



AGENDA
CITY COUNCIL MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, May 20, 2024
7:00 PM

- I. CALL TO ORDER** – Mayor Bob Nation

- II. PLEDGE OF ALLEGIANCE** – Mayor Bob Nation

- III. MOMENT OF SILENT PRAYER** – Mayor Bob Nation

- IV. ROLL CALL** – City Clerk Vickie McGownd

- V. APPROVAL OF MINUTES** – Mayor Bob Nation
 - A. Executive Session Minutes** – May 6, 2024
 - B. City Council Meeting Minutes** – May 6, 2024

- VI. INTRODUCTORY REMARKS** – Mayor Bob Nation
 - A. Wednesday, May 22, 2024 – Parks Recreation and Arts (5:30pm)**
 - B. Thursday, May 23, 2024 – Planning & Public Works (5:30pm)**
 - C. Monday, June 3, 2024 – City Council (7:00pm)**

- VII. COMMUNICATIONS AND PETITIONS** – Mayor Bob Nation

VIII. APPOINTMENTS – Mayor Bob Nation

IX. COUNCIL COMMITTEE REPORTS

A. Planning and Public Works Committee – Chairperson Dan Hurt, Ward III

1. Bill No. 3505 - P.Z. 03-2024 Chesterfield Village Mall:

An ordinance amending City of Chesterfield ordinance 3255 to add an additional 16.679-acres of land zoned “C-8” Planned Commercial to an existing 96.017-acres of land zoned “PC&R” Planned Commercial and Residential District located south of Interstate 64, west of Clarkson Road, and east of Chesterfield Parkway.

(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval. City Attorney and City Administrator recommend that the second reading be postponed until the next meeting, 6/3/2024

2. Advance Project Funding, North Outer Forty Road & Long Road Extension to Chesterfield Parkway Long Road –

Recommendation to authorize the City Administrator to execute a contract with Lochmueller Group for the scope of work associated with Long Road Interchange and North Outer Forty Extension, as described in the attached scope of work, funded by a transfer of \$2.1 million from the General Fund – Fund Reserve, with the expressed intent of being fully reimbursed by the CVTDD and Chesterfield Regional TIF as funds become available. **(Roll Call Vote) Planning and Public Works Committee recommends approval. Finance and Administration Committee recommends approval.**

3. Next Meeting – May 23, 2024

B. Finance and Administration Committee – Chairperson Barb McGuinness, Ward I

1. **Proposed 2025 City Council Meeting Schedule** - The Finance and Administration Committee recommends approval of the 2025 City Council meeting Schedule. **(Voice Vote)**

2. **Proposed Dates for Budget Workshops** The Finance and Administration Committee recommends approval of the Budget Workshop Dates. **(Voice vote)**

3. **Budget transfer** – The Finance and Administration Committee voted unanimously to authorize a budget transfer of \$10,000 and authorize the City Administrator to execute an agreement with Captiva to initiate

migration of the existing historic web content to a new, externally hosted website. (Roll Call Vote)

4. **Updated Chesterfield Logo** – The Finance and Administration Committee recommends approval of the updated City logo. **(Voice Vote)**
5. **Advance Project Funding** - The Finance and Administration Committee endorsed the \$2.1 million budget transfer and professional services contract with Lochmueller, as also recommended by the Planning and Public Works Committee. **(no action required, this item acted on in PPW portion of agenda)**
6. **Next Meeting – not yet scheduled**

C. Parks, Recreation and Arts Committee – Chairperson Gary Budoor, Ward IV

1. **Next Meeting – May 22, 2024**

D. Public Health and Safety Committee – Chairperson Aaron Wahl, Ward II

1. **Next Meeting – not yet scheduled**

X. REPORT FROM THE CITY ADMINISTRATOR – Mike Geisel

- A. Bid Recommendation - Bikeable Walkable-Community Plan**
Recommendation to authorize the City Administrator to approve an Engineering Services Agreement with Toole Design in an amount not to exceed the budgeted amount of \$95,000. **(Roll Call Vote) Department of Public Works recommends approval.**
- B. Bid Recommendation – City Hall Fountain** Recommendation to authorize the City Administrator to execute an Agreement with Western Specialty Contractors in an amount not to exceed \$85,000. This includes the low bid (\$80,338) and a modest contingency to allow for change orders. **(Roll Call Vote) Department of Public Works recommends approval.**

XI. OTHER LEGISLATION

- A. Bill No. 3507 - Chesterfield Village Mall**
An ordinance providing for the approval of a Boundary Adjustment Plat for a 38.028- acre tract of land zoned “PC&R” Planned Commercial and Residential District and “C-8” Planned Commercial District located at 100 Chesterfield Mall and 7 Chesterfield Mall in the Chesterfield Village Area A Phase One Plat One Subdivision

(18s140288, 18s120147). **(First & Second Reading) Department of Planning recommends approval.**

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. ADJOURNMENT

***NOTE:** City Council will consider and act upon the matters listed above and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.*

***Notice** is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3)1994; Preparation, including any discussions or work product, on behalf of a public governmental body or its representatives for negotiations with employee groups (RSMo 610.021(9) 1994; and/or bidding specification (RSMo 610.021(11) 1994.*

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE CITY COUNCIL MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636)537-6716, AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.

AGENDA REVIEW – MONDAY, MAY 20, 2024 – 5:45 PM

An AGENDA REVIEW meeting has been scheduled to start at **5:45 PM, on Monday, MAY 20, 2024.**

An Executive (closed) Session has been scheduled immediately following the agenda work session for Monday's meeting, which itself is scheduled to begin at 5:45 pm.

Please let me know, ASAP, if you will be unable to attend these meetings.



RECORD OF PROCEEDING

MEETING OF THE CITY COUNCIL OF THE CITY OF CHESTERFIELD AT 690 CHESTERFIELD PARKWAY WEST

MAY 6, 2024

The meeting was called to order at 7 p.m.

President Pro-Tem Dan Hurt led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT

Councilmember Mary Monachella
Councilmember Barbara McGuinness
Councilmember Aaron Wahl
Councilmember Mary Ann Mastorakos
Councilmember Dan Hurt
Councilmember Michael Moore
Councilmember Merrell Hansen
Councilmember Gary Budoor

ABSENT

Mayor Bob Nation

APPROVAL OF MINUTES

The minutes of the April 16, 2024 Executive Session were submitted for approval. Councilmember Moore made a motion, seconded by Councilmember Monachella, to approve the April 16, 2024 Executive Session minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

The minutes of the April 16, 2024 City Council meeting were submitted for approval. Councilmember Budoor made a motion, seconded by Councilmember Hansen, to approve the April 16, 2024 City Council minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

INTRODUCTORY REMARKS

President Pro-Tem Hurt announced that the next meeting of City Council is scheduled for Monday, May 20, at 7 p.m.

COMMUNICATIONS AND PETITIONS

Ms. Jacqueline Cotton, 16457 Cobbleville Drive, introduced herself as a candidate for state representative.

President Pro-Tem Hurt presented a proclamation and plaque to Mr. Rob Kilo as the 2023 Citizen of the Year.

TEMPORARY ADJOURNMENT - RECEPTION

President Pro-Tem Hurt temporarily adjourned the meeting at 7:17 p.m. for those in attendance to join a reception for the Citizen of the Year.

The meeting reconvened at 7:45 p.m.

APPOINTMENTS

There were no appointments on the agenda for this meeting.

COUNCIL COMMITTEE REPORTS AND ASSOCIATED LEGISLATION

Planning & Public Works Committee

Bill No. 3498 Adds an additional 16.32-acre tract land zoned “NU” Non- Urban District to an existing 16.58-acre tract of land zoned “PI” Planned Industrial District and modify development criteria **(Second Reading) Planning Commission recommends approval, as amended. Planning & Public Works Committee recommends approval, as amended. Green Sheet Amendment recommended by Planning & Public Works Committee with the recommendation of adding a third site entrance for emergency access only**

Councilmember Hansen made a motion, seconded by Councilmember Moore, for the second reading of Bill No. 3498. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3498 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3498 with the

following results: Ayes – Monachella, Moore, McGuinness, Hurt, Wahl, Mastorakos, Budoor and Hansen. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3498 approved, passed it and it became **ORDINANCE NO. 3290**.

Bill No. 3505 Amends City of Chesterfield ordinance 3255 to add an additional 16.679-acres of land zoned “C-8” Planned Commercial to an existing 96.017-acres of land zoned “PC&R” Planned Commercial and Residential District located south of Interstate 64, west of Clarkson Road, and east of Chesterfield Parkway **(First Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval**

Councilmember Monachella made a motion, seconded by Councilmember Hansen, for the first reading of Bill No. 3505. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3505 was read for the first time.

Councilmember Monachella made a motion, seconded by Councilmember Moore, to approve the sign package for Total Access Urgent Care. Dan Hurt, Chairperson of the Planning & Public Works Committee, made a motion, seconded by Councilmember Wahl, to amend the sign approval by incorporating the green sheet amendments, as recommended by the Planning & Public Works Committee. A voice vote was taken with a unanimous affirmative result and the motion to amend was declared passed. A voice vote was then taken on the amended motion, and the motion, as amended, was declared passed.

Councilmember Hurt announced that the next meeting of this Committee is scheduled for Thursday, May 9, at 5:30 p.m.

Finance & Administration Committee

Councilmember Barbara McGuinness, Chairperson of the Finance & Administration Committee, announced that the next meeting of this Committee is scheduled for Monday, May 13, at 5:30 p.m.

Parks, Recreation & Arts Committee

Councilmember Gary Budoor, Chairperson of the Parks, Recreation & Arts Committee, announced that the next meeting of this Committee is scheduled for Wednesday, May 22, at 5:30 p.m.

Public Health & Safety Committee

Councilmember Aaron Wahl, Chairperson of the Public Health & Safety Committee, indicated that there were no action items scheduled on the agenda for this meeting.

REPORT FROM THE CITY ADMINISTRATOR

City Administrator Mike Geisel reported that Staff is recommending award of a contract for Accessible Sidewalk Ramp Improvement Project. Based upon review of information provided by Director of Public Works/City Engineer Jim Eckrich, Mr. Geisel joined with him in recommending approval of the lowest and best bid as submitted by Spencer Contracting for the annual Community Development Block Grant (CDBG) Accessible Sidewalk Ramp Improvement Project and authorization for the City Administrator to execute a contract in an amount not to exceed the budgeted amount of \$55,000. \$41,900 of this cost will be reimbursed to the City of Chesterfield through the CDBG Program. Councilmember Moore made a motion, seconded by Councilmember Monachella, to approve this recommendation. A roll call vote was taken with the following results: Ayes – Hurt, Monachella, Hansen, Moore, Wahl, McGuinness, Budoor and Mastorakos. Nays – None. Whereupon President Pro-Tem Hurt declared the motion passed.

OTHER LEGISLATION

Bill No. 3499 Accepts the donation of 15.9 Acres of Parkland from Lower Missouri River, L.L.C (**Second Reading**)

Councilmember Hansen made a motion, seconded by Councilmember Moore, for the second reading of Bill No. 3499. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3499 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3499 with the following results: Ayes – Mastorakos, Hansen, Moore, Budoor, McGuinness, Monachella, Wahl and Hurt. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3499 approved, passed it and it became **ORDINANCE NO. 3291**.

Bill No. 3500 Authorizes the sale of 16.95 acres of excess real estate to Staenberg Advisors LLC or its affiliates (**Second Reading**)

Councilmember Monachella made a motion, seconded by Councilmember Moore, for the second reading of Bill No. 3500. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3500 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3500 with the following results: Ayes – Hurt, Wahl, McGuinness, Mastorakos, Budoor, Hansen, Moore and Monachella. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3500 approved, passed it and it became **ORDINANCE NO. 3292**.

Bill No. 3501 Authorizes the City Administrator to execute a Transportation Alternative Funds Program Agreement with the Missouri Highways and Transportation Commission for construction of the Pathway on the Parkway Project from Clarkson Road to Chesterfield Pines Lane (**Second Reading**) **Planning & Public Works Committee recommends approval**

Councilmember Moore made a motion, seconded by Councilmember Mastorakos, for the second reading of Bill No. 3501. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3501 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3501 with the following results: Ayes – Monachella, Hansen, Moore, McGuinness, Budoor, Wahl, Hurt and Mastorakos. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3501 approved, passed it and it became **ORDINANCE NO. 3293**.

Bill No. 3502 Authorizes the City of Chesterfield to execute a contract with St. Louis County, Missouri for Vector Control Services and authorizes and directs the City Administrator of the City of Chesterfield to enter into a contract with St. Louis County, Missouri for Vector Control Service **(Second Reading) Planning & Public Works Committee recommends approval**

Councilmember Moore made a motion, seconded by Councilmember Monachella, for the second reading of Bill No. 3502. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3502 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3502 with the following results: Ayes – Moore, Hurt, Wahl, McGuinness, Mastorakos, Budoor, Monachella and Hansen. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3502 approved, passed it and it became **ORDINANCE NO. 3294**.

Bill No. 3506 Provides for the approval of a Boundary Adjustment Plat for the consolidation of two parcels totaling 32.93-acres zoned “PI” Planned Industrial (17W130064, 17W130075) **(First & Second Reading) Department of Planning recommends approval**

Councilmember Hansen made a motion, seconded by Councilmember Moore, for the first and second readings of Bill No. 3506. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill No. 3506 was read for the first and second time. A roll call vote was taken for the passage and approval of Bill No. 3506 with the following results: Ayes – McGuinness, Mastorakos, Budoor, Moore, Hansen, Monachella, Hurt and Wahl. Nays – None. Whereupon President Pro-Tem Hurt declared Bill No. 3506 approved, passed it and it became **ORDINANCE NO. 3295**.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda for this meeting.

NEW BUSINESS

There was no new business.

ADJOURNMENT

There being no further business to discuss, President Pro-Tem Hurt adjourned the meeting at 8:05 p.m.

President Pro-Tem Dan Hurt

ATTEST:

Vickie McGownd, City Clerk

APPROVED BY CITY COUNCIL: _____

UPCOMING MEETINGS/EVENTS

- A. Wednesday, May 22, 2024 – Parks Recreation and Arts (5:30pm)**
- B. Thursday, May 23, 2024 – Planning & Public Works (5:30pm)**
- C. Monday, June 3, 2024 – City Council (7:00pm)**

COMMUNICATIONS AND PETITIONS

APPOINTMENTS

There are no appointments scheduled for tonight's meeting.

PLANNING AND PUBLIC WORKS COMMITTEE

Chair: Councilmember Hurt

1. Bill No. 3505 - P.Z. 03-2024 Chesterfield Village Mall:

An ordinance amending City of Chesterfield ordinance 3255 to add an additional 16.679-acres of land zoned “C-8” Planned Commercial to an existing 96.017-acres of land zoned “PC&R” Planned Commercial and Residential District located south of Interstate 64, west of Clarkson Road, and east of Chesterfield Parkway.

(Second Reading) Planning Commission recommends approval. Planning & Public Works Committee recommends approval. City Attorney and City Administrator recommend that the second reading be postponed until the next meeting, 6/3/2024

2. Advance Project Funding, North Outer Forty Road & Long Road Extension to Chesterfield Parkway Long Road –

Recommendation to authorize the City Administrator to execute a contract with Lochmueller Group for the scope of work associated with Long Road Interchange and North Outer Forty Extension, as described in the attached scope of work, funded by a transfer of \$2.1 million from the General Fund – Fund Reserve, with the expressed intent of being fully reimbursed by the CVTDD and Chesterfield Regional TIF as funds become available. **(Roll Call Vote) Planning and Public Works Committee recommends approval. Finance and Administration Committee recommends approval.**

3. Next Meeting – May 23, 2024


NEXT MEETING

The next Planning and Public Works Committee is scheduled for Thursday, May 23rd 2024, at 5:30pm.

If you have any questions or require additional information, please contact Director of Planning - Justin Wyse, Director of Public Works – Jim Eckrich, or me prior to Monday’s meeting.

MEMORANDUM

TO: Mike Geisel, City Administrator

FROM: James Eckrich, Director of Public Works/City Engineer 

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, May 9, 2024



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, May 9, 2024 in Conference Room 101.

In attendance were: **Chair Dan Hurt** (Ward III), **Councilmember Mary Monachella** (Ward I), **Councilmember Mary Ann Mastorakos** (Ward II), and **Councilmember Merrell Hansen** (Ward IV).

Also in attendance were: Councilmember Michael Moore (Ward III); Jim Eckrich, Director of Public Works/City Engineer; and Theresa Barnicle, Executive Assistant.

The meeting was called to order at 5:30 p.m.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the April 18, 2024 Committee Meeting Summary

Councilmember Hansen made a motion to approve the Meeting Summary of April 18, 2024. The motion was seconded by Councilmember Monachella and **passed** by a voice vote of **4-0**.

II. UNFINISHED BUSINESS

III. NEW BUSINESS

A. Selection of Officers and Committee Assignments

- Planning Commission Liaison – Councilmember Hansen
- Vice Chair of Planning & Public Works Committee – Councilmember Monachella
- Chesterfield Historic and Landmark Preservation Committee – Councilmember Mastorakos
- Board of Adjustment – Councilmember Hurt

Councilmember Monachella made a motion to approve the Selection of Officers and Committee Assignments. The motion was seconded by Councilmember Mastorakos and **passed** by a voice vote of **4-0**.

B. Schoettler Road Crosswalk: A proposal to add a crosswalk on Schoettler Road near Logan Park (Ward 3).

STAFF PRESENTATION

Jim Eckrich, Director of Public Works/City Engineer stated that since the construction of Logan Park there have been several requests from residents to add a crosswalk so that those who would like to walk to Logan Park can do so safely. The City has contracted with Horner & Shifrin to design the next phase of the Schoettler Road Sidewalk Project, and within that project, asked them to analyze the request for a crosswalk in this area. Horner & Shifrin found that the area does meet the warrants for a crosswalk and recommended that an RRFB (Rectangular Rapid Flashing Beacon) be included. The crossing would be located toward the southern end of the park at a location which maximizes visibility on Schoettler Road. The crosswalk would tie-into existing sidewalk on the east side of Schoettler Road and the existing walking path within Logan Park. The estimated cost is \$17,600, which includes aggregate, concrete materials, painting, signage, and the RRFB. Labor for this project is anticipated to be performed in-house.

DISCUSSION

Councilmember Mastorakos stated her concern about the traffic volumes on Schoettler Road. She and Councilmember Hansen questioned if people would actually use the crosswalk. Councilmember Mastorakos also stated that she was concerned about the precedent the RRFB would create and that we would begin to receive myriad requests for these devices. Mr. Eckrich stated that he shared her concern about additional requests. The City Staff plans to ask the consultant chosen for the Bike Ped Plan Update to help create a policy for the future consideration of these devices. Chair Hurt stated that he supports limiting the use of these devices and perhaps one consideration could be only installing them where they lead to public property.

Councilmember Moore pointed out that there is only sidewalk on the east side of Schoettler Road and that pedestrians will be more likely to walk to the park if there is a safe crossing.

Councilmember Monachella had concerns that motorists will not obey the crosswalk and will not understand the flashing yellow of the RRFB. Discussion was held regarding the details of the RRFB and how it works. Mr. Eckrich stated that no solution is perfect, but in his opinion this option would be the best for the area.

Chair Hurt reiterated the need for a policy to govern the use of these devices moving forward.

Consensus was reached that the item would be postponed until the next meeting. Prior to the next meeting, the Public Works Staff will mark the location of the proposed crosswalk so that committee members can see where it will be located in relation to Logan Park.

C. Wilson Avenue Asphalt Overlay: A proposal to add the southern portion of Wilson Avenue from Clarkson Road to Wilson Manor Drive to the existing Asphalt Overlay Project (Ward 4).

STAFF PRESENTATION

In his presentation to the Committee, Mr. Eckrich detailed the current status of Wilson Avenue, with the northern part of Wilson Avenue being comprised of asphalt and the southern portion concrete. The concrete portion contains a longitudinal crack in both lanes which is prematurely degrading the condition of the concrete street.

Due to favorable pricing provided by the Asphalt Overlay contractor, City Staff recommended as part of the project authorization that the southern portion of Wilson Avenue be added to the Asphalt Overlay Project. This was approved by City Council but is being presented to PPW at this time to provide additional details and the reason for this request. Mr. Eckrich explained that typically the City does not overlay asphalt on concrete streets, but in this case it makes sense for the following reasons:

- There is a longitudinal crack in both lanes of Wilson Avenue which is causing the street to deteriorate prematurely. Treating that crack and then overlaying the street with asphalt will allow us to extend the life of Wilson Avenue and avoid a costly reconstruction.
- Most concrete streets in the City of Chesterfield contain a three-inch rolled curb. When those streets are overlaid, the asphalt reduces the curb capacity to one-inch or less. This can be detrimental during heavy storm events. The concrete curb on Wilson Avenue is a full six-inch curb that can accommodate a two-inch overlay, with four inches of curb remaining.
- While the City of Chesterfield overall has indicated a preference for concrete streets, we have data on Wilson Avenue that the residents in that area prefer that Wilson Avenue have the appearance of a rural / country road comprised of asphalt. The survey conducted prior to the recent grant application showed 75% of the residents in the area prefer Wilson Avenue as an asphalt road.
- Overlaying Wilson Avenue from Wilson Manor to Clarkson is estimated to cost \$200,000 and will extend the life of the pavement ten to twelve years. A concrete reconstruction is estimated to cost \$1,350,000.
- The remainder of Wilson Avenue is comprised of an asphalt driving surface.

Once overlaid, the southern portion of Wilson Avenue will have an asphalt surface course that matches the remainder of the road.

DISCUSSION

Councilmember Hansen stated that she was in favor of this asphalt overlay and believed residents in the area would be very happy about this. She explained that many residents in her ward that live along Wilson Avenue have questioned why the asphalt overlay completed last year was not extended further south toward Clarkson Road. She asked for the timeline for the project, to which Mr. Eckrich responded that the overlay would likely be completed in late Summer.

Given the comments from Councilmember Hansen and the explanation from Mr. Eckrich, there were no objections from the other committee members. Chair Hurt clarified that this work has already been approved as part of the Asphalt Overlay project and no action is required from the Committee.

No vote was required as this item brought up for discussion purposes only.

- D. Allowance of Parking on Burkhardt Place:** A request for permission to allow parking on the north side of Burkhardt Place across from the YMCA (Ward 4).

STAFF PRESENTATION

Mr. Eckrich presented the proposal from Stock and Associates, on behalf of McKelvey Homes. This proposal is a request for permission to construct ten parking spaces on the north side of Burkhardt Place across from the YMCA. These parking spots will be constructed by McKelvey

Homes and are intended to accommodate visitors to the residential units in that area. These would be public parking spaces. This parking proposal accommodates the existing configuration of Burkhardt Place by constructing the new parking spots outside of the existing bicycle lane. Mr. Eckrich stated that an ordinance is required to allow this parking as the City of Chesterfield Municipal Code currently prohibits parking on Burkhardt Place from Wild Horse Creek Road to Chesterfield Parkway.

DISCUSSION

Councilmember Hansen was concerned that these spaces would not make much of a difference and would be detrimental to bicyclists. She stated that she is reluctant to approve this request.

Councilmember Monachella had concerns about the parallel parking spaces. She was not supportive of three parking spaces in a row and preferred the two spaces broken apart. She was also concerned about these spaces being located within a curve of the road. She felt that this proposal would be harmful to Burkhardt Place during heavy traffic times.

Councilmember Mastorakos agreed and cited other locations in the St. Louis area where parallel parking is dangerous and creates traffic problems. She stated that parking concerns were brought up by Councilmembers during approval of this development and Council was sufficiently told by the Developer that the parking was sufficient. She was certain that the parking spaces would be utilized more by patrons of the YMCA.

All members were in agreement that this proposal was more problematic than beneficial to the surrounding community.

Councilmember Monachella made a motion to reject Allowance of Parking on Burkhardt Place. The motion was seconded by Councilmember Hansen and **passed by a voice vote of 4-0.**

- E. Chesterfield Valley Interstate 64 Improvements:** A proposal to fund design and engineering services for the future construction of improvements to the Long Road Interchange and North Outer 40 from Chesterfield Parkway to Boone's Crossing, including a connection to the Monarch-Chesterfield Levee Trail (Ward 4).

STAFF PRESENTATION

Mr. Eckrich gave some background of the City's pursuance of both the extension of North Outer Forty eastward to Chesterfield Parkway and a full access interchange at Long Road. These projects are defined projects in the Chesterfield Valley TDD (Long Road Interchange) and the Downtown Chesterfield TIF (North Outer 40 extension). While both of these Special Taxing Districts define these projects, there is not yet funding available for either project.

He went on to explain these projects are multi-year projects, requiring extensive studies and an Access Justification Report (AJR) approval by Federal Highways. Mr. Eckrich explained how an AJR works and that a preliminary design is necessary in order to pursue an AJR. He also discussed funding requirements and how an AJR is only authorized for a defined period of time. In order to pursue these projects a consultant must be chosen who can complete the necessary survey work, public engagement, preliminary design, and creation of the AJR(s). The consultant will also need to work with the City to secure funding through any available resource, including federal grants.

Mr. Eckrich stated that the Department of Public Works solicited Requests for Proposals from multiple firms who specialize in these types of projects. Ultimately, the Staff chose Lochmueller Group as the firm most qualified to perform the engineering services necessary to move forward with this project. This includes survey work, public engagement, preliminary design, cost estimates, creation of the AJR, and assistance with funding requests. The project scope has been delineated in detail by Lochmueller, and was included in the packet. The estimated fee for all the work necessary to move forward with both projects is \$2.1 million. The request today is that Council approve a \$2.1 million allocation from General Fund – Fund Reserves. These costs would be later be reimbursed to the General Fund via the Chesterfield Valley TDD and the Downtown Chesterfield TIF.

Mr. Eckrich concluded that the City’s Engineering Staff believes that this is an important project, supported by the inclusion of the Long Road Interchange in the Chesterfield Valley Transportation Development District (CVTDD) and the North Outer 40 Connection in the Downtown Chesterfield TIF. Mr. Eckrich clarified that the City has spoken to both MODOT and St. Louis County about these projects. While both agencies are supportive of the projects, they have stated that if the City desires to pursue these projects they will have to manage all aspects of the project. MODOT is willing to apply its planned construction funds for reconstruction of the Long Road overpass (approximately \$2 million) to the larger project, MODOT will not manage any project to enhance the Long Road interchange.

DISCUSSION

The Planning and Public Works Committee discussed this project in detail. Councilmember Hansen referenced a meeting she recently attended where members of the community discussed the importance of these projects. Chair Hurt agreed that now is a good time to pursue to the project due to a cooperative spirit between the City, MODOT, and St. Louis County. There was a consensus of the committee that now is the time to move these projects forward.

Mr. Eckrich stated that due to the size of this project it was also going to be considered by the Finance and Administration Committee of City Council on May 13.

Councilmember Hansen made a motion to forward Chesterfield Valley Interstate 64 Improvements to City Council with a recommendation to approve. The motion was seconded by Councilmember Monachella and **passed by a voice vote of 4-0.**

[Please see the attached report prepared by Jim Eckrich, Director of Public Works/City Engineer, for additional information on E. Chesterfield Valley Interstate 64 Improvements.]

IV. OTHER

V. ADJOURNMENT

The meeting adjourned at 6:40 p.m.

Memorandum

Department of Planning

To: Michael O. Geisel, City Administrator
From: Justin Wyse, Director of Planning *JW*
Date: May 6th, 2024



RE: P.Z. 03-2024 Chesterfield Village Mall: An ordinance amendment to add an additional 16.679-acre tract of land zoned "C-8" Planned Commercial to an existing 96.017-acre tract of land zoned "PC&R" Planned Commercial and Residential District located on the south side of Interstate 64, east of Chesterfield Parkway.

Summary

A request to add an additional 16-acres of land zoned "C-8" Planned Commercial to an existing 96-acres of land zoned "PC&R" Planned Commercial and Residential District. The existing "PC&R" district was established in 2023 and is governed under [Ordinance 3255](#). The proposed amendment would incorporate a connecting parcel into the District. Consent has been received from all applicable parties.

The 16-acres would be incorporated as "Area 4" and would be permitted commercial uses only. "Area 4" would be permitted a maximum of 280,000 square feet of these uses which is the size of the existing building onsite today.

A Public Hearing was held on April 8th, 2024 and no issues were raised. Planning Commission voted on the request on April 8th, 2024 and a motion to recommend approval passed by a vote of 6-0.

The request was reviewed by Planning & Public Works Committee on April 18th, 2024. At that time, the Committee made a motion to recommend approval. The motion passed by a vote of 4-0.



Figure 1: Subject Site

BILL NO. 3505

ORDINANCE NO. _____

AN ORDINANCE AMENDING CITY OF CHESTERFIELD ORDINANCE 3255 TO ADD AN ADDITIONAL 16.679-ACRES OF LAND ZONED "C-8" PLANNED COMMERCIAL TO AN EXISTING 96.017-ACRES OF LAND ZONED "PC&R" PLANNED COMMERCIAL AND RESIDENTIAL DISTRICT LOCATED SOUTH OF INTERSTATE 64, WEST OF CLARKSON ROAD, AND EAST OF CHESTERFIELD PARKWAY.

WHEREAS, the petitioner, the City of Chesterfield, is requesting an ordinance amendment to add an additional 16.679-acres of land zoned "C-8" Planned Commercial to an existing 96.017-acres of land zoned "PC&R" Planned Commercial and Residential District; and,

WHEREAS, a Public Hearing was held before the Planning Commission on April 8th, 2024; and,

WHEREAS, the Planning Commission having considered said request, recommended approval of the ordinance amendment; and,

WHEREAS, the Planning and Public Works Committee, having considered the request, recommended approval of the ordinance amendment; and,

WHEREAS, the City Council, having considered said request, voted to approve the ordinance amendment.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a "PC&R" Planned Commercial and Residential District for 112.696 acres of land located south of Interstate 64, west of Clarkson Road, and east of Chesterfield Parkway and described as follows:

AREA 1

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width; thence along the eastern line of said lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 521 of above said records, the following courses and distances: North 52 degrees 55 minutes

05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.67 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.62 feet to the beginning of a non-tangent curve to the right having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet; thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet, an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet and North 77 degrees 33 minutes 11 seconds East, 143.58 feet; thence departing the southern line of said New Section B the following courses and distances: South 12 degrees 23 minutes 25 seconds East, 245.62 feet; North 77 degrees 36 minutes 34 seconds East, 106.66 feet and North 12 degrees 26 minutes 49 seconds West, 5.73 feet to the northern line of above said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 451.32 feet and South 12 degrees 26 minutes 49 seconds East, 13.15 feet; thence departing the western line of said New Section B the following: North 77 degrees 33 minutes 11 seconds East, 422.43 feet to the beginning of a non-tangential curve to the right having a radius of 500.16 feet; along said curve with an arc length of 62.49 feet and a chord which bears South 25 degrees 27 minutes 14 seconds East, 62.45 feet to its intersection with the north line of said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds

East, 61.46 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C 106 of above said Chesterfield Village A Phase One Plat One; thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.08 feet to the western most corner of said Lot C 106; thence along the northwestern lines of said Lot C 106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East, 32.53 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive; South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet; South 31 degrees

8 minutes 12 seconds West, 828.33 feet and South 85 degrees 41 minutes 13 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Containing 2,902,238 square feet or 66.626 acres, more or less.

