

**MINUTES OF REGULAR MEETING
SAINT LOUIS COUNTY
BOARD OF HIGHWAYS AND TRAFFIC**

MONDAY

April 13, 2009

3:00 P.M.

The April meeting of the Saint Louis County Board of Highways and Traffic was held at 3:00 p.m., Monday, April 13, 2009, in the 8th Floor Conference Room at 121 South Meramec Avenue, Clayton, Missouri.

The following Board Members were present:

Bill Abram
Pat Barrett

Urlene Jackson Branch
Charles Cady

Matt Kopsky
Carol Stelmach

The following Board Members were absent:

Sam Jenkins

Dino Vainalis

Also present were:

Sheryl Hodges
Stephanie Leon Streeter
Dan Naunheim

Mike Bardot
Rich Beckman
John Hicks

Hanieh Houshmandi
Adam Spector
Roberta Lawson

Charles Cady called the meeting to order at 3:05 p.m. and motioned for approval of the minutes of the February 9, and March 9, 2009 meetings. Bill Abram approved the motion, Sam Jenkins seconded it, and the minutes were unanimously approved.

C.I.P. UPDATE – Dan Naunheim

Dan Naunheim provided an update on projects that have been let, upcoming lettings, and right-of-way that is being acquired. Please see the attached list for details. Dan elaborated on the following projects:

- CR-1255, 2009 CRS Overlay, Aliceton Avenue, was bid and the low bidder was E. Meier Contracting, which is a contractor we have not previously used.
- AR-1114, Bellefontaine Road Bridge No. 125, was a \$1.5 million project that we were able to rework to an estimate of \$332,000. The low bid actually came in at half of our estimate, \$147,696.30.
- CR-1273, 2009 CRS Concrete Replacement III, is a third concrete replacement project we were able to assemble with savings realized from the first two projects.

Dan noted that he provided an attachment to the C.I.P. Update listing projects under design in chronological order. If anyone has any questions on these projects, please contact Dan.

TRAFFIC STUDIES (MODELING & BACKGROUND INFORMATION) – Mike Bardot, Rich Beckman, Adam Spector, and Hanieh Houshmandi

Mike Bardot advised that modeling is a major tool we use to evaluate proposed projects. We used to use consultants, but we can now use in-house personnel to project how projects will perform now and in the future.

Mike introduced Rich Beckman, Transportation Planning Supervisor, who showed the Board the approximately 1,000-page book called the Highway Capacity Manual that they used to refer to for gathering the necessary information to prepare these projections.

Rich then introduced Hanieh Houshmandi, Transportation Modeler, who discussed the VISSIM program. VISSIM is an excellent microscopic simulation program for multi-modal traffic flow modeling. Hanieh provided the Board an example of VISSIM being used for the intersection of Hanley and Manchester Roads. VISSIM, being a behavior-based modeling program, is very useful in many aspects of transportation modeling, such as:

- Analyzing a congested intersection and determining the best method of resolving the congestion issue
- Observing the effects of routing traffic to other roads in the area
- Using as a feasibility tool to reduce cost
- Presenting realistic plans to citizens at public hearings instead of showing them some drawings on paper

VISSIM is, however, very time consuming to put together because of the many details that need to be input. Information is gathered from traffic signal timings; traffic counts of how many vehicles are at an intersection, upstream, and downstream of that intersection; license plate studies, and surveys.

Adam Spector discussed the Synchro program also used in transportation modeling. Modelers progressed from using the 1,000-page book to Highway Capacity Software (HCS), to Synchro. Synchro can help determine:

- How well an intersection functions
- How much traffic backs up at intersections
- How to synchronize signals

Synchro is useful for quick and easy smaller jobs. The modeler can make changes and quickly see results. However, it is not a good tool for roundabouts, and it does not handle vehicle actions between intersections. It only analyzes traffic volume at intersections.

