

Memorandum

Department of Planning, Public Works & Parks



To: Michael Herring, CA
From: Mike Geisel, DPPW & P
Date: January 18, 2013
Re: Daniel Boone Bridge - MoDOT
Project Aesthetic Enhancements

As you may remember, since the City was notified that MoDOT was proceeding with the design-build project for the new east bound Daniel Boone Bridge, the City has expressed interest in funding aesthetic enhancements for the project as it is the westernmost gateway into the City of Chesterfield. At their meeting on 2/27/2012, the Planning and Public Works Committee expressed their support to pursue such project enhancements.

I have received a cost proposal from the Design Build Project Team, in the amount of \$200,931.64 to incorporate aesthetic enhancements into the project. Specifically, we have determined that the enhancements that are most impactful relate to the proposed newly constructed overpass for Chesterfield Airport Road as it crosses over Highway 40- I64. The improvements would consist of incorporating an embossed City of Chesterfield Logo onto the face of the vertical retaining wall on each approach. One logo visible on the south side of the highway as you approach from the west, from the river. One logo visible on the north side of the highway as you approach from the east, proceeding toward the river. In addition, in lieu of the standard smooth faced, slip formed "jersey barrier" roadside barriers, the project team proposes to incorporate a "Texas DOT" hand formed barrier curb with accent color and articulation. These enhancements create a visual impact and have minimal maintenance impacts.

While not part of this proposal, the City has previously completed beautification plantings in this area and we can certainly replace/add to those in the future to further enhance the visual appeal.

As such, given Council's prior direction to proceed and in consideration of the proposed cost being consistent with previous estimates; **I request and recommend that the proposal for aesthetic enhancements to the Chesterfield Airport Road overpass, in conjunction with the Daniel Boone Bridge project, be approved and that funding be provided via a fund transfer of \$221,000 (10% contingency) from General Fund - Fund Reserves to the Capital Projects fund for this work.** If approved, the City will transfer the funds to MoDOT and they will subsequently add this work to their existing contract through a change order.

If you require additional information, please advise.

[Handwritten signature]
1/22/13

Cc Jim Eckrich, Public Works Director\City Engineer

→ P/PW COMMITTEE



CofC-001
January 14, 2013

Mr. Mike Geisel, P.E.
Director of Public Services
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

Attention: Mr. Mike Geisel, P.E.

Subject: **Proposal for Chesterfield Airport Road Bridge Betterments**
I-64 Daniel Boone Bridge Project
MoDOT Contract ID#: J6P1436
Walsh/Alberici Project #212105

Dear Mr. Geisel:

The Walsh Alberici Joint Venture (the JV) received interest from the City of Chesterfield on incorporating enhancements to the Chesterfield Airport Road (CAR) Bridge as part the I-64 Daniel Boone Bridge project. After meeting with yourself and Sue Mueller on September 12th, 2012, the JV and its designer, Burns and McDonnell, have progressed the additional design elements per the consensus at the meeting and via follow up email correspondence.

The JV is pleased to present the following betterment proposal with following improvements:

- Stained MSE abutment walls wrapping at angle towards oncoming traffic
- City of Chesterfield logo on the walls facing oncoming traffic
- TXDOT style barrier on CAR Bridge with two shades of stain

Attached, is the cost proposal in the amount of \$200,900 detailing the additional scope items. Also attached are the 60% design drawings for the bridge, original renderings, and email clarifications. Colors for the walls and barriers have not yet been chosen and can be coordinated at a future date.

Our wall supplier, RECo, has included a setup cost for the casting of the special panels but is not supplying the forms as part of this proposal. They indicated an additional form liner could be supplied to the City for \$5000, but warned that it would only be compatible with their proprietary wall systems and/or precast suppliers. They are not charging for the form liner as part of this proposal as they are using a previously acquired logo form.

We look forward to receiving the City of Chesterfield's approval of the above stated improvements to the Chesterfield Airport Road Bridge.

If you have any questions on the proposal, please contact our office



CofC-001
January 14, 2013

Very truly yours,
WALSH ALBERICI JOINT VENTURE

A handwritten signature in blue ink that reads "Joseph Sannasardo".

Joseph Sannasardo
Senior Project Manager

Attachment(s): CAR Bridge Betterments Cost Proposal, 60% Plan Sheets, Rendering, emails

File:

Cc: WCC: Dave Shier
ACI: Dave Calcaterra
MoDOT: Jim Gremaud

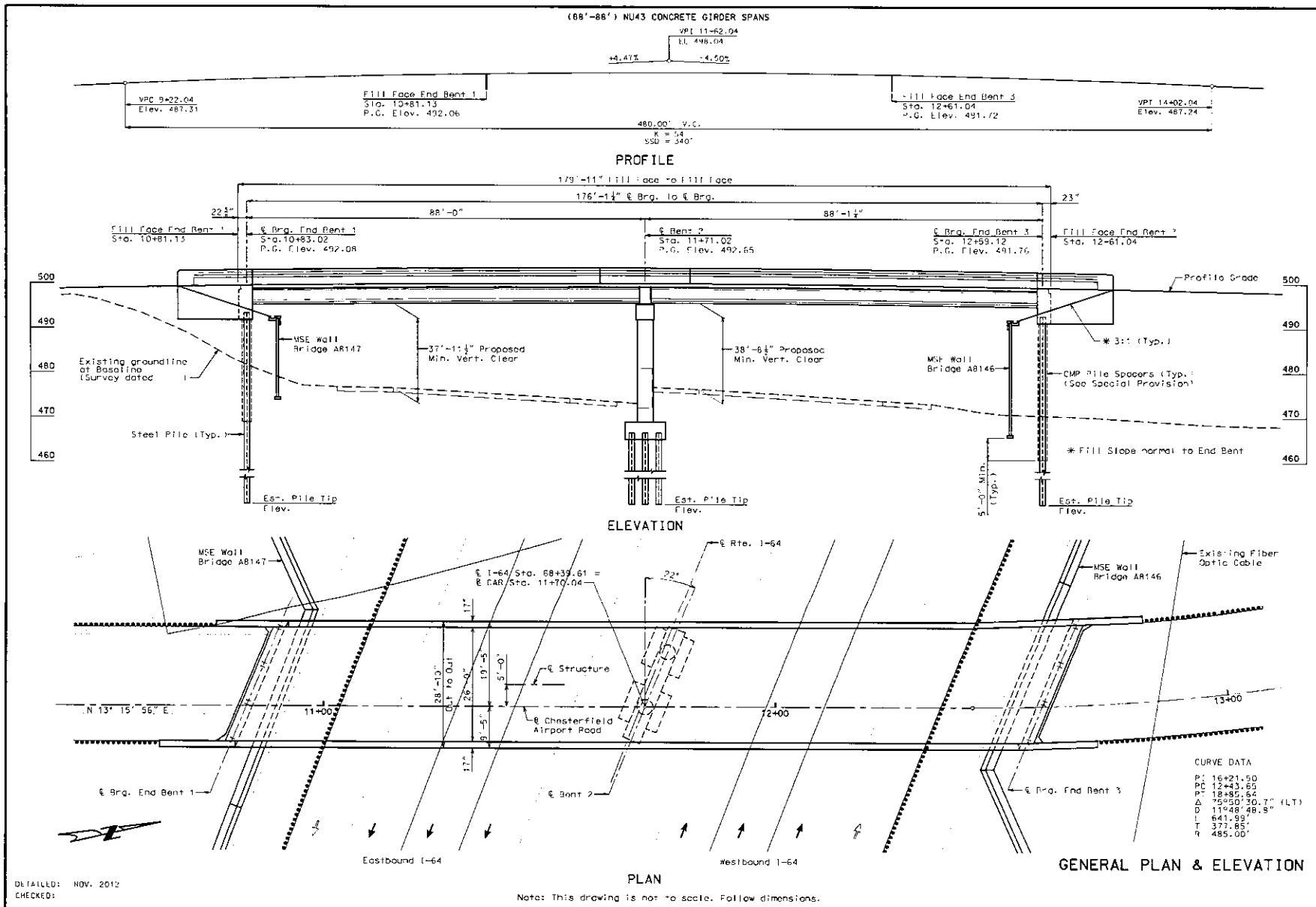
EXHIBIT L
COST ANALYSIS FOR REQUEST FOR CHANGE ORDER

Name of Change: **Chesterfield Airport Road Betterments (City of Chesterfield)**

RCP Number: XX

Work Description and Bid Item Nos.	Quantity	Unit Measure	Equipment Rent	Construction Labor	Non-Construction Labor	Direct Materials	Permit Fees	Other Direct Costs	Subcontracts	Totals
LUMP SUM COSTS										
Design	1.00	LS							\$25,000.00	\$25,000.00
MSE Wall Color - New	1.00	LS							\$7,964.00	\$7,964.00
MSE Wall special panels fabrication	1.00	LS				\$4,000.00				\$4,000.00
MSE Wall QTY (Panels) Base credit	1.00	LS				-\$59,005.28				(\$59,005.28)
MSE Wall QTY (Panels) New	1.00	LS				\$70,395.00				\$70,395.00
MSE Wall Coping - Base credit	1.00	LS				-\$7,405.40				(\$7,405.40)
MSE Wall Coping - New	1.00	LS				\$8,230.92				\$8,230.92
MSE Wall Install - Delta qty	1.00	LS						\$38,208.00		\$38,208.00
MSE Wall Coping Install - Delta Qty	1.00	LS						\$680.00		\$680.00
Bridge Barrier (Slip Form) credit	1.00	LS						-\$16,758.72		(\$16,758.72)
Bridge Barrier (TXDOT Hand form)	1.00	LS						\$66,161.34		\$66,161.34
Bridge Barrier Formwork Fabrication	1.00	LS				\$5,283.45				\$5,283.45
Bridge Barrier color (2 colors)	1.00	LS							\$3,625.00	\$3,625.00
Add'l Bridge Deck 4" to accommodate barrier	1.00	LS						\$10,416.25		\$10,416.25
Scope Development Risk (10% of costs)	1.00	LS				\$2,149.87		\$9,870.69	\$3,658.90	\$15,679.46
Subtotal Cost						\$23,648.56		\$108,577.56	\$40,247.90	\$172,474.02
Labor Surcharge%										
Labor Surcharge										
Markup %			20%	20%	20%	20%	5%	20%	5%	
Markup						\$4,729.71		\$21,715.51	\$2,012.40	\$28,457.62
TOTALS:						\$28,378.28		\$130,293.07	\$42,260.30	\$200,931.64





PRELIMINARY NOT FOR CONSTRUCTION

DATE PREPARED

PROJECT	I-64	STATE	MO
DISTRICT	SL	SHEET NO.	CAR1
COUNTY	ST. LOUIS		
JOB NO.	J6P1436		
CONTRACT NO.			
PROJECT NO.			
BRIDGE NO.	A8145		