AREA 2

A tract of land being Lot C101D of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101D, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width, said point also being located on a curve to the left having a radius of 2,914.93 feet; thence along said right-of-way line the following courses and distances: southeasterly along said curve with an arc length of 477.12 feet and a chord which bears South 40 degrees 27 minutes 57 seconds East, 476.59 feet; South 44 degrees 50 minutes 42 seconds West, 10.00 feet; to the beginning of a curve to the left having a radius of 2,924.93 feet an arc length of 231.79 feet and a chord which bears South 47 degrees 25 minutes 30 seconds East, 231.70 feet to the southeast corner of above said Lot C101D; thence along the southeastern line of said Lot C101D, South 40 degrees 18 minutes 17 seconds West, 194.14 feet to the west line of said Lot C101D; thence along said west line the following courses and distances: North 42 degrees 53 minutes 57 seconds West, a distance of 124.85 feet; South 47 degrees 06 minutes 03 seconds West, 5.00 feet; to the beginning of a non-tangent curve to the left having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears North 64 degrees 53 minutes 28 seconds West, 299.58 feet to the southwest corner of said Lot C101D; thence along the western lines of said Lot C101D the following: North 12 degrees 26 minutes 49 seconds West, 397.78 feet and North 54 degrees 13 minutes 23 seconds East, 121.24 feet to the POINT OF BEGINNING. Containing 152,812 square feet or 3.508 acres, more or less.

AREA 3

Tracts of land being Lots C110, C111, C112, and C113 of Chesterfield Village Area A Phase One Plat Two as recorded in Plat Book 166, Page 84; and Part of

Us. Survey 415, as described in Book 10308, Page 1461 both of the St. Louis County Records, located in U.S. Surveys 415 and 2022, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, Said point also being located on a non-tangent curve to the right having a radius of 763.50 feet, thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet; along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 269.98 feet and North 71 degrees 18 minutes 34 seconds East, 135.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.64 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 53 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road; thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111; thence along the eastern and southern lines of said Chesterfield Village Area A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 26 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 758.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the left having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears South 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a

distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 262.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING. Containing 1,127,465 square feet or 25.883 acres more or less.

AREA 4

A tract of land being Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width,; thence along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.93 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 47 seconds East, 20.37 feet; North 55 degrees 44 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of Lot C101D of above said Chesterfield Village A Phase One Plat One; thence along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 64 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One. as recorded in Plat Book 225, Page 39 of above said records; thence along the west lines of said Lot C107 and C106 , the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 168.39 feet and a chord which bears South 33 degrees 40 minutes 07 seconds East, 167.64 feet to the south line of said Lot C101C,; thence along said south line, South 77 degrees 33 minutes 11 seconds West, 61.46 feet

a non-tangent curve to the left having a radius of 500.16 feet; then departing said south line along last said curve with an arc length of 62.49 feet and a chord which bears North 25 degrees 27 minutes 14 seconds West, 62.45 feet; thence South 77 degrees 33 minutes 11 seconds West, 422.43 feet to the east line of said Lot C101C; thence along the east and south lines of said Lot C101C, the following: North 12 degrees 26 minutes 49 seconds West, 13.15 feet and South 77 degrees 33 minutes 11 seconds West, 451.32 feet; thence departing said south line the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 5.73 feet; South 77 degrees 36 minutes 34 seconds West, 106.66 feet and North 12 degrees 23 minutes 25 seconds West, a distance of 245.62 feet to its intersection with the south line of said Lot C101C; thence along the southern and western lines of said Lot C101C the following: South 77 degrees 33 minutes 11 seconds West, 143.58 feet; North 12 degrees 26 minutes 49 seconds West, 123.89 feet and North 75 degrees 34 minutes 41 seconds West, 51.88 feet to the west line of said Lot C101C; thence along said west line, North 08 degrees 46 minutes 20 seconds East, 177.14 feet to the south line of Lot C101E of Chesterfield Village A Phase One Plat One; thence along the northern and eastern lines of said Lot C101E the following courses and distances: North 36 degrees 46 minutes 20 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 284.70 feet and a chord which bears North 57 degrees 09 minutes 42 seconds East, 278.73 feet; North 77 degrees 33 minutes 11 seconds East, 134.34 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING. Containing 726,544 square feet or 16.679 acres, more or less.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations.

Section 3. The City Council, pursuant to the petition filed by the City of Chesterfield in P.Z. 03-2024 requesting the amendment embodied in this ordinance, and pursuant to the recommendations of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 8th day of April, 2024, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Section 8 of the Unified Development Code of the City of Chesterfield.

Section 5. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2024.

PRESIDING OFFICER

Bob Nation, MAYOR

ATTEST:

Vickie McGownd, CITY CLERK

FIRST READING HELD: 5/6/2024

ATTACHMENT A

All provisions of the City of Chesterfield City Code shall apply to this development except as specifically modified herein or to be addressed in the Site Development Concept Plan and/or the Site Development Section Plans.

This ordinance provides a framework for various development requirements established in this ordinance, criteria to be established on the Site Development Concept Plan, and criteria to be established on Site Development Section Plans. This framework is to deliver a “Downtown Concept”: a diverse residential and commercial mixed-use environment in which residential and commercial uses that are integrated.

I. SPECIFIC CRITERIA FOR ALL DEVELOPMENT

Residential and commercial uses may be combined in the same building, combined on the same lot in separate buildings or on separate lots within the development (**when each use is permitted on the lot and is consistent with the ordinance and the approved Site Development Concept Plan / Site Development Plan**).

A. PERMITTED USES

1. The uses allowed in this PC&R District (“District”) shall be:
 - a. Administrative offices for educational or religious institutions
 - b. Church and other places of worship
 - c. Community center
 - d. Library
 - e. Parks
 - f. Dwelling, multi-family
 - g. Single Family Attached
 - h. Single Family Detached
 - i. Home Occupation
 - j. Art Gallery
 - k. Art Studio
 - l. Auditorium

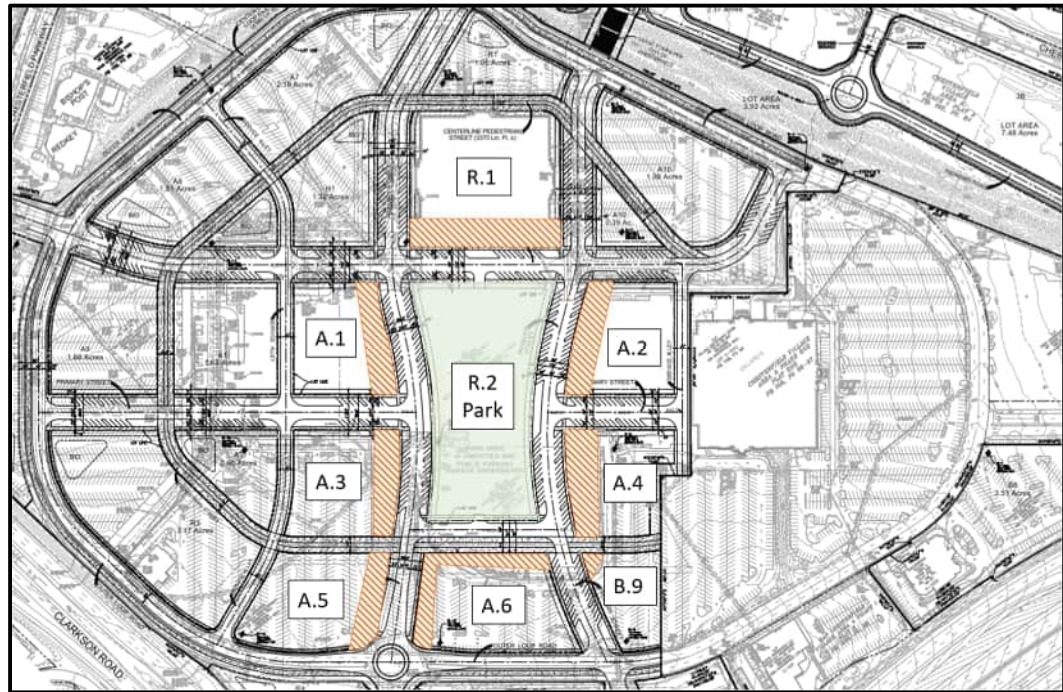
- m. Banquet Facility
- n. Club
- o. Farmer's market
- p. Gymnasium
- q. Museum
- r. Reading Room
- s. Recreation Facility
- t. Office-dental
- u. Office-general
- v. Office-medical
- w. Automobile Dealership (Storefront Only)
- x. Bakery
- y. Bar
- z. Bowling Center
- aa. Brewery
- bb. Brewpub
- cc. Coffee shop
- dd. Grocery-community
- ee. Grocery-neighborhood
- ff. Grocery-supercenter
- gg. Newspaper stands.
- hh. Restaurant-sit down
- ii. Restaurant-fast food – No Drive Thru
- jj. Restaurant-takeout
- kk. Retail sales establishment – Neighborhood

- ll. Retail sales establishment – Community
- mm. Retail sales establishment – Regional
- nn. Animal grooming service
- oo. Barber or beauty shop
- pp. Broadcasting studio
- qq. Commercial service facility
- rr. Day care center
- ss. Drug store and pharmacy
- tt. Dry cleaning establishment
- uu. Financial institution, no drive-thru
- vv. Hospital
- ww. Hotel and motel
- xx. Hotel and motel-extended stay
- yy. Kennel, boarding
- zz. Kennel, private
- aaa. Laboratory-professional, scientific
- bbb. Laboratory
- ccc. Laundromat
- ddd. Nursing home
- eee. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
- fff. Professional and technical service facility
- ggg. Research laboratory and facility
- hhh. Theatre, indoor
- iii. Theatre, outdoor
- jjj. Veterinary clinic

- kkk. College/university
- lll. Kindergarten or nursery school
- mmm. Specialized private school.

2. The District shall prioritize the following:

- a. Ground floor development shall be a mix of pedestrian-oriented commercial/retail in the following locations: on the portion of the parcels that face the primary streets that flank Park Area R2 (parcels A1, A2, A3, A4, A6 and R1) and on the portion of the parcels that face the roundabout and primary street coming off Clarkson Road (parcels A5 and A6) and the corner of the parcel at the primary street and pedestrian walkway (parcel B9) as shown on the Preliminary Development Plan.



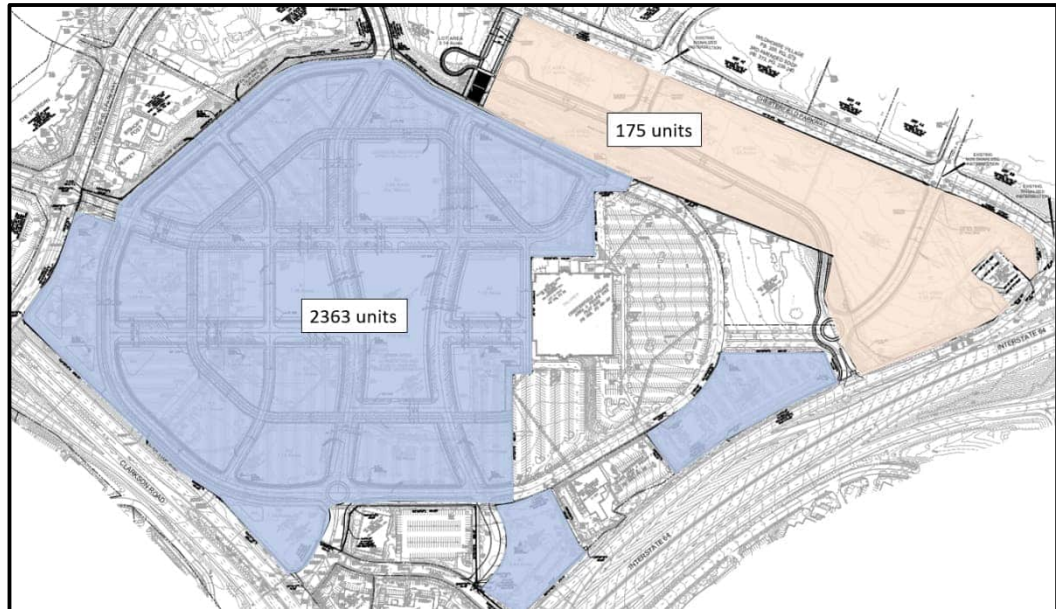
- b. Developer shall prioritize build-to-line, excluding sidewalks, in lieu of prescribed setbacks on the portion of the primary streets that flank Park Area R2 shown on the Preliminary Development Site Plan.
- c. Parcels B1, B2, and B8 as shown on the Preliminary Development Plan shall only be used for commercial uses as defined in Section 405.03.040 J, PC & R Planned Commercial & Residential District of the UDC and as permitted in this Attachment.
- d. Area 4, as shown on the Preliminary Development Plan, shall only be used for commercial uses as permitted in this Attachment.

3. Hours of Operation.
 - a. Hours of operation for this “PC&R” District shall not be restricted.
4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

B. DENSITY, HEIGHT, SET BACKS AND OPEN SPACE REQUIREMENTS

1. Density Limitations

- a. The cumulative gross floor area for Commercial Uses in this District for Areas 1, 2, and 3 shall be limited to not more than a Floor Area Ratio (F.A.R.) = .75 Floor Area Ratio (F.A.R.) shall be Calculated by Total Gross Floor Area of all buildings divided by the Gross Area of land within the “PC&R” District. F.A.R. shall not be calculated on a lot-by-lot basis.
- b. The maximum number of residential units allowable within Areas 1, 2, and 3 of this District shall not be more than 2363 units cumulatively on Parcels A1-A10, B1, B2, B8, B9, R1, R3, R4 and H-1 on the Preliminary Development Plan and 175 units on Parcels 3A and 3B on the Preliminary Development Plan.



- c. The maximum number of rooms for hotels and lodging in Areas 1, 2, and 3 shall be 300 rooms; the maximum number of square feet for hotels and lodging shall be 350,000 square feet.
- d. Area 4 shall be permitted a maximum of 280,000 square feet of non-residential uses.

- e. Developer shall provide a distribution of density by area on the Site Development Concept Plan. The Site Development Concept Plan shall be amended when allocation of density changes.

2. Height Requirements

Total building height for any permitted use shall not exceed 200 feet or 15 stories whichever is more as measured from street elevation.

3. Setbacks

No setbacks are prescribed herein and build-to-line is permitted. All other setbacks and/or build to lines shall be as approved on the Site Development Concept Plan or Site Development Section Plans.

4. Open Space Requirements

Open space in Park Area R2 and Area 3A south of Chesterfield Parkway and Park Circle shall be provided on the Site Development Concept Plan and substantially conform to the Preliminary Development Site Plan. Where known, additional open spaces including pocket parks, plazas, natural areas and seating areas shall be depicted on the Site Development Concept Plan and/or Site Development Sections Plans. Proposed location(s) of public art may be depicted on the Site Development Concept Plan and/or Site Development Section Plans.

C. BUILDING AND STRUCTURE FUNCTION

1. Ground floor of all buildings shall include pedestrian access to retail, restaurant, office, multi-family residential, or hotel use-when those uses are present.
2. Private parking access shall not be permitted along portions of the primary streets that flank Park Area R2. Private parking garage access is permitted from other primary streets locations and service alleys.
3. Trash pickup, building receiving and loading, utility and service functions shall be located at the rear of buildings along the outer loop road and off service alleys.

D. PARKING AND LOADING REQUIREMENTS

1. Public parking garages and on-street parking satisfies parking requirements for all ground floor commercial (retail, restaurant, art galleries, entertainment, art or other pedestrian-oriented uses), as defined on the Site Development Concept Plan or Site Development Section Plans. All other uses shall provide parking in accordance with this ordinance.
2. Public parking in garages and on-street parking for the existing department store in Area R1 meets parking requirements for that use.

3. Parking shall be calculated for each use category as follows:

Minimum Parking Required

Retail/Restaurant: 4.0 Parking Ratio / 1,000 G.F.A.
Grocery: 5.0 Parking Ratio / 1,000 G.F.A.
Office: 3.0 Parking Ratio / 1,000 G.F.A.
Residential: 1.5 Parking spaces per unit
Hotel: 0.8 Parking spaces per room

4. Off-street surface parking shall be allowed as shown on the Site Development Concept Plan but shall be minimized and designed to mitigate the visual impact on the development and be consistent with the purpose and intent of this PC&R District.
5. Off-street parking located within Area 4 of the Preliminary Development Plan shall be permitted surface parking. In the event of new development or redevelopment within this Area, surface parking shall be subject to sub-section D.4 above.
6. Joint parking to meet minimum parking standards may be permitted through approval of the Site Development Section Plan and shall require an appropriate legal instrument binding the owners of the properties and their successors and assigns to the agreement.
7. Parking lots shall not be used as streets.
8. No construction related parking shall be permitted within rights of way or on any existing roadways. All construction related parking shall be confined to the District. Construction parking shall be depicted on all Improvement Plans for lots within the district.

E. LANDSCAPING AND TREE REQUIREMENTS

1. The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code and submit a Concept Landscape Plan with the Site Development Concept Plan. Landscaping shall enhance the pedestrian experience, compliment architectural features, provide shade and screen utility areas and surface parking. The developer shall provide for street furnishings such as benches, planters, bike racks, drinking fountains, pedestrian trash receptacles, public art and water features in the Site Development Concept Plan. Locations for street furnishings shall be detailed in the Site Development Concept Plan and Site Development Section Plans.

F. SIGN REQUIREMENTS

1. The development shall adhere the City's Sign Code and/or submit a Comprehensive Sign Package by Area as depicted in the Site Development

Concept Plan and/or Site Development Section Plans. All individual signs including street and wayfaring signage in the public and private spaces shall be coordinated and consistent with the signage concept contained therein.

G. LIGHTING REQUIREMENTS

1. The development shall adhere to the City's Lighting Code and/or submit an Architectural Specialty Lighting Package. All lighting, in the public and private spaces, shall be coordinated and consistent with the lighting concept contained therein.

H. ARCHITECTURAL REQUIREMENTS

1. The developer shall submit design standards for public spaces and street character in the Site Development Concept Plan and/or Site Development Section Plans. Site Development Concept and/or Section Plans shall contain design standards that create visually appealing development pattern consistent with the intent of the Downtown Concept. Section plans shall contain architectural elevations, colored renderings and building materials to be reviewed by the Architectural Review Board and subject to approval by the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the façade elements. The planes of exterior walls may be varied in height, depth, or directions.
3. Trash enclosures: The location, material, and elevation of any trash enclosure will be approved on the Site Development Concept Plan or Site Development Section Plan. All exterior trash areas, except pedestrian trash receptacles, will be enclosed with a six (6) foot high sight-proof enclosure with materials that match the adjacent structures and complemented by adequate landscaping as approved on the Master Landscape Package.
4. Mechanical equipment shall be adequately screened in accordance to the Architecture Review Design Standards.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development from external roadways shall be shown on the Site Development Concept Plan and as directed by the City of Chesterfield, the Missouri Department of Transportation and the St. Louis County Department of Transportation, as applicable.
2. Any improvements within Missouri Department of Transportation's right-of-way will require a permit. The entrance geometries and drainage design shall be in accordance with Missouri Department of Transportation standards.
3. No gated streets will be permitted.

4. Cross access shall be provided to adjoining properties as directed by the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Sidewalks shall substantially conform with the Preliminary Development Plan. ADA compliant sidewalks will be required along all roadways and connections to existing sidewalks of all roadways adjacent to the District shall be provided. The design and layout of the sidewalks and pedestrian ways shall be detailed in the Site Development Concept Plan and Site Development Section Plans.
2. Sidewalks and pedestrian trails/bicycle path shall provide future connectivity to adjacent developments and/or roadway projects. Sidewalks may be located within a right-of-way controlled by another agency if permitted by that agency, or on private property within an easement dedicated to the City for public use but to be maintained by the property owner.
3. Evaluate and provide pedestrian access and connectivity from the District to Central Park in the Site Development Concept Plan.
4. On-street parking shall substantially conform with the Preliminary Development Plan. On-street parking stalls shall be designed and located such that vehicles do not back out into an intersection. Corner clearance distance shall be not less than 30 feet between the edge of the parking stall and the intersection. The design and layout of the on-street parking shall be finalized on the Site Development Concept Plan.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Pedestrian crossing of roadways is required to be at a 90-degree angle in order to minimize the crossing distance for pedestrians.
8. Internal streets and sidewalks shall be private and remain private forever unless an alternate agreement is reached and executed between the City of Chesterfield and TSG Downtown Chesterfield Redevelopment LLC whereby the City accepts the internal streets and/or sidewalks as public. The City is under no obligation to enter into such an agreement.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or Missouri Department of Transportation and/or St. Louis County Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, an updated model shall be required.
2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrances, as directed. If adequate sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield, St. Louis County Department of Transportation and/or the Missouri Department of Transportation as applicable.

L. STORM WATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or connected to an adequate piped system. Formal review, approval and permits by Metropolitan St. Louis Sewer District is required.
2. Stormwater management shall comply with the Chesterfield Village Southwest Quadrant Storm Water Management Plan exhibit (MSD P-002807800) as directed by the City of Chesterfield and the Metropolitan St. Louis Sewer District.

M. SANITARY SEWER

1. Provide public sewer service for the site including sanitary force mains, gravity lines and/or regional pump stations, in accordance with Metropolitan St. Louis Sewer District (MSD) and the City of Chesterfield regulations.
2. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
3. Extension of public sanitary sewer lines will be necessary to serve this site and proper easements may be required. Private sanitary sewer laterals may not cross property lines. The receiving sanitary sewer system(s) shall be evaluated to ensure adequate capacity and to ensure the project has no negative impacts to the existing systems.

4. The project is in the Caulks Creek Service Area and subject to the Caulks Creek Surcharge. Sanitary flow rates leaving the sites shall be limited to the maximum extent practical. The maximum allowable sanitary flow release rate is 1.98 CFS. The 1.98 CFS rate includes all phases of the development as well as any existing uses.
5. MSD will allow the entire site to connect to the public sanitary system as proposed after the completion of the Caulks B Pump Station Replacement project. MSD will allow a portion of the development to connect to the sanitary system prior to completion of the replacement pump station for Caulks B limited by based on the actual flows at the existing pump stations, its capacity, anticipated flows from the development.
6. Formal plan submittal and approval will be required by the MSD prior to the issuance of permits.

N. POWER OF REVIEW

The City Council shall have automatic power of review of all Site Development Plans, Site Development Concept Plans, and Site Development Section Plans for the subject development. The City Council will then take appropriate action relative to the proposal.

O. CITY COUNCIL REVIEW OF SITE DEVELOPMENT CONCEPT PLANS, SITE DEVELOPMENT PLANS AND SITE DEVELOPMENT SECTION PLANS

The City Council reserves full authority to deny any request for approval of a Site Development Concept Plan, Site Development Plan or Site Development Section Plan (each a "Development Plan"), or to impose conditions on their approval. The City Council shall not approve a Development Plan unless it finds that the application and evidence presented clearly indicate that the proposed Development Plan:

1. Will contribute to and promote a diverse residential and commercial mixed-use environment in which residential and commercial uses are integrated pursuant to a downtown concept;
2. Will contribute to and promote a creative and coordinated design and architectural styles;
3. Will contribute to and promote efficient and effective pedestrian and vehicular circulation;
4. Complies with the Unified Development Code (unless modified herein), the City's Comprehensive Plan, as amended from time to time, and the provisions of this Ordinance; and

5. Is consistent with the June 15, 2023 Narrative submitted by the Applicant, Attached hereto as Exhibit C.

In the property owner(s) discretion, a Site Development Concept Plan may be submitted for Area 1, 2, and 3 and a separate Site Development Concept Plan (or Site Development Plan) may be submitted for Area 4.

P. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Services. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

Q. SUPPLEMENTATION, MODIFICATION, AND/OR ALTERATION

Upon application from a petitioner, any performance standard provided in this Attachment "A" or required by any other District regulation or Ordinance of the City may be supplemented, modified, or altered in the Site Development Concept Plan or Site Development Section Plan provided such supplement, modification and/or alteration will further the purpose and intent of the PC&R District. A public hearing is not required in the process and recommendation by the Planning Commission will be forwarded by the City Council for final approval.

R. MISCELLANEOUS

1. All utilities shall be installed underground.
2. Prior to record plat approval, the developer shall cause, at its expense and prior to recording any plat, the reestablishment, restoration or appropriate witnessing of Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary US Survey Corners located on or near the development site must be protected and shall be restored if disturbed due to construction.
3. Prior to the release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and the United States Public Land Survey Corners have not been disturbed during construction activities or that have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.

4. Any retaining wall along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements.
5. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
6. Applicant/Owners of parcels submitting Site Development Section Plans shall be required to contribute a Traffic Generation Assessment (TGA) of the applicable as established by Ordinance 3207 or amendments thereafter to the City of Chesterfield. Allowable credits for required improvements will be awarded as directed by the City of Chesterfield.
7. The TGA deposit shall be made prior to the issuance of a Municipal Zoning Approval (MZA) by the City of Chesterfield.
8. The developer is advised that utility companies will require compensation for relocation of their facilities with public road right of way. Utility relocation cost shall not be considered an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of the extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.
9. Kiosks are allowed in the District provide they do not impede pedestrian and vehicular traffic and meet ADA accessibility requirements. Kiosks can be an arrangement of mobile units, fixed units, or a mixture of both joined together to form a structure not to exceed 100 square feet. Uses within kiosks will be approved uses in this Attachment. A Special Activity Permit may be required as directed by the City of Chesterfield.

II. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL

The Site Development Concept Plan shall include all items previously referenced in this Attachment, **be consistent with Section O. of this ordinance**, and:

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code and as required herein.

2. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Transportation, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
3. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.
4. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
5. Out boundary plat and legal description of property.
6. A note indicating all utilities will be installed underground.
7. Adhere to the Tree Preservation and Landscape requirements of the UDC and submit a Concept Landscape Plan.
8. Adhere to the Lighting requirements of the UDC and/or submit a Specialty Lighting package.
9. Adhere to the Signage requirements of the UDC and/or submit a Comprehensive Sign Package.
10. Provide design standards for all public spaces and street character. The Architectural Review Board shall review all Site Development Concept Plans of the design of public spaces and street character and make recommendations for approval to the Planning Commission.
11. Where known, depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
12. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
13. Indicate location of all existing and proposed freestanding development monument signs.
14. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
15. Depict existing and proposed improvements within 150 feet of the site. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.

16. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
17. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
18. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

The Site Development Section Plans shall include all items previously referenced in this Attachment and:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Parking calculation, including calculation for all spaces, required and proposed, and the number, size and location for handicap designed.
3. For commercial development, provide square footage proposed.
4. For residential development provide the number of units proposed to be built.
5. For hotel development provide the square footage and number of rooms proposed.
6. A note indicating all utilities will be installed underground.
7. Address all signage in accordance with the City of Chesterfield Code and provided in the Site Development Concept Plan.
8. Address landscaping in accordance with the Tree Preservation and Landscape requirements in the UDC and provided in the Site Development Concept Plan.
9. Address all lighting in accordance with the Lighting requirements in the UDC and provided in the Site Development Concept Plan.

10. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
11. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
12. Indicate location of all existing and proposed freestanding monument signs.
13. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis Department of Transportation, Metropolitan St. Louis Sewer District (MSD), and the Missouri Department of Transportation.
20. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

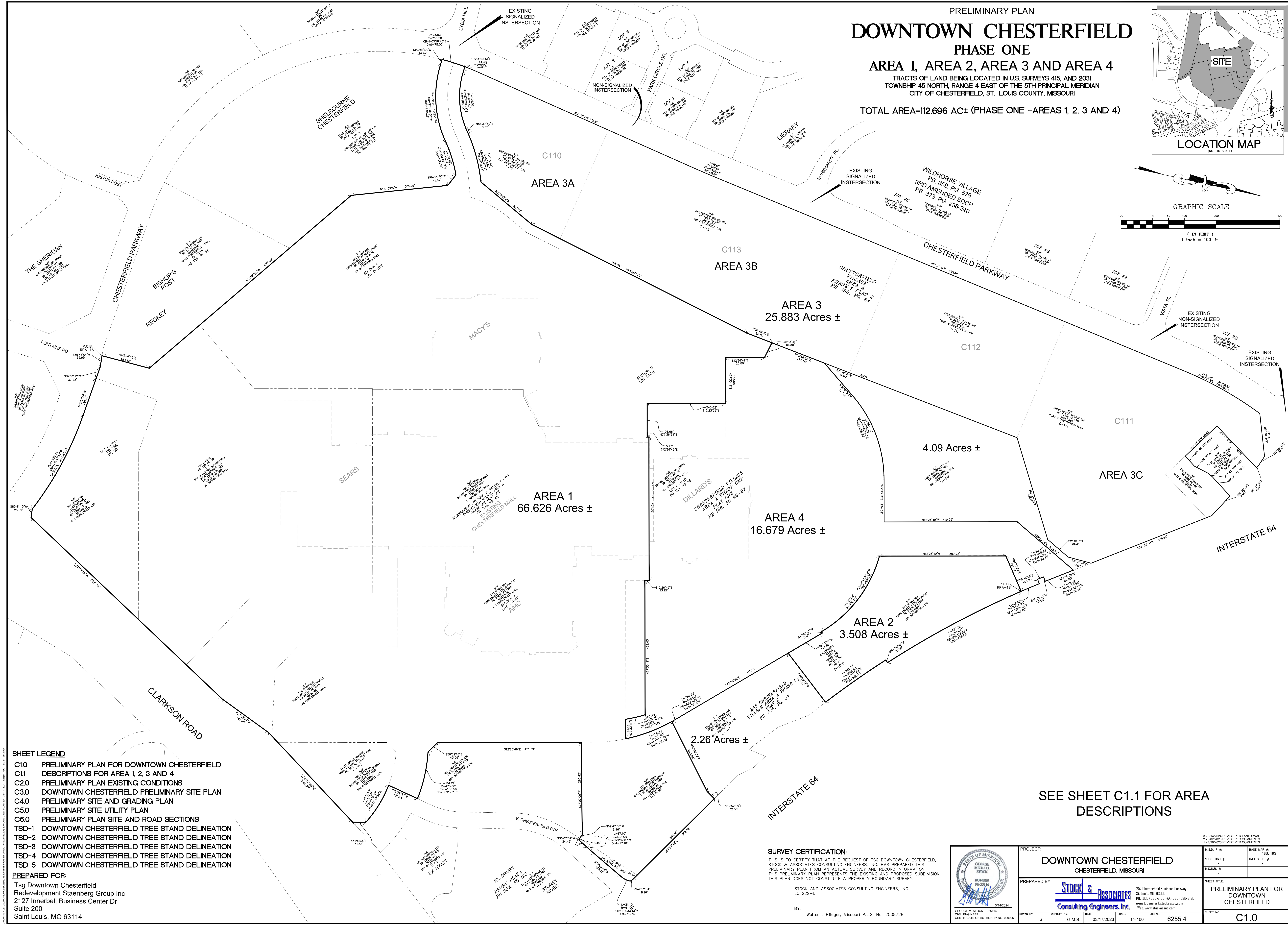
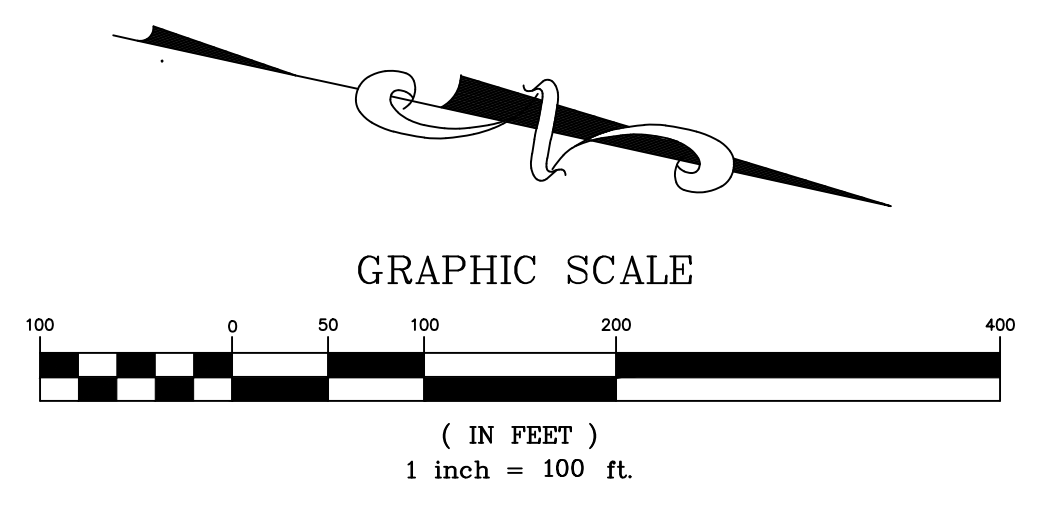
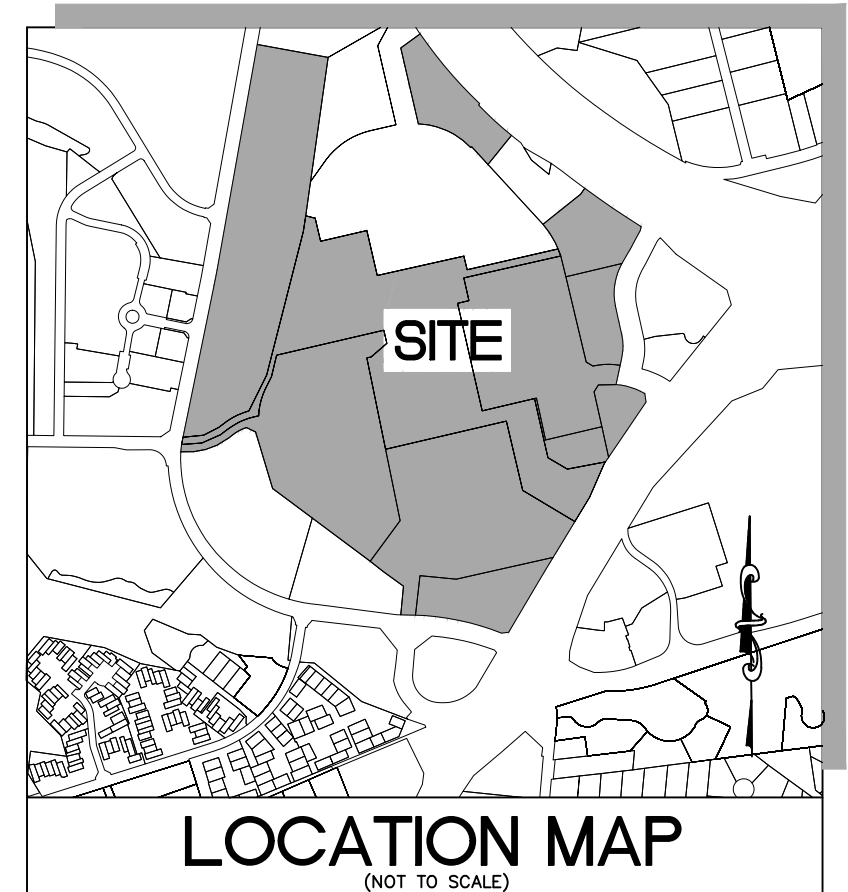
III. RECORDING

Within sixty (60) days of approval of any development plan by the City of Chesterfield, the approved Plan will be recorded with the St. Louis County Recorder of Deeds. Failure to do so will result in the expiration of approval of said plan and require re-approval of a plan by the Planning Commission.

