

SAINT CHARLES COUNTY ROAD BOARD

Minutes of
May 18, 2022

The Wednesday, May 18, 2022, meeting of the St. Charles County Road Board was called to order at 4:00 p.m. in the St. Charles County Executive Building, Third Floor, Council Chambers, 100 North Third Street, Saint Charles, Mo 63301, by Matt Johannesman, Chairman.

Roll Call – was taken by Amanda Brauer.

Road Board members participating in the meeting were: Cindy Fox-Griffey, Debbie Haley, Caleb Hunter, Matthew Johannesman, Jeanette Koechner, Scott Kolkmeier, Rick Masterson, Brian Pundmann, Dick Rufkahr, Robert Schmidt, and James Tognoni. Those members not participating were: Dan Kuntz.

Others in attendance or participating in the meeting were: Amanda Brauer (St. Charles County Roads & Traffic), Derek Koestel (City of Lake St. Louis), Chris Clercx (City of O'Fallon), Brad Temme and Kierstyn Lorince (City of St. Charles), Matt Wohlberg (City of Wentzville), Arnie Dienoff, and Kelly McGrath (Recording Secretary).

Approve Meeting Minutes

It was moved by Brian Pundmann and seconded by Cindy Fox-Griffey to approve the April 20, 2022 minutes. The motion carried unanimously.

Public Comment

Arnie Dienoff would like to see only those projects that are necessary be approved due to the costs of inflation.

Updates on project overages and inflation impacts

Amanda Brauer stated that according to East West Gateway existing federally funded projects are on an average 8% over initial cost estimates. MoDOT has indicated they are allowing agencies to submit project overages for approval. The MoDOT Cost Share committee will review and consider those projects over budget due to the inflation for approval. East-West Gateway has denied requests for project overages. However, EWGW will re-evaluate the situation later if inflation continues to rise.

Matt Johannesman noted the current contracts indicate overages are the municipalities responsibility. But the cities can request approval from the Road Board regarding the overages.

Amanda Brauer noted the staff will review those projects that request for overage approvals due to inflation.

2023-2025 TIP Application Presentations

City of Lake St. Louis

Presentation was made by Derek Koestel.

Lake Saint Louis Boulevard South Ph 1

The Lake Saint Louis Boulevard South project scope is to add continuous two-way left turn lane; preserve right-of-way for 5 lane ultimate improvement; set up intersections for signalization; reconfigure Freymuth Lane to accommodate signal spacing; provide bicycle and pedestrian facilities; and allow for future I-64 Outer Road.

The total projected cost of the project is \$3,362,523. The City of Lake St. Louis proposes to contribute \$112,523, federal contributions are \$1,500,000, state contributions are \$500,000, and the Road Board contributes \$1,250,000 for the Lake Saint Louis Boulevard South Ph 1 project.

City of O'Fallon

Presentations were made by Chris Clercx. The City of O'Fallon has withdrawn the Weldon Springs Ph 2 project due to not receiving federal funding.

Main Street Ph 1

The Main Street project limits are Pitman Avenue to the railroad tracks. Main Street existing conditions are a four-lane asphalt pavement that is deteriorated and in need of re-surfacing. Storm water systems and the traffic signals at Church Street and Pitman Avenue need to be improved, and pedestrian facilities are non-compliant with ADA requirements. The project scope will include resurfacing the roadway; construct ADA compliant pedestrian facilities; improve the intersections of Church Street and Pitman Avenue; and improve the stormwater drainage system.

The total projected cost of the project is \$2,814,488. The City of O'Fallon proposes to contribute \$440,920, federal contributions are \$1,763,679, and the Road Board contributes \$609,889 for the Main Street Ph 1 project.

Main Street Ph 2

The Main Street project limits are Pitman Avenue to West Terra Lane near I-70. Main Street existing conditions are a four-lane asphalt pavement that is deteriorated and in need of re-surfacing. Storm water systems need to be improved, and pedestrian facilities are non-compliant with ADA requirements. The project scope will include resurfacing the roadway; construct improved ADA compliant pedestrian facilities and widen existing sidewalks where feasible; and improve the stormwater drainage system.

The total projected cost of the project is \$1,888,632. The City of O'Fallon proposes to contribute \$301,849, federal contributions are \$1,207,393, and the Road Board contributes \$379,390 for the Main Street Ph 2 project.

