

SAINT CHARLES COUNTY ROAD BOARD

Minutes of
May 15, 2019

The Wednesday, May 15, 2019, meeting of the St. Charles County Road Board was called to order at 4:30 p.m. in Room 542 of the Administration Building, 201 N. Second Street, St. Charles, Missouri, by Matthew Johannesman, Chairman.

Roll Call – was taken by Amanda Brauer.

Road Board members present: Debbie Haley, Caleb Hunter, Matthew Johannesman, Scott Kolkmeier, Dan Kuntz, Rick Masterson, Dick Rufkahr, Robert Schmidt and James Tognoni. Those members absent: Cindy Fox-Griffey, Jeanette Koechner, and Brian Pundmann.

Others in attendance: Amanda Brauer (St. Charles County Roads & Traffic), Luke Kehoe (City of Dardenne Prairie), Derek Koestel (City of Lake St. Louis), Jeff Paskiewicz (City of O’Fallon), Nick Galla Dan Mann, and Brad Temme (City of St. Charles), Amanda Rich (City of St. Peters), Mike Meiners (City of Weldon Spring), Doug Lee and Kevin Schuette (City of Wentzville), Ron Leible (Crawford Murphy & Tilly), Nathan Buehrle (Cochron Engineering), Gary Whiteside (GBA), Jon Loos (Horner & Shifrin), Tyson King (Lochmueller Group), Mike Busch (Oates Associates), Eric Allmon (TWA), and Kelly McGrath (Recording Secretary).

Approve Meeting Minutes

It was moved by Dick Rufkahr and seconded by Caleb Hunter to approve the April 17, 2019 minutes. The motion carried unanimously.

Public Comments – There were none.

2020-2022 TIP Project Presentations

City of Dardenne Prairie

Luke Kehoe presented for the City of Dardenne Prairie.

Stump Road

The Stump Road project replace the two existing 10.5-foot wide travel lanes with two new 13.5-foot wide travel lanes, enclosed storm sewers, sidewalks, will include turn lanes (as warranted) at side streets and adjacent business properties access points - pedestrian crossings, and will also install ADA-compliant curb ramps. The project proposes to reconstruct Stump Road with a more durable pavement section, curb and gutter, and wider driving lanes to make it safer for the traveling public. The reconstructed Stump Road will consist of a three-lane section near Feise Road, as it does today. However, the three-lane section will be carried all the way south through the intersection of Whispering Pines Drive, serving residents of the Dardenne Acres and Whispering Pines subdivisions, respectively. This improved segment of Stump Road will also provide needed turn lanes to accommodate left turning traffic into the subdivisions, future development south of the St. Charles County Ambulance District, as well as secondary access to businesses in the southeast quadrant of Bryan Road and Feise Road. With limited driveways to the south, the roadway typical section will be reduced to two-lanes until it widens back out

to provide a three-lane section at the intersection with Highway N. The proposed improvements will also consist of an enclosed drainage system, and it is anticipated that the reconstruction of Stump Road will include combining these two crossroad culverts into a single crossroad culvert.

The total projected cost of the project is \$2,276,090. The City of Dardenne Prairie proposes to contribute \$273,130.80, federal contributions are \$910,436, and the Road Board contributes \$1,092,523 for the Stump Road project.

City of Lake St. Louis

Derek Koestel presented for the City of Lake St. Louis.

Old Highway N, Phase 1

The Old Highway N, Phase 1 project proposed improvements include extending Old Hwy N to Sommers Road and constructing a connector road between Orf Road and Old Hwy N. The Old Hwy N extension and Connector Road will both be constructed as a 3-lane roadway with curbs, enclosed drainage, and sidewalks. This project will also include the design of the Sommers Road traffic signal and Quik Trip entrance modifications that will be constructed later in Phase 3.

Recognizing that the extension of 364 has significantly increased traffic in the area, and that there are congestion issues on Hawk Ridge Trail and Highway N and at Sommers Road and Highway N, the Cities of Lake Saint Louis and O'Fallon are working together to upgrade Old Hwy N and create a bypass between Hawk Ridge Trail and Sommers Road by extending the existing Old Hwy N to Sommers Road.

A traffic study of the area was performed by CBB and the results demonstrate significant benefits in reducing system delays. The projected ADT of the proposed Old Hwy N connection is 5,400 in 2040, with 2,000 of those vehicles being diverted from Highway N. Total system delays for PM peak hour were reduced from 1,318 hours (No Connection) to 683 hours (With This Project). A summary of the traffic study is attached to application.