DESCRIPTION

DATE

100 WEST CAPITAL CENTER BLVD. ST. LOUIS, MO 63103
TEL: 314-431-4000 FAX: 314-431-4001
WWW.BURNSANDMCDONNELL.COM

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

Burns & McDonnell
McDonnell
ENGINEERS

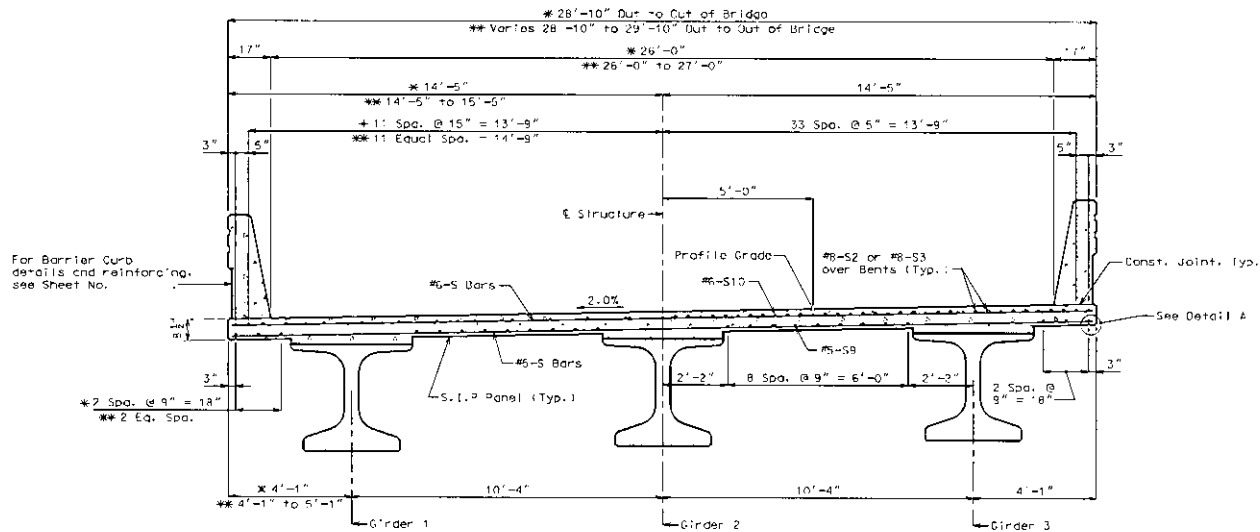
1-888-456-MDOT 1-888-215-8636

BMD Project No. 66655

NOTED: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

DETAILED: NOV. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

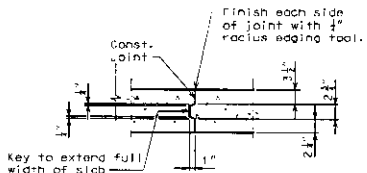


HALF SECTION NEAR MIDSPAN

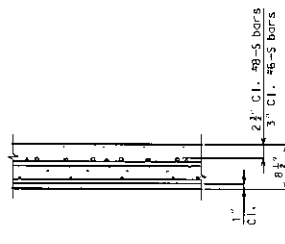
HALF SECTION NEAR INTERIOR BENT

ROADWAY CROSS SECTION
(See Slab Plan for Slab Overhang.)

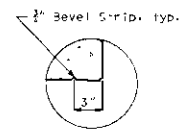
* (End/Slab End Bent 1 to Sta. 12+43.75)
** (Sta. 12+43.75 to End/Slab End Bent 3)



PERMISSIBLE CONSTRUCTION JOINT



CLEARANCE DETAIL



DETAIL A

SLAB SECTION & DETAILS

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED

ROUTE I-64 STATE MO

DISTRICT SL SHEET NO. CAR17

COUNTY ST. LOUIS

JOB NO. J6P1436

CONTRACT ID.

PROJECT NO.

BRIDGE NO. A8145

DESCRIPTION

12/27/12 BOX SUBMITTAL

DATE

12/27/12

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MO DOT

100 WEST CAPITOL

JEFFERSON, MO 64665

1-888-656-MODOT (1-888-245-6663)

Burns & McDonnell Engineering Co., Inc.

8403 Wood Parkway

Springfield, Missouri 65114

816-333-2400

Certificates of Authority

No. 1 000185

BMSD Project No. 66655



DETAILED: DEC. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

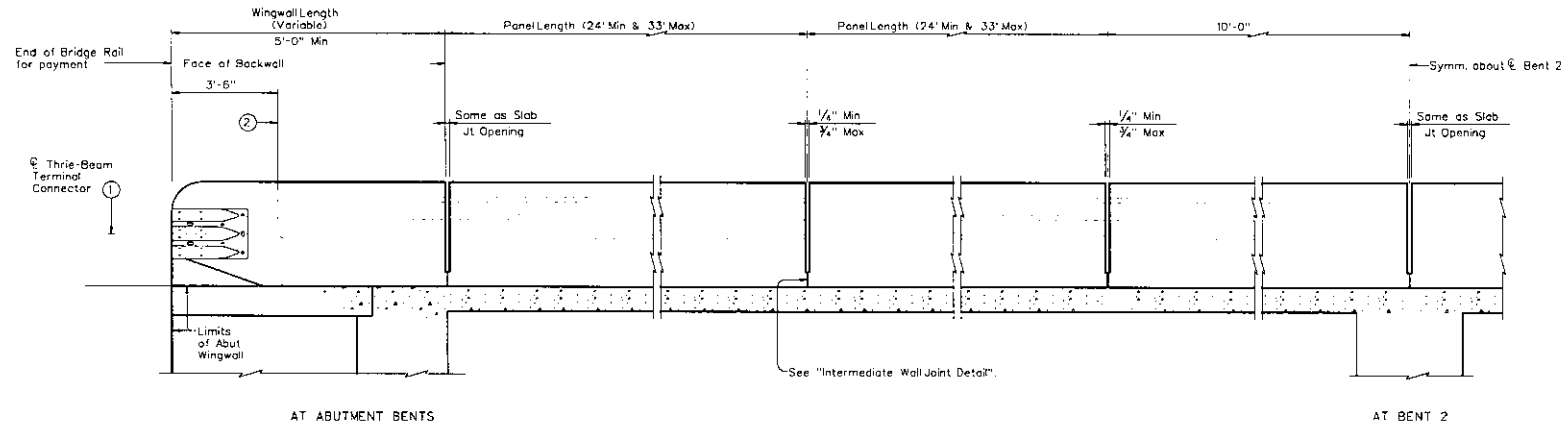
PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED
ROUTE I-64 STALL MO
DISTRICT SL SHEET NO. CAR20
COUNTY ST. LOUIS
JOB NO. J6P1436
CONTRACT TO:
PROJECT NO.
BRIEF NO. A8145

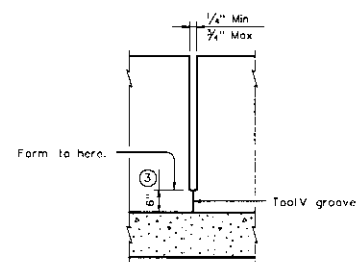
DATE	DESCRIPTION
12/21/12	60% SUBMITTAL

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
M&DOT
1-800-485-6088 (T) 314-835-6336 (F)

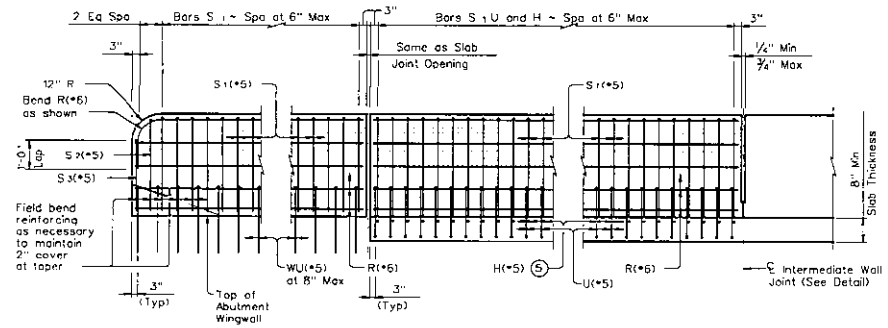
Burns & McDonnell Engineering Co., Inc.
9400 Ward Parkway
St. Louis, Missouri 63114
616-333-9400
Certificate of Authority
No. 1-000165
BMAP Project No. 6655



ROADWAY ELEVATION OF RAIL



INTERMEDIATE WALL JOINT DETAIL
Provide at all interior bents without slab expansion joints. Space equally in between at 33' Max, 24' Min.



ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT

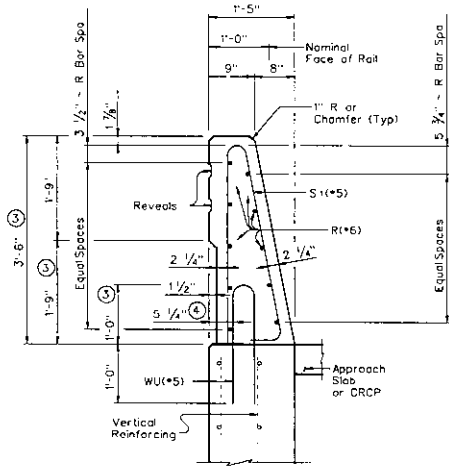
- ② End back of rail offset and reveals. See "Terminal Connection Details".
- ③ Bars H(*5) are part of rail reinforcing and are included in unit price bid for railing. Extend Bars H 2'-0" Min past C of beam/girder. Space with Bars U. Bars H match slab bar cover. Bars H may be bundled with top slab reinforcing if spacing is equivalent. Omit Bars H when top slab reinforcement is spaced less than 4".