Synchro is also one of the tools used to determine whether a stop sign or signal is warranted. We have guidelines that we follow first, but if we have a borderline case, we can use Synchro to help make the determination. For example, developers along Maryland Heights Expressway north of Page requested signals for accessibility. We used Synchro to see if we could create fly-over ramps instead of signals.

PAGE/OLIVE CONNECTOR – Mike Bardot and John Hicks

Mike Bardot advised that the Page/Olive Connector is a \$60 million project. We are partnering with the Cities of Chesterfield and Maryland Heights, who are each contributing \$5 million, and we will receive \$20 million in stimulus money.

Mike then introduced John Hicks, Transportation Development Analyst, who began a PowerPoint presentation. All members received a hard copy of the presentation. Some highlights follow:

- The Page/Olive Connector is a vital outer corridor that links communities in St. Louis and Jefferson Counties, and provides easier access to St. Charles County. The ultimate goal for this roadway is to extend it so it will run from Arnold in Jefferson County to Highway 367 in northeast St. Louis County.
- Approximately \$3 to \$4 million of the project is right-of-way. MoDOT's section is \$65 million, and our section (north of Olive) is \$60 million. Several other municipalities contributed smaller amounts to the National Environmental Policy Act (NEPA) study.
- As the Howard Bend development proceeds, the northern area of Highway 141 will become more congested. The Page/Olive Connector will help alleviate that congestion.
- The Page/Olive Connector will provide local traffic relief, air quality improvements, and it will provide an alternative to driving I-270.
- We expect to see a reduction in: traffic volume on Hog Hollow, shortcutting through River Bend Subdivision, demand for eastbound left turn at Creve Coeur Mill and Fee Fee Roads, and traffic volume on Creve Coeur Mill and Fee Fee Roads.
- Alternative 4 is the preferred alignment, as it is the most cost-effective and environmentally sensitive.
- The intersection of Olive and Highway 141 will be a single point urban interchange, and Highway 141 will go under Olive.
- Using the design/build process allows for changes to be made as the project progresses. Local or regional contractors will team with the design firm and some subcontractors. We will provide them guidelines on what we want and they will design the project.
- We anticipate holding the final public meeting in May 2009, but we cannot set a date until we receive the green light from the Federal Highway Administration.

- Completion of the environmental assessment is expected by June 2009. We will then move into the design-build phase and send out Requests for Qualifications (RFQs). After receipt of the RFQs, we will send 3 to 5 of them Requests for Proposals (RFPs). We will then review the RFPs and choose the team best suited for our needs.
- Construction is slated to begin in February or March of 2010 and conclude 2 to 2½ years later in 2012.

COMMENTS ON MARCH 2009 ACTIVITIES – Sheryl Hodges

Sheryl Hodges advised the Board of the following events that have transpired since the last meeting:

- Snow and ice removal operations continued into March, and we replenished our salt supply.
- The Page/Olive Connector project has been critical for us to progress due to funding, but several other projects also continue, e.g., Hanley and Manchester, Scudder Road, sidewalk and bridge projects.

The next meeting will be held May 11, 2009 in the 8th Floor Conference Room at 121 South Meramec Avenue, Clayton, Missouri.

Charles Cady motioned to adjourn the meeting. Carol Stelmach approved the motion, Pat Barrett seconded it, and the meeting adjourned at 4:15 p.m.

/rrl

Attachment – CIP Update

C.I.P. UPDATE

April 13, 2009

Since the March 9, 2009 Board Meeting, the Following Projects Have Been Let

| <u>Project No.</u> | <u>Project Name</u> | <u>Bid Opening Date</u> | <u>Director's Estimate</u> | <u>Bid Amount</u> | <u>Low Bidder</u> | <u>Remarks</u> |
|--------------------|---|-------------------------|----------------------------|-----------------------|-------------------------|----------------|
| CR-1255 | 2009 CRS Overlay, Aliceton Avenue | April 1, 2009 | \$120,000 | \$85,417.93 | E. Meier Contracting | |
| AR/CR-1250 | 2009 ARS/CRS Aggregate Sealcoat Program | April 1, 2009 | \$2,000,000 | \$1,856,273.07 | Missouri Petroleum | |
| AR-1114 | Bellefontaine Road Bridge No. 125 | April 8, 2009 | \$332,000 | \$147,696.30 | Gershenson Construction | |
| | | | Total: | \$2,089,387.30 | | |