This project is adjacent to a new residential subdivision (113 Units) under construction and two new planned commercial developments totaling approximately 27 acres. The residential development and a portion of the commercial development is only accessible from Old Highway N. The new commercial development is planned to include a Hotel, Medical Retail and Restaurants. The improved local connectivity provided by the project will expand access for the adjacent planned commercial development and residential subdivision. A concept of the planned development is attached to the application.

The matching funding for Old Highway N is coming from the City of O'Fallon, Lake Saint Louis, and the developers.

The total projected cost of the project is 2,330,000. The City of Lake St. Louis proposes to contribute \$233,000, and the Road Board contributes 1,281,500 for the Old Highway N, Phase 1 project.

Old Highway N, Phase 2

The Old Highway N, Phase 2 project proposed improvements will include reconstructing Old Hwy N from a 2-lane unimproved road to a 3-lane roadway with curbs, enclosed drainage, sidewalks and a new traffic signal at the intersection of Old Highway N and Hawk Ridge Trail.

Funding for Old Hwy N is coming from the City of O'Fallon, Lake Saint Louis, and Developer. In addition to the Country Road Board grant, the City is applying for MoDOT Cost Shares funding in 2019 and will apply for construction funds from East West Gateway STP in 2020.

The total projected cost of the project is \$2,300,000. The City of Lake St. Louis proposes to contribute \$317,000, and the Road Board contributes \$1,268,000 for the Old Highway N, Phase 2 project.

City of Weldon Spring

Mike Meiners presented for the City of Weldon Spring.

Sammelman Road

The Sammelman Road project will provide pedestrian and bicycle access along the entire length of Sammelman Road within the City limits of the City of Weldon Spring. Currently the majority of the traffic on Sammelman Road is City of St. Peters residents from the Highlands Subdivision in the City of St. Peters; however, that does not reduce the need to provide safe access to Veterans Memorial Park by improving this segment of Sammelman Road. Currently there is not a crosswalk to cross Pitman Hill Road at the Sammelman Road intersection; however, we anticipate a crosswalk to be constructed on Pitman Hill Road by St. Charles County in 2019.

South of the segment to be improved with this funding application Sammelman Road currently has a five-foot-wide sidewalk that has been constructed by the developer of Ehlmann Farms subdivision as a requirement as part of the development by the City of Weldon Spring. Two segments of the five-foot-wide sidewalk will be constructed by the developer when homes are constructed on the single-family residential lots. The City also required the design of the Ehlmann Farms subdivision to include added width between the sidewalk and Sammelman Road to allow the City to add 5 feet of width to the sidewalk that would result in a 10-foot-wide multi-use trail which would connect to the multi-use trail on Sammelman Road that is proposed with this funding application.

The Sammelman Road project proposes to provide safer traffic movement, provide a pedestrian route to the park, provide a bicycle route to the park, construction of a segment of the city thoroughfare plan, and promotes healthy activity as a pedestrian and bicycle alternative to the park instead of driving to the Kisker Road entrance for the parking areas.

Funding for the Sammelman Road is coming from the City of Weldon Spring, City of St. Peters, and St. Charles County Parks Department.

The total projected cost of the project is \$1,216,180. The City of Weldon Spring proposes to contribute \$243,236, and the Road Board contributes \$972,944 for the Sammelman Road project.

City of St. Charles

Nick Galla presented for the City of St. Charles.

South Fifth Street reconstruction

The South Fifth Street reconstruction project will construct a full depth pavement replacement and raise the road to reduce flooding, install improved drainage, install new curbs and inlets, install a shared use

path along south side, install a continuous sidewalk along north side, install pavement striping, relocate utility pole obstructions, and the delineate of the parallel parking areas.

This project provides safety enhancements including new pavement markings and continuous sidewalks/shared use paths. New edgeline pavement markings are provided to clearly delineate the driving lane from the parallel parking areas between Rio Vista Drive and San Juan Drive reducing risk of sideswipe crashes. The existing centerline striping is fading and consists of intermittent dashes. New solid centerline striping is provided to clearly delineate eastbound and westbound driving lanes and reduces risk for all types of crashes.