BARRIER CURB ELEVATION

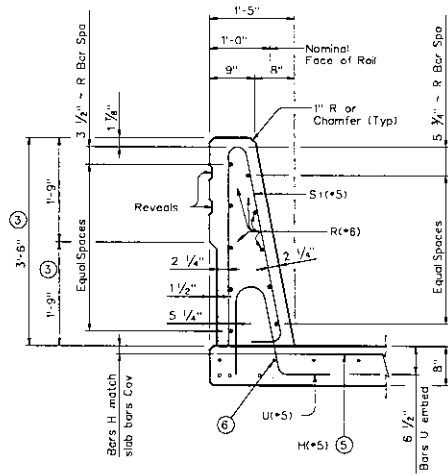
UP: FJ.LED: DEC. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

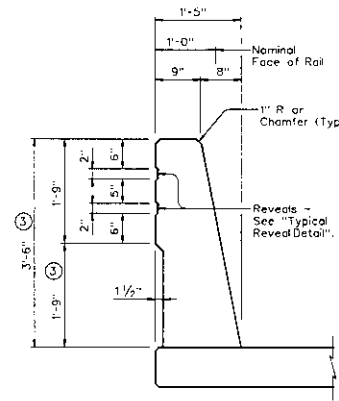
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



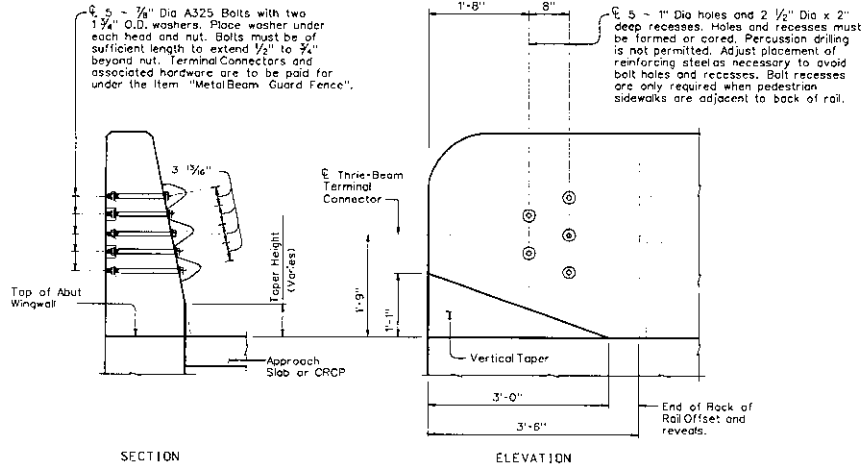
ON ABUTMENT WINGWALLS



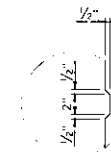
ON BRIDGE SLAB
SECTIONS THRU RAIL



REVEAL PLACEMENT
(Showing location of Reveals)



TERMINAL CONNECTION DETAILS



TYPICAL REVEAL DETAIL

- ④ 5 1/2" when vertical reinforcing has closer clear cover over horizontal reinforcing in abutment wingwalls on traffic side of wall.
- ⑤ Bars H(*5) are part of rail reinforcing and are included in unit price bid for railing. Extend Bars H 7'-0" Min past L of beam/girder. Space with Bars U. Bars H match slab bar cover. Bars H may be bundled with top slab reinforcing if spacing is equivalent. Omit Bars H when top slab reinforcement is spaced less than 4".
- ⑥ Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.

BARRIER CURB DETAILS

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED	
PROJECT NO.	STATE
1-64	MO
DISTRICT	SHEET NO.
SL	CAR21
COUNTY	
ST. LOUIS	
JOB NO.	
J6P1436	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
A8145	

DATE	DESCRIPTION
12/21/12	60% SUBMITTAL

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	1-888-456-4600 (1-888-475-8638)

Burns & McDonnell Engineering Co., Inc.	1-800-368-7662
800 West Parkway	St. Louis, Missouri 63101
618-335-9100	Professional Engineer
Professional Engineer	No. 1-000165
Missouri State License	MS&D Project No. 66455

DATE PLOTTED: DEC. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED

ROUTE 1-64 STATE MO
DISTRICT SL COUNTY ST. LOUIS
PROJECT NO. J6P1436
CONTRACT ID.

BRIDGE NO. A8145

DESCRIPTION	DATE	BY	CHKD
60% SUBMITTAL	12/21/12		

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

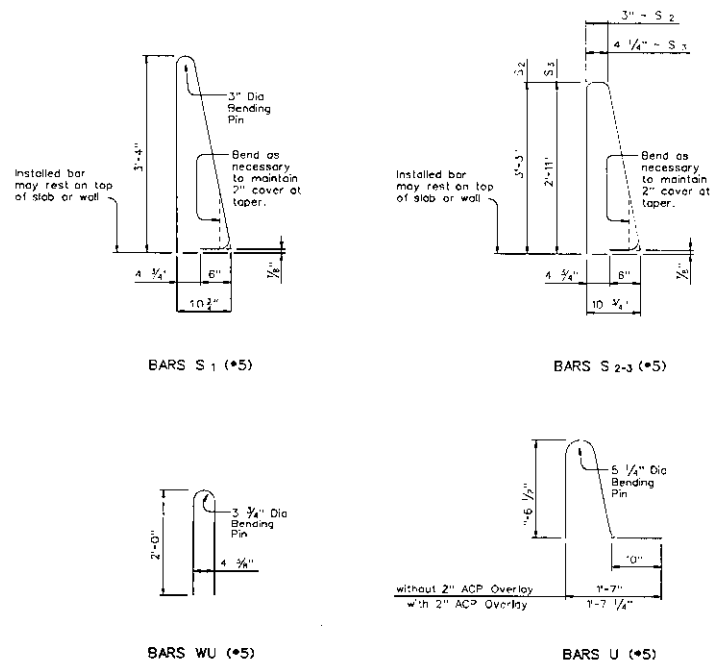
 100 WEST CAPITAL
 JEFFERSON CITY, MISSOURI 64573
 1-800-ASE-ROAD (1-888-229-6268)

Burns & McDonnell Engineering Co., Inc.
 800 West Parkway
 Kansas City, Missouri 64114
 816-331-9600
 Certificate of Authority
 No. 1-000165
 M&M Project No. 88655

CONSTRUCTION NOTES:
 This railing may be constructed with slip-forms when approved by the Engineer, with equipment approved by the Engineer. Sensor control for both line and grade must be provided. Tack welding to provide bracing for slip-form operations is acceptable. Welding can be performed at a minimum spacing of 3 ft between the cage and the anchorage. It is permissible to weld to U, WU and S bars at any location on the cage. If increased bracing is needed, additional anchorage devices must be added and welding must be performed in the upper two thirds of the cage.
 The back of railing must be vertical unless otherwise shown on the plans or approved by the Engineer.

MATERIAL NOTES:
 All steel components except reinforcing must be galvanized unless otherwise shown on plans.
 Use Class "C" concrete. Use Class "C" (HPC) if required elsewhere.
 All reinforcing steel must be Grade 60.
 Epoxy coat all reinforcing if slab bars are epoxy coated.
 Deformed welded wire reinforcement (WWR) may be used as an option to conventional reinforcement and must be made in accordance with ASTM A497 (Deformed Wire). Combinations of Reinforcing Steel and WWR or configurations of WWR other than shown will be permitted when the conditions in the table are satisfied.

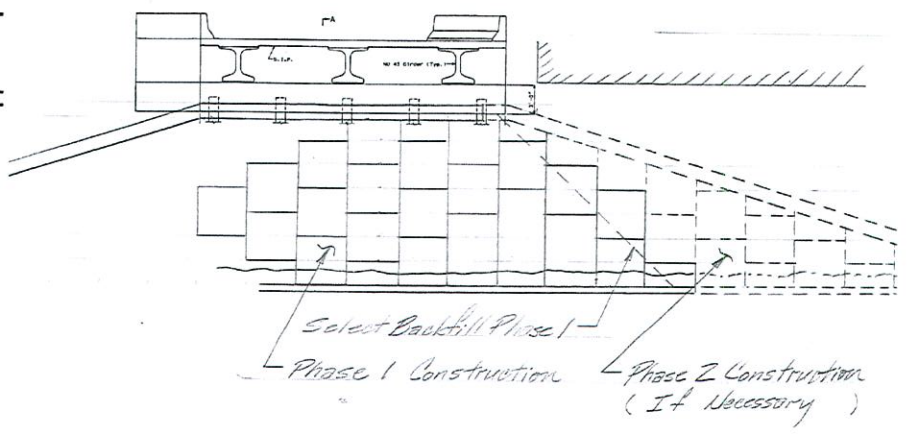
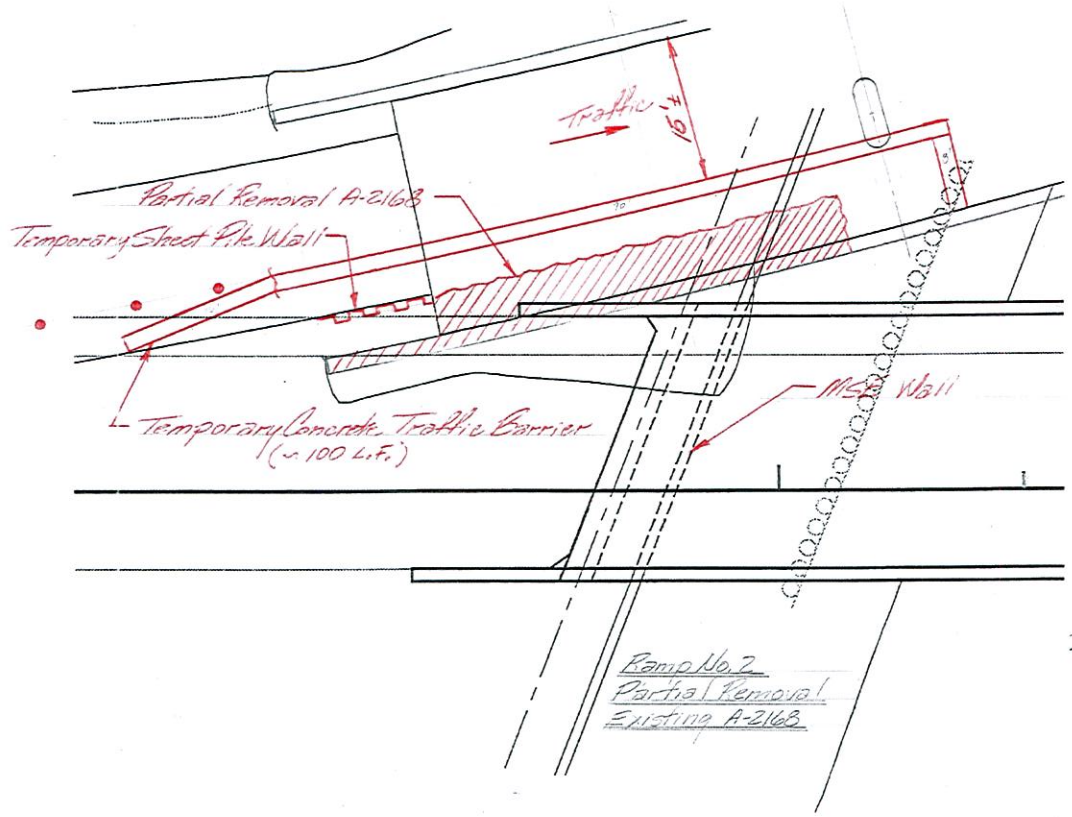
GENERAL NOTES:
 This railing has been evaluated and approved to be of equal strength to railings with like geometry, which have been crash tested to meet NCHRP Report 350 TL-5 criteria. This railing can be used for design speeds of 50 mph and greater when a T-3 rated guard fence transition is used.
 This railing cannot be used on bridges with expansion joints providing more than 5" movement.
 Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.
 Shop drawings will not be required for this rail.
 Average weight of railing is 533 pcf.