Upcoming Lettings

| <u>Project No.</u> | <u>Project Name</u> | <u>To Be Let</u> | <u>Director's Estimate</u> | <u>Remarks</u> |
|--------------------|-----------------------------------|------------------|----------------------------|---------------------------------------|
| AR-854 | Barrett Station Road | April 15, 2009 | \$7,500,000 | Rescheduled from 4/8/09 |
| CR-1273 | 2009 CRS Concrete Replacement III | April 29, 2009 | \$533,000 | Balance of Concrete Replacement Funds |
| | | Total: | \$8,033,000 | |

Projects for Which Right-of-Way is Presently Being Acquired

| <u>Project No.</u> | <u>Project Name</u> | <u>Project Limits</u> | <u>Right-of-Way Status</u> |
|--------------------|----------------------|--|----------------------------|
| AR-863A | Kehrs Mill/Long - A | Wildhorse Creek Road to Central Midland Railroad | Acquiring Property Rights |
| AR-856 | Baxter Road | Claymont Estates Dr. to Heathercroft Dr. | Easements Secured |
| SWK-1169 | ARS Sidewalk Program | North County (4 sites) | Appraisals being obtained |

Projects Under Design

| <u>Project No.</u> | <u>Project Name</u> | <u>To Be Let</u> | <u>Total Project Estimate</u> | <u>Remarks</u> |
|--------------------|---|-------------------|-------------------------------|--|
| AR-1236 | Page Avenue-Olive Connector | June 1, 2009 | \$63,040,000 | Design-Build |
| SWK-1297 | Dorsett Road Firehouse Sidewalk | June 1, 2009 | \$11,500 | To be constructed by Maryland Heights |
| SWK-1295 | Dorsett Road Sidewalk | June 1, 2009 | \$102,000 | To be constructed by Maryland Heights |
| SWK-1296 | McKelvey Road Sidewalk | June 1, 2009 | \$27,500 | To be constructed by Bridgeton |
| AR-1308 | 2009 ARS Crackseal | July 1, 2009 | \$125,000 | |
| AR-1266 | Bellefontaine Road Sanitary Sewer | September 1, 2009 | \$110,000 | Connect 5 homes to sanitary sewer |
| AR-1210 | Earth City Expressway Infrastructure | October 1, 2009 | \$620,000 | |
| AR-1211 | Lakefront Drive Infrastructure | October 1, 2009 | \$500,000 | |
| CR-1228 | Old Gravois Road Bridge No. 532 | December 1, 2009 | \$5,780,000 | Designed by St. Louis Co. For City of Fenton |
| SWK-1205 | Mathilda Avenue Sidewalk & Infrastructure | December 1, 2009 | \$501,000 | |
| AR-1232 | Old Halls Ferry Road at Vaile Avenue | June 1, 2010 | \$666,325 | Roundabout |
| AR-1133 | Mason Road Bridge No. 211 | August 1, 2010 | \$3,493,000 | Includes roadway realignment |
| SWK-1301 | Warson Road Sidewalk | September 1, 2010 | \$1,418,000 | Olive Boulevard to Baur Road |
| AR-1231 | Patterson Road Right Turn Lane | September 1, 2010 | \$1,030,000 | At Lindbergh Boulevard |
| AR-1132 | Hanley Road, Phase 1 | November 1, 2011 | \$51,000,000 | MUTI Intersection |
| AR-1181 | Scudder Road/Hanley Road | September 1, 2012 | \$27,000,000 | Full access at Scudder Road and I-170 |
| AR-855 | Baumgartner Road | October 1, 2012 | \$7,419,700 | Intersection realignment |