The project includes off street bicycle and pedestrian facilities along South Fifth Street. The beginning of the project will connect to the new shared use path at Convention Center Blvd. The existing sidewalks along South Fifth Street are intermittent and require ADA improvements. The missing sidewalk segments force pedestrians to travel along the curb adjacent to vehicular traffic. The project provides a 10' wide shared use path along the south side accommodating bicyclists and pedestrians, separating them from the vehicular traffic. A continuous 5' wide sidewalk is provided along the north side. These facilities improve access to the existing SCAT bus stop at the intersection of San Juan Drive and South Fifth Street, the apartments and commercial businesses along South Fifth Street, Streets of St. Charles development, and St. Charles Convention Center.

The total projected cost of the project is \$3,000,000. The City of St. Charles proposes to contribute \$750,000, federal contributions are \$1,500,000, and the Road Board contributes \$750,000 for the South Fifth Street reconstruction project.

Old Veterans Memorial Parkway Extension

The Old Veterans Memorial Parkway Extension project will provide a new roadway from South Fifth Street to the relocated Veterans Memorial Parkway. In 2017, MoDOT completed the I-70 at Fifth Street interchange improvements which included the relocation of Veterans Memorial Parkway. The relocated roadway and interchange improvements have created an excess MoDOT right of way parcel. The City of Saint Charles is working with MoDOT to acquire this excess MoDOT right of way for a proposed commercial development. The City will retain the right of way needed for the Old Veterans Memorial Parkway Extension. This new roadway will accommodate two-way traffic and be designed to handle heavy truck traffic. The new roadway will provide a connection to the existing Metro on 5th Apartments (formerly known as Time Centre). The project will provide a 5' wide sidewalk along the north side of the road, street lighting, storm drainage, and commercial entrances.

The Old Veterans Memorial Extension will also provide an alternate route for drivers along Veterans Memorial Parkway turning right onto South Fifth Street. The new roadway will allow right turning vehicles to bypass the signal at South Fifth Street and avoid the merging I-70 off ramp traffic. After the project is completed, there will be 3 acres of proposed commercial development along the north side of the Old Veterans Memorial Parkway Extension. The City of Saint Charles is working with Carvana to develop the site. Carvana will contribute 20% of the roadway funds needed for the Old Veterans Memorial Parkway Extension. Carvana plans to construct a new multi-story auto sales building on the eastern 1.5 acres, adjacent to South Fifth Street. The remaining 1.5 acres will be a future development for a possible restaurant or other commercial retail. After the commercial development is completed, the average daily traffic along the new roadway is projected at 2,670 vehicles per day.

The total projected cost of the project is \$2,429,800. The City of St. Charles proposes to contribute \$1,229,800, other contributions are \$240,000, and the Road Board contributes \$960,000 for the Old Veterans Memorial Parkway Extension project.

SCAT Transit Parking under I-70

The SCAT Transit Parking under I-70 project will provide a highly visible 375 parking space lot under the I-70 Blanchette Bridge. The existing 5-acre area is underutilized and undevelopable. Way finding signs will be provided from the I-70 at Fifth Street interchange, along Lombard Street to the SCAT Transit Parking under I-70 at South Main Street.

This project is centrally located between the Streets of St. Charles mixed-use development and the Ameristar Casino/Historic Downtown St. Charles. The City has a future 20-acre mixed use development directly adjacent to the parking lot. Located adjacent to the Katy Trail, the proposed location will allow better multi-modal access. Transit bus stops at the new parking lot will be added to the SCAT Blue Route and I-70 Commuter Route. This parking lot will encourage carpooling, transit, and multi-modal usage reducing the number of vehicles along the I-70 corridor and throughout town.

The recent I-70 & Fifth Street Interchange improvements completed in 2017, eliminated a commuter parking lot with 150 parking stalls along Veterans Memorial Parkway at Convention Center Blvd. There are 3 existing commuter lots located at Cave Springs, Zumbahl, and Convention Center Boulevard/Fairgrounds Road with 86, 76, and 103 parking stalls respectively. Depending on the final configuration of the proposed Interstate 70 improvements, up to 265 commuter parking spaces could be lost.

The mean commuting time of 25 minutes, per by the "US Bureau of the Census, Mean Commuting Time for Workers in St. Charles County, MO" was used to calculate the average commuter distance. Commuters in St. Charles travel an average of 48 miles per hour, each person who carools or rides the commuter bus line will save an average of 43.8 miles per day. This application provides 375 parking stalls that will be 55% (same as Fairgrounds Road commuter lot) occupied with an additional 50 residents utilizing the lot as a "Kiss & Ride" location. One Memorial Drive in St. Louis was chosen as the trip destination for commuters. The mapped average speed according to Google Maps was 48.7 miles per hour. The removal of additional commuter parking lots with the upcoming Interstate 70 improvements will increase the occupancy rate. This lot is located in a more accessible area than many of the existing I-70 commuter lots. Combined with the accessibility from the Katy Trail, dense Main Street development and future development, it is conservatively estimated that 50 users would walk or bike to the commuter lot daily for bus service or carpooling to locations around the St. Louis metro area.