IV. ENFORCEMENT

- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.
- B.** Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.
- C.** Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.
- D.** Waiver of Notice of Violation per the City of Chesterfield Code.
- E.** This document shall be read as a whole and any inconsistency to be interpreted to carry out the overall intent of this Attachment A.

PRELIMINARY PLAN
DOWNTOWN CHESTERFIELD
PHASE ONE
AREA 1, AREA 2, AREA 3 AND AREA 4
 TRACTS OF LAND BEING LOCATED IN U.S. SURVEYS 415, AND 2031
 TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN
 CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI
 TOTAL AREA=112.696 AC± (PHASE ONE -AREAS 1, 2, 3 AND 4)



- SHEET LEGEND**
- C10 PRELIMINARY PLAN FOR DOWNTOWN CHESTERFIELD
 - C11 DESCRIPTIONS FOR AREA 1, 2, 3 AND 4
 - C2.0 PRELIMINARY PLAN EXISTING CONDITIONS
 - C3.0 DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN
 - C4.0 PRELIMINARY SITE AND GRADING PLAN
 - C5.0 PRELIMINARY SITE UTILITY PLAN
 - C6.0 PRELIMINARY PLAN SITE AND ROAD SECTIONS
 - TSD-1 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
 - TSD-2 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
 - TSD-3 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
 - TSD-4 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
 - TSD-5 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION

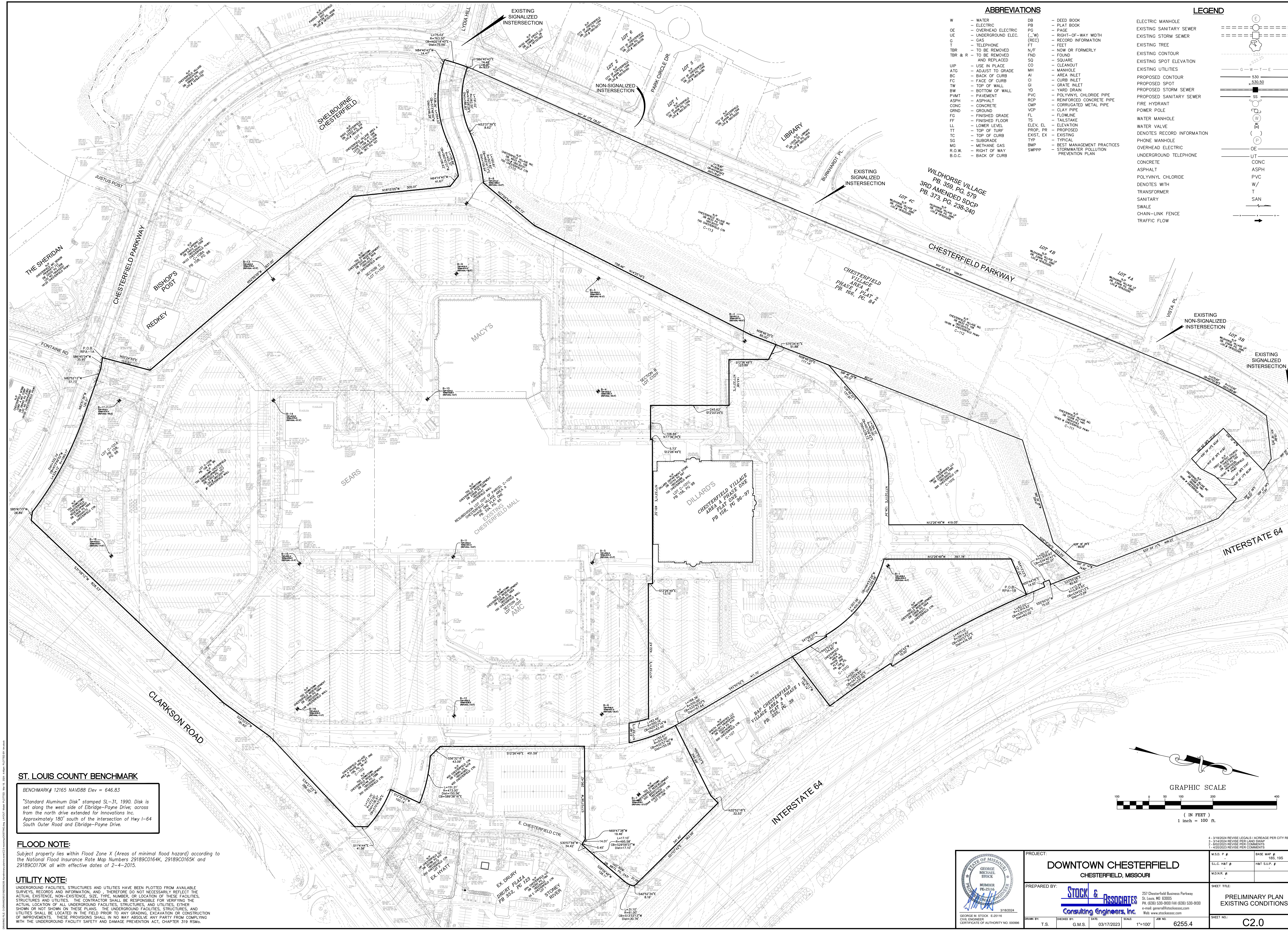
PREPARED FOR:
 Tsg Downtown Chesterfield
 Redevelopment Staenberg Group Inc
 2127 Innerbelt Business Center Dr
 Suite 200
 Saint Louis, MO 63114

SEE SHEET C1.1 FOR AREA DESCRIPTIONS

SURVEY CERTIFICATION:
 THIS IS TO CERTIFY THAT AT THE REQUEST OF TSG DOWNTOWN CHESTERFIELD, STOCK & ASSOCIATES CONSULTING ENGINEERS, INC. HAS PREPARED THIS PRELIMINARY PLAN FROM AN ACTUAL SURVEY AND RECORD INFORMATION. THIS PRELIMINARY PLAN REPRESENTS THE EXISTING AND PROPOSED SUBDIVISION. THIS PLAN DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
 STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
 LC 222-D
 BY: Walter J Pfeifer, Missouri P.L.S. No. 2008728

	PROJECT:	DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI	M.S.D. P. #	155, 195
	PREPARED BY:	 257 Chesterfield Business Parkway St. Louis, MO 63015 PH: (636) 530-9100 FAX: (636) 530-9130 e-mail: gstock@stockandassociates.com Web: www.stockandassociates.com	S.L.C. H&T #	H&T S.L.P. #
DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 03/17/2023 SCALE: 1"=100' JOB NO.: 6255.4	SHEET TITLE:	PRELIMINARY PLAN FOR DOWNTOWN CHESTERFIELD	SHEET NO.:	C1.0

3-3142024 REVISE PER LAND SWAP
 2-4002023 REVISE PER COMMENTS
 1-4002023 REVISE PER COMMENTS

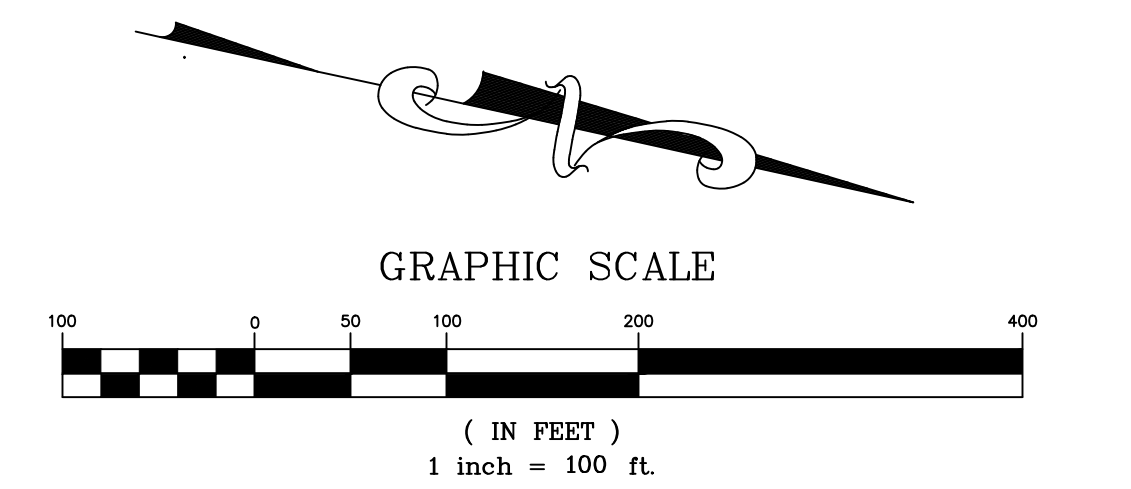


ABBREVIATIONS		LEGEND	
W	- WATER	DB	- DEED BOOK
OE	- ELECTRIC	PB	- PLAT BOOK
UE	- OVERHEAD ELECTRIC	PG	- PAGE
G	- UNDERGROUND ELEC.	(C-W)	- RIGHT-OF-WAY WIDTH
T	- GAS	(REC)	- RECORD INFORMATION
TBR	- TELEPHONE	FT	- FEET
TBR & R	- TO BE REMOVED AND REPLACED	N/F	- NOW OR FORMERLY
U/P	- USE IN PLACE	FND	- FOUND
ATG	- ADJUST TO GRADE	SH	- SQUARE
BC	- BACK OF CURB	CO	- CLEANOUT
FC	- FACE OF CURB	N/H	- NOW OR FORMERLY
TW	- TOP OF WALL	GI	- GRATE INLET
BW	- BOTTOM OF WALL	YD	- YARD DRAIN
PWMT	- PAVEMENT	PVC	- POLYVINYL CHLORIDE PIPE
ASPH	- ASPHALT	RCP	- REINFORCED CONCRETE PIPE
CONC	- CONCRETE	CMP	- CORRUGATED METAL PIPE
GRND	- GROUND	CLP	- CLAY PIPE
FG	- FINISHED GRADE	FL	- FLOWLINE
FF	- FINISHED FLOOR	TS	- TAILSTAKE
LL	- LOWER LEVEL	ELS, EL	- ELEVATION
TT	- TOP OF TURF	PROP. PR	- PROPOSED
TC	- TOP OF CURB	EXIST. EX	- EXISTING
SG	- SUBGRADE	TYP	- TYPICAL
MG	- METHANE GAS	SMP	- BEST MANAGEMENT PRACTICES
R.O.W.	- RIGHT OF WAY	SWPPP	- STORMWATER POLLUTION PREVENTION PLAN
B.O.C.	- BACK OF CURB		

ST. LOUIS COUNTY BENCHMARK
 BENCHMARK# 12165 NAVD88 Elev = 646.83
 "Standard Aluminum Disk" stamped SL-31, 1990. Disk is set along the west side of Elbridge-Payne Drive, across from the north drive extended for Innovations Inc. Approximately 180' south of the intersection of Hwy I-64 South Outer Road and Elbridge-Payne Drive.

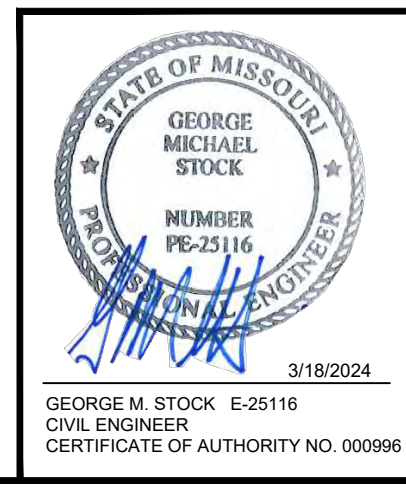
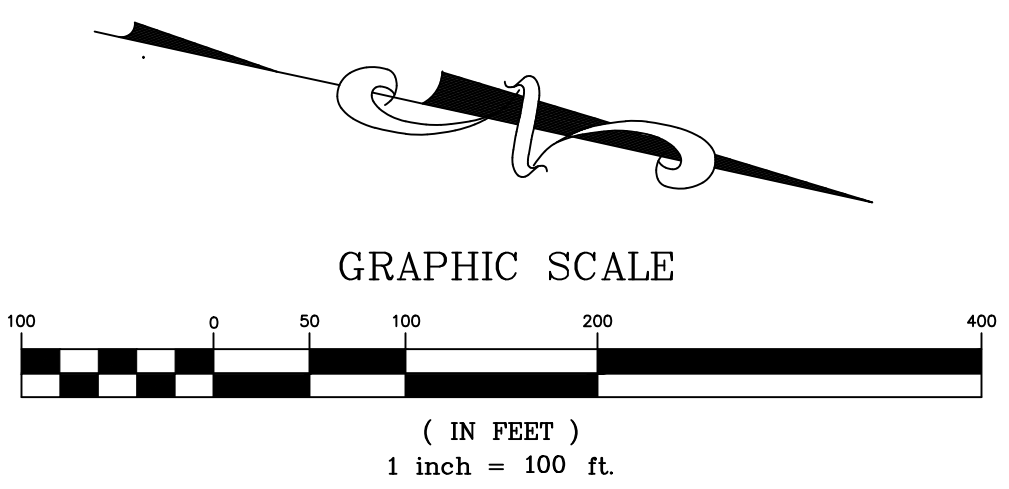
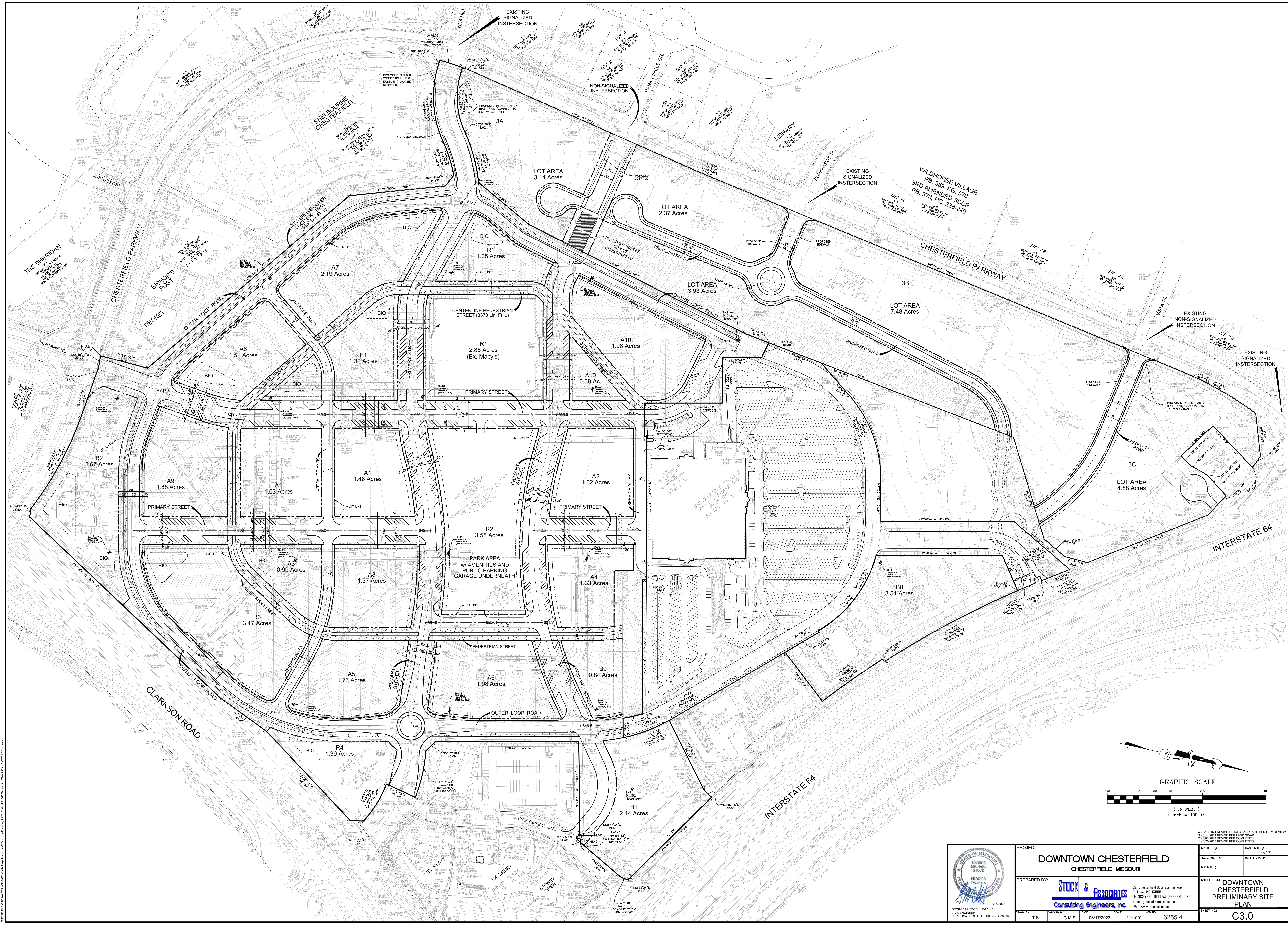
FLOOD NOTE:
 Subject property lies within Flood Zone X (Areas of minimal flood hazard) according to the National Flood Insurance Rate Map Numbers 29189C0164K, 29189C0165K and 29189C0170K all with effective dates of 2-4-2015.

UTILITY NOTE:
 UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.



	PROJECT:	DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI	M.S.D. P. #	BASE MAP #
	PREPARED BY:	Stock & Associates Consulting Engineers, Inc.	S.L.C. H&T #	H&T S.L.P. #
GEORGE M. STOCK CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DATE:	03/17/2023	SHEET TITLE:	PRELIMINARY PLAN EXISTING CONDITIONS
SCALE:	1"=100'	JOB NO.:	6255.4	SHEET NO.:
DRAWN BY: T.S. CHECKED BY: G.M.S.				C2.0

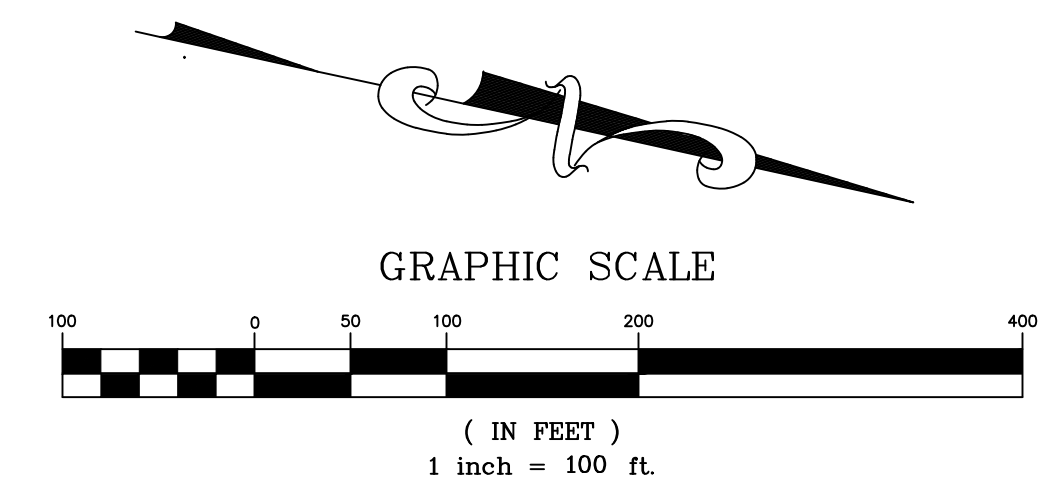
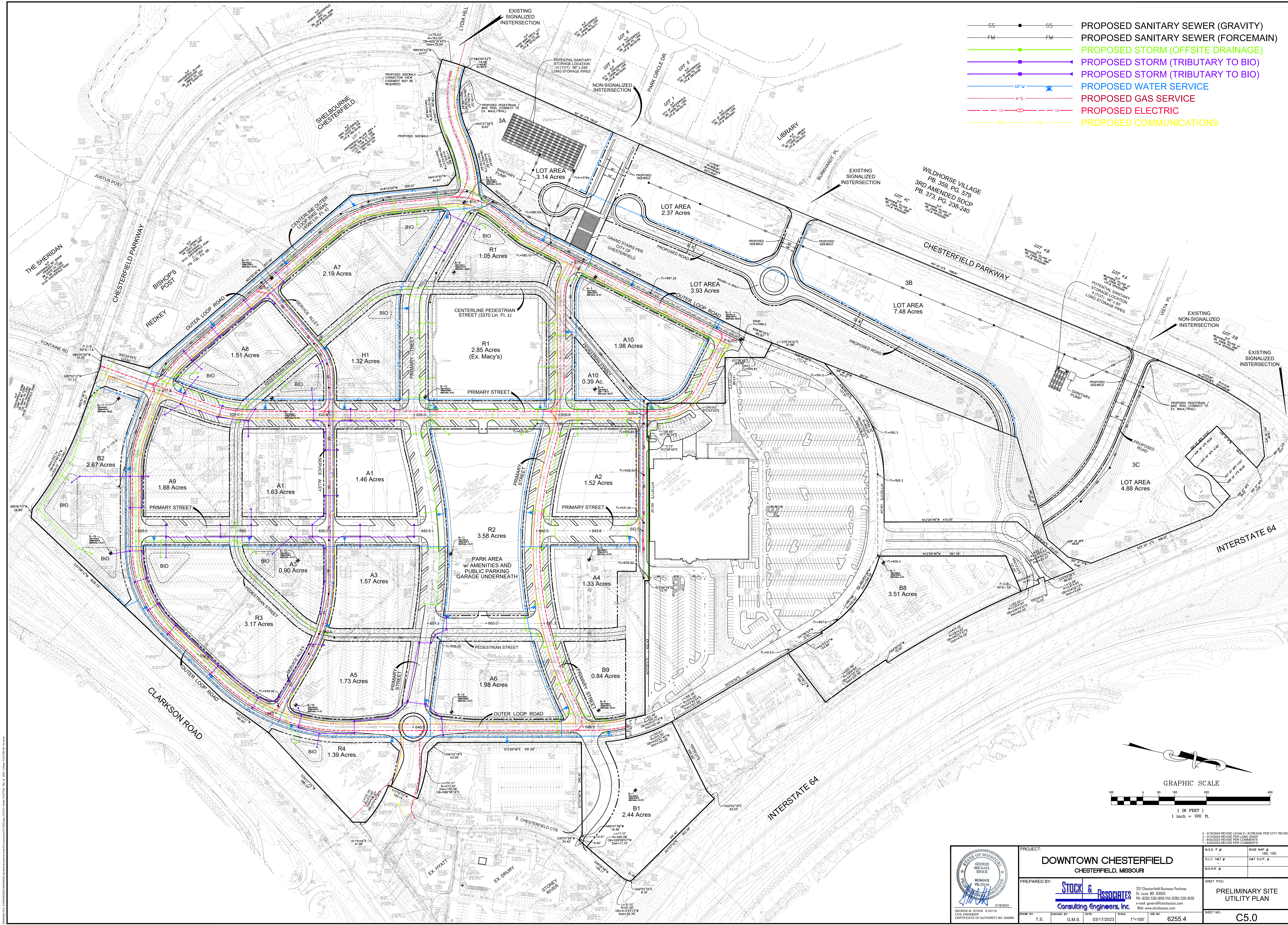
4-3/18/2024 REVISE LEGALS / ACREAGE PER CITY REVIEW
 3-2/16/2024 REVISE PER LAND SWAMP
 2-8/2023 REVISE PER COMMENTS
 1-4/2023 REVISE PER COMMENTS



PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. # S.L.C. MAP # M.D.N.R. #	BASE MAP # H&T SLIP # SHEET TITLE:
PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.		SHEET TITLE: DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN	
DRAWN BY: T.S. CHECKED BY: G.M.S.	DATE: 03/17/2023 SCALE: 1"=100' JOB NO.: 6255.4	SHEET NO.: C3.0	

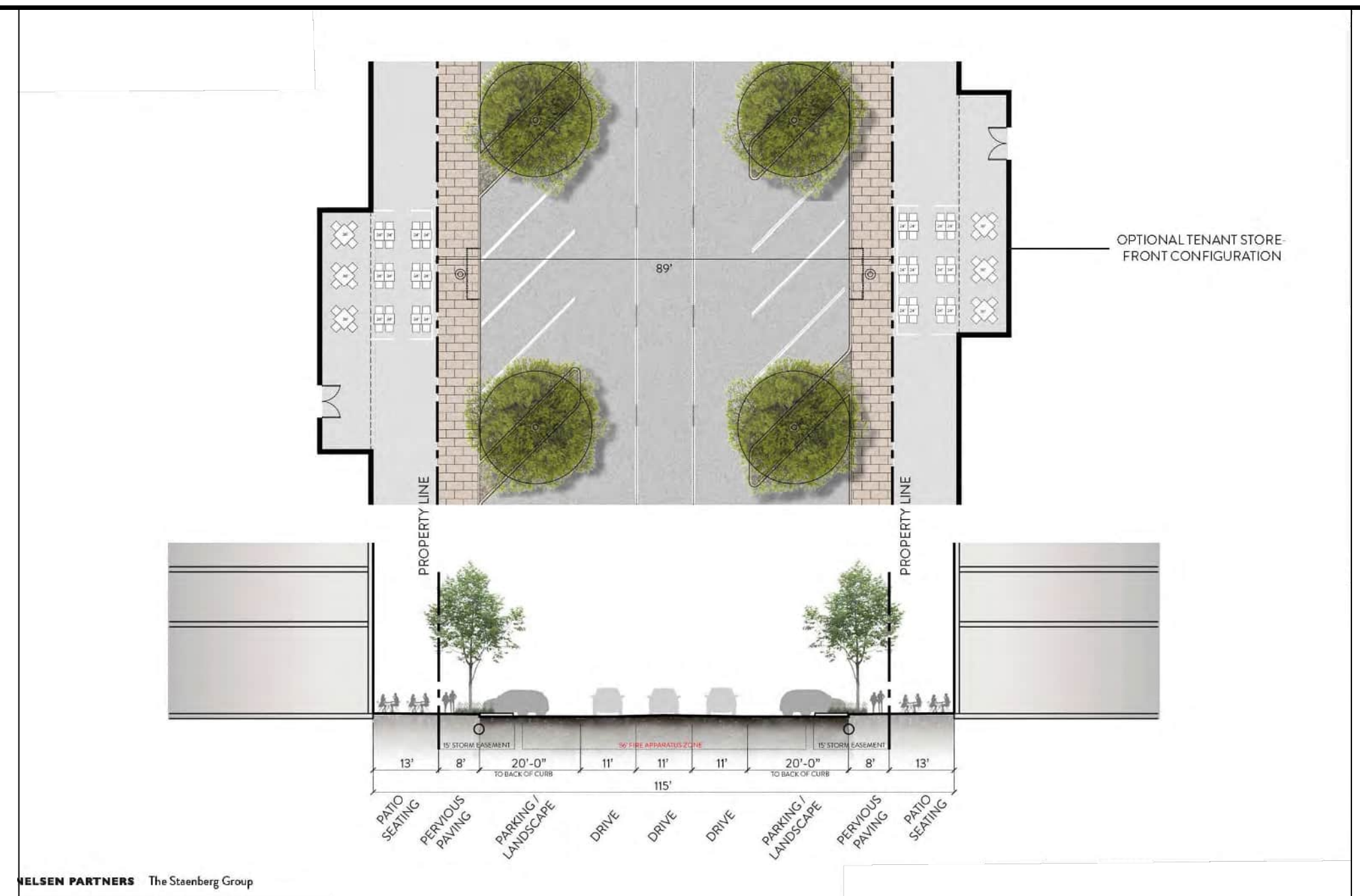
4-3/18/2024 REVISE LEGALS / ACREAGE PER CITY REVIEW
 3-21/2024 REVISE PER LAND SWAP
 2-8/2023 REVISE PER COMMENTS
 1-4/2023 REVISE PER COMMENTS

- SS — SS PROPOSED SANITARY SEWER (GRAVITY)
- FM — FM PROPOSED SANITARY SEWER (FORCEMAIN)
- PROPOSED STORM (OFFSITE DRAINAGE)
- PROPOSED STORM (TRIBUTARY TO BIO)
- PROPOSED STORM (TRIBUTARY TO BIO)
- 12" V — PROPOSED WATER SERVICE
- 4" G — PROPOSED GAS SERVICE
- PROPOSED ELECTRIC
- PROPOSED COMMUNICATIONS