Note: This drawing is not to scale. Follow dimensions.

BARRIER CURB REINFORCING DETAILS

DATE PLOTTED: DEC. 2012
 CHECKED:



Ramp No. 2
Partial Removal
Existing A-216B

Ramp No. 2
MSE Wall
Staged Construction

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED

MOUL STATE
I-64 MO
DISTRICT SHEET NO.
SL CAR27
COUNTY
ST. LOUIS
JOB NO.
J6P1436
CONTRACT NO.

PROJECT NO.
BRIDGE NO.
A8146

DATE	DESCRIPTION
02/27/12	DCS SUBMITTAL

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
M&T
I-64-64-44001 (1-488-425-8216)

Burns & McDonnell Engineering Co., Inc.
1000 West Parkway
St. Louis, MO 63104
816-333-4100
City of Chesterfield
No. 1-000165
M&D Proj No. 6665

GENERAL NOTES:
Design Specifications:
2002 - AASHTO 17th Edition
Load Factor Design
Seismic Performance Category B
Acceleration Coefficient = 0.13g

All concrete for leveling pad and coping shall be Class B or B-1 with $f'_c = 4000$ psi.
The MSE wall system shall be built vertical.
The MSF wall system shall be built in accordance with Sec T70.
The MSE wall system shall be a large block wall system.
Factor of safety shall be 2.0 for overturning, 1.5 for sliding and 2.0 for bearing.
For seismic design the factor of safety shall be 1.5 for overturning and 1.1 for sliding.
 $e = 27'$ for backfill material to be retained by the mechanically stabilized earth wall system.
 $e = 27'$ for foundation material the wall is to rest on.
 $e \geq 34'$ for the select granular backfill for structural systems.
Design $e = 34'$ for the select granular backfill for structural systems.
Panel reinforcement shall be epoxy coated.
Contractor may step leveling pad as needed. The Contractor shall ensure the 3" minimum cover over the pad is not violated in the process.

A filter cloth meeting the requirements for a Separation Geotextile material shall be placed between the select granular backfill for structural systems and the backfill being retained by the mechanically stabilized earth wall system.
Coping shall be required on this structure. Bond breaker (roofing felt or other approved alternate) between wall panel and coping required if coping is cast in place.

The contractor shall be solely responsible to coordinate construction of the wall with bridge and roadway construction and ensure that the bridge and roadway construction, resulting or existing obstructions, shall not impact the construction or performance of the wall. Soil reinforcement shall be designed and placed to avoid damage by pile driving, guardrail post installation, utility and sign foundations. (See Roadway and Bridge Plans.)

All steel soil reinforcements shall be separated from other metallic elements by at least 3 inches.
The splay angle should be less than 15° and tensile capacity of splayed reinforcement shall be reduced by the cosine of the splay angle.

No reinforcement shall be left unconnected to the wall face or arbitrarily cut/bent in the field to avoid the obstruction.

Where interference between the vertical obstruction and the soil reinforcement is unavoidable, the design of the wall near the obstruction may be modified using one of the alternatives in FHWA-NHI-02-24, Section 5.4.2. Show detail layout on the drawings. For wall designs with horizontal obstructions in reinforced soil mass, see FHWA-NHI-10-024, Section 5.4.3.

A Form Liner depicting the Chesterfield logo shown below shall be applied to the MSE Wall Panels at the location noted on the Wall Elevation.
Aesthetic Concrete Stain shall be applied to all MSE Wall Panels and coping. See Special Provisions.

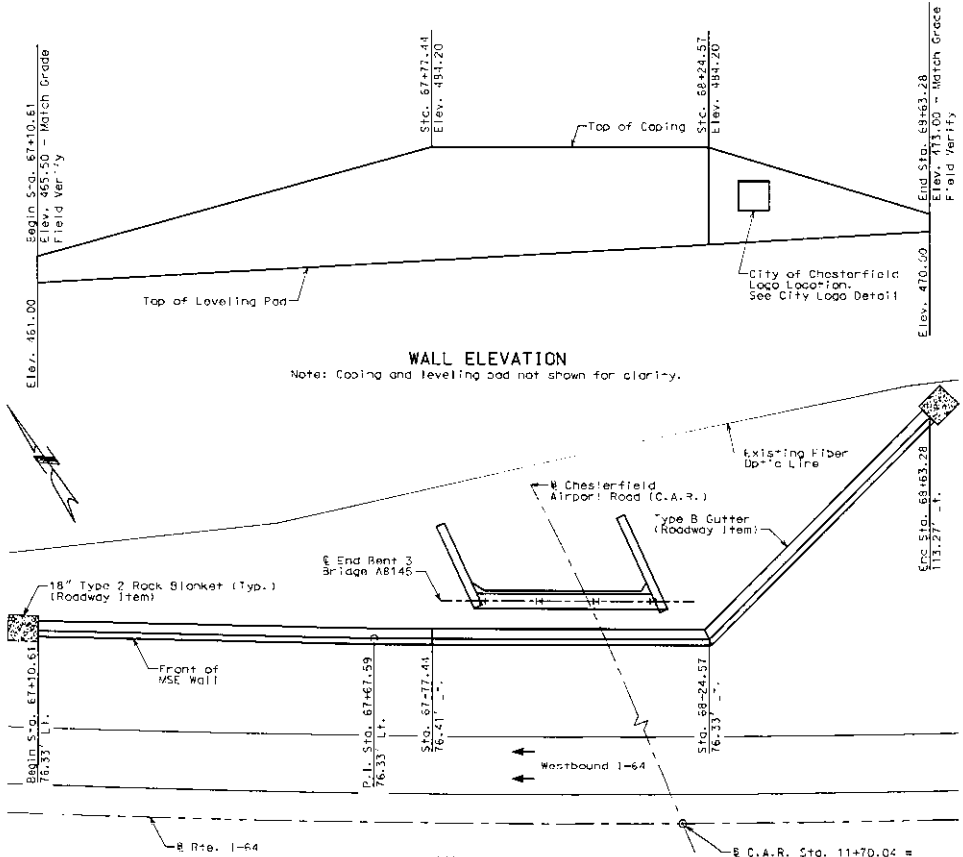
Concrete and Masonry Protection System and Graffiti Protection System shall be applied to all MSE Wall Panels and coping. Concrete sealer shall be compatible with Aesthetic Concrete Stain.

The required strap lengths for the wall should be at least 125% of the total wall height to provide a sufficient factored resistance, based on an geotech analysis of bearing capacity for a drained condition. Alternatively, strap lengths in the range of 80% to 100% can be considered if a foundation improvement method, such as stone columns or overexcavation and replacement are utilized to improve foundation support below the walls. Note that it may be not possible to use 125% total wall height strap length option because of the wall location in relation to an existing fiber optic line (see Wall Plan). Contractor shall confirm feasibility of this method before attempting.



CITY LOGO DETAIL

NORTH MSE WALL - BRIDGE No. A8146

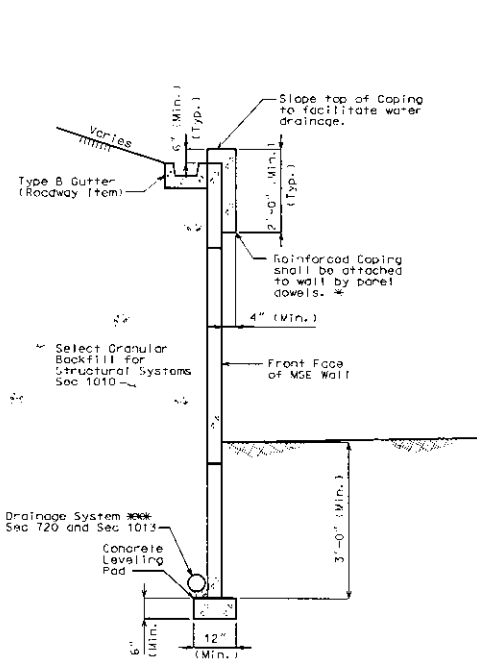


Proprietary Wall Systems		Combination Wall Systems			
Manufacturer	System	Facing Unit Manufacturer	Facing Unit	Geogrid Manufacturer	Geogrid

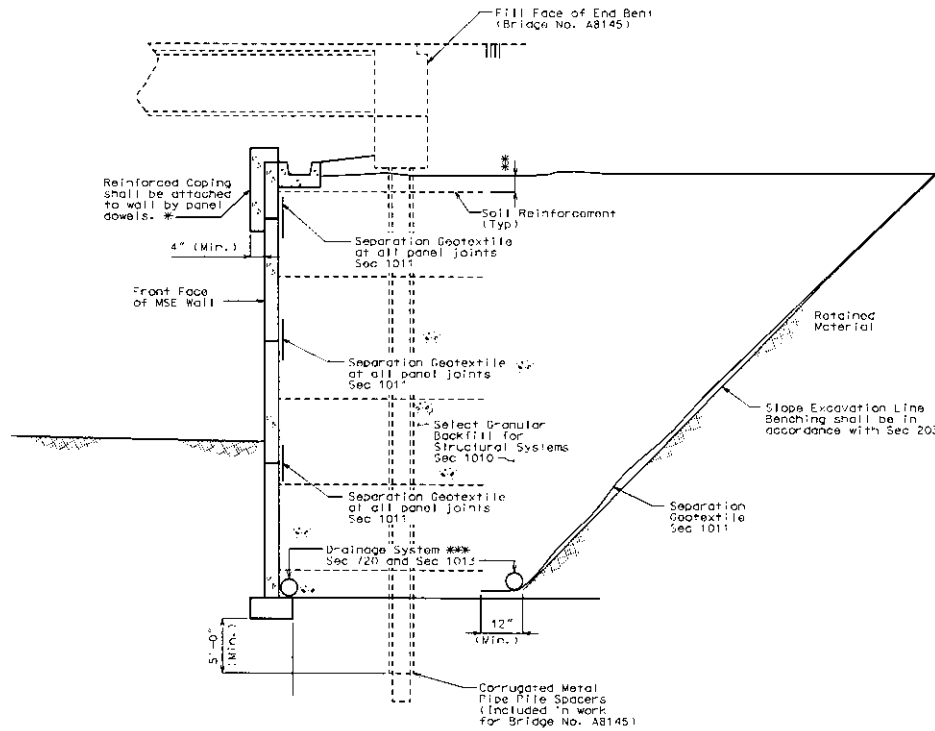
MSE Wall Systems Data Table is to be completed to record the manufacturer of the proprietary wall system or the manufacturers of the combination wall system that was used for constructing the MSE wall.
Note: This drawing is not to scale. Follow dimensions.

