using \$500,000 of our ARPA funds for the project. The company pitched in an additional \$500,000 for the project, and then the remaining \$1.4 million. That was renegotiated with the terms for the tax abatement. So, the first three years of tax abatement, all of the funds that would have gone to those taxing entities will pay back on the gas line for the first three years, and then after that, we'll proceed as normal.

**14. Adjournment-Motion made and seconded to adjourn, passed without dissent at 9:45 a.m.**