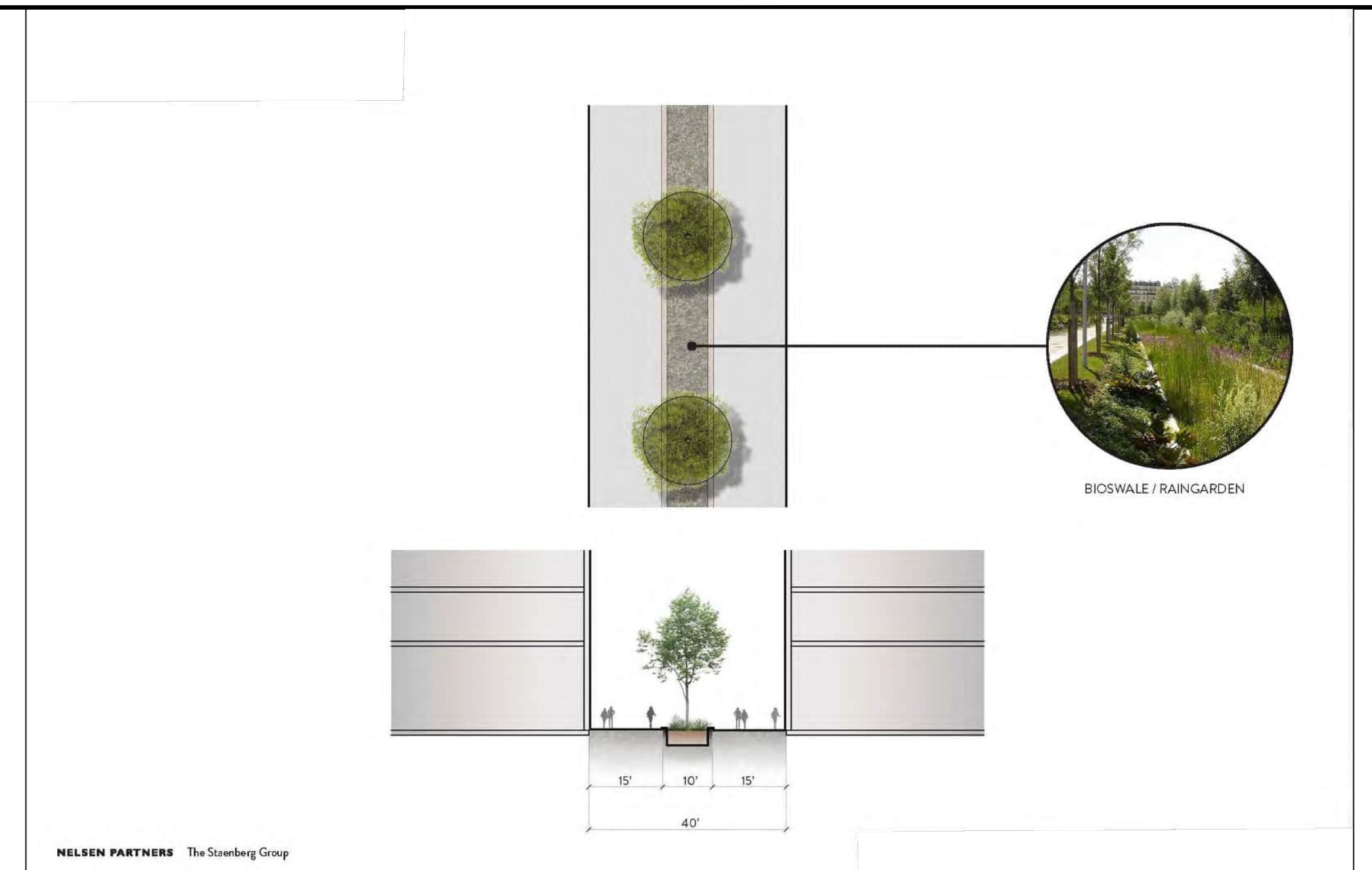


	PROJECT:	DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI	M.S.D. P. #	185, 195
	PREPARED BY:	STOCK & ASSOCIATES Consulting Engineers, Inc.	S.L.C. H&T #	H&T S.L.P. #
DATE:	03/17/2023	SHEET TITLE:	PRELIMINARY SITE UTILITY PLAN	
SCALE:	1"=100'	SHEET NO.:	C5.0	
JOB NO.:	6255.4			

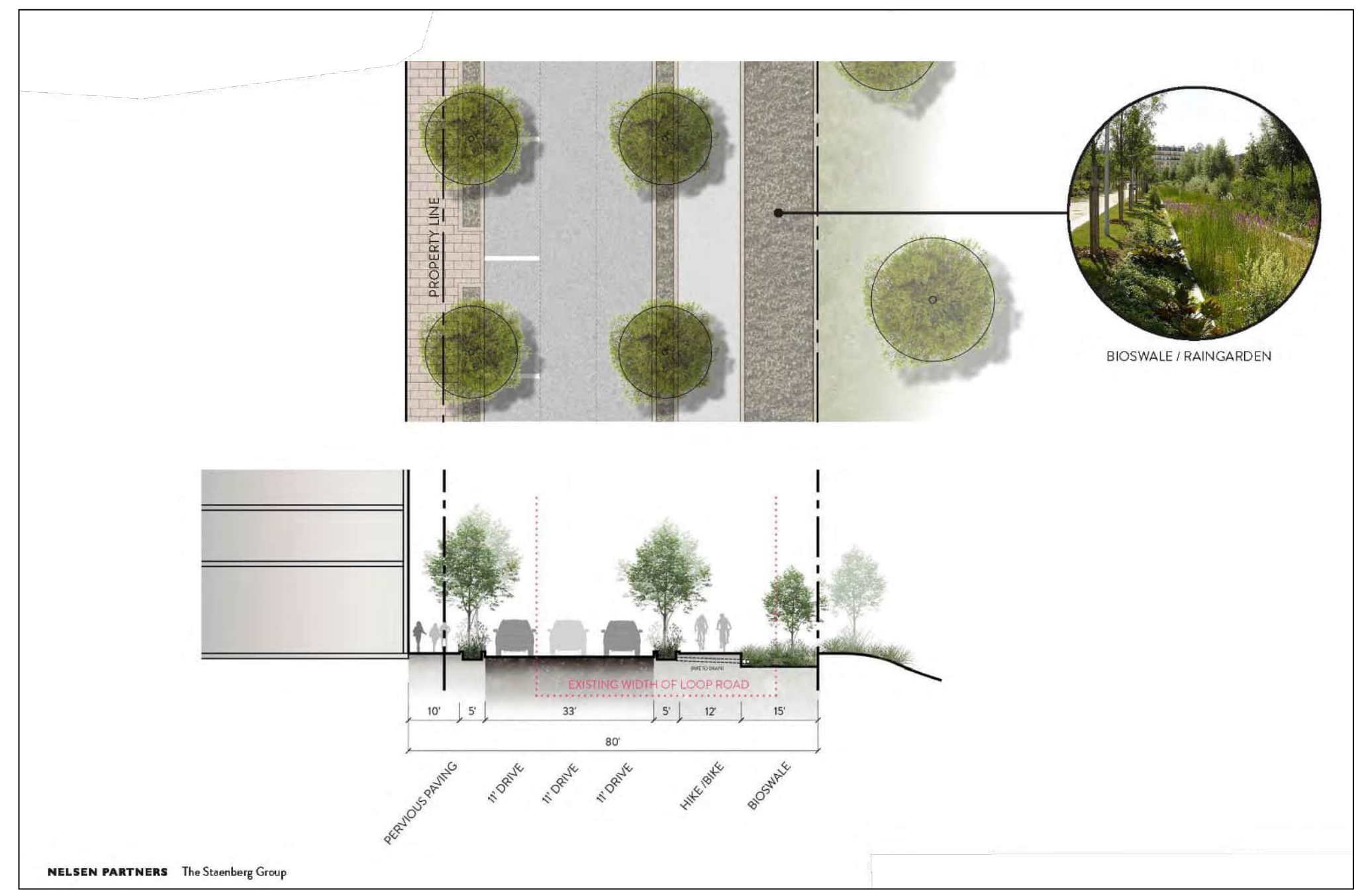
4-3/18/2024 REVISE LEGALS / ACRES PER CITY REVIEW
 3-3/16/2024 REVISE PER LAND SWAP
 2-8/2023 REVISE PER COMMENTS
 1-4/2023 REVISE PER COMMENTS



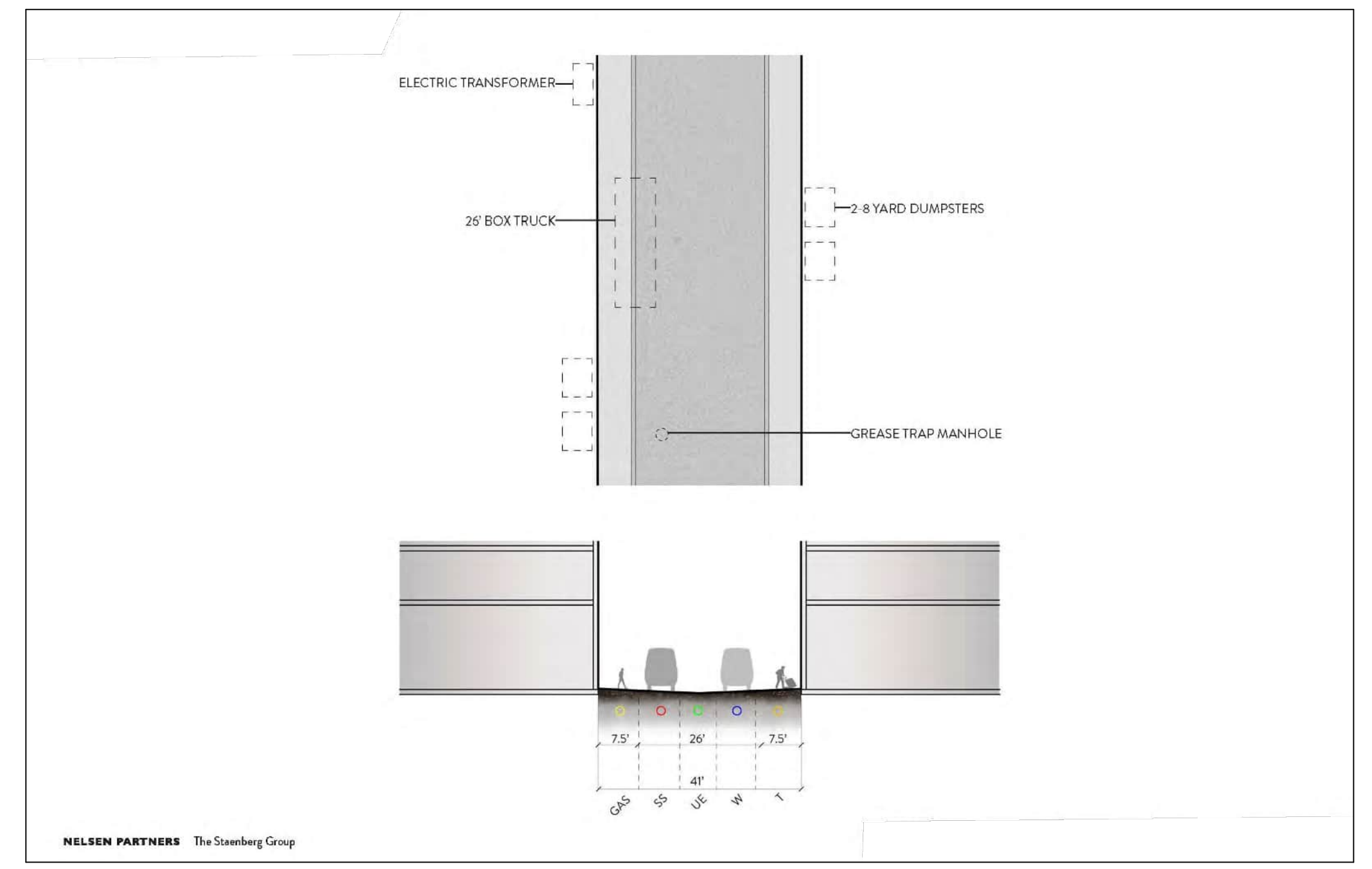
PRIMARY STREET



PEDESTRIAN STREET

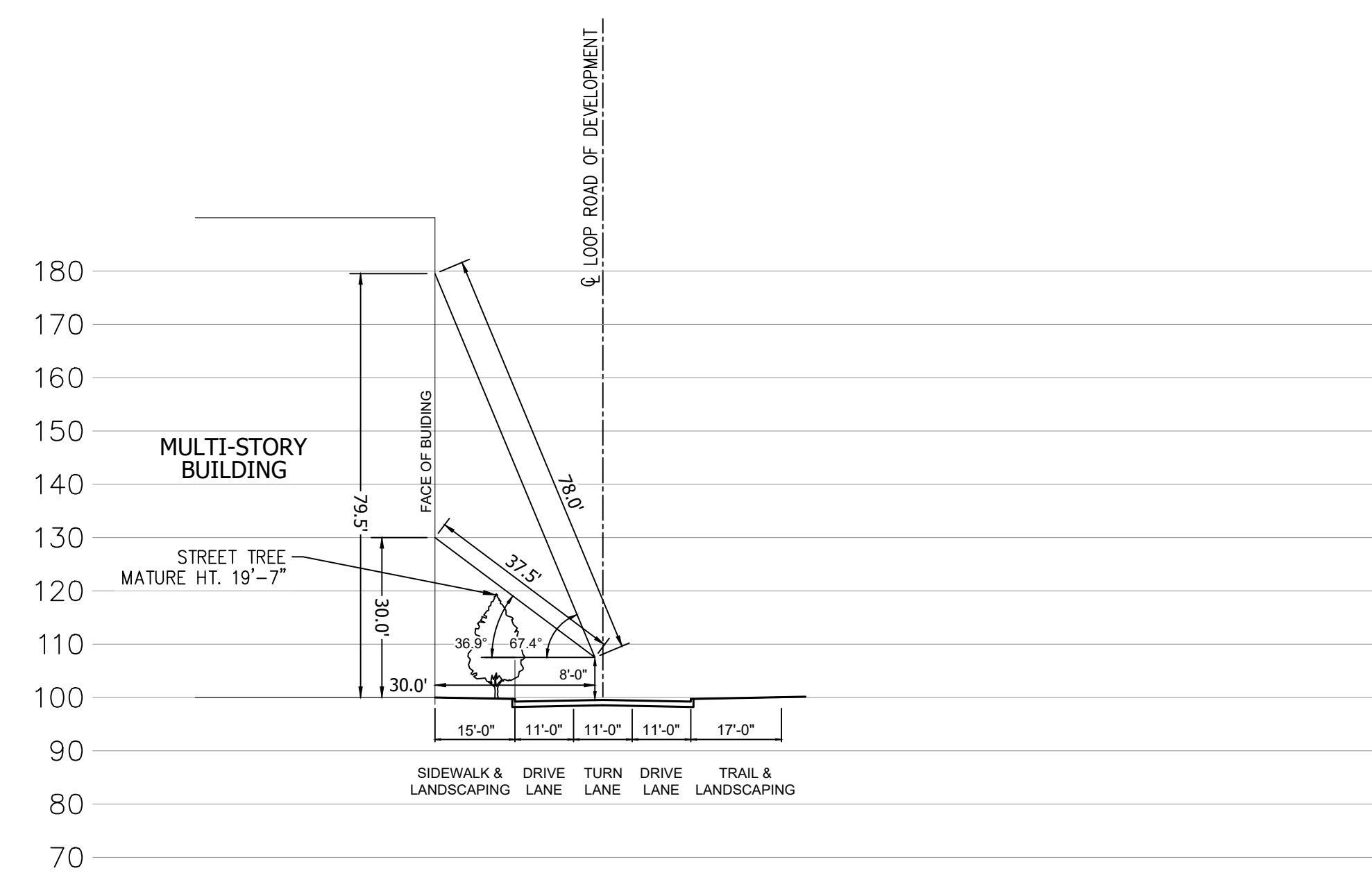


OUTER LOOP ROAD / HIKE & BIKE TRAIL

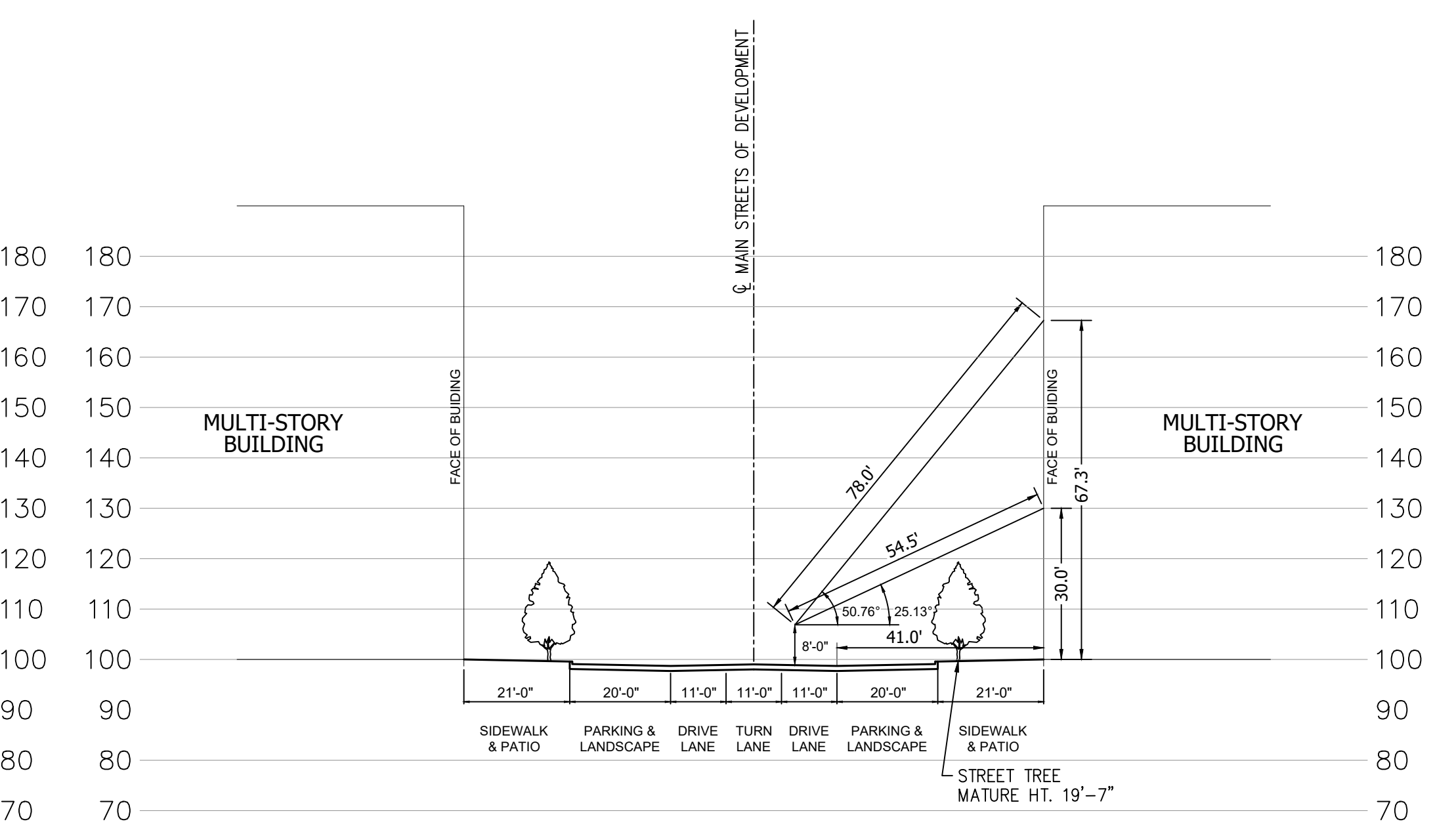


SERVICE ALLEY

NOTE: SECTIONS PER NELSON PARTNERS MASTER PLAN DATED 02.15.2023



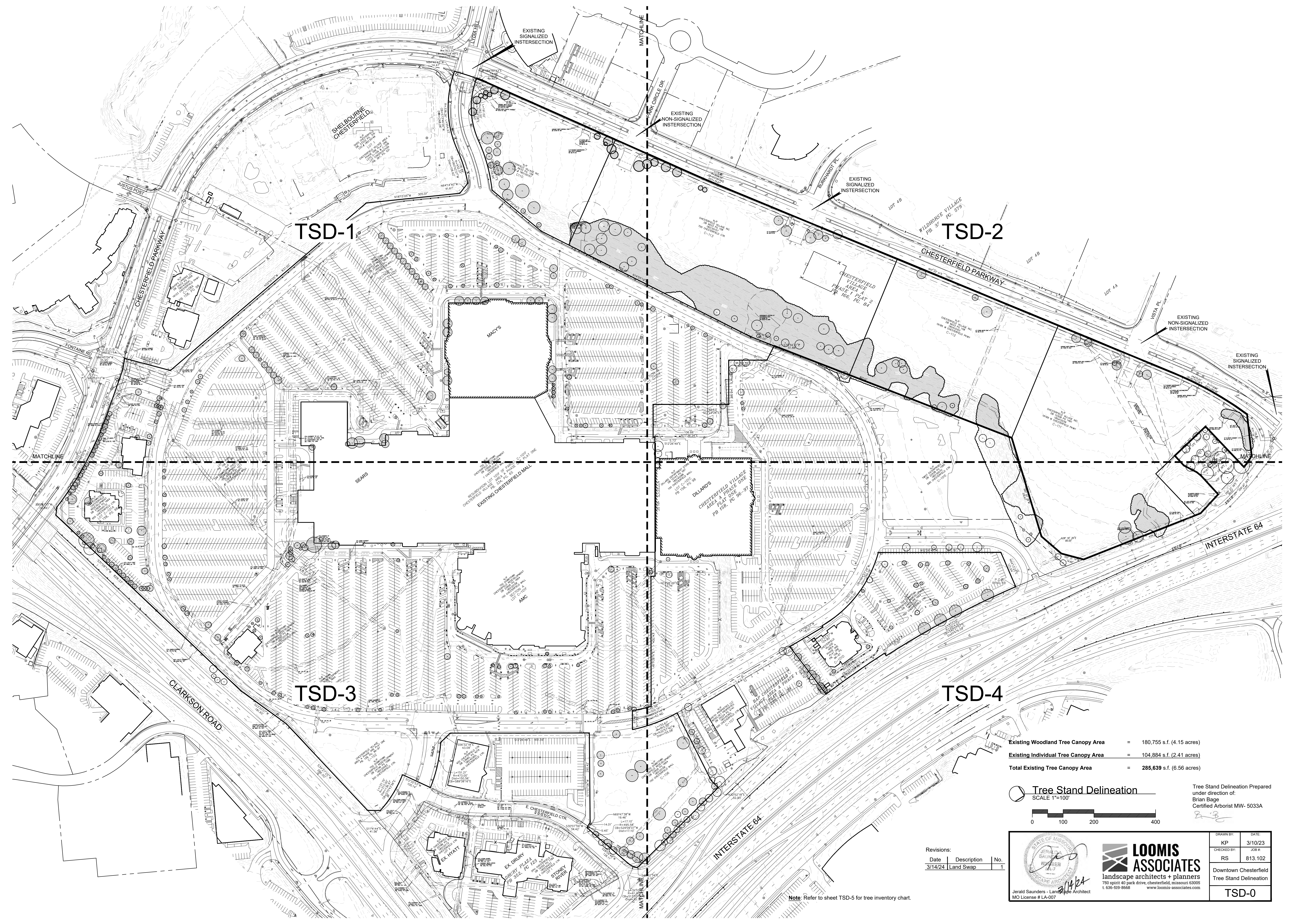
COMPLIANT AERIAL APPARATUS ACCESS SECTION (LOOP ROAD)



MODIFIED AERIAL APPARATUS ACCESS SECTION (PRIMARY STREETS OF THE DEVELOPMENT)

	PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI	M.S.D. P. # BASE MAP # S.L.C. H&T # H&T S.L.P. # M.D.N.R. #
	PREPARED BY: 	SHEET TITLE: PRELIMINARY PLAN SITE AND ROAD SECTIONS
GEORGE M. STOCK, L.S. 25116 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 03/17/2023 SCALE: 1"=100' JOB NO.: 6255.4	SHEET NO.: C6.0

4 - 3/18/2024 REVISE LEGALS / ACREAGE PER CITY REVIEW
 3 - 3/16/2024 REVISE PER LAND SWAP
 2 - 8/02/2023 REVISE PER COMMENTS
 1 - 4/28/2023 REVISE PER COMMENTS



TSD-1

TSD-2

TSD-3

TSD-4

Existing Woodland Tree Canopy Area = 180,755 s.f. (4.15 acres)
 Existing Individual Tree Canopy Area = 104,884 s.f. (2.41 acres)
 Total Existing Tree Canopy Area = 285,639 s.f. (6.56 acres)

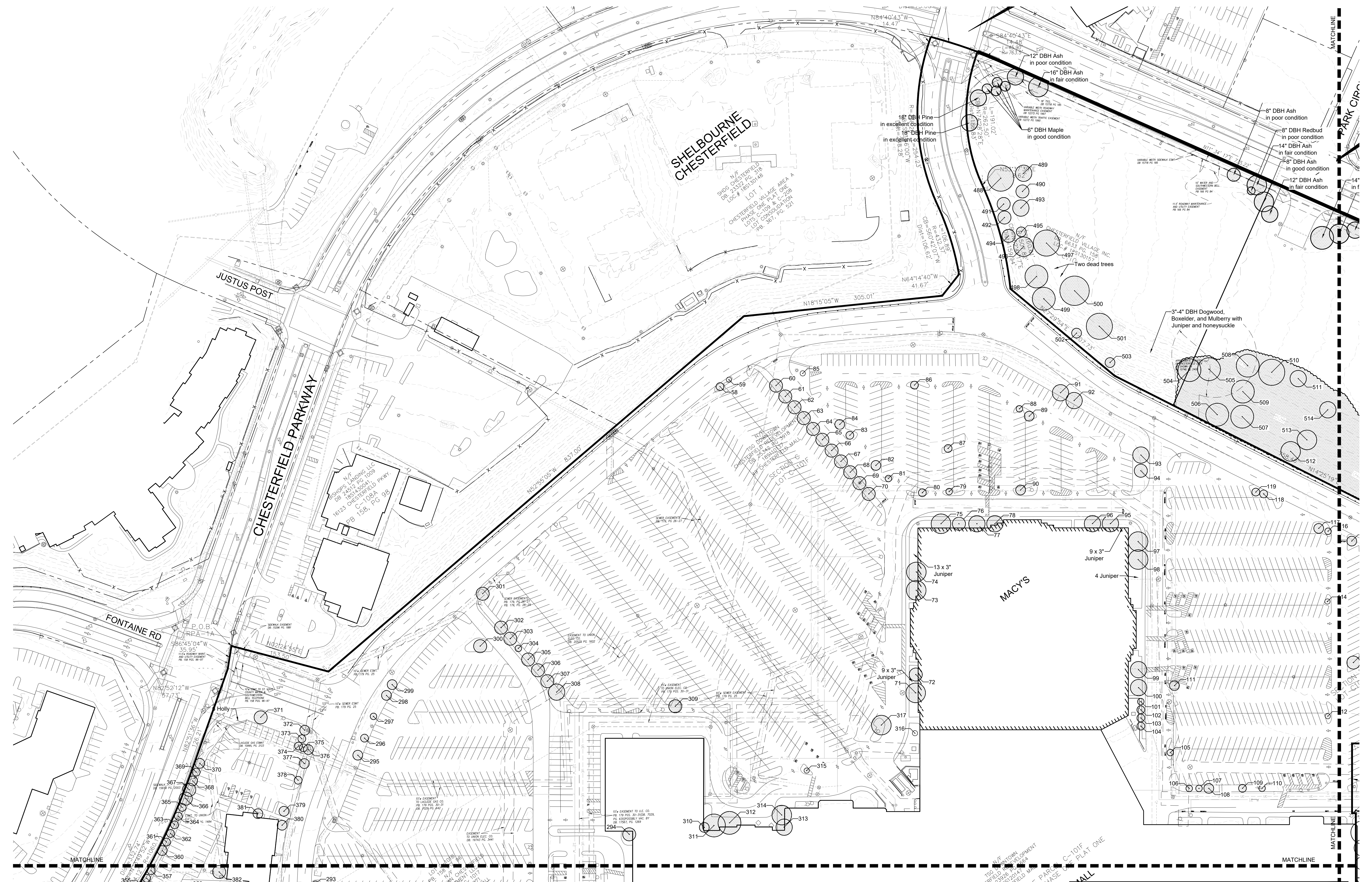
Tree Stand Delineation
 SCALE 1"=100'
 Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

		DRAWN BY:	DATE:
		KP	3/10/23
		CHECKED BY:	JOB #:
		RS	813.102
		Downtown Chesterfield Tree Stand Delineation	
		TSD-0	

Revisions:

Date	Description	No.
3/14/24	Land Swap	1

Note: Refer to sheet TSD-5 for tree inventory chart.



Tree Stand Delineation - Southwest
 SCALE 1"=50'

Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

Revisions:

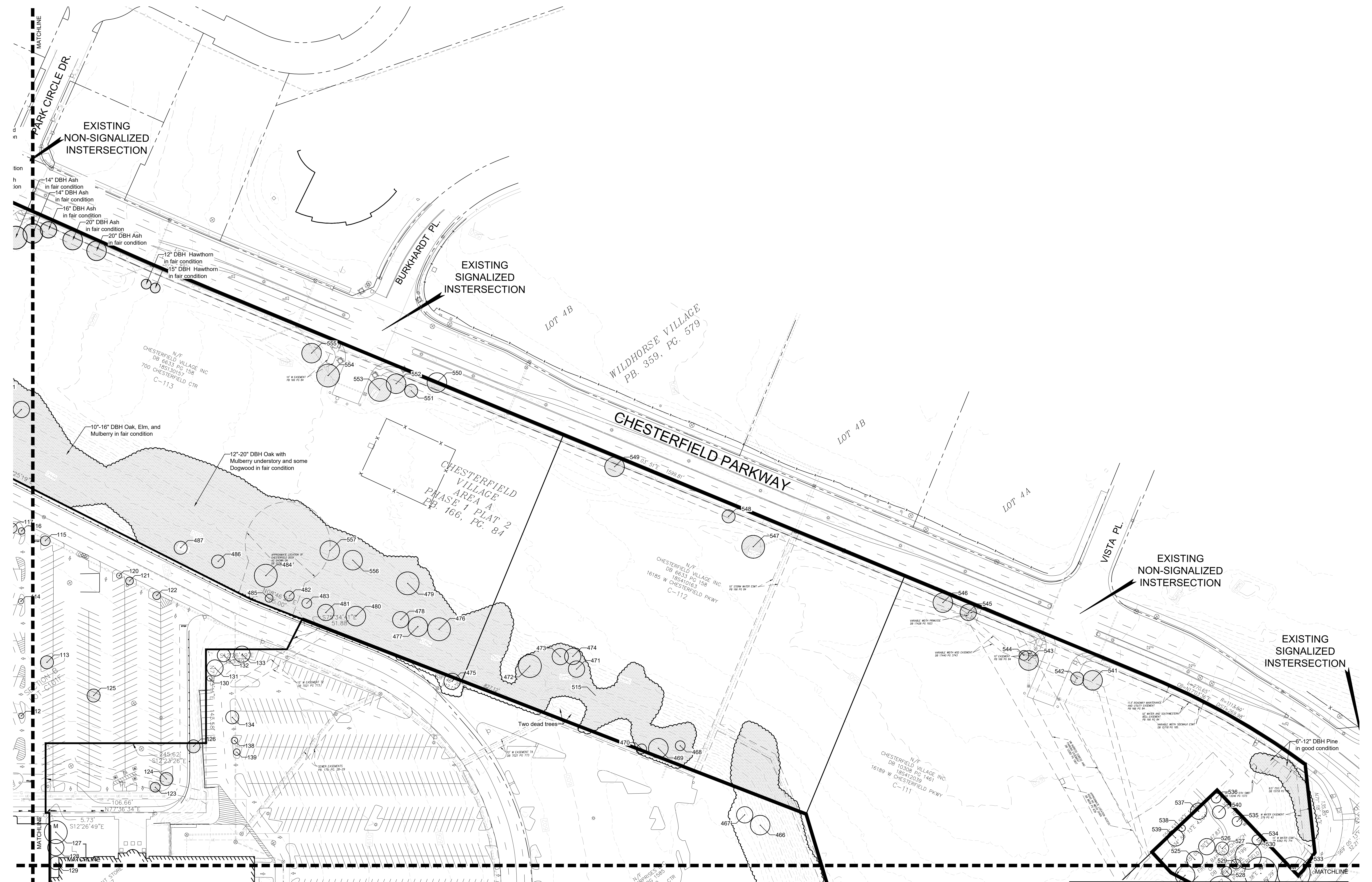
Date	Description	No.
3/14/24	Land Swap	1

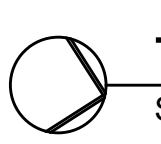
Note: Refer to sheet TSD-5 for tree inventory chart.