The total projected cost of the project is \$1,710,000. The City of St. Charles proposes to contribute \$710,000, federal contributions are \$500,000, and the Road Board contributes \$500,000 for the SCAT Transit Parking under I-70 project.

City of Wentzville

Doug Lee and Kevin Schuette presented for the City of Wentzville.

Peine Road

The Peine Road project will widen the existing 2-lane Peine Road cross section to include 3-foot shoulders on both the Northbound and Southbound lanes. The current cross section of Peine Road is a bi-directional two-lane roadway with average 11 foot lane widths and no shoulders. This section of Peine Road also contains two very tight horizontal curves that requires a reduction in speed to navigate. Currently there are grassy swales on either side of the roadway with minimal separation between pavement edge and bottom of ditch. Considerable annual maintenance is required to keep the existing roadway in a usable condition for the traveling public due to an increased amount of development, large trucks, and pavement condition. There is currently heavy development interest in this area of Wentzville

and this project will help improve access and safety to several hundred acres of developed/developable property.

The City of Wentzville is proposing to add 3-foot shoulders and overlay Peine Road. This project will tie into the western project limits of the newly constructed interchange at US 61/Peine Road/Highway P that MoDOT has recently opened to traffic. With the interchange open the City fully expects traffic counts to increase on Peine Road due to the ease and safe access at US 61. This proposed conceptual design proposes to eliminate a 90-degree curve on Peine Road between Providence Way Drive and Stewart Springs Drive in which the roadway will be re-aligned and softened to the Northwest through existing City of Wentzville right-of-way and proposes to correct another very tight horizontal curve on Peine Road near Spring Mill Drive by shifting the roadway to the South. The re-alignment of these sections of Peine Road would also then require the reconstruction of the entrances at Providence Way Drive, Stewart Springs Drive, and Spring Mill Drive. In addition to these improvements, sidewalks are being proposed along the South side of Peine Road from Peine Woods Drive to Stewart Springs Drive. These sidewalk improvements will provide for pedestrian connectivity from existing subdivisions to the improved section of Peine Road, Peine Ridge Elementary and the City of Wentzville's Splash Station water park. Also, the addition of a sidewalk on the South side of Peine Road between Peine Loop Road and Forest Way Drive is being proposed in order to provide a connection to the newly constructed interchange sidewalk which would allow connectivity across US 61. The shoulder pavement design would include 4 inches of type 5 base material, 5.25 inches of Bit Base asphalt, and 1.75 inches of BP-1 asphalt. Existing Peine Road would receive necessary pavement repairs and an 1.75 inch overlay. The City of Wentzville proposes using a direct comparison of the three years traffic crash data following construction to the previous three years data as a means of measuring the performance of this project.

The total projected cost of the project is \$2,500,000. The City of Wentzville proposes to contribute 250,000, federal contributions are \$1,250,000, and the Road Board contributes \$1,000,000 for the Peine Road project.

US 61 West Outer Road Extension 2A

The US 61 West Outer Road Extension 2A project will fund the construction of the initial segment of the US 61 West Outer Road Extension Phase 2 project with the construction of the intersection where the US 61 West Outer Road will tie into Wentzville Parkway and will also fund the last phase of the Wentzville Parkway widening projects that provide a center turn lane along Wentzville Parkway.

In 2017 the St. Charles County Road Board approved funding for the design of Phase 2 and Phase 3 of the US 61 West Outer Road Extension. Phase 1 of the outer road was designed, and construction was completed in 2018 with the help of the St. Charles County Road Board and a public-private development partnership. During the design of phases 2 and 3 of the US 61 West Outer Road the City came to the realization that the intersection at Wentzville Parkway along with widening of Wentzville Parkway between Meyer Road and Parkway Ridge Boulevard would need to be constructed ahead of the US 61 West Outer Road tying into Wentzville Parkway. This section of Wentzville Parkway was constructed in the early 1990's and is reaching its 30-year life span. The City of Wentzville spends an extensive amount of resources each year to keep this section of roadway in usable condition. Since 2014 when TransMap performed PCI ratings in Wentzville this section of roadway has deteriorated rapidly. During a recent evaluation using the PASER criteria this section received an average PASER rating of 2.6. For prospective PASER ratings between 3 and 4 are related to moderate to severe faulting, multi slab cracking, and joint failure. PASER recommends extensive slab or joint rehabilitation. For a PASER rating between 1 and 2 pavement failure requires complete reconstruction. During pavement evaluation and cost estimates the City looked into replacing select slabs that were in the worst of condition but quickly realized that upon estimating costs that full removal and replacement of Wentzville Parkway through this section would save approximately half million dollars and create a simplified and less disruptive traffic

