

III. E.



DATE: August 30, 2011

TO: Michael G. Herring, CA

FROM: ^{BM} Brian McGownd, PWD\CE

SUBJECT: Monarch Chesterfield Levee Trail

As you know, the Monarch Chesterfield Levee Trail project consists of the construction of a 16 mile asphalt trail around the perimeter of Chesterfield Valley, a majority of which will be located atop the levee. The project is being funded by the Great Rivers Greenway District and the Chesterfield Valley TDD. GRGD has committed \$4 Million, and the Valley TDD has committed \$2 Million to the project.

To date, over eight miles of the levee trail has been constructed. Approximately six miles of the trail is located between the ice rink north of I-64/40, and the Howell Island Access at the west end of the Valley. Another two miles of trail is located adjacent to Edison Avenue from Long Road to just west of Baxter Road. The trail currently has three trailheads, one at the Ice Rink, one at the CVAC, and one at Long/Edison. An additional 1.6 miles of trail is currently under construction at the west end of the Valley, from the Howell Island Access to Centaur Road. This section will have a trailhead at the Howell Island Access. When this section is completed later this fall, the total length of the trail will be 9.8 miles.

Once the current phase that is under construction is completed, the total cost of the trail in place will be approximately of \$4.6 Million. Of this amount, GRGD funded \$4 Million, and the TDD has funded \$600,000. As you can see, the GRGD commitment of \$4 Million will be used up, and \$1.4 Million from the TDD will be available for the remaining sections of the trail.

There are only two sections of trail remaining to be constructed, the two mile section from Baxter Road to the Ice Rink, and the four mile section from Long Road to the end of the levee at Centaur Road. This four mile section will be constructed in the Ameren railroad corridor. We anticipate that part of the work on the trail between Baxter Road and the Ice Rink will begin next year, however, it will not be completed until 2013 because of the pump station/reservoir that the Corp is constructing on the Graeler property. This section of trail is estimated to cost \$1.4 Million. The section of trail along the railroad corridor is expected to cost \$2.5 Million. As you can see, there is not enough funding available to complete both of these sections of trail. A shortfall of \$2.5 Million is anticipated.

As you know, City Attorney Rob Heggie and I have been working with Ameren for almost two years on the agreement that will allow us to place the trail within their railroad corridor from Long Road to Centaur Road. Ameren is agreeable to the trail but they want us to abide by an agreement that has some requirements that we just can't meet, the biggest one being waiving our sovereign immunity. Mr. Heggie has looked at this issue very carefully and does not see any way that the City could or should waive its sovereign immunity.

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As we have discussed in the past, the section of trail within the railroad corridor will be very expensive to construct due to having to bridge the over 20 drainage ways that come off the bluff, providing protection for the trail users in the area of the golf course, erecting a fence along the entire four mile stretch to separate the trail from the tracks, and installing two traffic signals, one on Long Road and one on Eatherton Road to allow the trail to cross these roadways. This section of trail will easily cost double the amount per mile than the sections of trail that has been constructed on top of the levee. Also, with all the fences, and the drainage culverts/bridges, this section of trail will have a higher maintenance cost over time than the other sections of trail.