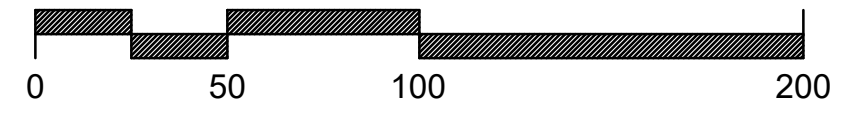
Jerald Saunders - Landscape Architect
 MO License # LA-007

LOOMIS ASSOCIATES
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 790 spirit 40 park drive, chesterfield, missouri 63005
 t. 636-619-8668 www.loomis-associates.com

DRAWN BY:	DATE:
KP	3/10/23
CHECKED BY:	JOB #:
RS	813.102
Downtown Chesterfield Tree Stand Delineation	
TSD-1	



 **Tree Stand Delineation - Northwest**
 SCALE 1"=50'



Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

Revisions:

Date	Description	No.
3/14/24	Land Swap	1



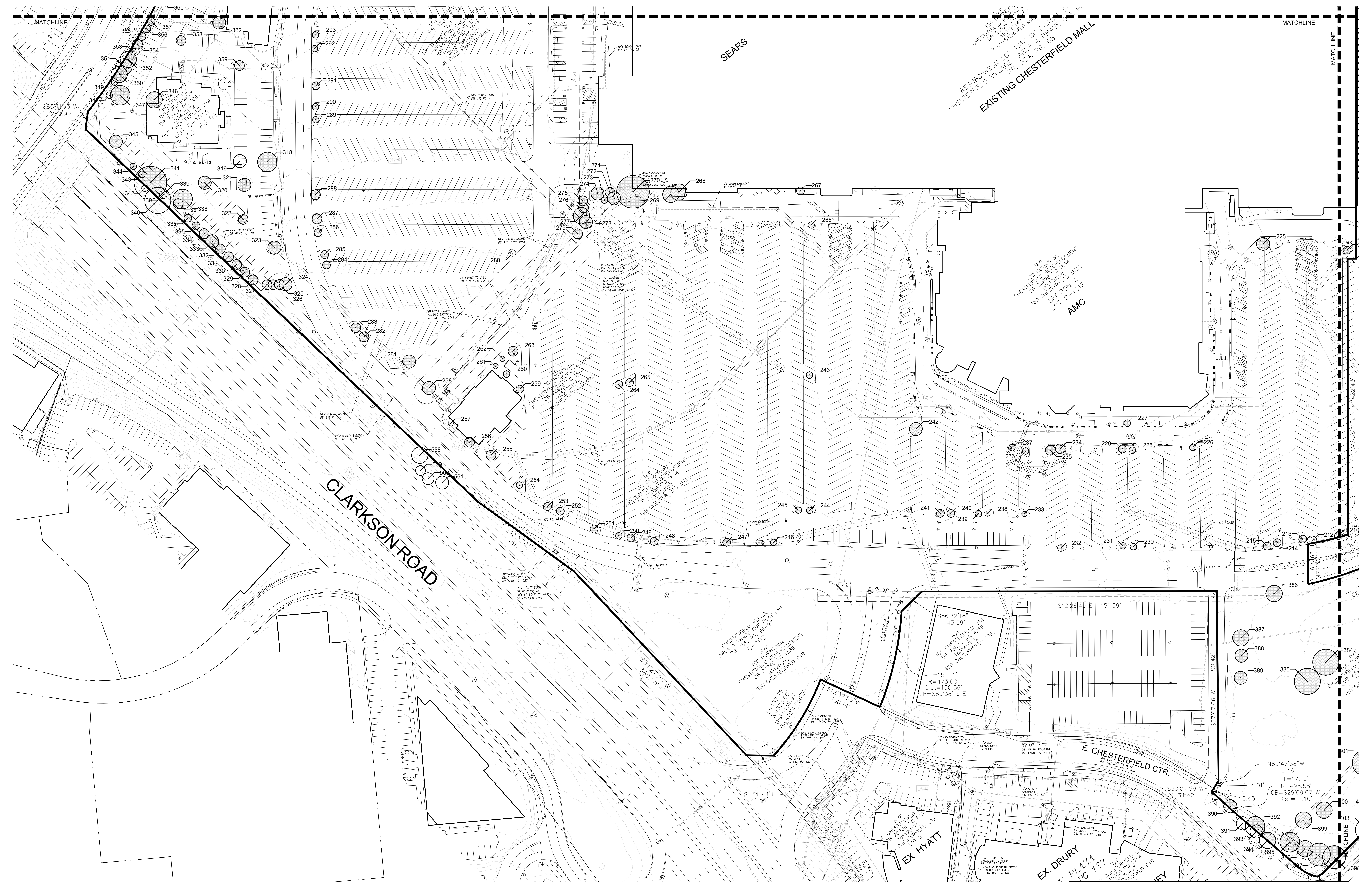
Jerald Saunders - Landscape Architect
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KP	3/10/23
CHECKED BY:	JOB #:
RS	813.102
Downtown Chesterfield Tree Stand Delineation	
TSD-2	

Note: Refer to sheet TSD-5 for tree inventory chart.

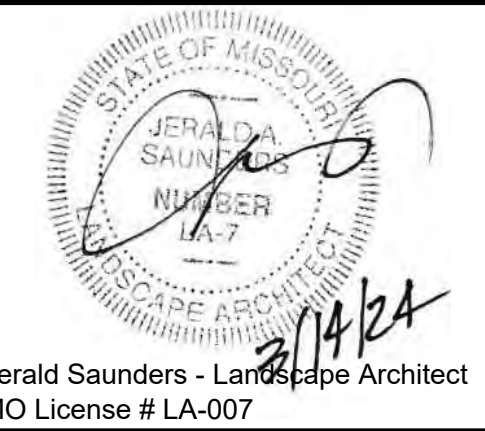


Tree Stand Delineation - Southeast
 SCALE 1"=50'

Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

Revisions:

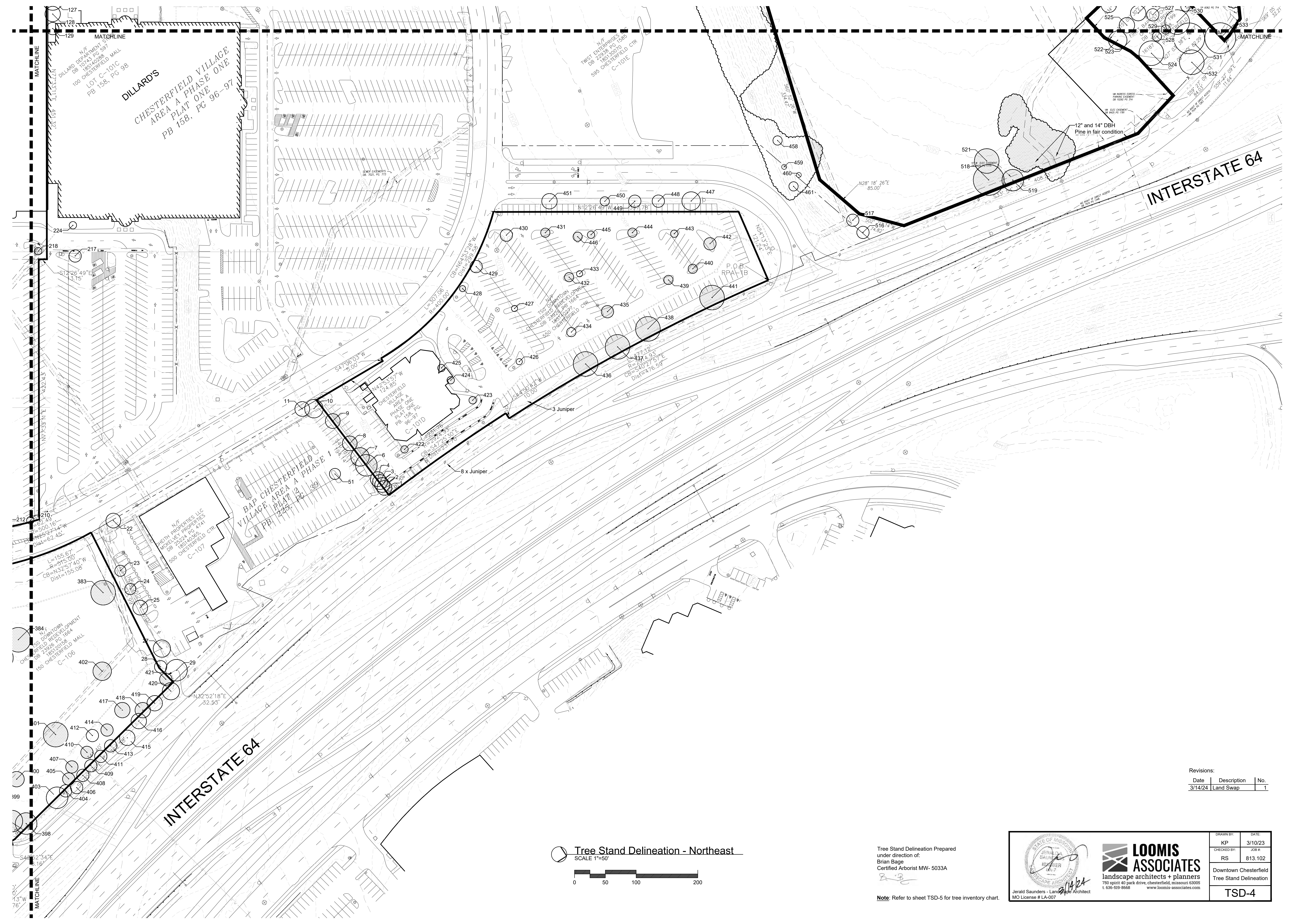
Date	Description	No.
3/14/24	Land Swap	1



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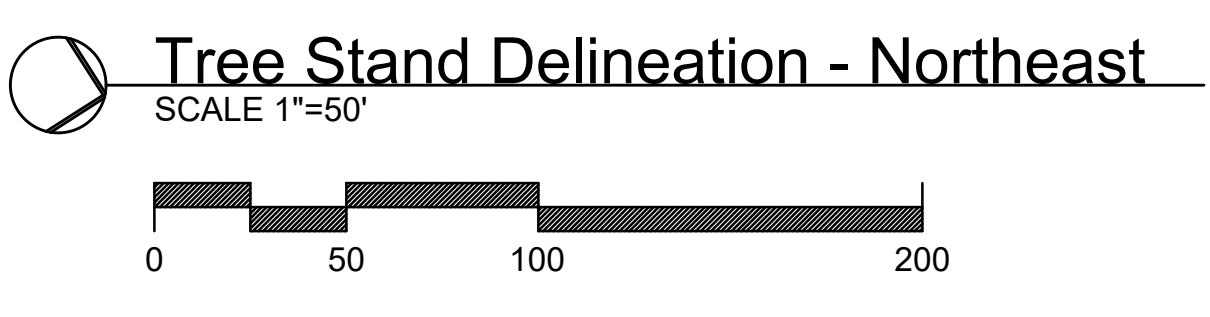
DRAWN BY:	DATE:
KP	3/10/23
CHECKED BY:	JOB #:
RS	813.102
Downtown Chesterfield Tree Stand Delineation	
TSD-3	

Note: Refer to sheet TSD-5 for tree inventory chart.



Revisions:

Date	Description	No.
3/14/24	Land Swap	1



Tree Stand Delineation Prepared under direction of:
Brian Bage
Certified Arborist MW- 5033A

Note: Refer to sheet TSD-5 for tree inventory chart.

Jerald Saunders - Landscape Architect
MO License # LA-007

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t. 636-619-8668 www.loomis-associates.com

DRAWN BY:	DATE:
KP	3/10/23
CHECKED BY:	JOB #:
RS	813.102
Downtown Chesterfield Tree Stand Delineation	
TSD-4	

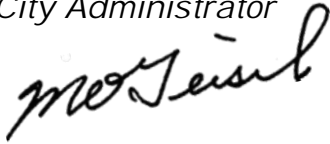
ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
1	Amur Maple	8	24	1	
2	Amur Maple	10	24	1	
3	Amur Maple	7	24	1	
4	Amur Maple	8	24	1	
6	Ash	15	35	2	
7	Ash	20	30	2	
8	Honeylocust	6	24	3	
9	Maple	12	24	2	
10	Maple	20	30	2	
11	Maple	9	24	2	
22	Redbud	10	24	3	
23	Honeylocust	6	30	3	
24	Honeylocust	7	18	3	
25	Honeylocust	8	24	3	
27	Maple	20	28	3	
28	Maple	7	20	3	
29	Maple	20	35	3	
51	Honeylocust	4	18	1	
58	Linden	6	12	1	Trunk damage
59	Cherry	4	8	2	Steel cable embedded
60	Pear	12	20	2	Crown loss
61	Pear	8	20	2	
62	Pear	8	20	2	
83	Pear	8	20	2	Dieback
84	Pear	8	20	1	Dieback
85	Pear	10	20	2	
86	Pear	10	20	2	
67	Pear	8	15	2	
68	Pear	10	20	2	
69	Pear	12	20	2	
70	Pear	12	20	2	
71	Ash	14	30	1	
72	Ash	12	20	1	
73	Ash	12	30	1	
74	Ash	16	30	2	
75	Ash	12	30	1	Dieback
76	Ash	14	25	1	
77	Ash	14	25	1	
78	Ash	14	25	1	
79	Crabapple	5	10	2	
80	Crabapple	6	12	1	
81	Crabapple	5	10	2	
82	Crabapple	5	15	2	
83	Crabapple	5	12	2	
84	Crabapple	5	15	2	
85	Dead	10		0	Dead
86	Crabapple	5	12	2	
87	Crabapple	4	12	2	
88	Crabapple	5	10	2	
89	Crabapple	4	15	2	
90	Crabapple	6	15	3	
91	Hawthorn	20	25	1	2x trunks
92	Hawthorn	12	25	1	Lean
93	Red Maple	12	25	2	Chlorotic
94	Red Maple	10	20	1	Dieback
95	Ash	10	25	1	
96	Ash	10	25	1	
97	Ash	14	30	2	
98	Ash	16	30	2	
99	Ash	10	25	1	
100	Ash	10	25	1	
101	Ash	5	10	1	
102	Ash	7	12	1	
103	Ash	7	12	1	
104	Ash	7	12	1	
105	Ash	5	10	1	
106	Crabapple	3	10	2	
107	Crabapple	3	10	2	
108	Crabapple	5	15	3	
109	Crabapple	4	12	2	
110	Crabapple	3	10	2	
111	Crabapple	5	15	3	
112	Pear	4	8	1	
113	Honeylocust	12	20	1	Dieback
114	Pear	3	5	1	
115	Maple	8	15	2	
116	Crabapple	4	10	1	
117	Crabapple	6	15	2	
118	Crabapple	4	12	2	
119	Crabapple	4	12	1	
120	Elm	2	4	3	
121	Maple	5	12	2	
122	Maple	5	12	2	
123	Honeylocust	6	15	2	
124	Honeylocust	8	20	2	
125	White Pine	8	20	2	Offsite
126	Pear	8	20	3	
127	Red Maple	24	35	3	Offsite, Monarch
128	White Pine	10	25	3	Offsite
129	White Pine	8	20	2	Offsite
130	Oak	4	6	1	Offsite
131	Bald Cypress	12	25	3	Offsite
132	Bald Cypress	10	20	3	Offsite
133	Bald Cypress	12	25	3	Offsite
134	Ash	12	20	1	Offsite
138	Cherry	5	10	1	Offsite
139	Maple	5	10	2	Offsite
210	Pear	8	12	2	Offsite
212	Ash	6	15	1	Offsite
213	Ash	6	12	1	

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
214	Pear	6	12	3	
215	Pear	6	12	2	
217	Honeylocust	10	20	3	Offsite
218	Crabapple	6	12	1	
224	Pine	6	12	3	Offsite
225	Pear	14	20	2	
226	Pear	6	10	1	
227	Maple	6	10	3	
228	Pear	4	10	2	
229	Pear	6	12	2	
230	Pear	6	10	1	
231	Pear	6	10	1	
232	Pear	5	10	3	
233	Pear	5	8	1	
234	Pear	6	15	2	
235	Hawthorn	8	15	2	
236	Pear	6	10	2	
237	Pear	5	10	2	
238	Pear	5	6	1	
239	Pear	6	10	1	
240	Pear	6	12	2	
241	Pear	6	12	2	
242	Maple	8	20	2	
243	Pear	5	10	3	
244	Pear	4	10	2	
245	Pear	5	10	2	
246	Pear	5	10	2	
247	Ash	6	12	1	
248	Ash	6	12	3	
249	Pear	6	12	3	
250	Pear	4	10	2	
251	Ash	5	12	2	
252	Pear	5	12	2	
253	Pear	6	12	2	
254	Maple	5	10	1	
255	Maple	6	15	3	
256	Redbud	6	15	3	
257	Redbud	3	6	3	
258	Pear	10	20	3	
259	Redbud	5	12	2	Mower damage
260	Spruce	6	10	3	
261	Spruce	5	8	3	
262	Spruce	5	8	3	
263	Redbud	8	15	2	
264	Pear	5	12	3	
265	Pear	5	12	2	
266	Honeylocust	4	10	2	
267	Crabapple	4	12	2	
268	Hawthorn	20	25	3	Multi-stem
269	Hawthorn	20	25	3	Multi-stem
270	Honeylocust	40	50	3	Multi-stem
271	Honeylocust	16	20	2	
272	Pine	12	15	1	
273	Pine	8	10	2	
274	Pine	16	20	2	
275	Pine	10	15	2	
276	Pine	12	15	2	
277	Maple	12	25	3	
278	Pine	14	20	2	
279	Pine	12	15	1	
280	Dead	10		0	Dead
281	Ash	8	20	1	
282	Pear	6	15	3	
283	Pear	6	15	2	
284	Pear	6	12	2	
285	Pear	6	12	2	
286	Ash	6	12	1	
287	Ash	6	15	1	
288	Pear	6	15	2	
289	Pear	6	10	3	
290	Pear	6	10	2	
291	Ash	6	12	2	
292	Pear	6	10	2	
293	Pear	6	10	2	
294	Pear	10	20	2	
295	Linden	4	15	1	
296	Crabapple	4	12	2	
297	Cherry	5	10	3	
298	Crabapple	4	15	2	
299	Linden	6	15	3	
300	Maple	12	20	2	
301	Maple	10	20	2	
302	Pear	1	20	3	
303	Pear	10	20	2	
304	Pear	8	10	1	
305	Pear	10	20	2	
306	Pear	8	20	2	
307	Pear	10	20	2	
308	Pear	12	25	2	
309	Ash	8	20	1	
310	Pear	6	15	2	
311	Honeylocust	12	35	2	
312	Honeylocust	12	35	2	
313	Pear	8	25	2	
314	Honeylocust	12	30	3	
315	Crabapple	15	8	1	
316	Dead	10		0	Dead
317	Ash	8	30	1	
318	Honeylocust	10	30	3	
319	Ash	8	20	0	Dead

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
320	Ash	10	20	1	
321	Honeylocust	8	20	2	
322	Honeylocust	4	15	2	
323	Red Maple	8	20	2	
324	Red Maple	8	20	3	
325	Hawthorn	15	15	2	Multi-stem
326	Hawthorn	15	15	2	Multi-stem
327	Hawthorn	15	15	2	Multi-stem
328	Hawthorn	15	15	2	Multi-stem
329	Hawthorn	15	15	2	Multi-stem
330	Hawthorn	12	15	2	Multi-stem
331	Red Maple	6	15	3	
332	Red Maple	7	15	3	
333	Red Maple	8	20	3	
334	Hawthorn	10	15	2	
335	Hawthorn	10	12	1	Mixed with 2" Dogwood
336	Hawthorn	8	12	1	
337	Dogwood	12	15	2	Multi-stem
338	Honeylocust	14	30	3	
339	Red Maple	6	12	1	Trunk cavity
340	Pear	16	40	2	Twin
341	Pear	36	50	3	Multi-stem
342	Ash	14	10	1	
343	Ash	14	10	1	
344	Ash	10	20	1	
345	Ash	10	20	1	
346	Riverbirch	12	25	3	
347	Honeylocust	12	30	3	
348	Crabapple	6	10	0	Dead
349	Crabapple	8	10	0	Dead
350	Honeylocust	10	25	2	
351	Honeylocust	8	25	3	
352	Honeylocust	8	25	3	
353	Crabapple	6	10	0	Dead
354	Crabapple	8	15	1	
355	Hawthorn	12	12	2	Multi-stem
356	Hawthorn	10	12	2	Multi-stem
357	Hawthorn	12	12	2	Multi-stem
358	Red Maple	5	15	1	
359	Honeylocust	6	15	2	
360	Hawthorn	12	15	2	
361	Hawthorn	12	12	2	
362	Hawthorn	10	12	2	
363	Hawthorn	12	12	2	
364	Hawthorn	10	12	1	
365	Hawthorn	12	12	2	
366	Honeylocust	7	20	3	
367	Honeylocust	7	20	2	
368	Crabapple	8	15	2	
369	Crabapple	8	12	1	
370	Crabapple	8	15	2	
371	Red Maple	8	20	2	
372	Hawthorn	15	15	2	Multi-stem
373	Hawthorn	12	12	2	Multi-stem
374	Hawthorn	15	12	2	Multi-stem
375	Hawthorn	12	12	1	Multi-stem
376	Hawthorn	12	15	2	Multi-stem
377	Red Maple	5	15	2	Lost leader
378	Red Maple	5	12	1	
379	Red Maple	7	15	3	
380	Pear	7	15	3	
381	Japanese Maple	12	15	3	
382	Spruce	12	20	3	Vines
383	Honeylocust	20	40	3	
384	Honeylocust	18	40	3	
385	Honeylocust	20	40	2	
386	Ash	12	25	1	
387	Honeylocust	10	25	2	
388	Honeylocust	8	20	2	
389	Honeylocust	7	20	3	
390	Sweetgum	12	20	2	
391	Sweetgum	12	20	2	
392	Sweetgum	12	30	2	
393	Sweetgum	8	20	2	
394	Sweetgum	12	25	2	
395	Sweetgum	16	30	3	

Mike Geisel

City Administrator



690 Chesterfield Pkwy W

Chesterfield MO 63017

Phone 636-537-4711

Fax 636-537-4798

OFFICE OF THE CITY ADMINISTRATOR

TO: Planning & Public Works Committee of Council
Finance and Administration Committee of Council

Date: May 6th, 2024

RE: North Outer Forty Road & Long Road
Extension to Chesterfield Parkway
Long Road – full access interchange

As you are aware, for over two decades, Chesterfield has pursued both the extension of North Outer Forty eastward to Chesterfield Parkway and the improvement of the Long Road interchange to provide full access to\from Interstate 64. These projects were identified in plans prior to construction of the Interstate 64 East Bound Daniel Boone Bridge. It should also be noted and understood that these projects are large projects, each estimated to be in the \$25 million range, a total investment approaching \$50 million. Both projects have identified funding resources committed, although we certainly intend to attempt to identify additional and supplemental funding from alternative sources.

The Long Road interchange improvement is identified as a project within the Chesterfield Valley Transportation District (CVTDD) and along with the final segment of the levee trail, remains as the only two remaining incomplete projects for the CVTDD. While the original CVTDD conceived the improvements would be funded as a Federal project with partial, \$5.625 million, funding to be provided by the CVTDD, the likelihood of Federal funding has become remote. Thus, it is anticipated that the TDD will be required to at least fund a larger proportion of the project or potentially the entire project cost. While the CVTDD is performing well ahead of projections, the super-sinker TDD bonds previously issued require that all revenues be first dedicated to retire the bonds, which results in having no current cash reserves for the Long Road improvements until the TDD debt is re-financed in the next couple of years. That creates a short-term cash flow issue to fund the preliminary studies necessary for the project to progress.

Similarly, the extension and connection of North Outer Forty to Chesterfield Parkway is an identified public project for the Chesterfield Regional Tax Increment Financing District (TIF). No TIF bond financing has been initiated, so there are no

funds to initiate the project studies at this time. Re-financing by the TDD board is anticipated in the near-term future.

These projects are multi-year projects, requiring extensive studies and access justification request (AJR) approval by Federal Highways. Once the studies are complete, and presuming the projects are successful in gaining approval of the Federal AJR, that approval is for a defined time and requires a project financing commitment. As such, it is essential to initiate the studies, preliminary design, and to identify other potential funding sources, such that the City may progress with the projects once the AJR is obtained. These are complicated, lengthy, and bureaucratic processes that require substantial effort, consistent attention and expertise to be successful.

The Department of Public Works solicited Requests for Proposals from multiple firms who specialize in similar projects; to initiate the traffic studies, preparing successful Access Justification Requests for Federal Highways, creating preliminary design configurations, and assisting in securing other funding sources to supplement both the TDD and the TIF. Inasmuch as these projects impact Interstate 64 and are adjacent geographically, in consultation with the Missouri Department of Transportation, we have determined that Federal Highways will require that the entire section of Interstate be studied concurrently, and reports be prepared with both anticipated projects being represented. Subsequently, *the DPW reviewed the qualifications and representative projects from multiple engineering firms and developed a scope of work and fee estimate with Lochmueller Group to perform this work. The total estimated fee for this effort is \$2.1 million.* Lochmueller has secured an impressive project team comprised of planners, traffic engineers, structural engineers, construction engineers, environmental and grant funding experts. If this project is funded, the Lochmueller Team would meet with stakeholders, conduct an option analysis, undertake field surveys and geotechnical services, complete a preliminary design with cost estimate, oversee public engagement, obtain formal agency/utility/AJR approval, and submit grant applications to fund the project.

The City's Engineering Staff believes that this is an important project, supported by the inclusion of the Long Road Interchange in the CVTDD and the North Outer 40 Connection in the Downtown Chesterfield TIF. It should also be understood that while the contract agreement would be concurrent with the acceptance of the proposal, the actual expenditure for the work effort will occur over a period of time, perhaps 2 – 3 years.

I have been somewhat reticent to bring this recommendation to Council, simply due to the magnitude of the request. Any request for funding at this level should only be considered with significant reflection. However, this cost is reasonable, this work effort is essential, and we currently have the most favorable audience for these projects as we have had in several years. This is simply an essential step in the process and if the City continues to support these projects, now is the time to proceed and fund the effort. The complexity of the project, the timeline and funding

availability requires that the preliminary work be completed prior to seeking final approvals, necessitating these efforts in a timely matter.

Accordingly, I request that both the F&A and PPW Committees recommend that the full City Council authorize a contract with Lochmueller Group for the scope of work associated with Long Road Interchange and North Outer Forty Extension, as described in the attached scope of work, funded by a transfer of \$2.1 million from the General Fund – Fund Reserve, with the expressed intent of being fully reimbursed by the CVTDD and Chesterfield Regional TIF as funds become available. The City of Chesterfield has a healthy General Fund – Fund reserve, far in excess of the 40% policy minimum requirement and this temporary funding will not diminish the City's financial capacity while concurrently providing for the desired and necessary projects.

Scope of Services: I-64 Improvements for the City of Chesterfield

General Description

The agreement between Lochmueller Group and MoDOT will cover engineering services for Phase 1 of the proposed I-64 Improvements within the City of Chesterfield. The City is pursuing two distinct projects: modifications in access along I-64 at Long Road from a partial to a full interchange with service added to and from the west on the interstate and extension of the outer road system on the north side of I-64 within Chesterfield Valley across Bonhomme Creek. The project limits are as follows:

- Long Road Interchange – along I-64 from Spirit of St. Louis Boulevard interchange on the west to Boone’s Crossing on the east, and along Long Road from North Outer Road on the north and Chesterfield Airport Road on the south.
- North Outer Road Extension – along the North Outer Road from Boone’s Crossing on the west to Chesterfield Parkway West on the east, and along Chesterfield Parkway West from Swingley Ridge Road on the north and Wild Horse Creek Road on the south.

Phase 1 would include survey and data collection, identification of a justifiable purpose and need for each project, the analysis of multiple alternatives for each project, identification of a recommended alternative for each project, documentation as required to satisfy FHWA, MoDOT and St. Louis County (Access Justification Report (AJR) documentation, as required), preliminary engineering for each project, public engagement, completion of the NEPA process, identification of funding strategies and grant application development, and programming within the region’s Transportation Improvement Program (TIP).

Subsequent phases would account for design and property acquisition for each project (Phase 2) and construction of each project (Phase 3) and will be scoped once the extent of the associated infrastructure improvements at each location are identified.

Project Goals

The primary goal of Phase 1 is to achieve consensus with regards to the extent of the improvements at each location, achieve all necessary regulatory agency approvals of the recommended improvements, and identify funding for Phase 2 and/or Phase 3.

Task 1: Project Management & Administration

This task includes management of the internal consultant team, coordination efforts with FHWA, MoDOT, and St. Louis County (Project Steering Committee), document control, quality management and monthly invoicing with monthly progress reports. It is assumed the Project Management tasks involves services from April 2024 through July 2025 a total of sixteen (16) months.

A. Project Management Plan

The Consultant shall develop a Project Management Plan for management coordination and control of the project required for successful and timely completion of this study. The Project Management Plan shall include:

- A detailed work plan comprised of schedule for each sub-task described in this scope of services.

- Method for tracking budget and schedule for the duration of the study.
- Key project contacts within the project team, City of Chesterfield and the Project Steering Committee.
- Establish a meeting schedule (corresponding with Task 1.C) and distribute to Client and other parties.
- Establish the project milestones and estimated review times by Client and other parties.

B. Project Administration

This task covers the following items:

- Initial project setup
- Monitoring of project metrics
- Development of subconsultant agreements
- Quarterly management project review meetings
- Monthly invoice and progress report preparation (assumes 16 invoices)

C. Project Team Communications and Document Controls

This establishes the approach to project team meetings as well as development of document control and sharing of project information with the project team. Meetings will be held virtually unless otherwise described below.