Item	Quantity	Total
Concrete and Masonry Protection System	lump sum	--
Sacrificial Graffiti Protection System	lump sum	--
Stain for MSE Wall Systems	lump sum	--
Mechanically Stabilized Earth Wall Systems	sq. ft.	--
Form Liners for MSL Wall Systems	sq. yd.	--

DL1A1.LD1 06C. 2012
CHECKED:



TYPICAL SECTION THRU
LARGE BLOCK WALL



TYPICAL SECTION THRU
LARGE BLOCK WALL UNDER BRIDGE

- X Inverted U-shape reinforced coping may be used in lieu of coping. Panel dowels for coping shall be required and as provided by manufacturer.
 - ** Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the Separation Geotextile.
 - *** Minimum 6" diameter perforated PVC or PE pipe, unless larger size pipes are required by design by wall manufacturer.
- Adjustment in the vertical alignment of the drainage pipes from that depicted in the plans may be necessary to ensure positive flow out of the drainage system.
- Outlet ends of pipes shall be located to avoid clogging or flow into the drainage system.

NORTH MSE WALL SECTION - BRIDGE No. A8146

DATE: DEC. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED	
ROUTE I-64	STATE MO
DISTRICT ST	SHEET NO. CAR28
COUNTY ST. LOUIS	
JOB NO. J6P1436	
CONTRACT NO.	
PROJECT NO.	
BRIDGE NO. A8146	

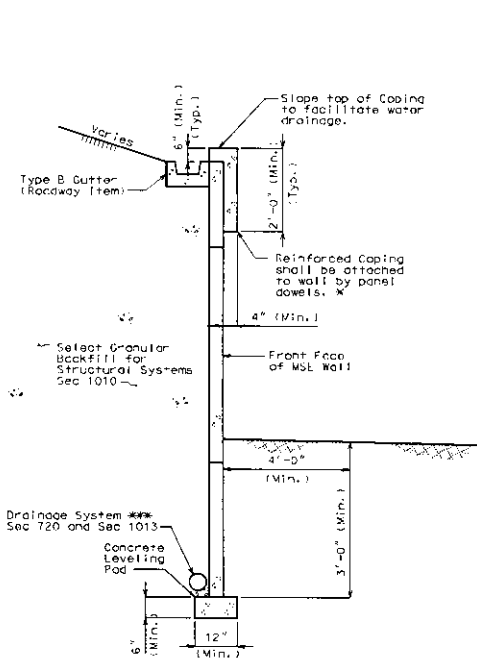
DATE	DESCRIPTION
12/21/12	BOX SUBMITTAL

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

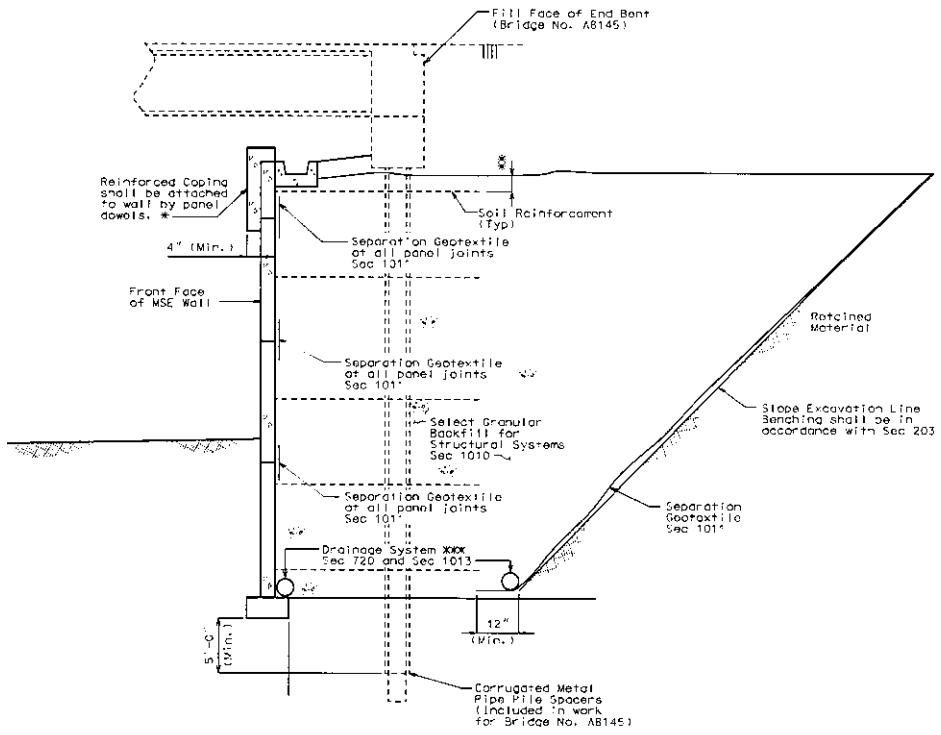
1-888-ASK-MDOT | 1-888-215-8888
LOS BEST CAPITAL
REFERENCES

Burns & McDonnell Engineering Co., Inc.
300 West Parkway
St. Louis, MO 63103
P: 314-433-9400
F: 314-433-9400

Certificate of Authority
No. 1-000165
ISSUED Project No. 66655



TYPICAL SECTION THRU
LARGE BLOCK WALL



TYPICAL SECTION THRU
LARGE BLOCK WALL UNDER BRIDGE

- * Inverted U-shape reinforced caststone may be used in lieu of coping. Panel dowels for caststone shall be required and as provided by manufacturer.
- ** Topmost layer of reinforcement shall be fully covered with select granular backfill for structural systems, as approved by the wall manufacturer, before placement of the separation geotextile.
- *** Minimum 6" diameter perforated PVC or PE pipe, unless larger size pipes are required by design by wall manufacturer.
- Adjustment in the vertical alignment of the drainage pipes from that depicted in the plans may be necessary to ensure positive flow out of the drainage system.
- Outlet ends of pipes shall be located to avoid clogging or flow into the drainage system.

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE PREPARED	
ROUTE I-64	STATE MO
DISTRICT SL	SHEET NO. CAR30
COUNTY ST. LOUIS	
JOB NO. J6P1436	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO. A8147	

DATE	DESCRIPTION
12/21/12	BOX SUBMITTAL

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

1-800-454-4000 (T) 314-835-6335

Burns & McDonnell Engineering Co., Inc.

100 West Parkway
St. Louis, Missouri 63103
616-331-9100

Professional Seal
No. 1-000165

MHD Project No. 6666

SOUTH MSE WALL SECTION - BRIDGE No. A8147

DATE: DEC. 2012
CHECKED:

Note: This drawing is not to scale. Follow dimensions.

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SIGNED AND DATED.

Lack, Mike

From: Mues, Jeffrey <jmues@burnsmcd.com>
Sent: Thursday, October 04, 2012 11:15 AM
To: Eisenbeis, Kevin; Lack, Mike; Gremaud, Jim; Tim.Hellebusch@modot.mo.gov; Carroll, Mike; Dave Calcaterra; Sannasardo, Joseph; Hayes, Eric; Arabi, Husam
Subject: Enhancements to the Chestefield Airport Drive

I explained to Mike Geisel at the City of Chesterfield that we cannot bend back the wall on the northwest side of Chesterfield Airport Road due to the fiber optic line. He would like for us to bend back the walls on the south west side and north east only. These walls will have the city logo.

Thanks

Jeff Mues, PE
Associate Civil Engineer, Infrastructure Group
Burns & McDonnell
Direct: 314-682-1535
Main: 314-682-1500
Mobile 314-540-6193
Fax: 314-682-1600
www.burnsmcd.com

Proud recipient of PSMJ's Premier Award for Client Satisfaction

Lack, Mike

From: Eisenbeis, Kevin <keisenbeis@burnsmcd.com>
Sent: Monday, November 19, 2012 8:43 AM
To: James.Gremaud@modot.mo.gov
Cc: Mues, Jeffrey; Lack, Mike
Subject: City of Chesterfield - Aesthetics
Attachments: rlst009.pdf; Geisel_M01 2012 09 11.pdf

Jim, attached is the letter, which includes sample graphic for retaining wall, sample photo of TxDOT rail with color staining added and the Preliminary General Plan and Elevation view of the bridge. Also included is the TxDOT barrier details previously given to Mike Lack, and discussed with City of Chesterfield. Other examples in the letter were intended for discussion only, and not representative of what would be provided.

Discussion with Mike Geisel led to the following items to be priced out by the JV:

- 1) Turned wings on opposite corners with logo (logo to be City Tree only without the wording underneath).
Note the plan layout above has all four corners, but this was revised to only two.
- 2) Stained stripe on back of TxDOT barriers.
- 3) Stained or dyed concrete to provide earth-tone color to walls.

Kevin Eisenbeis

Memorandum



Date: September 12, 2012

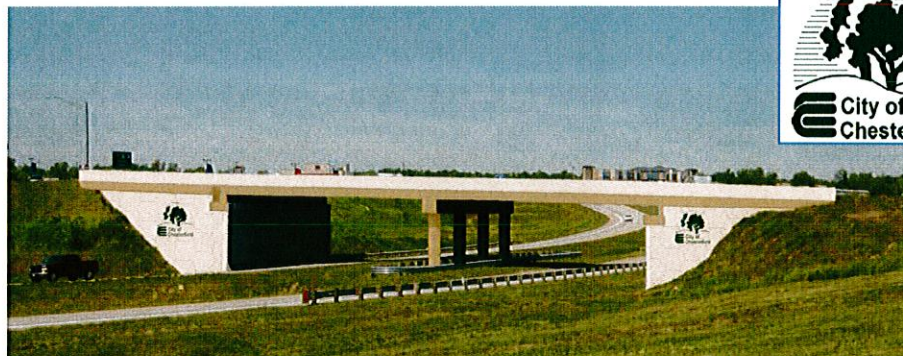
To: Mike Geisel, P.E.

From: Jeff Mues, P.E. and Mike Herleth, P.E.

Subject: I-64 Boone Bridge – Potential Enhancements for the City of Chesterfield

The City of Chesterfield asked the Walsh/Alberici JV to provide ideas for enhancements to the Daniel Boone Project that would be funded by the City. Burns & McDonnell as design engineer to the JV has reviewed potential locations and ideas where enhancements could be added to the project. Although site related locations are discussed, the preference at this time would be enhancements to the bridge structure.