Diehr Road Extension

The Diehr Road extension will help to accommodate the new Harvest development. The new roadway will extend through the development to provide connectivity to another adjacent new subdivision. The project scope is the installation of a new roadway with pedestrian improvements.

The total projected cost of the project is \$2,350,804. The City of O'Fallon proposes to contribute \$235,080.40, developer contributions are \$822,781.40, and the Road Board contributes \$1,292,942.20 for the Diehr Road Extension project.

Diehr Road Reconstruction

The Diehr Road reconstruction limits are Hopewell Road to Highway DD. The current project is requesting design funds only. Future requests will consist of phases. Development is increasing in the area. Diehr Road is a small two-lane asphalt roadway with no shoulders, multiple horizontal and vertical curve issues, and no pedestrian facility connectivity. The project scope is to design the reconstruction and realignment of Diehr Road; connect the new Diehr Road extension through the Harvest development; and install roadway and pedestrian infrastructure to better serve the area.

The total projected cost of the project is \$632,000. The City of O'Fallon proposes to contribute \$126,400, and the Road Board contributes \$505,600 for the Diehr Road Reconstruction project.

West Terra Lane Realignment

The West Terra Lane realignment project is requesting design funds to evaluate the most economical direction for the project and determine accurate right-of-way needs. The current signal locations are near I-70 and Bryan interchange and significant delays and congestion occur along the interstate and West Terra Lane for both eastbound and westbound vehicles during peak times. The project scope is to design realignment of the roadway to provide more space between I-70 and the intersection; improve bike and pedestrian movements; evaluate possible round-about functionality; and establish accurate right-of-way and easement needs.

The total projected cost of the project is \$1,800,000. The City of O'Fallon proposes to contribute \$360,000, and the Road Board contributes \$1,440,000 for the West Terra Lane Realignment project.

Tom Ginnever / Cool Springs Intersection

The Tom Ginnever and Cool Springs intersection is currently a flashing stop sign controlled intersection on a roadway that carries approximately 18,500 vehicles/day where motorists experience significant congestion and delays. There are two high schools located within .25 miles of this intersection and multiple commercial, residential, and industrial developments adjacent to the area. The project scope is evaluation of a two-lane round-about vs a traffic signal to improve the functionality of this intersection; and add ADA Improvements for pedestrian movements.

The total projected cost of the project is \$1,404,821. The City of O'Fallon proposes to contribute \$280,964, and the Road Board contributes \$1,123,857 for the Tom Ginnever / Cool Springs Intersection project.

City of St. Charles

Presentations were made by Kierstyn Lorince and Brad Temme.

Frenchtown Great Streets – North 2nd Street

The North Second Street project limits are between Clark Street and Bayard Street. The existing conditions of the area are wide, straight corridor; inconsistent sidewalk material of brick and concrete; missing or non-compliant curb ramps with obstructions; overhead utility poles in sidewalk, at curb; and extensive cracking in parking lanes. The proposed improvements consist of reducing 38.5' wide roadway section to 2-10.5' lanes with 8.75' permeable paver parking lanes on both sides; the existing asphalt to remain will be resurfaced; variable width brick and concrete sidewalks replaced with concrete, brick trim; sidewalks updated to ADA standards; install curb ramps and high-visibility crosswalks; install lighting, rain gardens, a transit shelter, benches, bike racks, trail connection; and undergrounding of utility lines.

The total projected cost of the project is \$7,800,000. The City of St. Charles proposes to contribute \$2,040,000, federal contributions are \$4,800,000, and the Road Board contributes \$960,000 for the Frenchtown Great Streets – North 2nd Street project.

Regency Parkway Reconstruction

The Regency Parkway was recently re-classified as a minor collector. Regency Parkway existing pavement is in poor condition, the PASER rating is 3.25 out of 10. The roadway has severe cracking, spalling, potholes, wearing/polishing. The proposed improvements are for a full depth pavement replacement 9” concrete / 4” aggregate base with a vertical curb; one-lane each direction with a two-way turn lane; 5’ sidewalks on both sides; and add crosswalk striping.

The total projected cost of the project is \$3,150,000. The City of St. Charles proposes to contribute \$126,000, federal contributions are \$2,520,000, and the Road Board contributes \$504,000 for the Regency Parkway Reconstruction project.

Frenchtown Great Streets – Main Street Extension

The Main Street project limits are to extend from Clark Street to Montgomery Street. Main Street currently ends at the Foundry Art Centre. Main Street extension would extend through the old Auto Car Foundry complex. The proposed improvements consist of construction of two 11’ lanes with curb & gutters; 5’ wide sidewalks on both sides; side street extensions; creating on-street parking; installing lighting; and undergrounding of the utility lines.