- **Project Kick-Off Meeting** – An in-person project kick-off meeting at the City of Chesterfield will be held to review project scope, schedule, key milestones, as well as discuss project goals and study limits. Consultant task leads will participate. This meeting could be conducted as a hybrid meeting with some attendees participating via the FHWA Division Office. This meeting will be the first Project Steering Committee Meeting (described below).
- **Project Steering Committee Meetings** – Consultant will participate in up to eight (8) Project Steering Committee meetings with the City of Chesterfield, District MoDOT team, St. Louis County DOT, MoDOT Central Office (as needed) and FHWA (as needed). Consultant will prepare and distribute meeting agendas prior to meetings and notes documenting decisions and action items after meeting. It is assumed that all Project Steering Committee Meetings will be virtual.
- **Concept Development Workshop** – Consultant will facilitate a 3-hour workshop with the City, MoDOT, and St. Louis County to evaluate each project and identify two concepts for each project to be carried forward into Concept Development. The workshop will feature break-out sessions where smaller groups will sketch concepts on aerial layouts. Consultant task leads will participate and facilitate the breakout sessions. Consultant will document findings of workshop.

- **Internal Consultant Team Meetings** – Consultant will coordinate and lead virtual monthly progress meetings (16 total). Consultant task leads will participate. Informal brief meeting notes in the form of an email summary will be prepared and distributed to document decisions and track action items.
- **City Management/Elected Official Briefing** – Consultant will prepare material and participate in one (1) City of Chesterfield Senior Management/Elected Official Briefing for each project to update on progress of the study at a time determined by the Client. These briefings will be held in-person at the City of Chesterfield.
- **Consultant Team Sharefile** – Consultant will maintain a secure directory for project files, designs, and documentation as a means of document control and handling for the Consultant Team.
- **Other Stakeholder Meetings** – Consultant will facilitate and participate in up to four (4) meetings with other project stakeholders (Levee District, Property Owners, etc.) that are identified during the Phase 1 process. These meetings may be used to discuss the recommended concept(s) at each location or for informative purposes if a critical stakeholder is identified. It is assumed these meetings will be 1-hour in-person meetings.

Task 2: Survey / Geotechnical Services

This task includes collection of all necessary survey and geotechnical data to inform the conceptual design and preliminary engineering of Phase 1 as well as survey data necessary to support the design and property acquisition within Phase 2. It is assumed the Survey tasks outlined below involve services from April 2024 through September 2024 for a total of six (6) months.

A. Topographic Survey

Survey information required for the preparation of preliminary, right-of-way, and final roadway plans includes:

- Perform a thorough review of existing data.
- Set survey control and benchmarks.
- Translate control and benchmarks into sheet drawings to be used in construction plans.

Complete topographic surveys to develop preliminary plans, right-of-way plans, and final roadway plans, including all improvements and existing topography within the limits of the project. Any topographic surveys not shown in Attachment A – Survey Area shall not be included and will be negotiated under a supplemental agreement. Surveys shall consist of pertinent topographic features, including:

- Existing drainage and sanitary structures (pipes, types, flowlines, sizes)
- Trees over four (4) inches in diameter
- Existing retaining wall shots and type of wall
- Building front elevations and pertinent building features

- Pertinent parking lot features
- Driveways, pavement types, and profiles
- Existing signal equipment surveys
- Drainage swales
- Sign posts, size, identification and photo log
- Pavement marking type
- Miscellaneous roadside identification and photo log
- Lighting
- Other

Field-locate visible above-ground evidence of utilities located within the project area. "Missouri One Call" and MoDOT will be contacted, and a formal request will be submitted for marking the locations of member utilities. In the event that "Missouri One Call" fails to respond, in whole or in part, to the formal request, underground facilities, structures, and utilities will be plotted from surveys and/or available records. The locations of all utilities are to be considered approximate. There may be other utilities whose existence may not be known at the time of the survey.

- Communicate with utility coordinator on underground utility one-call locates.
- Perform as-needed punch list surveys due to design updates and/or new development. Five (5) days of additional crew time have been included.

The CONSULTANT will survey eight (8) cross sections of Bonhomme Creek to complete floodplain analysis.

B. Right-of-Way Surveys

Perform right-of-way surveys necessary for the preparation of preliminary, right-of-way, and final roadway plans including:

No more than ten (10) title reports will be ordered. This will be coordinated during the preliminary design phase of the project.

- Locate existing right of way, property lines, and pertinent section lines for the entire project limits.

Clearly identify linework in drawing with text (i.e. property lines (PL), section lines, quarter- quarter section lines, existing right-of-way, existing easements, etc.)

Research impacted parcels. Each impacted parcel within the project limits shall include property owner name, assessor's map number, last deed book and page, and existing size of parcel in square feet.

- All property lines shall have a bearing (to the nearest second) and a length (to the nearest hundredth of a foot) shown and the parcel closed within acceptable tolerances governed by the State of Missouri.
- Incorporate all easements and identified information from the title work into the existing right-of-way drawing.

- Provide a reference tie drawing with three-point ties.
- Establish land corner ties.

Legal descriptions for acquisitions or location surveys are not included in this phase.

C. Geotechnical Services

Geotechnical exploration as necessary to support development of concept alternatives for both projects as it relates to subsurface conditions and the development of design and construction recommendations for the foundations and earth-related phases of the proposed projects.

Obtain up to 18 borings related to the potential for retaining walls at the Long Road interchange, the south approach to the Long Road interchange, retaining walls along the North Outer Road, and/or approaches to a potential roundabout along the North Outer Road.

- Select borings may be substituted with Piezocone Penetration Test soundings.

Prepare one (1) Geotechnical Report that includes the Long Road interchange, the North Outer Road extension, and the bridge over Bonhomme Creek in accordance with MoDOT's EPG Section 320.2.

Task 3: Traffic & Safety

This task includes collection of all necessary traffic and crash data as well as preparation of comprehensive traffic safety and operations analysis. This analysis is structured to satisfy typical requirements of an AJR for both locations. It should be noted that an AJR will be required for the modifications at I-64 and Long Road. The need for an AJR for the extension of the North Outer Road across Bonhomme Creek is dependent upon which alternative is selected by the Client. It is assumed the Traffic and Safety tasks outlined below involve services from April 2024 through July 2025 for a total of sixteen (16) months.

A. Study Area Limits

a. Long Road Interchange

- Study Area (Safety and Traffic Operations) – Interchange at Long Road plus I-64 between Spirit of St. Louis Boulevard interchange and Boone's Crossing interchange, as well as the intersection of Long Road with Chesterfield Airport Road and the future intersection of Long Road with North Outer Road.

b. North Outer Road Extension

- Safety Study Area – North Outer Road between Boone's Crossing and Chesterfield Parkway West, including the WB on-ramp to I-64 from the Chesterfield Parkway West. Swingley Ridge Road between Chesterfield Parkway West and the cul-de-sac.
- Traffic Operations Study Area – Along the North Outer Road between Boone's Crossing and Chesterfield Parkway West, including the WB on-ramp to I-64 from Chesterfield Parkway

West. Along Chesterfield Parkway West from Swingley Ridge Road on the north to Wild Horse Creek Road on the south. Along Swingley Ridge between Chesterfield Parkway West and the cul-de-sac.

B. Study Peak Periods

- Weekday AM Commuter Peak Hour (one hour identified between 6 to 9 AM)
- Weekday PM Commuter Peak Hour (one hour identified between 3:30 to 6:30 PM)

C. Study Horizons

- 2024 Existing Conditions
- 2050 Design Year

Note: Construction Year analysis is presumed NOT required as part of this scope. If required by FHWA and/or MoDOT, the scope and associated fee would need to be revised accordingly.

D. Traffic Data Collection

- Consultant will obtain the most recent five (5) years of crash summary data for each of the Safety Study Areas defined in Tasks 3.A.a and 3.A.b. This excludes individual crash reports.
- Consultant will obtain from MoDOT traffic counts, speed, and density data from MoDOT sensors on mainline I-64 within the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b.
- Consultant will obtain mainline traffic counts at two (2) locations along I-64, as shown in Attachment B – Traffic Count Locations, during the weekday AM and PM commuter periods, as defined in Task 3.B. One location would be between Spirit of St. Louis Boulevard and Long Road while the other location would be just east of Bonhomme Creek.
- Consultant will perform turning movement counts at the 18 intersections listed below and reflected in Attachment B – Traffic Count Locations during the weekday AM and PM commuter periods, as defined in Task 3.B.
 - Parkway West On Ramp
 - Spirit Roundabout/I-64 WB Off Ramp
 - North Outer Road at Spirit of St. Louis Boulevard
 - Spirit of St. Louis Boulevard and EB I-64 On ramp
 - Chesterfield Airport Road & Long Road
 - Boone's Crossing at North Outer Road
 - Boone's Crossing at EB I-64 Ramp Terminal
 - Boone's Crossing at WB I-64 Ramp Terminal
 - Boone's Crossing at Chesterfield Airport Road
 - North Outer Road at Top Golf
 - North Outer Road at Chesterfield Parkway West
 - Chesterfield Parkway West at Swingley Ridge
 - Chesterfield Parkway West at Wild Horse Creek Road

- Wild Horse Creek Road at I-64 EB Off ramp
- Swingley Ridge Road at RGA Parking Access
- Swingley Ridge Road at City Hall/RGA Drive
- Swingley Ridge Road at Double Tree Hotel
- Swingley Ridge Road at Dierberg's Drive
- Swingley Ridge Road at Chesterfield Athletic Club

E. Methods & Assumptions Report

Generate a Methods & Assumptions Report consistent with MoDOT EPG 905.3.2.5 and submit to MoDOT, St. Louis County, and FHWA Missouri Division for review and comment prior to proceeding with analysis. The Methods & Assumptions Report will contain a list of the study area intersections, the documentation of selected peak hours for analysis, and key measures of effectiveness.

F. Existing Conditions Analysis

- a. **Safety** – Consultant will analyze existing crash issues within the Safety Study Areas defined in Tasks 3.A.a and 3.A.b. Actual crashes will be compared to expected crashes based on Highway Safety Manual procedures to identify hot spots with higher-than-expected crash frequency or severity.
- b. **Traffic Operations** – Consultant will analyze existing traffic operations in the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. This will be based on 2024 data obtained in Task 3.D. Speed-flow-density profiles for mainline I-64 approaching the Long Road interchange will be developed to identify times and locations of congestion.
 - i. VISSIM microsimulation models will be developed for the Traffic Operations Study Area defined in Task 3.A.a to quantify levels of service and operating performance along I-64 and the ramps necessary to analyze the Long Road interchange. Required calibration statistics would be provided.
 1. Simulation Calibration Report - Generate a Simulation Calibration Report consistent with MoDOT EPG 905.3.5.3.2.3.5 and submit to MoDOT and FHWA Missouri Division for review and comment. This document will summarize the calibration and validation of the existing conditions VISSIM simulation models for the weekday morning and afternoon peak hours.
 - ii. Synchro and Sidra will be applied for all signalized and roundabout intersections, respectively, within the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b.
 - iii. Highway Capacity Software will be applied for all freeway segments within the Traffic Operations Study Area defined in Tasks 3.A.a and 3.A.b, including basic, merge, diverge, and weaving.

G. Define Problem Statement and Project Goals

The Consultant will leverage the existing safety and traffic operations analysis results to define a problem statement and identify project goals and prioritization for each of the proposed projects (Long Road Interchange and North Outer Road Extension).

H. Traffic Forecasting

- The Consultant will profile historic growth along I-64 using MoDOT's Traffic Volume Maps.
- The Consultant will coordinate with East-West Gateway Council of Governments to obtain loaded network outputs from the regional travel demand model for the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. for both Existing Year and Design Year to quantify forecasted growth.
- The Consultant will review the Chesterfield Valley Master Plan and the Chesterfield Village AJR (1998) for insight to previously applied growth projections.
- Identify any future year transportation projects within the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. that should be incorporated into the future growth analysis (Route 109 improvements, etc.).
- Generate a Traffic Forecasting Report that documents the key assumptions and methodologies for estimating traffic growth for the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. This document will be submitted to St. Louis County, MoDOT, and FHWA Missouri Division for review and comment.

I. No Build Analysis

- Safety** – Consultant will evaluate safety for the No Build condition for the design year of 2050 using Highway Safety Manual tools, such as iSATe. This analysis of the Safety Study Areas defined in Tasks 3.A.a and 3.A.b will estimate the expected number of crashes associated with the No Build scenario to serve as a benchmark for comparing the alternatives.
- Traffic Operations** – Consultant will evaluate traffic operations for the No Build condition for the design year of 2050 for the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. This will utilize VISSIM, Synchro, Sidra, and Highway Capacity Software to quantify levels of service and operating performance, as defined for the Existing Conditions analysis in Task 3.F.b.i through Task 3.F.b.iii.

Note: Construction Year No Build analysis is presumed NOT required as part of this scope. If required by FHWA and/or MoDOT, the scope and associated fee would need to be revised accordingly.

J. Build Analysis

The Consultant will evaluate Build safety and traffic operations analysis for two (2) concept alternatives for each project as defined during the Concept Development Workshop.

- Safety** – Consultant will evaluate safety for the Build condition for each of the alternatives for the design year 2050 using Highway Safety Manual tools, such as iSATe. This analysis of the Safety Study Area defined in Tasks 3.A.a and 3.A.b will estimate the expected number of crashes associated with each alternative, which will then be compared against the No Build to quantify safety improvements.

- b. Traffic Operations** – Consultant will evaluate traffic operations for the Build condition operations for each of the alternatives for the design year 2050 for the Traffic Operations Study Areas defined in Tasks 3.A.a and 3.A.b. This will utilize VISSIM, Synchro, Sidra, and Highway Capacity Software to quantify levels of service and operating performance, as defined for the Existing Conditions analysis in Task 3.F.b.i through Task 3.F.b.iii, of the alternatives for comparison to the No Build.

Note: Construction Year Build analysis is presumed NOT required as part of this scope. If required by FHWA and/or MoDOT, the scope and associated fee would need to be revised accordingly.

K. Access Justification Report for Long Road Interchange

This task involves the documentation necessary to satisfy MoDOT and FHWA requirements for modifications to the Long Road Interchange.

- Prepare one (1) draft AJR
- Submit one (1) draft AJR to Client for review and comment. Respond to the comments and modify the document accordingly.
- Submit one (1) draft AJR to St. Louis County and MoDOT for concurrent review and comment. Respond to the comments and modify the document accordingly.
- Submit one (1) draft AJR to MoDOT for submittal to FHWA Missouri Division for review and comment. Respond to the comments and modify the document accordingly.
- Resubmission of revised AJR to FHWA Missouri Division would accompany a request for Determination of Safety, Operational, and Engineering Acceptability.
- Upon completion of NEPA process, issue one (1) FINAL AJR to all agencies involved.
- Coordinate with MoDOT to submit the official request for AJR Final Approval.

L. Conceptual Report for Extension of North Outer Road Extension

This task involves the documentation necessary to satisfy St. Louis County and MoDOT requirements for extension of the North Outer Road over Bonhomme Creek.

- Prepare one (1) draft concept report
- Submit one (1) draft concept report to Client for review and comment. Respond to the comments and modify the document accordingly.
- Submit one (1) draft concept report to St. Louis County and MoDOT for review and comment. Respond to the comments and modify the document accordingly.
- Provide one (1) concept report for final approval.
 - It should be noted that if an alternative for extending the North Outer Road that modifies the existing WB on-ramp to I-64 from Chesterfield Parkway West is selected, it is likely an

AJR would be required for FHWA approval. Should this be the case, a separate AJR from the Long Road modifications would be prepared in place of a Conceptual Report.

Task 4: Concept Development

This task includes services relating to the development of conceptual alternatives for both projects including utility coordination, roadway engineering, drainage, right of way impacts, cost estimating, and line work. Two concept alternatives are assumed for the interchange at Long Road and two concept alternatives are assumed for the North Outer Road extension across Bonhomme Creek. It is assumed the Concept Development tasks outlined below involves services from April 2024 through September 2024 for a total of six (6) months.

A. Utility Coordination

This task involves performing the following utility coordination tasks:

- Coordinate to obtain One-Call tickets to have utilities located in identified areas of proposed project.
- Obtain maps from utilities of their known locations and adjust survey limits as needed.
- Coordinate with surveyor to complete utilities survey and verify completeness and accuracy of utility topographical survey.
- Coordinate submittal of concept plans to utility companies.
- Identify locations for power service needs, and coordinate with the power company to obtain estimated costs.
- Review Concept Plans to assist in the identification of potential conflicts.
- Prepare colored utility line exhibits for coordination.

B. Concept Design - The concept design effort will be coordinated concurrently with the traffic and safety analysis completed in Task 3. The two alternatives for each project will be the recommended alternatives from the Concept Development Workshop.

- Obtain as-built plans for:
 - I-64 at Long Road
 - I-64 mainline within the study area limits
 - All interchange ramps within the study area limits.
 - North Outer Road east of Top Golf
 - North Outer Road from Chesterfield Parkway West onto I-64 WB
 - Swingley Ridge Road
- Establish a quality control process for Concept Development
- a. Alternative Development for Long Road Interchange** – This task will develop two (2) concept plans for a new full access interchange at Long Road to determine a viable design relative to interchange layout, roadway alignments, structures, drainage, right-of-way, utility impacts, and probable estimate of cost.

- Up to two (2) site visits
- Develop Design Criteria

The following tasks will be conducted for each concept unless specified otherwise:

- Roadway
 - Establish horizontal and vertical geometry
 - Establish concept typical section
 - Review and develop roadside safety options
 - Develop concept cross sections
 - Develop concept retaining wall layouts
 - Estimate area of any right-of-way needs
 - Identify potential design exceptions that may be required
- Drainage
 - Review existing drainage and sanitary sewer plans
 - Review potential utility impacts
 - Sanitary
 - Storm sewers
 - Coordination with MSD
 - Perform drainage calculations to determine the viability of concepts relative to necessary drainage improvements. The calculations and models shall include concept level analyses of one (1) layout. Findings shall be used to aid in determining the recommended alternative.
 - Perform a conceptual levee risk review relative to Chesterfield-Monarch Levee District criteria
 - Perform crossroad culvert analysis of two (2) culverts
 - Water quality concepts development
- Structures
 - Review existing as-built plans
 - Review geotechnical report
 - Determine potential bridge layout concepts for one (1) structure
 - Develop potential span arrangements
 - Develop potential superstructure depths for use in designing vertical roadway alignments
- Preparation of Workshop Stripmaps
- Develop Concept Plan Sheets
 - Title
 - Typical sections
 - Plans
 - Profile
 - Bridge layout sheets

- Evaluate constructability
- Develop concept estimate and quantities
- Develop pavement marking layouts (recommended alternative only)
- Develop signing plans necessary for AJR submittal (recommended alternative only)

b. Alternative Development for North Outer Road Extension – This task will develop two (2) concept plans for a new connection of the North Outer Road between Chesterfield Parkway West to the east entrance of Chesterfield Nursery to determine a viable design relative to ramp alignments, structures, drainage, right-of-way, utility impacts, and probable estimate of cost. It is assumed there is only one parallel alignment for North Outer Road across Bonhomme Creek from the east entrance of Chesterfield Nursery to Swingley Ridge Road. In the first alternative, the North Outer Road would connect to a proposed intersection at Swingley Ridge Road. In the second alternative, the North Outer Road would connect to a proposed roundabout at Swingley Ridge Road and to a ramp connection from Chesterfield Parkway West.

- Up to two (2) site visits
- Develop Design Criteria

The following tasks will be conducted for each concept unless specified otherwise:

- Roadway
 - Establish horizontal and vertical geometry
 - Establish concept typical section
 - Review and develop roadside safety options
 - Determine pedestrian connections (one proposed trail alignment) from Swingley Ridge across Bonhomme Creek to connect to Chesterfield-Monarch Levee Trail (applicable to both alternatives)
 - Develop concept cross sections
 - Develop concept retaining wall layouts
 - Estimate area of any right-of-way needs
 - Identify potential design exceptions that may be required
- Drainage
 - Review existing drainage and sanitary sewer plans
 - Review potential utility impacts
 - Sanitary
 - Storm sewers
 - Coordination with MSD
 - Perform drainage calculations to determine the viability of concepts relative to necessary drainage improvements. The calculations and models shall include concept level analyses of one (1) HEC Analysis at Bonhomme Creek (applicable to both concept alternatives) and one (1) concept layout. Findings shall be used to aid in determining the recommended alternative.

- Perform a conceptual levee risk review relative to Chesterfield-Monarch Levee District criteria
- Floodplain Risk Review
 - HEC RAS Analysis for bridge layout
 - Floodplain Memo with Preliminary Findings
- Perform crossroad culvert analysis of two (2) culverts
- Water quality concepts development
- Structures
 - Review existing as-built plans
 - Review geotechnical report
 - Determine potential bridge layout concepts for one (1) structure (applicable to both concept alternatives)
 - Develop potential span arrangements
 - Develop potential superstructure depths for use in designing vertical roadway alignments
- Preparation of Workshop Stripmaps
- Develop Concept Plan Sheets
 - Title
 - Typical Sections
 - Plans
 - Profile
 - Bridge Layout Sheets
- Evaluate constructability
- Develop concept estimate and quantities
- Develop pavement marking layouts (recommended alternative only)
- Develop signing plans, if necessary, for AJR submittal (recommended alternative only)

C. Alternatives Screening

Perform a review of the concept alternatives for both projects with regards to their design and constructability, as informed by the traffic and safety analysis, roadway, drainage, structural and environmental analysis in Tasks 3, 4 and 6. Two concept alternatives are assumed for the Long Road Interchange, and two concept alternatives are assumed for the North Outer Road Extension across Bonhomme Creek. This review will be used to compare the alternatives within the criteria matrix.

Establish Screening Criteria – Consultant will coordinate with City, St. Louis County and MoDOT to establish evaluation criteria for screening concept alternatives for comparison. Criteria may include safety, traffic flow, constructability, right-of-way/utility impacts, cost, etc.

Consultant will filter the concept alternatives through the screening criteria to produce a criteria matrix. Quantitative and qualitative analysis from Tasks 3, 4, and 6 will be utilized to inform the criteria matrix.

- Consultant will work with Client, St. Louis County, MoDOT and FHWA to select a recommended alternative to be presented in the AJR for Long Road.
- Consultant will work with Client, St. Louis County, and MoDOT to select a recommended alternative for the extension of the North Outer Road over Bonhomme Creek.

Task 5: Preliminary Plan Development

This task will further develop the recommended alternative for each project with regards to its design and constructability. The recommended concept alternatives for the interchange at Long Road and for the North Outer Road extension across Bonhomme Creek will be analyzed in greater detail and preliminary plans will be created in preparation for NEPA documentation, funding applications, and inclusion in the regional TIP. The development of more detailed plans will be utilized to reduce costing and constructability risks.

A. Roadway

- Review draft AJR and comments for incorporation into Preliminary Plans
- Revise Roadway plan linework
- Revise Wall Layout (assumes 4 total)
- Update right-of-way linework
- Update Signing Layout / Pavement Markings (recommended alternative)

B. Drainage

- Delineate drainage areas and perform hydrologic calculations
- Perform hydraulic calculations for open and closed drainage systems
- Perform hydraulic calculations for sanitary system
- Water quality and quantity analysis
- Determine TCE/easement limits for drainage impacts
- Field visit with team
- Quality control
- Submit preliminary plans and calculations to MSD
- Submit preliminary plans and calculations to Levee District
- Respond to comments

C. Structures

- Refine Structure Layout

D. Preparation of Preliminary Plan Sheets

a. Long Road Interchange

- Title
- Typical Sections (8 sheets)
- Plan Sheets (Geometry shown, 50 scale; 13 sheets)
- Profile Sheets (50 scale; 13 sheets)
- Develop drainage plan sheets (assumes 28 sheets)
- Preliminary Signing Plan Sheets (no quantity or details)
- Preliminary Lighting Sheets
- Wall Plan and Elevation (2 sheets)
- Conceptual Bridge Layout (2 sheets)
- Quality Control Process
- Quantities
- Estimate

b. North Outer Road Extension

- Title
- Typical Sections (8 sheets)
- Plan Sheets (Geometry shown, 14 sheets)
- Profile Sheets (14 sheets)
- Develop drainage plan sheets (assumes 14 sheets)
- Develop sanitary plan sheets (assumes 14 sheets)
- Preliminary Signing Plan Sheets (no quantity or details)
- Preliminary Lighting Sheets
- Wall Plan and Elevation (2 sheets)
- Conceptual Bridge Layout (2 sheets)
- Quality Control Process
- Quantities
- Estimate

Task 6: Environmental

This task includes environmental efforts including resource collection, purpose and need, screening of alternatives, Class of Action determination, coordination with MoDOT Environmental and various technical studies throughout conceptual development and into preliminary engineering with the intention of obtaining a CEII environmental determination for each project. It is assumed the Environmental tasks outlined below involves services from April 2024 through July 2025 for a total of sixteen (16) months.

A. Conceptual Design and NEPA Scoping

- a. Resource Collection** – Perform a data records search and review for publicly available information related to environmental resources in the study area. This will include, but not be limited to, land use categorization, social and demographic statistics, historic features, protected species, natural areas, hazardous-waste sources, and sensitive noise receptors. Neither detailed field reviews or studies nor consultation with resource agencies will be included at this stage.

Activities will include the collection of materials, effort to review and disseminate the information, and development of a master geodatabase to manage the geographical data.

- b. Development of Problem Statement** – Prepare a problem statement and project goals for inclusion in the concept development and AJR documentation. The Conceptual Study is prepared during the “pre-NEPA” phase and is classified as NEPA scoping; the purpose of the problem statement is to provide supporting documentation for the purpose and need.
- c. Development of Purpose and Need** – Prepare a defensible purpose and need for use in the concept development, AJR documentation, and later in the NEPA class of action document. The AJR technical reviews for project purpose within FHWA are conducted independent from the NEPA review in preliminary engineering phase and can sometimes create conflict during NEPA approvals; this item will include the agency coordination effort to maintain alignment of the project purpose and need for both the AJR and NEPA document.
- d. Conceptual Alternatives Screening** – Develop screening criteria and process for preparation of appropriate selection matrix based on key benefits and impacts within the conceptual report and later NEPA document.
- e. Class of Action Determination** – Consolidation of resource data, purpose and need, and alternative screenings into the conceptual report and AJR. Coordination with MoDOT and FHWA to assign the class of action. For the purposes of scoping, it is assumed the result will be a federally approved categorical exclusion (CEII).

B. Long Road Interchange NEPA Processing (Phase I)

- a. MoDOT Environmental Coordination** – Following award of federal funding, a Request for Environmental Review (RER) will be initiated with MoDOT. This item will involve management of the coordination effort and administrative record following the MoDOT Local Public Agency (LPA) process for compliance with NEPA and FHWA policy.
- b. Technical Studies**
 - **Water Resource Survey** – Prepare a completed Water Resources Survey Report which identifies and delineates water resources (wetland and other waters) in conformance with the standards set by the U.S. Army Corps of Engineers (USACE) and in accordance with the 1987 Corps of Engineers Wetland Delineation Manual and subsequent related guidance memoranda. Existing portions of the project study area within active row crop agricultural fields will follow the U.S. Department of Agriculture-Natural Resource Conservation Services’ (NRCS) farmed wetland determinations protocol.
 - **Special Lands Analysis** – The project area contains Section 4(f) and may potentially contain 6(f) resources. It is assumed for the purposes of scoping the preferred alternative will not create a 4(f) Use that exceeds de minimis and further assumes any Section 6(f) lands identified will not result in a conversion. If Section 4(f) properties have temporary occupancy or de minimis impacts; communication with the Official with Jurisdiction (OWJ) will occur for documentation. Coordination with MoDOT/FHWA will occur for official determinations and approvals.

- EJ Analysis – The project study area will be analyzed for sensitive / Environmental Justice populations. A formal Community Impact Assessment is not anticipated; however, detailed socioeconomic data collected during the conceptual phase will be used to complete an analysis of protected populations. Coordination with MoDOT/FHWA will occur. Documentation will draw information from the public involvement activities scoped under Task 7.
 - Regulated Substances Analysis – A Regulated Substances Memo will be prepared for the sites identified during the conceptual phase in accordance with MoDOT policies and procedures; MoDOT procedures exclude requirement for landowner interviews as part of the assessment. A draft and final report will be submitted.
 - Cultural Resources Survey – Preparation of a combined Cultural Resources Survey Report; this will include an historic property assessment and Phase I archaeological survey. For the purposes of scoping, it is assumed a finding of “no historic properties affected” or “no historic properties adversely affected” will result from the survey. A draft and final report will be submitted to MoDOT and the final report submitted to MO SHPO for approval. This assumes no deep trench excavations.
 - Highway Traffic Noise Analysis – Preparation of a Highway Traffic Noise Report. The project will result in a substantial horizontal and vertical change to the alignment of the roadway which will classify the project as a Type I and require analysis for noise abatement. A Highway Traffic Noise Assessment will be conducted in accordance with MoDOT procedures (127.13) using the FHWA TNM 2.5 model. Completion of the model includes the following assumptions for scoping: Only the preferred alternative will be modeled for the build option; no barriers will be determined feasible or reasonable; and the submittals will include a draft and final report.
 - Protected Species Analysis – Preparation of agency consultation forms with the U.S. Fish and Wildlife Service and MO Department of Conservation, and coordination with MoDOT to obtain agency clearance letters. For the purposes of scoping, no detailed field surveys are expected or included.
- c. **NEPA Document** – Preparation of a NEPA document following the format of the MoDOT CEII.
- Up to two (2) drafts and a final report will be submitted.

C. North Outer Road NEPA Processing (Phase I)

- a. **MoDOT Environmental Coordination** – Following award of federal funding, a Request for Environmental Review (RER) will be initiated with MoDOT. This item will involve management of the coordination effort and administrative record following the MoDOT Local Public Agency (LPA) process for compliance with NEPA and FHWA policy.
- b. **Technical Studies**

- Water Resource Survey – Prepare a completed Water Resources Survey Report which identifies and delineates water resources (wetland and other waters) in conformance with the standards set by the U.S. Army Corps of Engineers (USACE) and in accordance with the 1987 Corps of Engineers Wetland Delineation Manual and subsequent related guidance memoranda. Existing portions of the project study area within active row crop agricultural fields will follow the U.S. Department of Agriculture-Natural Resource Conservation Services’ (NRCS) farmed wetland determinations protocol.
- Special Lands Analysis – The project area contains Section 4(f) and may potentially contain 6(f) resources. It is assumed for the purposes of scoping the preferred alternative will not create a 4(f) Use that exceeds de minimis and further assumes any Section 6(f) lands identified will not result in a conversion. If Section 4(f) properties have temporary occupancy or de minimis impacts; communication with the Official with Jurisdiction (OWJ) will occur for documentation. Coordination with MoDOT/FHWA will occur for official determinations and approvals.
- EJ Analysis – The project study area will be analyzed for sensitive / Environmental Justice populations. A formal Community Impact Assessment is not anticipated; however, detailed socioeconomic data collected during the conceptual phase will be used to complete an analysis of protected populations. Coordination with MoDOT/FHWA will occur. Documentation will draw information from the public involvement activities scoped under Task 7.
- Regulated Substances Analysis – A Regulated Substances Memo will be prepared for the sites identified during the conceptual phase in accordance with MoDOT policies and procedures; MoDOT procedures exclude requirement for landowner interviews as part of the assessment. A draft and final report will be submitted.
- Cultural Resources Survey – Preparation of a combined Cultural Resources Survey Report; this will include an historic property assessment and Phase I archaeological survey. For the purposes of scoping, it is assumed a finding of “no historic properties affected” or “no historic properties adversely affected” will result from the survey. A draft and final report will be submitted to MoDOT and the final report submitted to MO SHPO for approval. This assumes no deep trench excavations.
- Highway Traffic Noise Analysis – Preparation of a Highway Traffic Noise Report. The project will establish new through lanes which will classify the project as a Type I and require analysis for noise abatement. A Highway Traffic Noise Assessment will be conducted in accordance with MoDOT procedures (127.13) using the FHWA TNM 2.5 model. Completion of the model includes the following assumptions for scoping: Only the preferred alternative will be modeled for the build option; no barriers will be determined feasible or reasonable; and the submittals will include a draft and final report.