1. Enhancements to the relocated Chesterfield Airport Road Bridge. Below is a listing of several items that could be incorporated into the design.
 - a. Incorporation of the City logo in the planned retaining walls that will be used as part of the bridge end abutments.



Memorandum *(continued)*

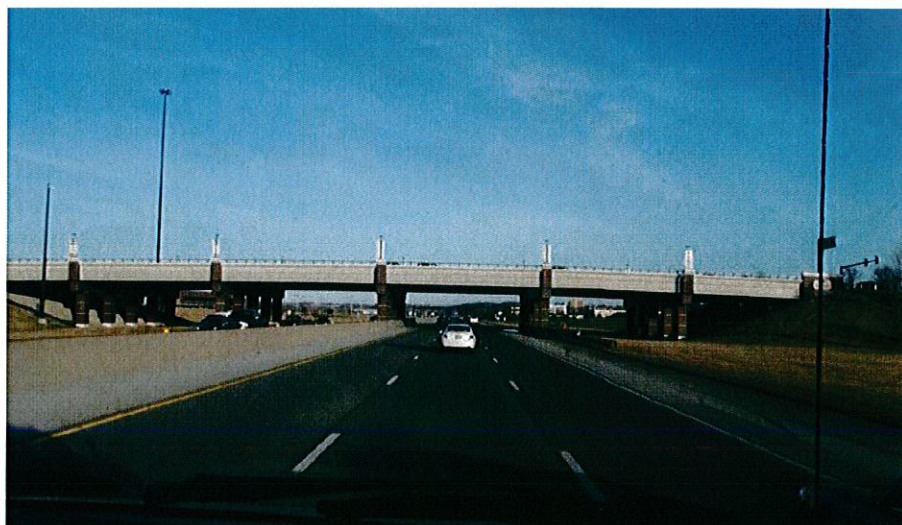


September 12, 2012
Page 2

- b. Utilize TxDOT type barrier with color accent stripe (see below).



- c. Concrete tinted bridge substructure and superstructure. A similar color scheme could be adopted that was used for the Boone Crossing Bridge located approximately 1.5 miles from the Chesterfield Airport Road Bridge (see below).



Memorandum *(continued)*



September 12, 2012
Page 3

- d. Apply graphic to MSE walls that parallel the interstate.



- e. Adopt the "Red Feather Expressway" signage pattern for Chesterfield Airport Road that was added to the bridges along I-64 from I-170 to Kingshighway (see below). This feature could also be added to the Spirit of St. Louis Overpass that will be raised as part of this project.



Memorandum *(continued)*



September 12, 2012
Page 4

2. Site 1 - The site that is bordered on the north by the I-64 mainline, along the southwest by the Chesterfield Airport Road off ramp, and along the east by the Chesterfield Airport Road on ramp is shown in the aerial image below. The site is on MoDOT R/W and is primarily low lying, covered in wetland vegetation. For the most part the site is five to ten feet in elevation below the grade of I-64 and the adjoining exit ramp.

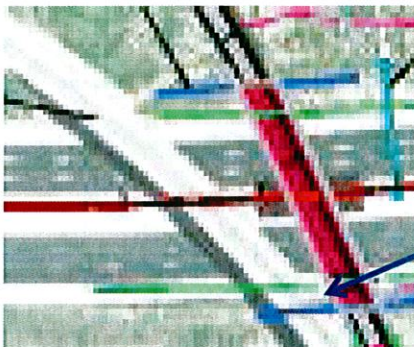


Two viable locations in Site 1

- Near the bridge crossing of the I-64 westbound on-ramp and mainline
- Near the connection of the I-64 eastbound off-ramp

The two locations in this site that are considered the most viable are located in higher elevation areas. These areas would provide more visibility for oncoming eastbound motorists, and can meet the safety clear zone requirement. Additional locations within the triangular segment of property could be used but will likely require fill material be placed. A welcome sign could be considered in these locations. Signs that are not breakaway would have to be placed outside the safety clear zone. The clear zone ranges from 30 to 32 feet along this segment of I-64. The safety clear zone measurement begins at the edge of farthest outside travel lane.

3. Site 2 – Near the Chesterfield Airport Road Bridge, width could be added behind the shoulder on the approach roadway creating an area to mount a welcome sign or monument. The illustration below depicts the possible location.



Site 2 – increase width of grading limits beyond the shoulder to create a placement area for City monument.

Memorandum *(continued)*



September 12, 2012
Page 5

Example Projects



TxDOT

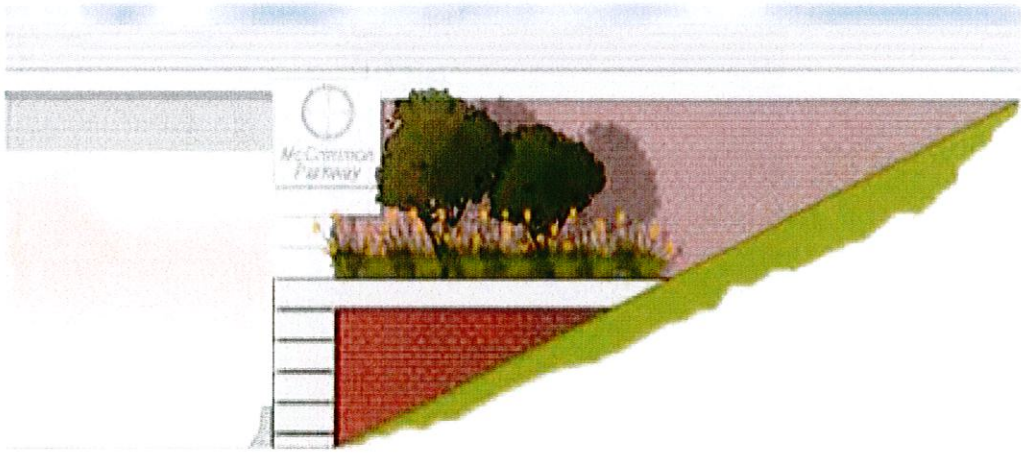


TxDOT

Memorandum *(continued)*



September 12, 2012
Page 6



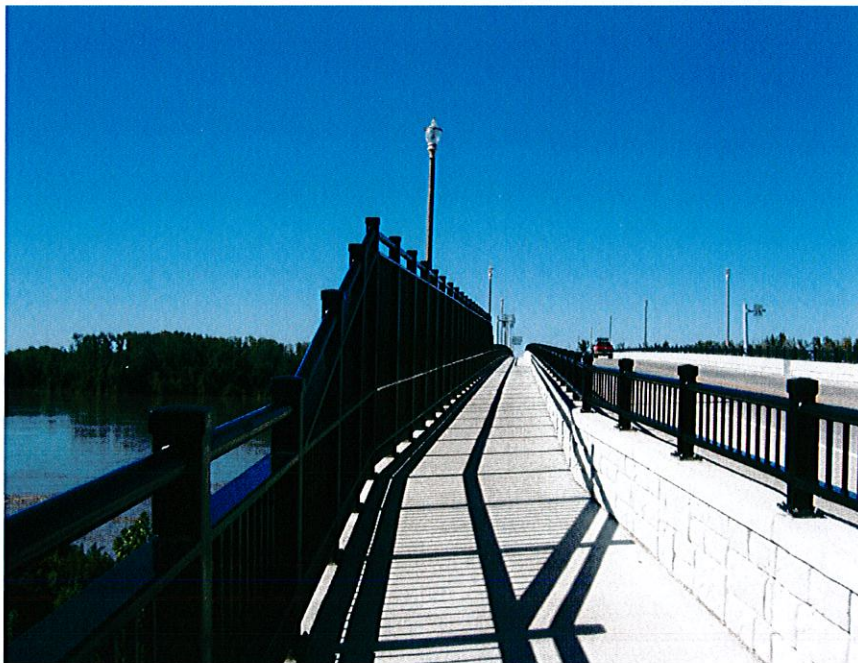
Memorandum *(continued)*



September 12, 2012
Page 7



96th Street over Route 169



Route 19 Missouri River Bridge

Memorandum *(continued)*



September 12, 2012

Page 8

Typical Bridge Enhancement Costs

Description	Bridge No.	Enhancement	Approximate Cost	Unit Price		
96th Street over Route 169 (2012 Costs)	A7992	Pedestrian Fence	250.00	LF		
		Pedestal Wall	118.00	LF		
		Form Liners	25.00	LF		
		Precast Concrete Pilasters	230.00	LF		
		Total =	623.00	LF		
		Corral Curb	105.00	LF		
		Form Liners	25.00	LF		
		Railing on Corral Curb	83.00	LF		
		Total =	213.00	LF		
		MSE Walls	49.00	SF		
		Form Liners for MSE Walls	2.00	SF		
		Total =	51.00	SF		
		Route 19 Missouri River Bridge Hermann (2005 Costs)	A6288	Pedestrian Fence	190.00	LF
				Bridge Lighting	122.00	LF
				Total =	312.00	LF
Corral Curb	100.00			LF		
Form Liners	60.00			LF		
Railing on Corral Rail	80.00			LF		
Total =	240.00			LF		
MSE Walls	60.00			SF		
Form Liners for MSE Walls	15.00			SF		
Total =	75.00			SF		



CHESTER FIELD

III.C.

Memorandum

Department of Planning, Public Works & Parks

To: Michael G. Herring, CA
From: Mike Geisel, DPPW & P
Date: 2/27/2012
Re: Daniel Boone Bridge



As you know, the Missouri Department of Transportation (MoDOT) has initiated the process to solicit design bid proposals for the construction of a new Missouri River Bridge at the west end of our City. Also, as you have directed and as we have done consistently, staff has worked with MoDOT project staff to preserve our ability to incorporate enhancements into the project when designed. Accordingly, MoDOT has prepared the attached municipal agreement, similar in scope and content to previous agreements for the Clayton Road project and Route 141 project, which defines the responsibilities and processes associated with the potential added amenities.

The attached agreement simply defines the structure of cooperation between the City and MoDOT. [It does not obligate the City to accept or fund the enhancements.] It does, however, provide for the City to fund the enhancements if the City so elects. It is important to recognize that the project is to be delivered via a design build mode. The consultant teams will be provided a copy of this agreement and made aware of the City's desire to incorporate amenities which may consist of, but not be limited to; areas for landscaping, city identifications signs or logos in MSE walls, concrete form liners, tinted concrete, decorative lighting, and/or sign posts. The design-build team will then offer enhancement proposals, along with an associated cost that the City may accept or reject at its sole discretion.

As such, **I recommend and request that the attached Municipal Agreement be forwarded to the Planning and Public Works Committee for consideration.**

If you have any questions or require additional information, please let me know.

attachment

OK'd
JG
2/27/12

CCO Form: DE11
Approved: 04/93 (CEH)
Revised: 03/10 (MRA)
Modified:

Municipal Agreement
Route: I-64
County: St. Louis/St. Charles
Job No.: J6P1436

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION MUNICIPAL AGREEMENT

THIS AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Chesterfield, Missouri, a municipal corporation (hereinafter, "City").