control plan. Along with these savings the City would also be able to construct the additional pavement widening that would allow for a center turn lane to be added. This center turn lane will allow motorists traveling in both the east and west bound directions to enter and exit Wentzville Parkway in a safe and efficient manor and will allow for the future left turn lane to the US 61 West Outer Road when fully constructed.

The City of Wentzville proposes to use a direct comparison of the past three years resources/expenditures spent maintaining this section of roadway and traffic crashes to post construction three years and will provide post construction reporting to the St. Charles County Road Board upon any request.

The total projected cost of the project is \$2,289,619. The City of Wentzville proposes to contribute \$457,924, and the Road Board contributes \$1,831,695 for the US 61 West Outer Road Extension 2A project.

David Hoekel Parkway Phase 2D

The David Hoekel Parkway Phase 2D project will construct a north south roadway of approximately 5,500 linear feet along an existing 100 foot wide City of Wentzville right of way corridor. Once completed this roadway will help alleviate congestion and convey motorists to and from I-70 to West Meyer Road. West Meyer Road which the Road Board approved funding in 2016 is slated for reconstruction in 2019 and will serve as a major arterial roadway providing east west connectivity into the heart of the community. This project will complete the final segment of David Hoekel Parkway Phase 2.

In April 2014, the US Department of Transportation (Federal Highway Administration) approved the City of Wentzville's proposal to design and construct a new interchange along the I-70 corridor as part of the David Hoekel Parkway designated as Phase 2A, B, and C. The interchange project is currently under contract and work has begun on a preliminary grading package that will include the construction of a realigned North Outer Road as well as the intersection of David Hoekel Parkway at Goodfellow Road/relocated North Outer Road. The Phase 2D project will begin at this intersection and proceed north to the tie in at West Meyer Road.

In January 2019 the City of Wentzville retained the services of a consultant to evaluate the Phase 2D corridor and provide conceptual plans, cost estimates, traffic reports and a sound wall analysis. Included in the scope of work was to confirm whether the previously recommended four-lane, median-divided configuration was still valid or if a reduced three lane cross-section might instead be adequate to serve the anticipated future traffic volumes. The study confirmed that David Hoekel Parkway Phase 2D's ultimate cross section shall provide a four-lane median-divided cross-section, as previously recommended by the David Hoekel Parkway EA and AJR reports.

As a continuation of the Phase 2C project the traffic study also confirmed that building the eastern half of the ultimate roadway cross-section (i.e., the northbound lanes) with northbound and southbound left-turn lanes at both Bear Creek Drive and Kruger Park Court intersections was recommended until traffic volumes require the additional two lanes (i.e., the southbound lanes) to be constructed.

The City of Wentzville proposes to monitor the traffic volumes and critical peak hour operations at key locations along this proposed roadway post construction and provide the data to St. Charles County for inclusion in the regional Travel Demand Model.

The total projected cost of the project is \$8,832,000. The City of Wentzville proposes to contribute \$1,766,400, and the Road Board contributes \$7,065,600 for the David Hoekel Parkway Phase 2D project.

New Business

Amanda Brauer noted East West Gateway has completed their Long Range Plan. Amanda suggested to submit comments regarding the plan, which has three St. Charles County projects.

It was suggested to hold the worksession on the second Wednesday, June 12th and start at 4:00. The worksession will be held in Room 116 of the St. Charles County Administration Building.

Adjournment

A motion to adjourn was passed. The meeting adjourned at 5:50 p.m. The next scheduled meeting is a workshop to be held at 4:00 p.m. on Wednesday, June 12, 2019.

A handwritten signature in blue ink, appearing to read "Matthew Johannesman", with a horizontal line drawn underneath it.

Matthew Johannesman
Chair, Saint Charles County Road Board