- Protected Species Analysis – Preparation of agency consultation forms with the U.S. Fish and Wildlife Service and MO Department of Conservation, and coordination with MoDOT to obtain agency clearance letters. For the purposes of scoping, no detailed field surveys are expected or included.
- c. **NEPA Document** – Preparation of a NEPA document following the format of the MoDOT CEIL.
- Up to two (2) drafts and a final report will be submitted.

Task 7: Public Engagement

This task includes all efforts associated with public engagement necessary to satisfy NEPA requirements and inform the City of Chesterfield community. It is assumed the Public Engagement tasks outlined below involve services from April 2024 through July 2025 for a total of sixteen (16) months.

A. Information for City of Chesterfield’s Website

The Consultant will review the project information and craft two (2) project overviews, one (1) for each project, suitable for the City of Chesterfield’s website. Graphics will be created to accompany the overviews based upon the efforts undertaken as part of Task 4.

Deliverables will include:

- Website copy and graphic for Long Road Interchange modifications
- Website copy and graphic for North Outer Road extension

B. Public Informational Meetings

The Consultant will plan and execute two (2) in-person public meetings, one (1) for the Long Road Interchange modifications and the other for the North Outer Road Extension. Each meeting will be “open house” style where attendees can walk around at their leisure, view the informational boards, and talk one-on-one to project team members. Each two-hour public meeting will also include a 20-minute presentation. The Consultant will perform the following tasks for each public meeting:

- Schedule meeting with the City of Chesterfield to discuss coordination
- Conduct facility meeting site visit
- Coordinate audio/visual for presentation
- Work with Client to design meeting format
- Write and design meeting announcement flyers for City to email to residents and business owners, post on the City website and post at City Hall
- Develop a press release
- Create informational boards
- Write and design welcome/station guide handout
- Write and design comment form (hard copy and electronic version for iPads)
- Create sign-in sheet
- Host sign-in table and public involvement/comment station
- Analyze public comment data and prepare comment summary report

Deliverables for each Public Meeting:

- One (1) pdf meeting announcement flyer
- One (1) press release
- Public involvement informational boards
- One (1) welcome/station guide handout
- One (1) comment form
- One (1) public meeting comment summary report

a. Optional – Virtual Public Meetings

The Consultant will plan and moderate two (2) virtual public meetings, one (1) for each project. The meetings will be hosted on Zoom and recorded. The meetings will be conducted as a webinar where participants will write questions into a private chat room, and the Consultant moderator will ask the questions. The same presentation that will be given during the in-person public meetings will be used for the virtual ones. The comment form will be uploaded to the chat room for participants to download, complete and email to the project team. As another option to obtain feedback, the Consultant can conduct live polling using Mentimeter. The Consultant will perform the following tasks for each virtual meeting:

- Set up a registration form and respond to RSVPs by sending registrants a meeting link
- Host a dry run with the Consultant team members and Client staff who will participate in the virtual meeting
- Moderate and run back of the house during meeting
- Write virtual meeting comment summary report

Deliverables for each Virtual Public Meeting:

- One (1) video recording of the virtual meeting
- One (1) virtual meeting comment summary report

Task 8 Funding Strategy

This task includes all necessary efforts associated with the identification of funding opportunities, prioritization of the identified opportunities and submittal of applications for Phase 2 and/or Phase 3. It is assumed the Funding Strategy tasks outlined below involve services from September 2024 through July 2025 for a total of eleven (11) months.

A. Screen Funding Programs

The Consultant will screen funding programs and identify those applicable to Phase 2 and/or Phase 3. A spreadsheet will be developed to identify key program attributes, such as cost share, application cycles, eligibility, benefits, and likelihood of award.

Standard funding programs will be screened, such as CMAQ, STP, and TAP. Bipartisan Infrastructure Law discretionary programs, such as RAISE and Reconnecting Communities, will also be screened.

B. Funding Priority Strategy

A combination of funding sources will be prioritized and selected to pursue as a complete funding package for Phase 2 and/or Phase 3.

An application strategy plan will be prepared to delineate the timeline of funding package pursuit, including application cycles and contingent actions.

C. Application

Up to three (3) standard grant applications will be prepared.

Note: Discretionary grant applications are NOT part of this scope. If a discretionary grant opportunity is pursued, the scope and associated fee for application preparation and submittal would need to be revised accordingly.

Task 9: Programming in Transportation Improvement Program (TIP)

This task includes coordination with East-West Gateway Council of Governments (EWG) to incorporate Long Road Interchange modifications and the North Outer Road Extension in the region's Transportation Improvement Program (TIP). This step is necessary for any projects proposed in the region that will receive federal funding. Preliminary Plans and the NEPA Class of Action document cannot be approved until a project is listed in the TIP. The TIP includes state and locally funded projects that are proposed to be implemented in the next four years and could have a significant effect on traffic flow and thus must be included in the air quality model for the area. It is assumed the Programming tasks outlined below involves services from September 2024 through July 2025 for a total of eleven (11) months.

A. Coordination with St. Louis County, MoDOT & EWG

Facilitate coordination between St. Louis County, MoDOT and EWG to incorporate the proposed modifications to the road system in Chesterfield into the TIP. This effort would include meetings (virtual or in-person) as necessary to determine timing of the request, need for an amendment, coordination of any supplemental data, and facilitate inclusion of the project(s) within the Air Quality Conformity analysis.

B. Air Quality Conformity

Prepare a separate conformity submittal for Long Road Interchange modifications and the North Outer Road extension, as requested by EWG for incorporation into the regional air quality model. Traffic volumes, lane descriptions and documentation of funding sources to be provided.

Attachment A – Survey Area (for each project)



Attachment B – Traffic Count Locations



Attachment C – Fee Schedule

- Lochmueller Group \$940,353.61
- Trekk Design Group. LLC \$1,022,136.82
- SCI Engineering, Inc. \$71,913.73
- Vector Communications \$38,790.97
- HR Green, Inc. \$14,890.80

\$2,088,085.93

DRAFT



Firm: Lochmueller Group - All
City of Chesterfield I-64 Improvements Phase 1

EXHIBIT A: Estimate of Costs

	Senior Project Manager III	Senior Project Manager (ITS)	Project Liaison (N)	Project Liaison (T)	Senior Engineer I	Project Engineer I	Engineer III	Senior Project Manager (EMV)	Environmental Specialist IV	Environmental Specialist II	Historian/Section 106 Specialist IV	Historian/Section 106 Specialist III	Historian/Section 106 Specialist I	Total Hours
1 PM & Admin														
1A Project Management Plan			20	20										40
1B Project Administration			40	16										56
1C Project Team Communications & Control			8	8										16
Project KO Meeting (prep/attend/summary)			8	13				8						
Project Steering Committee Meetings (8 - 1 hour)			10	16				8						
Concept Development Workshop (3 hour plus prep)			12	20			20	16						800.00
Internal Team Meetings (16 - 1 hour)	4	4	16	16			32	16	16					800.00
City Management Briefing (2 total; 1 hour; prep/attend)			10	15										550.00
Set up Sharefile			2	4										
4 Stakeholder Meetings			8	8				8						16
Task 1 - Subtotal Manhour by Classification	4	4	134	128	0	52	36	96	0	0	0	0	0	128
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$376.24	\$268.72	\$1,147.78	\$1,121.76	\$0.00	\$2,279.68	\$1,337.40	\$3,762.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30,993.66
Overhead Rate (186.8%)	\$702.82	\$501.97	\$2,194.85	\$2,062.25	\$0.00	\$4,258.44	\$2,498.26	\$7,027.57	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$57,896.16
Total Labor & OH	\$1,079.06	\$770.69	\$3,342.63	\$3,184.01	\$0.00	\$6,538.12	\$3,835.66	\$10,789.65	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$88,889.82
Fixed Fee = 12% X Total Labor & OH Rate	\$129.49	\$92.48	\$4,043.12	\$3,862.08	\$0.00	\$784.57	\$460.28	\$1,294.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,666.78
Task 1 - Total Including Labor, OH & Fixed Fee	\$1,208.54	\$863.17	\$7,385.75	\$7,046.09	\$0.00	\$7,322.70	\$4,295.94	\$12,084.40	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$99,556.59
2 Survey / Geotechnical Services														
Coordination with topo, ROW, geo			8	4	4									16
Task 2 - Subtotal Manhour by Classification	0	8	4	4	0	0	0	0	0	0	0	0	0	16
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$537.44	\$350.68	\$350.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,238.80
Overhead Rate (186.8%)	\$0.00	\$1,003.94	\$655.07	\$655.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,314.08
Total Labor & OH	\$0.00	\$1,541.38	\$1,005.75	\$1,005.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,552.88
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$184.97	\$120.69	\$120.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$426.35
Task 2 - Total Including Labor, OH & Fixed Fee	\$0.00	\$1,726.34	\$1,126.44	\$1,126.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,979.22
3 Traffic & Safety														
3D Coordinate Traffic Counts / Crash Data			4	4			12	8						24
3E Methods & Assumptions Report			2	40			20	20						80
3Fa Existing Safety Analysis			2	8	16		80	120						226
3Fb Existing Traffic Operations Analysis			4	16	40		200	240						500
3G Define Project Statement and Project Goals			2	4	8		8							22
3H Traffic Forecasting			2	16	40		8	60						134
3Ia No Build Safety Analysis			4	4	8		40	60						112
3Ib No Build Traffic Operations Analysis			4	4	8		40	120						196
3Ia Build Safety Analysis			2	8	24		80	160						274
3Ib Build Traffic Operations Analysis			2	24	50		240	240						556
3K Long Rd AIR			4	80	120		50	75	24		18			371
3L Conceptual Report for North Outer Rd			4	60	80		40	60						244
Task 3 - Subtotal Manhour by Classification	28	0	228	410	40	838	1163	24	0	18	0	0	0	2749
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$2,633.68	\$0.00	\$19,988.76	\$35,944.70	\$2,626.40	\$36,737.92	\$43,205.45	\$1,612.32	\$0.00	\$650.52	\$0.00	\$0.00	\$0.00	\$143,399.75
Overhead Rate (186.8%)	\$4,919.71	\$0.00	\$37,339.00	\$67,144.70	\$4,906.12	\$68,626.43	\$80,707.78	\$3,011.81	\$0.00	\$1,215.17	\$0.00	\$0.00	\$0.00	\$267,870.73
Total Labor & OH	\$7,553.39	\$0.00	\$57,327.76	\$103,089.40	\$7,532.52	\$105,364.35	\$123,913.23	\$4,624.13	\$0.00	\$1,865.69	\$0.00	\$0.00	\$0.00	\$411,270.48
Fixed Fee = 12% X Total Labor & OH Rate	\$906.41	\$0.00	\$6,879.33	\$12,370.73	\$903.90	\$12,643.72	\$14,869.59	\$554.90	\$0.00	\$223.88	\$0.00	\$0.00	\$0.00	\$49,352.46
Task 3 - Total Including Labor, OH & Fixed Fee	\$8,459.80	\$0.00	\$64,207.10	\$115,460.13	\$8,436.42	\$118,008.08	\$138,782.82	\$5,179.03	\$0.00	\$2,089.57	\$0.00	\$0.00	\$0.00	\$460,622.94
4 Concept Development														
4A Utility Coordination			4	4	4									12
4Ba Concept Design Long Road			8	16	24									48
4Bb Concept Design for NOR			8	16	24									48
4C Alternatives Screening (criteria, filter, selection of recommended alts)			4	30	50		20	20	8					132
Task 4 - Subtotal Manhour by Classification	0	24	66	102	0	20	20	8	0	0	0	0	0	240
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$1,612.32	\$5,786.22	\$8,942.34	\$0.00	\$876.80	\$743.00	\$537.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$18,498.12
Overhead Rate (186.8%)	\$0.00	\$3,011.81	\$10,808.66	\$16,704.29	\$0.00	\$1,637.86	\$1,387.92	\$1,003.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$34,554.49
Total Labor & OH	\$0.00	\$4,624.13	\$16,594.88	\$25,646.63	\$0.00	\$2,514.66	\$2,130.92	\$1,541.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$53,052.61
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$554.90	\$1,991.39	\$3,077.60	\$0.00	\$301.76	\$255.71	\$184.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,366.31
Task 4 - Total Including Labor, OH & Fixed Fee	\$0.00	\$5,179.03	\$18,586.26	\$28,724.23	\$0.00	\$2,816.42	\$2,386.63	\$1,726.34	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$59,418.92
5 Preliminary Plan Development														
Coordination during PE			8	12	20									40
QA/QC			16	2	2									20
Task 5 - Subtotal Manhour by Classification	0	24	14	22	0	0	0	0	0	0	0	0	0	60
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$1,612.32	\$1,227.38	\$1,928.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,768.44
Overhead Rate (186.8%)	\$0.00	\$3,011.81	\$2,292.75	\$3,602.89	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,907.45
Total Labor & OH	\$0.00	\$4,624.13	\$3,520.13	\$5,531.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,675.89
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$554.90	\$422.42	\$663.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,641.11
Task 5 - Total Including Labor, OH & Fixed Fee	\$0.00	\$5,179.03	\$3,942.54	\$6,195.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,316.99
6 Environmental														
6A NEPA Scoping			4	4			22	30	48	6	16	10		140
6B Long Road NEPA Processing			12	20			98	78	233	32	108	623		623
6C North Outer Road NEPA Processing			12	20			10	83	67	200	22	20	140	574
Task 6 - Subtotal Manhour by Classification	0	0	28	44	0	0	20	203	175	481	60	68	258	1337
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$0.00	\$2,454.76	\$3,857.48	\$0.00	\$0.00	\$743.00	\$13,637.54	\$8,968.75	\$17,383.34	\$3,210.00	\$2,964.12	\$7,061.46	\$60,280.45
Overhead Rate (186.8%)	\$0.00	\$0.00	\$4,581.49	\$7,205.77	\$0.00	\$0.00	\$1,387.92	\$25,474.92	\$16,753.63	\$32,472.08	\$5,396.28	\$5,536.98	\$13,190.81	\$112,603.88
Total Labor & OH	\$0.00	\$0.00	\$7,044.25	\$11,063.25	\$0.00	\$0.00	\$2,130.92	\$39,112.46	\$25,722.38	\$49,855.42	\$9,206.28	\$8,501.10	\$20,252.27	\$172,884.33
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$844.83	\$1,327.59	\$0.00	\$0.00	\$255.71	\$4,693.50	\$3,086.69	\$5,982.65	\$1,104.75	\$1,020.13	\$2,430.27	\$20,746.12
Task 6 - Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$7,889.08	\$12,390.84	\$0.00	\$0.00	\$2,386.63	\$43,805.96	\$28,809.06	\$55,838.07	\$10,311.03	\$9,521.23	\$22,682.54	\$193,630.45

Notes: Assumed Mileage

800.00
800.00
550.00



Firm: Lochmueller Group - All
City of Chesterfield I-64 Improvements Phase 1

EXHIBIT A: Estimate of Costs

	Senior Project Manager III	Senior Project Manager I (TS)	Project Liaison (N)	Project Liaison (T)	Senior Engineer I	Project Engineer I	Engineer III	Senior Project Manager I (ENV)	Environmental Specialist IV	Environmental Specialist II	Historian/Section 106 Specialist IV	Historian/Section 106 Specialist III	Historian/Section 106 Specialist I	Total Hours
7 Public Engagement														
7A Review of Copy for website / Graphics			2	2				2						6
7B Public Info Meetings (2, prep & attend)			16	26			20	20	12					94
Coordination with PE tasks			2	6				2						10
Task 7 - Subtotal Manhour by Classification	0	0	20	34	0	20	20	16	0	0	0	0	0	110
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$0.00	\$1,753.40	\$2,980.78	\$0.00	\$876.80	\$743.00	\$1,074.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,428.86
Overhead Rate (186.8%)	\$0.00	\$0.00	\$3,275.35	\$5,568.10	\$0.00	\$1,637.86	\$1,387.92	\$2,007.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,877.11
Total Labor & OH	\$0.00	\$0.00	\$5,028.75	\$8,548.88	\$0.00	\$2,514.66	\$2,130.92	\$3,082.76	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,305.97
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$603.45	\$1,025.87	\$0.00	\$301.76	\$255.71	\$369.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,556.72
Task 7 - Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$5,632.20	\$9,574.74	\$0.00	\$2,816.42	\$2,386.63	\$3,452.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$23,862.69
8 Funding Strategy														
8A Screen Funding Programs			4	30										34
8B Funding Priority Strategy			6	72			24	12	6	20				24
8C Application (3 standard)			6	72			24	12	6	20				140
Task 8 - Subtotal Manhour by Classification	0	0	14	122	0	0	24	12	6	20	0	0	0	198
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$0.00	\$1,227.38	\$10,695.74	\$0.00	\$0.00	\$891.60	\$806.16	\$307.50	\$722.80	\$0.00	\$0.00	\$0.00	\$14,651.18
Overhead Rate (186.8%)	\$0.00	\$0.00	\$2,292.75	\$19,979.64	\$0.00	\$0.00	\$1,665.51	\$1,505.91	\$574.41	\$1,350.19	\$0.00	\$0.00	\$0.00	\$27,368.40
Total Labor & OH	\$0.00	\$0.00	\$3,520.13	\$30,675.38	\$0.00	\$0.00	\$2,557.11	\$2,312.07	\$881.91	\$1,072.99	\$0.00	\$0.00	\$0.00	\$42,019.58
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$422.42	\$3,681.05	\$0.00	\$0.00	\$306.85	\$277.45	\$106.83	\$248.76	\$0.00	\$0.00	\$0.00	\$5,042.35
Task 8 - Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$3,942.54	\$34,356.43	\$0.00	\$0.00	\$2,863.96	\$2,589.51	\$988.74	\$2,321.75	\$0.00	\$0.00	\$0.00	\$47,061.93
9 Programming in TIP														
9A Coordination with Agencies			15	20				24						59
9B Air Quality Conformity			4	4			8	24						40
Task 9 - Subtotal Manhour by Classification	0	0	19	24	0	8	0	48	0	0	0	0	0	99
Unburdened Rate	\$94.06	\$67.18	\$87.67	\$87.67	\$65.66	\$43.84	\$37.15	\$67.18	\$51.25	\$36.14	\$53.50	\$43.59	\$27.37	
Labor	\$0.00	\$0.00	\$1,665.73	\$2,104.08	\$0.00	\$350.72	\$0.00	\$3,224.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,345.17
Overhead Rate (186.8%)	\$0.00	\$0.00	\$3,111.58	\$3,930.42	\$0.00	\$655.14	\$0.00	\$6,023.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,720.78
Total Labor & OH	\$0.00	\$0.00	\$4,777.31	\$6,034.50	\$0.00	\$1,005.86	\$0.00	\$9,248.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,065.95
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$573.28	\$724.14	\$0.00	\$120.70	\$0.00	\$1,109.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,527.91
Task 9 - Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$5,350.59	\$6,758.64	\$0.00	\$1,126.57	\$0.00	\$10,358.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$23,593.86
Total Including Labor, OH & Fixed Fee	\$9,668.34	\$12,947.57	\$148,408.51	\$250,632.96	\$8,436.42	\$132,090.19	\$153,102.63	\$79,196.00	\$29,796.80	\$60,249.39	\$10,311.03	\$9,521.23	\$22,682.54	\$927,043.61
ODC (see summary)														\$13,310.00
Grand Total														\$940,353.61

Notes: Assumed Mileage

850.00

\$ 2,010.00

ODC:
 \$ 2,010.00 Mileage @ \$0.67/mile for various meetings/field recon
 \$ 300.00 Printing
 \$ 11,000 Misc
 \$ 13,310.00 Subtotal

Misc includes:
 Miovision Counts \$8,600
 hotel for HT (9 nigh \$2,000 Enviro and PL from Springfield office
 Per diem \$400

TREKK Project # 23-0474

Chesterfield AJR
(Long Road Interchange and North Outer Road Connector)

PHASE	HOURS	Percent of Project Total Hours	COST	Percent of Project Total Cost
Task 1 - Project Coordination	437.0	8%	\$ 86,984.01	9%
Task 2 - Survey	916.0	16%	\$ 146,879.40	14%
Task 3 - Utility Coordination	312.0	5%	\$ 46,408.48	5%
Task 4 - Conceptual Phase	2170.0	38%	\$ 373,417.34	37%
Task 5 - Preliminary Phase	1924.0	33%	\$ 342,310.39	33%
Task 6 - Final Plans	0.0	0%	\$ -	0%
Expenses			\$ 12,150.00	1%
LiDAR Expenses			\$ 11,200.00	1%
Mileage			\$ 2,787.20	0%
	0		\$ -	0%
PROJECT TOTAL =	5,759.0		\$ 1,022,136.82	
Design Totals =	4843.0	84%	\$ 851,907.42	83%
Survey Totals =	916.0	16%	\$ 170,229.40	17%

EXHIBIT III - ESTIMATE OF COSTS
TREKK DESIGN GROUP
MoDOT Proj. No.
TREKK Proj. No. 23-0474
Chesterfield AJR
3/13/2024

Direct Salary	Hourly	Estimated	Total Labor
Classification	Rate	Hours	Cost
Principal	\$ 100.00 @	23.00	\$ 2,300.00
Project Manager	\$ 80.00 @	329.00	\$ 26,320.00
Sr. Prof. Engineer	\$ 70.00 @	584.00	\$ 40,880.00
Prof. Engineer I	\$ 70.00 @	480.00	\$ 33,600.00
Prof. Engineer II	\$ 55.00 @	837.00	\$ 46,035.00
Prof. Engineer III	\$ 50.00 @	738.00	\$ 36,900.00
Sr. Project Engineer	\$ - @	-	\$ -
Project Engineer I	\$ 50.00 @	232.00	\$ 11,600.00
Project Engineer II	\$ 42.00 @	162.00	\$ 6,804.00
Project Engineer III	\$ 35.00 @	443.00	\$ 15,505.00
Sr. Project Designer	\$ 60.00 @	236.00	\$ 14,160.00
Project Designer I	\$ 45.00 @	633.00	\$ 28,485.00
Project Designer II	\$ - @	-	\$ -
Project Designer III	\$ - @	-	\$ -
CADD Technician I	\$ - @	-	\$ -
CADD Technician II	\$ - @	-	\$ -
CADD Technician III	\$ - @	-	\$ -
Admin	\$ 35.00 @	26.00	\$ 910.00
Sr. Prof Land Surveyor	\$ 70.00 @	106.00	\$ 7,420.00
Prof. Land Surveyor I	\$ - @	-	\$ -
Prof. Land Surveyor II	\$ 42.00 @	242.00	\$ 10,164.00
Prof. Land Surveyor III	\$ - @	-	\$ -
Survey Technician I	\$ 32.00 @	294.00	\$ 9,408.00
Survey Technician II	\$ - @	-	\$ -
Utility Coordinator I	\$ 33.00 @	138.00	\$ 4,554.00
Survey Crew	\$ 64.00 @	176.00	\$ 11,264.00
LiDAR Crew	\$ 75.00 @	80.00	\$ 6,000.00
Subtotal		5759	\$ 312,309.00
Overhead Rate @ 183.29%			\$ 572,431.17
Fixed Fee @ 12%			\$ 106,168.82
FCCM @ 1.63%			\$ 5,090.64
Subtotal			\$ 995,999.63
Direct Expenses			
Equipment			
Mobile LiDAR Equipment	4 @ \$2,500.00	per hour	\$ 10,000.00
Aerial LiDAR Equipment	2 @ \$ 600.00	per hour	\$ 1,200.00
Survey Base Station	0 @ \$1,500.00	per each	\$ -
Survey Equipment	256 @ \$ 14.00	per hour	\$ 3,584.00
Miovision Camera	0 @ \$ 5	per hour	\$ -
Vehicles			
Survey Vehicles	1720 @ \$ 0.670	per mile	\$ 1,152.40
Personal and Company Cars	2440 @ \$ 0.670	per mile	\$ 1,634.80
Others			
Printing & Plotting			\$ -
Postage & Delivery			\$ -
Hotel	13 @ \$ 150.00	per day	\$ 1,950.00
Titlework Documents	10 @ \$ 500.00	per each	\$ 5,000.00
Titlework Updates	0 @ \$ 200.00	per each	\$ -
Deeds	40 @ \$ 5.00	per each	\$ 200.00
Per Diem-Breakfast	0 @ \$ -	per day	\$ -
Per Diem-Lunch	0 @ \$ -	per day	\$ -
Per Diem-Dinner	0 @ \$ -	per day	\$ -
Per Diem-Full Day	24 @ \$ 59.00	per day	\$ 1,416.00
Subtotal			\$ 26,137.20
Subconsultants			
	0		0
	0		0
TOTAL ESTIMATED FEE			\$ 1,022,136.83

ESTIMATED HOURS

TREKK Design Group
 MoDOT Proj. No.
 TREKK Proj. No. 23-0474
 Chesterfield AJR

CLASSIFICATION	Principal	Project Manager	Sr. Prof. Engineer	Prof. Engineer I	Prof. Engineer II	Prof. Engineer III	Project Engineer I	Project Engineer II	Project Engineer III	Sr. Project Designer	Project Designer I	Admin	Sr. Prof Land Surveyor	Prof. Land Surveyor II	Survey Technician I	Utility Coordinator I	Survey Crew	LiDAR Crew	TOTAL
Task 1 - Project Coordination																			
Project Management Plan (Work Plan and Schedule input)		4			8														
Project Admin (setup, one-hr quarterly review meetings, invoicing - 16 months)		24			8							16							
Project Team Communications and Document Controls																			
Kick-off meeting (virtual)		4	12		4				4							4			
Steering committee meetings		24			4														
Concept Development Workshop (4 attendees)		8	24																
Internal team meetings		80	24		24				24		24	10				24			
Elected Official briefing		4																	
Stakeholder meetings		12	12																
Core Team Meetings (7 one-hour virtual meetings)		7	14		7	7			7		7					2			
Task 1 - Subtotal	0	167	86	0	55	7	0	0	35	0	31	26	0	0	0	30	0	0	437
Task 2 - Survey																			
control - long													1	2	4		10		
control - Outer													1	2	4		10		
property-long													1	8	20		20		
Property-outer														8	20		20		
scans under bridge and railroad- outer														2	4		20		
Topographic Survey (Long-road) plus 2 pick up days													1	4	10		32		
Topographic Survey(outer road) plus 3 pick up days														4	10		40		
Hydraulic Cross sections (8 locations) (outer road)														4	4		24		
Base Map and DTM Surface- long													1	25	30				
Base Map and DTM Surface- outer													1	25	30				
Quality Control Process-long	1												2	4	4				
Quality Control Process-outer	1												2	4	4				
Lidar field-long road	6												30					60	
Lidar Office-long road	6												30	90	90				
Lidar field-outer road	2												18					20	
Lidar office-outer road	2												18	60	60				
Task 2 - Subtotal	18	0	0	0	0	0	0	0	0	0	0	0	106	242	294	0	176	80	916
Task 3 - Utility Coordination																			
One-Call Tickets					8						8								
Acquisition of mapping					12														
Survey coordination / verification of One Call markings					16											32			
Field visits (assume 8 on site) (2 attendees for 4 visits, 1 attendee for 4 visits)					20											40			
Concept Plan submittal					4						4								
Concept Phase Conflict review		2			16						16					16			
Preliminary Phase Conflict review		2			16						16					16			
Relocation discussions		4	8		8														
Utility Exhibits			8		8						32								
Task 3 - Subtotal	0	8	16	0	108	0	0	0	0	0	76	0	0	0	0	104	0	0	312

ESTIMATED HOURS

TREKK Design Group
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Task 4 - Conceptual Phase												
Phase Kickoff (internal)		4	12		12	8			8		8	4
As Built requests and existing information gathering		2	2			8						
Review traffic analysis and lane recommendations		2	4			4				4		
Long Road Interchange (<2 miles)												
Roadway - Alternatives Development (2 alternatives)												
Develop Design Criteria		4	8			16						
Existing Geometry Layout			2			4				40		
Alternatives Geometry Layout		4	8			8		30		30		
Linework (EOP/Shoulder)			4			24		24		24		
Template development						16				16		
Model (3D) and sections (50 ft spacing)						60				60		
Roadside Safety Analysis		8	40					40				
Wall Layout (assumes 2 total, end bent locations)			4			8		24		4		
Proposed R/W linework		2	8							16		
Lighting Layout (Preferred Alternative)			8			16		16				
Signing Layout / Pavement Markings (Preferred Alternative)			32							32		
Drainage												
Team Meetings (assumes 4 virtual)		4			4							
Coordination with MoDOT/City to obtain existing data		2			4							
Coordination with MSD/Levee District to obtain existing data		4			8							
Acquire Existing Contours outside survey limits						4						
Review of existing storm sewers					2	6						
Site visit					3	3						
Analyze Drainage Impacts (up to two alternatives)					12	40						
Crossroad Culvert Analysis (assumes 2)					4	12						
Water quality and quantity analysis					4	12						
CADD Linework		1			2			12				
Structures												
Review As-Built Plans/Record Drawings			8		8	8						
Develop Concept span arrangements			12		24	50						
Develop Concept Superstructure depths			12		24	50						
Wall layout review			8		8	8						
Quantities / Unit Costs (SF)			8		8	8						
North Outer Road (Chesterfield Parkway West to Chesterfield Valley Nursery east entrance)												
Roadway - Alternatives Development (1 alternative, includes one-way connection from Chesterfield Parkway West option)												
Develop Design Criteria		1	4			4						
Existing Geometry Layout			2			8				24		
Alternatives Geometry Layout		2	8			16				24		
Linework (EOP/Shoulder)			4			8		16		8		
Template development						16				16		
Model (3D) and sections (25 ft spacing)						32				32		
Roadside Safety Analysis		2	12					24				
Pedestrian Connection Layout		2	16			16		32				
Wall Layout (assumes 2 total, one way ramp extension, Swingley intersection)			4			8		24		4		
Lighting Layout (Preferred Alternative)			8			12		12				
Signing Layout / Pavement Markings (Preferred Alternative)			20							20		
Drainage												
Team Meetings (assumes 4 virtual)		4			4							

ESTIMATED HOURS

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Coordination with MoDOT/City to obtain existing data		2		4																	
Coordination with MSD/Levee District to obtain existing data		4		8																	
Acquire Existing Contours outside survey limits						4															
Review of existing storm and sanitary sewers						4		12													
Site visit						3		3													
Analyze Drainage Impacts						12		36													
Analyze Sanitary Impacts						4		12													
Levee Risk Review						8		18													
Floodplain Risk Review																					
HEC RAS Analysis for Preliminary Plans						4		30													
Floodplain Memo with Preliminary Findings						4		8													
Crossroad Culvert Analysis (assumes 2)						4		12													
Water quality and quantity analysis						4		12													
CADD Linework		1		2					12												
Structures																					
Review As-Built Plans/Record Drawings			8	8		8															
Develop Concept span arrangements			12	24		50															
Develop Concept Superstructure depths			12	24		50															
Wall layout review			8	8		8															
Quantities / Unit Costs (SF)			2	4		4															
Concept Estimate and Quantities																					
Quantities and Estimate of Cost		2	2			8			8												
Design Exceptions		8	8																		
Quality Control Process	1	16	16			8			8												
Workshop Stripmaps		3	3						32		32										
Concept Plan Sheets (Long Road)																					
Title		1									4										
Typical Sections (8 sheets)			4								14	14									
Plan Sheets (Geometry shown, 50 scale; 13 sheets)		2	4			13					52	52									
Profile Sheets (50 scale; 13 sheets)		1	2			6					20	20									
Concept Signing Plan Sheets (no quantity or details)			8									40									
Wall Plan and Elevation (2 sheets)		2	4								24	32									
Conceptual Bridge Layout (2 sheets)		8	12								30	30									
Quality Control Process	1	4	12			12					12	12									
Concept Plan Sheets (North Outer Road)																					
Title		1									4										
Typical Sections (8 sheets)			4								14	14									
Plan Sheets (Geometry shown, 14 sheets)		2	4			13					52	52									
Profile Sheets (14 sheets)		1	2			6					20	20									
Concept Signing Plan Sheets (no quantity or details)			8									20									
Wall Plan and Elevation (2 sheets)		2	4								24	32									
Conceptual Bridge Layout (2 sheets)		8	12								30	30									
Quality Control Process	1	4	12			12					12	12									
Task 4 - Subtotal	1	84	329	248	236	552	0	24	298	0	394	0	0	0	0	0	0	4	0	0	2170
Task 5 - Preliminary Phase																					
Long Road Interchange (<2 miles)																					
Roadway Design																					