WITNESSETH:

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations contained herein, the parties agree as follows:

(1) IMPROVEMENT DESIGNATION: The public improvement designated as Route I-64, St. Louis and St. Charles Counties, Job No. J6P1436 shall consist of the construction of a new Missouri River bridge with a shared use path connecting the Monarch Levee Trail with the KATY trail, interchange improvements @ I-64 and Chesterfield Airport Road as well as other roadway improvements on each side of the river.

(2) IMPROVEMENT WITHIN CITY: The improvement within the City is located as follows:

Beginning near the center of the Missouri River at approximately Station 23+00 of I-64 and proceeding east about 5300 feet to east of Chesterfield Airport Road near Station 76+00 of I-64.

(3) EXTENT OF AGREEMENT: This Agreement shall apply only to the portion of the improvement lying within the city limits as they exist on the date this Agreement is executed by the City.

(4) LOCATION: The general location of the public improvement is shown on an attached sketch marked "Exhibit A" and made a part of this Agreement. The design of the public improvement shown in the Final Environmental Impact Statement (EIS), and "Exhibit A", is a concept design only. The actual design of the public improvement may vary and will be shown on the detailed plans prepared by the Commission during the design phase of the above-designated route and project.

(5) PURPOSE: The purpose of this Agreement is to coordinate the Commission's activities on Job J6P1436 with the City. It is the intent of this Agreement that the Commission shall provide without cost to the City, except as otherwise provided

in this Agreement, a highway for traffic in the City and the Commission shall so design and construct the highway to serve operating necessities and requirements of local and through traffic. Should the City request work in addition to the detailed plans approved by the Commission, that work will need to be negotiated with the Commission's contractor as a change order and be at the City's expense. The Commission is under no obligation to perform this additional work if it impacts the contractor's schedule and /or delays the Commission's project.

(6) ADDITIONAL FEATURES TO PROJECT: As part of Job No. J6P1436 (hereinafter, "Project"), the Commission is willing to include certain additional features to the Project. The additional features may include landscape areas, City of Chesterfield identification signage, MSE Wall logos and/or accent lighting. Architectural supports for signage and structures would also be considered. Possible enhancements to the Chesterfield Airport Road overpass could include, but not be limited to: tinted concrete, exterior form liners, Chesterfield identification & logos, and architectural lighting.

The parties recognize and agree that the Project will be designed and constructed by the Commission's contractor that has not yet been selected. As such, the parties agree to the following framework:

(A) In addition to standard design elements to be constructed in accord with Commission's plans and at the Commission's cost, the City desires to include enhancements to the Chesterfield Airport Road interchange and other areas of the project within the City limits. The Commission, working with its chosen contractor, will provide the City with an estimated cost for each of the potential enhancement elements and the City will thereafter notify the Commission and its contractor which specific elements are to be incorporated in the final Project plans pursuant to this Agreement. The City may also request additional enhancement elements not currently contemplated by this Agreement. The Commission agrees to review and consider such requests if submitted at a time when planning and construction progress can reasonably accommodate addition of such features and to not unreasonably withhold approval of same. The Commission agrees to notify the City at least sixty (60) days before the opportunity to request enhancements shall expire.

(B) After meeting with the City and the Commission, the Commission's contractor will prepare a conceptual enhancement plan based on the contractor's proposed configuration of the interchanges. Any such plan shall comply with Commission standards. The contractor shall then submit this conceptual enhancement plan to the Commission and the Commission will, in a timely fashion, then submit such plans, together with cost details, to the City for final approval.

(C) The Commission will facilitate negotiations between the contractor and the City with respect to the cost and scope of the conceptual enhancement plan. If the City believes the Commission's contractor is being unreasonable as to the cost or scope of the enhancements, the Commission agrees to mediate between the parties in an effort to provide reasonable costs and reach reasonable terms. However, under no

circumstances will the Commission be responsible for the cost of these additional features.

(D) If the City and the Commission reach an agreement regarding these additional features, the City will be responsible for One hundred percent (100%) of the total cost of these additional features. The total cost will include preliminary engineering, utilities, construction, inspection, and any costs associated with incorporating these additional features into the Project. The City shall remit a check for such amount within 30 days of the date of the final, written agreement between the City and the Commission. This check should be made payable to the "Missouri Highway and Transportation – Local Fund". If the City fails to make the deposit, the Commission is under no obligation to continue with including the additional features in the Project.

(E) If the City and Commission's contractor are unable to reach an agreement on these additional features within 60 days of City's receipt of the conceptual enhancement plan, the City or Commission may elect to not include those additional features as to which there is no agreement in the Project.

(F) If the City withdraws its request to include the enhancements in the Project or fails to make the deposit as required in subsection (6)(D) above, the City shall remain obligated to reimburse the Commission's contractor for the actual cost of any preliminary engineering work done in response to the City's request on the conceptual enhancement plan, if any.

(G) The City agrees that all funds deposited by the City pursuant to this Agreement with the Commission may be commingled by the Commission with other similar monies deposited from other sources. Any deposit may be invested at the discretion of the Commission in such investments allowed for other state funds. All interest monies shall be payable to the fund and credited to the City. If the amount deposited plus any applicable credited interest with the Commission shall be less than the actual obligation of the City for this project, the City, upon written notification by the Commission, shall tender the necessary monies to the Commission to completely satisfy its obligation. Upon completion of the project, any excess funds or interest credited to the City shall be refunded to the City based on its pro rata share of the investment.

(H) The City shall maintain the herein contemplated landscaping enhancements, if any, installed upon request of the City without any cost or expense to the Commission. The Commission shall continue to be responsible for maintenance of all landscaping elements of the Project not added as an enhancement at the request of the City pursuant to subsections (6)(A) and (6)(D) of this Agreement. All maintenance by the City shall be done for the safety of the general public and the aesthetics of the area. If the City fails to maintain such herein contemplated additional landscaping, the Commission or its representatives, at the Commission's sole discretion, shall notify the City in writing of the City's failure to maintain the landscaping enhancements. If the City continues to fail in maintaining the landscaping enhancements, the Commission may

remove such herein contemplated additional landscaping. Maintenance includes but is not limited to mowing and trimming between shrubs and other plantings that are part of the improvement. If, in exchange for other consideration by the Commission to the City, the City is willing to agree, at the City's sole discretion, to be responsible for maintenance of other landscaping elements installed on the Commission's Project, as opposed to the additional landscape elements added at the request of the City pursuant to this Agreement, the Commission and the City will enter into a separate agreement for that purpose.

(l) Additional memoranda between or among the City, the Commission, and the Commission's contractor may be required to effectuate this section (6).

(7) COMMISSION RIGHT OF WAY: All improvements made within the state-owned right-of-way shall become the Commission's property, and all future alterations, modifications, or maintenance thereof (except maintenance of the landscaping enhancements, if any, installed upon the request of the City pursuant to subsections (6)(A) and (6)(F) above), will be the responsibility of the Commission.

(8) NO INTEREST: By contributing to the cost of the Project, the City gains no interest in the constructed roadway or improvements whatsoever. The Commission shall not be obligated to keep the constructed improvements or roadway in place if the Commission, in its sole discretion, determines removal or modification of the roadway or improvements, is in the best interests of the state highway system. In the event the Commission decides to remove the landscaping, roadway, or improvements, the City shall not be entitled to a refund of the funds contributed by the City pursuant to this

(9) RIGHT-OF-WAY USE: The City grants the right to use the right-of-way of public roads, streets, and alleys as necessary for construction and maintenance of said public improvement.

(10) RIGHT-OF-WAY ACQUISITION: The portion of state highway covered by this Agreement shall be a limited access highway and rights of access between the highway and abutting property shall be procured and the cost classified as right-of-way cost and paid for by the Commission in the same manner as other right-of-way costs. Only such rights of ingress and egress shall be allowed as indicated on the plans approved by the Commission and FHWA.

(11) UTILITY RELOCATION:

(A) The Commission and the City shall cooperate to secure the temporary or permanent removal, relocation, or adjustment of public utilities or private lines, poles, wires, conduits, and pipes located on the right-of-way of existing public ways as necessary for construction of the improvement and the cost shall be borne by such public utilities or the owners of the facilities except where the City is by existing franchise or agreement obligated to pay all or a portion of such cost, in which case the City will pay its obligated portion of the cost.

(B) The Commission shall secure the removal, relocation, or adjustment of any public or private utilities located upon private easements and shall pay any costs incurred therein with the exception of any relocations due to approved enhancements as outlined in section 6 of this Agreement.

(C) In cases of public utilities owned by the City which must be moved, adjusted, or altered to accommodate construction of this improvement, and such city-owned utilities, poles, wires, conduits, and pipes are located within the present city limits and located on an existing city street, not state highway right-of-way, but being taken over by the Commission as a part of its highway right-of-way, the City will perform the necessary removal, adjustment, alterations and relocation, and the Commission will reimburse the City except as otherwise provided. The City shall perform the removal, adjustment, alterations and relocation in accordance with the detail plans, estimates of costs and bills of materials prepared by the City in accordance with Federal Aid Policy Guide, Title 23 CFR Subchapter G, Part 645, Subpart A (FAPG 23 CFR 645A), dated December 9, 1991 and any revision of it, and approved by the Commission's district engineer, and shall perform all work and keep the records of the costs in accordance with FAPG 23 CFR 645A and its revisions. Upon the completion of any such work and on receipt by the Commission of the original and four copies of a bill for the actual costs incurred by the City in making any such removal, adjustment, alteration and relocation, the Commission shall reimburse the City for the actual cost necessitated by construction of this public improvement. The Commission's obligation toward the cost of any such removal, adjustment, alteration and relocation shall extend only to those costs incurred in accordance with FAPG 23 CFR 645A and its revisions.

(D) Should it be necessary to alter, relocate or adjust any city-owned utility facilities outside the present city limits on public right-of-way or on state highway right-of-way within or outside the city limits or within the right-of-way of a public way other than a city street or alley, the alteration, relocation, or adjustment shall be made by the City at its cost.

(E) The City agrees that any installation, removal, relocation, maintenance, or repair of public or private utilities involving work within highway right-of-way included in this project shall be done only in accordance with the general rules and regulations of the Commission and after a permit for the particular work has been obtained from the Commission's district engineer or his authorized representative. Similarly, the City will allow no work on the highway right-of-way involving excavation or alteration in any manner of the highway as constructed, including but not limited to driveway connections, except in accordance with the rules and regulations of the Commission and only after a permit for the specific work has been obtained from the Commission's district engineer or his authorized representative. The City shall take whatever actions that are necessary to assure compliance with this Subsection.