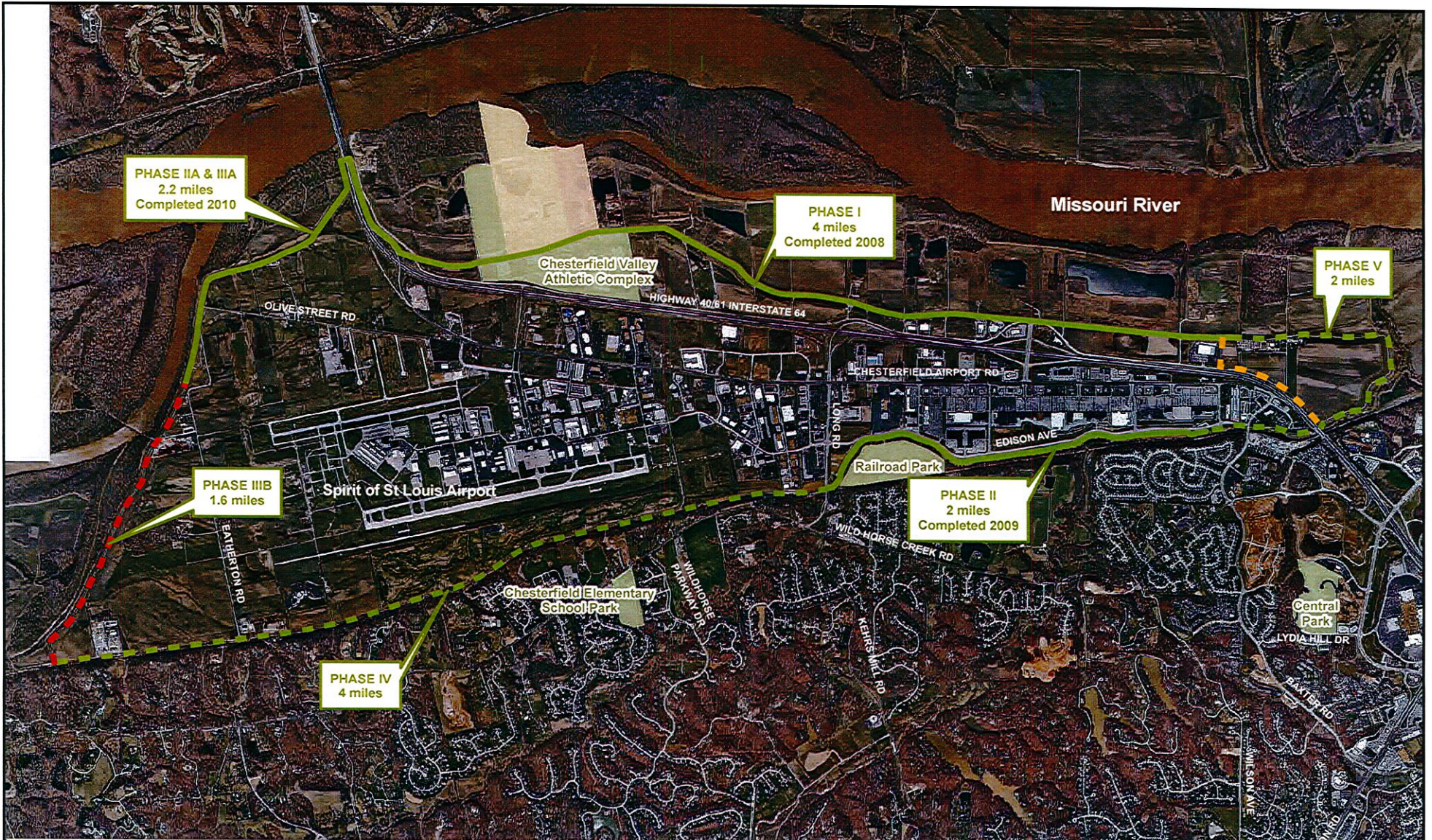
With all of that being said, it is Staff's recommendation to abandon the idea of constructing the trail in the Ameren railroad corridor due to the lack of available funding, the lack of an acceptable agreement, and the cost associated with the construction of this section of trail. If we don't make the connection, we will have a 12 mile trail instead of a 16 mile trail, and the previously planned loop will not be completed. However, we do not believe that this will be a detriment to the trail as a whole, and that trail users will still have a trail that they will continue to use and enjoy. Also, in the future, the trail can still be connected to the Riparian Trail and to the Katy Trail (when MoDOT's new bridge is built), and can also be extended to Creve Coeur Park.

We request that this issue be placed on the next Planning & Public Works Committee agenda for discussion. If you have any questions, or need additional information please advise.

attachment

cc: Mike Geisel, Director of Planning & Public Works
Rob Heggie, City Attorney

ohid
JGGH
8/1/11
→ P/PW COMMITTEE




Monarch - Chesterfield Levee Trail

- Levee Trail Completed
- - - Levee Trail In Progress
- - - Levee Trail Planned
- - - Temporary Levee Trail East Connector
- City Parks
- Passive Recreation, Outdoor Classroom, Wetland Viewing
- US Fish and Wildlife Area



1 in = 3,500 ft

The Mapping / GIS Section
of the
Dept. of Planning and Public Works



This Map has been prepared from the most reliable information obtainable. We cannot, however, due to circumstances beyond our control, guarantee complete accuracy. Any errors or omissions brought to our attention will be appreciated and will be corrected in subsequent updates. December 1, 2010