The total projected cost of the project is \$8,000,000. The City of St. Charles proposes to contribute \$3,360,000, and the Road Board contributes \$4,640,000 for the Frenchtown Great Streets – Main Street Extension project.

New Town Boulevard Culvert Replacement

The New Town Boulevard culvert is located at Boschert Creek near Skinner Industrial Drive. The culvert existing conditions are triple cell 10’ x 15’ concrete box culvert; MoDOT 2020 Bridge Inventory Inspection lists the condition rating of 6; the concrete pavement is cracked; there are no pedestrian facilities; and several feet of silt. The proposed improvements are to extend triple cell 20’W x 9’H concrete box culvert from Skinner Industrial Drive; improve the angle on channel; install 10’ shared use path and added shoulder; and traffic barrier, guardrail, pedestrian fencing, and new pavement.

The total projected cost of the project is \$2,500,000. The City of St. Charles proposes to contribute \$500,000, and the Road Board contributes \$2,000,000 for the New Town Boulevard Culvert Replacement project.

City of Wentzville

Presentations were made by Matt Wohlberg.

Pearce Boulevard and North Linn Avenue Signalization

The Pearce Boulevard and North Linn Avenue intersection existing conditions are a four-way stop controlled intersection, long queues and delays during peak hours, and with limited pedestrian accessibility. A 2021-2022 MUTCD intersection study found a signal is warranted. The proposed scope of work is to replace stop signs with traffic signals; improve Level of Service to “B”; reduce delays by

half; improve pedestrian accessibility; install APS pushbuttons; sidewalks and curb ramps; crosswalks; and fiber interconnect signal with other signals along Pearce to the west.

The total projected cost of the project is \$865,000. The City of Wentzville proposes to contribute \$86,500, federal contributions are \$432,500, and the Road Board contributes \$346,000 for the Pearce Boulevard and North Linn Avenue Signalization project.

East Pitman Avenue Improvements

The existing conditions are two 11-foot-wide lanes with an average daily traffic count of current –1920 and future -2750; few shoulders; open-ditch drainage; outdated guardrail treatments; with a current PASER rating of 4.9 out of 10. The project scope is pavement repairs and resurfacing; install 2-foot-wide asphalt shoulders; replace and upgrade guardrail treatments; and evaluate and improve sight distance at Pitman Loop Road intersection.

The total projected cost of the project is \$2,221,482. The City of Wentzville proposes to contribute \$444,296.40, and the Road Board contributes \$1,777,185.60 for the East Pitman Avenue Improvements project.

Wilmer Road Improvements

Wilmer Road existing conditions are two 11-foot-wide lanes with the average daily traffic count current – 3590 future -6480; few shoulders; open-ditch drainage; no guardrail at 5 cross culvert locations; limited sight distance with vegetation immediately adjacent to roadway; and the roadway has a current PASER Rating 5.0 out of 10. The project scope is pavement repairs and resurfacing; install 3-foot-wide asphalt shoulders; replace and upgrade guardrail treatments & upgrade signage; and extend box culverts to accept new shoulders.

The total projected cost of the project is \$2,809,553.75. The City of Wentzville proposes to contribute \$561,910.75, and the Road Board contributes \$2,247,643 for the Wilmer Road Improvements project.

East-West Gateway Project Recommendations and CRB available funding amounts

Amanda Brauer noted MoDOT has released their DRAFT STIP (2023-2027). St. Charles County does have some major projects included in the approvals – US 61 Safety and operational improvements from Lincoln County to I-64 Phase 1, I-64 Capacity improvements from I-70 to Route K, Interchange improvements at I-64 and I-70 Phase 1, and Road realignment from Wentzville Parkway to west of I-64. These projects total approximately \$193 million in construction funds.

Amanda Brauer stated the City of St. Charles has initiated a traffic study for the Riverpoint area.

New Business – There was none.

Adjournment

A motion to adjourn was passed. The meeting adjourned at 5:40 p.m. The next meeting is a work session and is scheduled for 4:00 p.m. on Wednesday, June 15, 2022, in the St. Charles County Administration Building, 201 N Second Street, Room 542, St. Charles, MO 63301

A handwritten signature in blue ink, appearing to read "Matt Johannesman", written over a horizontal line.

Matt Johannesman
Chair, Saint Charles County Road Board