(12) LIGHTING: The Commission will, at its cost and expense, install, operate, and maintain basic highway intersection or interchange lighting at warranted

locations on the improvement. The construction, installation, and maintenance of any other or further lighting system on the public improvement covered by this Agreement shall be only in accordance with the Commission's policy on highway lighting in effect, and to the extent deemed warranted by the Commission, at the time of any such installation. No lighting system shall be installed or maintained by the City on the improvement without approval of the Commission.

(13) TRAFFIC CONTROL DEVICES: The installation, operation and maintenance of all traffic signals, pavement markings, signs, and devices on the improvement, including those between the highway and intersecting streets shall be under the exclusive jurisdiction and at the cost of the Commission. The City shall not install, operate, or maintain any traffic signals, signs or other traffic control devices on the highway or on streets and highways at any point where they intersect this highway without approval of the Commission.

(14) DRAINAGE: The Commission will construct drainage facilities along the improvement and may use any existing storm and surface water drainage facilities now in existence in the area. It is understood by and between the parties that the area of the improvement is within the jurisdiction of the St. Louis Metropolitan Sewer District, however they have ceded oversight of the drainage in this area to the Monarch Levee District.

(15) PERMITS: The Commission shall secure any necessary approvals or permits from the Surface Transportation Board, the Public Service Commission of Missouri, or any other state or federal regulating authority required to permit the construction and maintenance of the highway.

(16) COMMENCEMENT OF WORK: After acquisition of the necessary right-of-way, the Commission shall construct the highway in accordance with final detailed plans approved by the Federal Highway Administration (or as they may be changed from time to time by the Commission with the approval of the FHWA) at such time as federal and state funds are allocated to the public improvement in an amount sufficient to pay for the federal and state government's proportionate share of construction and right-of-way costs. The obligation of the Commission toward the actual construction of the public improvement shall be dependent upon the completion of plans in time to obligate federal funds for such construction, upon approval of the plans by the FHWA, upon the award by the Commission of the contract for the construction, and upon the approval of the award by the FHWA.

(17) MAINTENANCE:

(A) Except as provided in this Agreement, upon completion of the public improvement, the Commission will maintain all portions of the improvement within the Commission owned right-of-way. Maintenance by the Commission shall not in any case include maintenance or repair of sidewalks whether new or used in place, water supply lines, sanitary or storm sewers (except those storm sewers constructed by the

Commission to drain the highway), city-owned utilities within the right-of-way or the removal of snow other than the machine or chemical removal from the traveled portion of the highway.

(B) When it is necessary to revise or adjust city streets, the right-of-way acquired for these adjustments and connections will be deeded to the City.

(18) POLICE POWERS: It is the intent of the parties to this Agreement that the City shall retain its police powers with respect to the regulation of traffic upon the improvement contemplated. However, the City will enact, keep in force, and enforce only such ordinances relating to traffic movement and parking restrictions as may be approved by the Commission and as are not in conflict with any regulations for federal aid. The Commission shall not arbitrarily withhold approval of reasonable traffic regulations, signs, and markings which will permit the movement of traffic in accordance with accepted traffic regulation practices.

(19) OUTDOOR ADVERTISING: No billboards or other advertising signs or devices or vending or sale of merchandise will be permitted within the right-of-way limits of the project.

(20) WITHHOLDING OF FUNDS: In the event that the City fails, neglects, or refuses to enact, keep in force or enforce ordinances specified or enacts ordinances contrary to the provisions in this Agreement, or in any other manner fails, neglects or refuses to perform any of the obligations assumed by it under this Agreement, the Commission may, after serving written request upon the City for compliance and the City's failure to comply, withhold the expenditure of further funds for maintenance, improvement, construction, or reconstruction of the state highway system in the City.

(21) FEDERAL HIGHWAY ADMINISTRATION: This Agreement is entered into subject to approval by the Federal Highway Administration, and is further subject to the availability of federal and state funds for this construction.

(22) INDEMNIFICATION:

(A) To the extent allowed or imposed by law, the City shall defend, indemnify and hold harmless the Commission, including its members and department employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the City's wrongful or negligent performance of its obligations under this Agreement.

(B) The City will require any contractor procured by the City to work under this Agreement:

(1) To obtain a no cost permit from the Commission's district engineer prior to working on the Commission's right-of-way, which shall be signed by an authorized contractor representative (a permit from the Commission's district engineer

will not be required for work outside of the Commission's right-of-way); and

(2) To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and the Missouri Department of Transportation and its employees, as additional named insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$500,000 per claimant and \$3,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to Section 537.610, RSMo.

(C) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(23) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved on or between the duly authorized representatives of the City and Commission.

(24) COMMISSION REPRESENTATIVE: The Commission's Project Director for the I-64 Boone Bridge Project is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(25) CITY REPRESENTATIVE: The City's Administrator is designated as the City's representative for the purpose of administering the provisions of this Agreement. The City's representative may designate by written notice other persons having the authority to act on behalf of the City in furtherance of the performance of this Agreement.

(26) ASSIGNMENT: The City shall not assign, transfer or delegate any interest in this Agreement without the prior written consent of the Commission.

(27) LAW OF MISSOURI TO GOVERN: This Agreement shall be construed according to the laws of the State of Missouri. The City shall comply with all local, state and federal laws and regulations relating to the performance of the contract.

(28) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(29) SOLE BENEFICIARY: This Agreement is made for the sole benefit of the parties hereto and nothing in this Agreement shall be construed to give any rights or

benefits to anyone other than the Commission and the City.

(30) AUTHORITY TO EXECUTE: The signers of this Agreement warrant that they are acting officially and properly on behalf of their respective institutions and have been duly authorized, directed and empowered to execute this Agreement.

(31) SECTION HEADINGS: All section headings contained in this Agreement are for the convenience of reference only and are not intended to define or limit the scope of any provision of this Agreement.

[remainder of page intentionally left blank]

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below.

Executed by the City this ___ day of _____, 20__.

Executed by the Commission this ___ day of _____, 20__.

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY OF CHESTERFIELD

By: _____

By: _____

Title: _____

Title: _____

ATTEST:

ATTEST:

Secretary to the Commission

By: _____

Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

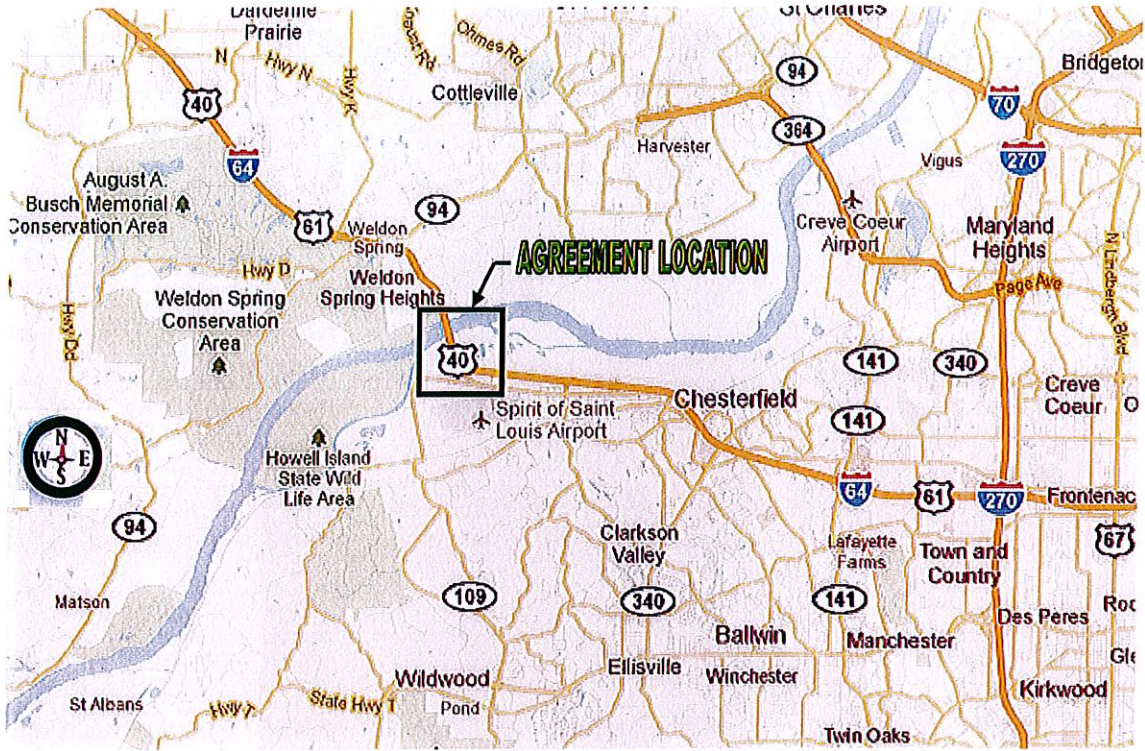
Commission Counsel

By: _____

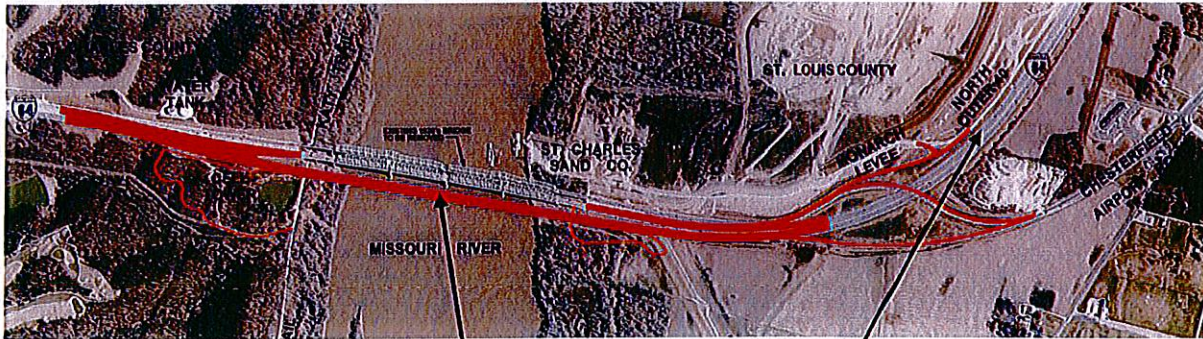
Title: _____

Ordinance Number _____

EXHIBIT A



DETAILED VIEW (PREFERRED ALTERNATIVE)



CITY OF CHESTERFIELD IMPROVEMENTS
APPROXIMATE I-64 STA. 23+00 — 76+00
APPROXIMATE LENGTH = 5,300 LF (1 MILE)