ESTIMATED HOURS

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Template refinement						4					4								
Model Cleanup (3D) and sections (50 ft spacing)						8					24	24							
Wall Layout (assumes 2 total, end bent locations)						16					16								
Update R/W linework		1	1										6						
Update Signing Layout / Pavement Markings (Preferred Alternative)			24			24							32						
Drainage																			
Team Meetings (assumes 5 virtual)		5		5															
Coordination and Admin		6		14	14														
Delineate drainage areas and perform hydrologic calculations				6	18			18											
Perform hydraulic calculations for open and closed drainage systems				14	72			36											
Water quality and quantity analysis				8	36														
Determine TCE/easement limits for drainage impacts				2	8														
Field visit with team				4	4														
Quality control		2		24															
Submit to MSD				6															
Submit to Levee Dist.				6															
Address comments		2		2	12			12											
Structures																			
Refine Structure Layout		4	10	20				20											
Preliminary Plan Sheets (Long Road)																			
Title		1										1							
Typical Sections (8 sheets)			2								2	2							
Plan Sheets (Geometry shown, 50 scale; 13 sheets)		1	2			8					4	4							
Profile Sheets (50 scale; 13 sheets)		1	1			2					10	10							
Develop drainage plan sheets (assumes 28 sheets)						64		94											
Preliminary Signing Plan Sheets (no quantity or details)			4										12						
Preliminary Lighting Sheets		1	2										12						
Wall Plan and Elevation (2 sheets)		2	4								8	8							
Conceptual Bridge Layout (2 sheets)		1	2								8	8							
Quality Control Process		1	4	12				12			12	12							
Quantities		1	2	4	4	4	6	8			8	8							
Estimate			1	4			8												
North Outer Road (Chesterfield Parkway West to Chesterfield Valley Nursery east entrance)																			
Roadway Design																			
Template refinement						4							4						
Model Cleanup (3D) and sections (25 ft spacing)						8					24	24							
Wall Layout			2			16					16								
Update R/W linework		1	1										6						
Update Signing Layout / Pavement Markings (Preferred Alternative)			24			24							32						
Drainage																			
Team Meetings (assumes 5 virtual)		5		5															
Coordination and Admin		6		14	14														
Delineate drainage areas and perform hydrologic calculations				6	18														
Perform hydraulic calculations for open and closed drainage systems				14	72					28									
Perform hydraulic calculations for sanitary system					8					18									
Quality Control			1	4															
Water quality and quantity analysis				8	18														
Determine TCE/easement limits for drainage impacts				2	8														

DIRECT EXPENSES

TREKK Design Group
MoDOT Proj. No.
TREKK Proj. No. 23-0474
Chesterfield AJR

Equipment

Mobile LiDAR Equipment	4 @	\$	2,500.00 per hour	\$ 10,000.00
Aerial LiDAR Equipment	2 @	\$	600.00 per hour	\$ 1,200.00
Static Scanner Charge	@	\$	500.00 per day	\$ -
Survey Base Station	@	\$	1,500.00 per each	\$ -
Survey Equipment	256 @	\$	14.00 per hour	\$ 3,584.00
Miovision Camera	@	\$	5.00 per hour	\$ -

Vehicles

Survey Vehicles	1,720 @	\$	0.670 per mile	\$ 1,152.40
Personal and Company Cars	2,440 @	\$	0.670 per mile	\$ 1,634.80

Others

Printing & Plotting				\$ -
Postage & Delivery				\$ -
Hotel	13 @		150 per day	\$ 1,950.00
Titlework Documents	10 @	\$	500.00 per each	\$ 5,000.00
Titlework Updates	@	\$	200.00 per each	\$ -
Deeds	40 @	\$	5.00 per each	\$ 200.00
Per Diem-Breakfast	@		per day	\$ -
Per Diem-Lunch	@		per day	\$ -
Per Diem-Dinner	@		per day	\$ -
Per Diem-Full Day	24 @		59 per day	\$ 1,416.00

Subtotal

\$ 26,137.20

Subconsultants

\$ -
\$ -

TOTAL ESTIMATED DIRECT EXPENSES

\$ 26,137.20



SCI ENGINEERING, INC.
 130 Point West Boulevard
 St. Charles, Missouri 63301
 636-949-8200
 www.sciengineering.com

Project Name Chesterfield Valley Interstate 64 Improvements
SCI Project Number 2024-0480.10
Location Chesterfield, Missouri

Date Prepared: March 13, 2024

Task Item	Sr. Engineer II	Staff Engineer OT	Staff Engineer	Field Manager I	GIS/CAD	Tech I	Sr. Admin	Subtotal	Direct Costs	Total Cost
G1 - Coordination and Field Exploration	5	63	24	0	3	0	0	95	41,162.10	
G2 - Geotechnical Report	15	0	80	0	7	0	6	108		
G3 - Meetings	4	0	4	0	0	0	0	8	26.80	
G4 - QA/QC	7	0	0	0	0	0	0	7		
G5 - Project Administration	7	0	0	0	0	0	0	7		
TOTAL HOURS	38	63	108	0	10	0	6	225	41,188.90	
Hourly Salary Rate (Average)	68.42	45.35	30.23	24.00	30.80	21.18	29.01			
Direct Labor	2,599.96	2,856.74	3,264.84	0.00	308.00	0.00	174.06	9,203.60		
Overhead Rate	190.64%	4,956.56	5,446.08	6,224.09	0.00	587.17	0.00	331.83	17,545.73	
FCCM	0.471%	12.25	13.46	15.38	0.00	1.45	0.82	43.35		
Profit	14.70%	1,110.81	1,220.51	1,394.87	0.00	131.59	0.00	74.37	3,932.15	
Total Labor Cost	\$8,679.58	\$9,536.78	\$10,899.18	\$0.00	\$1,028.21	\$0.00	\$581.07	30,724.83		
TOTAL COST									Total	71,913.73
Average Rate per Classification	2.9064	\$228.41	\$151.38	\$100.92	\$0.00	\$102.82	\$0.00	\$96.85		

Cost per Task	Sr. Engineer II	Staff Engineer OT	Staff Engineer	Field Manager I	GIS/CAD	Tech I	Sr. Admin	Total Labor per Task	Direct Costs	Total Per Task
G1 - Coordination and Field Exploration	1,142.05	9,536.78	2,422.04		308.46			13,409.34	41,162.10	54,571.44
G2 - Geotechnical Report	3,426.15		8,073.47		719.75		581.07	12,800.44	0.00	12,800.44
G3 - Meetings	913.64		403.67					1,317.31	26.80	1,344.11
G4 - QA/QC	1,598.87							1,598.87	0.00	1,598.87
G5 - Project Administration	1,598.87							1,598.87		1,598.87
TOTALS	8,679.58	9,536.78	10,899.18	0.00	1,028.21	0.00	581.07	30,724.83	41,188.90	71,913.73

DIRECT LABOR BREAKDOWN

		CONSULTANT			Hour Breakdown							
NO. OF Reports	TOTAL HOURS/Report	TOTAL HOURS	RESPONSIBLE CONSULTANT	President	SNR ENG II	STF ENG OT	STF ENG	TECH I	TECH II	GIS	ADMIN	
	G1 Coordination and Field Exploration		95			0	5	63	24	0	0	3
1	Coordinate with Utilities	4	SCI				3			1		
2	Boring Layout	9	SCI		1		6			2		
3	Log Soil Borings and Set Up Signage	63	SCI			63						
4	Coordination/Management Field Exploration Program	4	SCI		2		2					
5	Coordination/Management Laboratory Testing	5	SCI		1		4					
6	Develop Boring Logs (gINT)	10	SCI		1		9					
G2 Geotechnical Report		108			0	15	0	80	0	0	7	6
1	Generate Soil Profile Sheet	7	SCI		1		2			4		
2	Site Investigation / Generalized Subsurface Conditions	3	SCI		1		2					
3	Bearing Capacity Calculation	5	SCI		1		4					
4	MSE Wall Analysis and Recommendations	55	SCI		5		50					
5	Pavement Recommendations	5	SCI		1		4					
6	Bridge Foundation Parameters	5	SCI		1		4					
7	Unsuitable Material Recommendations	3	SCI		1		2					
8	Settlement Evaluation	5	SCI		1		4					
9	Construction Considerations	3	SCI		1		2					
10	Print and Submit Report	9	SCI		1		2			2	4	
11	Revisions After Review	8	SCI		1		4			1	2	
G3 Meetings		8			0	4	0	4	0	0	0	0
1	City - Assume One In Person	4	SCI			2	2					
2	Prime - Assume Two Calls	4	SCI			2	2					
SUBTOTAL		211										
G4 Qa/Qc		7	3%		0	7	0	0	0	0	0	0
1	Field Investigation	3	SCI			3						
2	PGR	4	SCI			4						
SUBTOTAL		218										
G5 Administrative/Management		7	3%		0	7	0	0	0	0	0	0
1	Field Investigation	3	SCI			3						
2	PGR	4	SCI			4						
GRAND TOTAL		225	SCI		0	38	63	108	0	0	10	6



SCI ENGINEERING, INC.
 130 Point West Boulevard
 St. Charles, Missouri 63301
 636-949-8200
 www.sciengineering.com

Location **Chesterfield, Missouri**

SCI Direct Costs

G1 - Coordination and Field Exploration

		Rate		Totals
Soil Test Borings (Midwest Drilling) 18 borings with 2 days of Skid Steer Clearing	1	\$ 20,821.00	\$	20,821.00
Traffic Control Signage (1 week expected)	1	\$ 185.50	\$	185.50
Mileage	280	\$ 0.670	\$	187.60
		Subtotal		\$21,194.10

G1 - Laboratory Testing

Visual Classification and Moisture Contents (ASTM D2488/D2216)	92	\$ 14.00	\$	1,288.00
Atterberg Limit Tests (ASTM D4318)	18	\$ 85.00	\$	1,530.00
Percent Finer than #200 (ASTM D422)	18	\$ 60.00	\$	1,080.00
Unconfined Compression Test (ASTM D2166)	74	\$ 115.00	\$	8,510.00
One Dimensional Consolidation Test (ASTM D2435)	2	\$ 625.00	\$	1,250.00
Direct Shear (ASTM D3080)	6	\$ 365.00	\$	2,190.00
Consolidated Undrained Triaxial Strength Test (ASTM D4757) - 3 points	4	\$ 1,030.00	\$	4,120.00
		Subtotal	\$	19,968.00

G3 - Meetings

Mileage	40	\$ 0.670	\$	26.80
		Subtotal		\$26.80

Subtotal Direct Costs \$41,188.90



Firm: Vector Communications Corporation
City of Chesterfield I-64 Improvements Phase 1

EXHIBIT A: Estimate of Costs

	Project Manager	Staff Consultant	Staff Associate Consultant I	Staff Associate Consultant II	Classification	Classification	Classification	Classification	Classification	Classification	Total Hours
7 Website											
Write website copy	2			6							8
Task 1 - Subtotal Manhour by Classification	2	0	0	6	0	0	0	0	0	0	8
Unburdened Rate	\$90.00	\$44.00	\$37.00	\$35.00							
Labor	\$180.00	\$0.00	\$0.00	\$210.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$390.00
Overhead Rate (82%)	\$147.60	\$0.00	\$0.00	\$172.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$319.80
Total Labor & OH	\$327.60	\$0.00	\$0.00	\$382.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$709.80
Fixed Fee = 12% X Total Labor & OH Rate	\$39.31	\$0.00	\$0.00	\$45.86	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$85.18
Task 1 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$366.91	\$0.00	\$0.00	\$428.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$794.98
7 Public Meetings (2x)											
Plan and execute public meetings (2x)	20	60	50	90							220
Task 2 - Subtotal Manhour by Classification	20	60	50	90	0	0	0	0	0	0	220
Unburdened Rate	\$90.00	\$44.00	\$37.00	\$35.00							
Labor	\$1,800.00	\$2,640.00	\$1,850.00	\$3,150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,440.00
Overhead Rate (82%)	\$1,476.00	\$2,164.80	\$1,517.00	\$2,583.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,740.80
Total Labor & OH	\$3,276.00	\$4,804.80	\$3,367.00	\$5,733.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17,180.80
Fixed Fee = 12% X Total Labor & OH Rate	\$393.12	\$576.58	\$404.04	\$687.96	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,061.70
Task 2 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$3,669.12	\$5,381.38	\$3,771.04	\$6,420.96	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,242.50
7 Virtual Public Meeting (Optional)											
Plan and moderate virtual public meetings (2x)	20		30	20							70
Task 3 - Subtotal Manhour by Classification	20	0	30	20	0	0	0	0	0	0	70
Unburdened Rate	\$90.00	\$44.00	\$37.00	\$35.00							
Labor	\$1,800.00	\$0.00	\$1,110.00	\$700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,610.00
Overhead Rate (82%)	\$1,476.00	\$0.00	\$910.20	\$1,274.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,660.20
Total Labor & OH	\$3,276.00	\$0.00	\$2,020.20	\$1,974.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,270.20
Fixed Fee = 12% X Total Labor & OH Rate	\$393.12	\$0.00	\$242.42	\$236.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$872.42
Task 3 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$3,669.12	\$0.00	\$2,262.62	\$2,210.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,142.62
1 & 7 Project Administration											
Attend project kick-off meeting	4			4							8
Attend one Long Road AJR client coordination meeting	4			4							8
Attend one Outer Road extension client coordination meetings	4			4							8
Attend 2 internal team meetings for Long Road AJR	8			8							16
Attend 2 internal team meetings for Outer Road extension	8			8							16
Submit up to 5 monthly project reports	12			0							12
Task 4 - Subtotal Manhour by Classification	40	0	0	28	0	0	0	0	0	0	68
Unburdened Rate	\$90.00	\$44.00	\$37.00	\$35.00							
Labor	\$3,600.00	\$0.00	\$0.00	\$980.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,580.00
Overhead Rate (82%)	\$2,952.00	\$0.00	\$0.00	\$803.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,755.60
Total Labor & OH	\$6,552.00	\$0.00	\$0.00	\$1,783.60	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,335.60
Fixed Fee = 12% X Total Labor & OH Rate	\$786.24	\$0.00	\$0.00	\$214.03	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.27
Task 4 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$7,338.24	\$0.00	\$0.00	\$1,997.63	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,335.87
Total Including Labor, OH & Fixed Fee	\$15,043.39	\$5,381.38	\$6,033.66	\$11,057.54	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,515.97
ODC (see summary)											\$1,275.00
Grand Total											\$38,790.97

ODC:

- \$ 375.00 Mileage @ \$0.67/mile for various meetings/field recon
- \$ 400.00 Printing
- \$ 500.00 Misc
- \$ 1,275.00 Subtotal

1.0 Exclusions

Misc Includes:
 iPads for electronic comment at open houses
 Wi-fi for iPads
 Graphic designer



Firm: HR Green, Inc.
City of Chesterfield I-64 Improvements Phase 1

EXHIBIT A: Estimate of Costs

	Senior Project Manager - Transportation	Regional Manager - Construction	Lead Structural Engineer	Construction Engineer III	Administrative Assistant	Classification	Classification	Classification	Classification	Classification	Total Hours
1 PROJECT MANAGEMENT											
Coordination with Lochmueller	4										4
Invoicing	2				2						4
											0
											0
											0
											0
Task 1 - Subtotal Manhour by Classification	6	0	0	0	2	0	0	0	0	0	8
Unburdened Rate	\$76.92	\$70.93	\$65.14	\$63.76	\$28.89						
Labor	\$461.52	\$0.00	\$0.00	\$0.00	\$57.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$519.30
Overhead Rate (181.10%)	\$835.81	\$0.00	\$0.00	\$0.00	\$104.64	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$940.45
Total Labor & OH	\$1,297.33	\$0.00	\$0.00	\$0.00	\$162.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,459.75
Fixed Fee = 12% X Total Labor & OH Rate	\$155.68	\$0.00	\$0.00	\$0.00	\$19.49	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$175.17
Task 1 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$1,453.01	\$0.00	\$0.00	\$0.00	\$181.91	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,634.92
2 CONCEPTUAL DESIGN PHASE											
Brainstorming Workshop with City	4	4									8
Review of Interchange Concepts (3)	6	6	3		6						21
Review of Outer Road Extension Concepts (2)	4	4	2		4						14
Cost Estimates for Recommended Alternatives (2)	4	4	1		8						17
											0
											0
Task 2 - Subtotal Manhour by Classification	18	18	6	18	0	0	0	0	0	0	60
Unburdened Rate	\$76.92	\$70.93	\$65.14	\$63.76	\$28.89						
Labor	\$1,384.56	\$1,276.74	\$390.84	\$1,147.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,199.82
Overhead Rate (181.10%)	\$2,507.44	\$2,312.18	\$707.81	\$2,078.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,605.87
Total Labor & OH	\$3,892.00	\$3,588.92	\$1,098.65	\$3,226.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,805.69
Fixed Fee = 12% X Total Labor & OH Rate	\$467.04	\$430.67	\$131.84	\$387.14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,416.68
Task 2 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$4,359.04	\$4,019.59	\$1,230.49	\$3,613.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,222.38
3 TASK NAME											
											0
											0
											0
											0
											0
Task 3 - Subtotal Manhour by Classification	0	0	0	0	0	0	0	0	0	0	0
Unburdened Rate	\$76.92	\$70.93	\$65.14	\$63.76	\$28.89						
Labor	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Overhead Rate (181.10%)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Labor & OH	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Task 3 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 TASK Name											
											0
											0
											0
											0
											0
Task 4 - Subtotal Manhour by Classification	0	0	0	0	0	0	0	0	0	0	0
Unburdened Rate	\$76.92	\$70.93	\$65.14	\$63.76	\$28.89						
Labor	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Overhead Rate (181.10%)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Labor & OH	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fixed Fee = 12% X Total Labor & OH Rate	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Task 4 - FIRM NAME Total Including Labor, OH & Fixed Fee	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Including Labor, OH & Fixed Fee	\$5,812.05	\$4,019.59	\$1,230.49	\$3,613.26	\$181.91	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,857.30
ODC (see summary)											\$33.50
Grand Total											\$14,890.80

Notes: Assumed Mileage

50.00

5 33.50

ODC:
\$ 33.50 Mileage @ \$0.67/mile for various meetings/field recon
Printing
Misc
\$ 33.50 Subtotal



690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

December 7, 2023

Dear Consultant:

The City of Chesterfield is requesting the services of a professional engineering firm to lead a potential multi-phase project for improvements to Interstate 64 (I-64) in Chesterfield from Chesterfield Parkway West through Long Road. More specifically, the project is to consider, evaluate, design, and facilitate construction of enhancements to the Long Road / I-64 interchange and connect vehicular and pedestrian/bike facilities on North Outer 40 Road over Bonhomme Creek to Swingley Ridge Road / the Chesterfield Parkway West on-ramp / I-64 (see attached Exhibit A). Please understand that through this Request for Qualifications (RFQ) process the City is desirous of establishing a long-term relationship with an engineering firm that will continue working with the City throughout this entire project.

The first phase of this project shall include evaluations, studies, agency coordination, public involvement, preliminary design, cost estimating and all other work necessary to create and submit an Access Justification Report (AJR) to the Missouri Department of Transportation (MODOT) and the Federal Highway Administration (FHWA) for the desired improvements to I-64. The AJR shall address all MoDOT and FHWA policy requirements (see MoDOT EPG 234.1 and FHWA System Access Informational Guide). The ideal team will have a strong track record of obtaining final AJR approval from MoDOT and FHWA and have personnel with the in-depth knowledge and experience necessary to lead this effort.

If the first phase of the project is successful and the AJR receives final approval from FHWA, the second phase will be to design the projects. Currently, the City expects design and construction of the improvements to be two separate projects: Long Road / I-64 Interchange Improvements and North Outer 40/Swingley Ridge/I-64 Improvements. The second phase of work will be to create complete design documents, construction plans, and bid documents for each project. This phase will include but not be limited to furthering and finalizing design documents, leading grant submittal efforts, conducting field surveying necessary for detailed design and right-of-way acquisition, coordinating with all involved agencies/utilities, leading public engagement, providing bid documents and

creating detailed cost estimates. The ideal team will have significant experience in the design and permitting of improvements to the interstate system.

The third phase of the project will include professional services as the design engineer of record, bidding assistance, construction monitoring, materials testing, submittal review, utility coordination, and may also include oversight of a separate construction management contract. The ideal team will have personnel experienced in construction oversight, project management, cost tracking, and material testing, to fully oversee, coordinate, and ensure successful completion of the construction projects within budget.

The City wishes to pursue the first phase of this project now and obtain a determination on the AJR by December 2024. The schedule for phases two and three has not been set. Additional information on specific tasks expected in each project phase is included as Exhibit B.

Please limit your Statement of Qualifications to no more than eight (8) pages. The statement of qualifications should include:

- A statement of your firm's interest in this project, including anything that makes your firm qualified to lead this multi-phase project
- Key project personnel and their backgrounds, including sub-consultants
- Similar size/scope projects completed in the recent past including references
- Preliminary scope of services and project approach
- Anticipated schedule, as well as current and anticipated workload and staffing availability

Lengthy submittals of general company information are not necessary and will not be considered. Any sub-consultants needed to complete the professional services requested by the City must be listed.

The City of Chesterfield will evaluate submittals based upon a) experience and competence (35%); b) the capacity of the firm to perform the work in the timeframe needed (35%); and c) past performance (30%). Please be advised that the City of Chesterfield may choose to interview a limited number of firms to select the firm most qualified to perform the required professional services.

In addition to your firm's Statement of Qualifications, it is required that an Affidavit of Compliance with the Federal Work Authorization Program along with

Request for Qualifications
Chesterfield Valley Interstate 64 Improvements
December 7, 2023

a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) be submitted. These are NOT included in the eight-page limit.

Once a firm is selected, a project scope and fee will be negotiated for phase one and incorporated into a contract that will be submitted to the Chesterfield City Council for approval. Services for the second and third phases of the project will be negotiated separately with the selected firm if the project progresses.

All Statements of Qualifications and additional required documents must be submitted via email to jeckrich@chesterfield.mo.us by 3:00 pm, local time, on Tuesday, January 16 to be considered. Should you have questions or require additional information, please contact me via email or at 636-537-4764.

Sincerely,

James A. Eckrich, PE
Director of Public Works / City Engineer

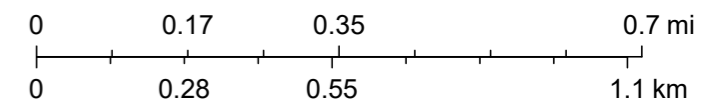
Enclosures: Exhibit A – Project Aerial
 Exhibit B – Detailed Anticipated Work Items by Phase

I-64 Improvements - Exhibit A



10/18/2023, 2:44:28 PM

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Esri, Inc., City of Chesterfield, Missouri

Exhibit B

Phase 1 – Access Justification Report

- Topographic and Boundary Survey Work
- Environmental Assessment
- Agency and Utility Coordination, including but not limited to FHWA, Monarch-Chesterfield Levee District, US Army Corps of Engineers, MoDOT, St. Louis County, and Missouri Eastern Railroad.
- Analysis of access improvements to the Long Road Interchange, including consultation with the City on selection. Options include a full-access interchange with connection to North Outer 40 to multiple limited access interchange options also with connection to North Outer 40.
- Analysis of options to connect North Outer 40 Road to Swingley Ridge / Chesterfield Parkway West on-ramp, including consultation with City on selection, including connection of pedestrian/bike facilities between Chesterfield Parkway to the Monarch Chesterfield Levee Trail system
- Public Meetings and presentation materials
- Preliminary Design Plans
- Budgetary Cost Estimate
- Submittal of an AJR to MODOT and FHWA
- Address questions / concerns from MODOT and FHWA regarding the AJR, including re-submittals as necessary
- Obtain final determination on AJR

Phase 2 – Design and Property Acquisition

- Lead effort in writing/submitting grant applications to fund the projects, in consultation with the City
- Additional surveying, as necessary
- Property Title Research
- Right-of-Way Plans and Easement Exhibits, if necessary
- Drainage Design and MSD Permitting, including water quality if applicable
- Bridge Design
- Geotechnical Investigation and design (slopes, retaining walls, foundations, bridge abutments, etc.)
- Hydraulic analysis and floodplain permitting, if required
- Public Meetings and presentation materials
- Final Construction Plans
- Detailed Cost Estimates
- Technical Specifications, Job Special Provisions, Methods of Measurement and Payment

- Agency and Utility Coordination, including but not limited to FHWA, Monarch-Chesterfield Levee District, US Army Corps of Engineers, MoDOT, St. Louis County, and Missouri Eastern Railroad.
- Detailed Construction Cost Estimates
- Permitting

Phase 3 – Construction and Construction Management

- Bidding Assistance
 - The City of Chesterfield will compile the bidding documents and manage the bidding process
- Bid Evaluation
- Bid Award Recommendation in consultation with the City, MoDOT, and St. Louis County, as necessary
- Construction Staking/Layout, if necessary
- As-Built Drawings
- Construction Engineering Services
 - Quantity Tracking
 - Project Daily and Payment Diaries
 - Review and response to RFI, Change Orders, Field Changes, etc.
- Selection of a Construction Management Firm, in consultation with the City, if necessary

INTERSTATE 64 IMPROVEMENTS FOR THE CITY OF CHESTERFIELD



January 16, 2024



Lochmueller Group (Lochmueller) is honored to submit this proposal to the City of Chesterfield (City) to provide professional engineering services for this multi-phased I-64 improvement project from Chesterfield Parkway West through Long Road. **The study, design, approval, and construction oversight of a new interchange and creek crossing is precisely where our firm excels.** We also recognize this is a critical project that will spur economic development, benefitting the City and its residents. For this reason, Lochmueller is committing its most experienced traffic engineers, roadway engineers, and environmental scientists to help the City bring this project to life.

This project's history is well understood by Lochmueller. In 1998, the Federal Highway Administration (FHWA) approved the City's master plan for access within Chesterfield Valley, which included an improved interchange at Long Road. Then, in 2016 FHWA conceptually approved the Chesterfield Village Access Justification Reports (AJR), which included the extension of the North Outer Road across Bonhomme Creek and into Chesterfield Valley. Our mission is to partner with you to bring these improvements to fruition.

As one of the leading highway and traffic design firms in the Midwest, Lochmueller is the clear choice. Over the past 8 years, we have submitted several successful AJRs to the Missouri Department of Transportation (MoDOT) and the FHWA. This has earned us a reputation for outstanding and effective traffic analyses that lead to successful design and implementation of interchange improvements.



HISTORY OF SUCCESSFUL AJRs AND INTERCHANGE IMPROVEMENTS

As you are aware, FHWA approval of an AJR is a critical initial milestone. Lochmueller has a consistent history of delivering successful AJRs and interchange improvements in Missouri and Illinois that are similar in nature and scope to this proposed project. Locally, we have secured 5 AJR approvals over the last 8 years, some of which were also fully designed and managed by our firm. You can trust Lochmueller to bring this same level of success to Chesterfield by operating as an extension of your staff, with minimal oversight required.



AMPLE LOCAL CAPACITY TO PERFORM THE WORK QUICKLY

Lochmueller has 75 employees local to the St. Louis metro, including 29 PEs, 5 PTOEs, 3 AICPs, 2 RSP1s, and 1 RSP2i licensees. Combined with our four subconsultants (detailed on the following page), we have assembled a diversely talented team with exceptional expertise in interchange design and construction. This team will have plenty of dedicated talent and capacity to ensure each project is constructible and delivered on-time.



FAMILIARITY WITH MODOT AND FHWA

Our recent interchange improvement projects such as I-64, I-70, and I-44 have allowed our team to become familiar with FHWA and MoDOT requirements for AJR approval, design standards, and permits. Julie Nolfo, PE, PTOE, our proposed overall project liaison, and each phase's Project Manager (PM), have deep working relationships with staff at both agencies and have a firm understanding for how to get reports and plans approved and permitted for construction.

Lochmueller is excited to partner with the City of Chesterfield. **Our highest priority is to help communities like Chesterfield reinvent their futures through large-scale transportation improvements. Addressing traffic challenges and improving the lives of growing communities is the cornerstone of why our firm was founded.** We are looking forward to your review.

Let's get started!

Scott J. Smith, PE
Missouri Regional Leader | Principal
ssmith@lochgroup.com | 314.941.6657

Julie Nolfo, PE, PTOE
Overall Project Liaison & Phase 1 Project Manager
jnolfo@lochgroup.com | 314.363.5074

Founded in 1980, Lochmueller has grown from a small planning firm to a regional engineering consultant firm with 13 offices and over 355 employees in four Midwestern states: Missouri, Illinois, Indiana, and Kentucky.

We are proud to offer a comprehensive range of services and be a single source for our clients' planning and engineering needs. We utilize our creativity and decades of successful project delivery to help all our clients reinvent their futures.

This year we ranked 404 out of 500 Top Design Firms by the Engineering News Record (ENR). We are proud of this recognition and are ready to put our talents to use for the City.

Our team of professionals are also **well-versed in multi-phased transportation developments requiring AJR approvals, grant applications and funding, permitting, preliminary and final design, and construction management.** For decades we have provided these services to various municipalities. Lochmueller's experience and learned lessons will save the City time and money as they embark to complete the access improvements that were envisioned over 25 years ago.

TEAM BREAKDOWN

TREKK Design Group, LLC (TREKK)

is a multi-disciplined, woman-owned civil engineering firm with a staff of over 200 that is dedicated to

improving lives in the markets they serve. They are proud to be certified as a Disadvantaged/Woman Owned Business Enterprise (D/WBE). The firm offers full-service civil engineering, including traffic engineering, construction inspection, utility coordination, structural engineering, lighting design, water resources, and survey services across Missouri.

They will provide **surveying, transportation and structural design services, utility coordination, right-of-way services, cost estimates, bidding assistance, and water permitting and hydraulics.**



SCI Engineering, Inc. (SCI) is a multi-discipline engineering firm that has been providing environmental and geotechnical services as well as natural resources, cultural resources, and construction materials testing services since 1978.

Since their founding, they have steadily grown to six offices and more than 170 employees located in Missouri, Illinois, Colorado, and Texas. Their staff prides itself on their ability to provide consulting services with quality, professionalism, and responsiveness to clients during the development, design, and construction phases of projects.

They will provide **NEPA support, geotechnical and construction services.**



HR Green, Inc. (HRG) is a privately held, employee-owned company, fully committed to the success of their clients and the well-being of their employees. Over its 110-year history, HR Green has grown and established a reputation for innovation, leadership and accountability to the business concerns of their clients. HR Green combines engineering services with a diverse array of professional offerings including technical and management services with a company staff of over 700 employees.

They will provide **transportation and structural design services, cost estimates, and construction management.**



Reach. Engage. Communicate. For more than 25 years, **Vector Communications (Vector)** has been seeking input from

people on issues affecting how they live, work, and play. Their 12-person, award-winning engagement and communications firm focuses on transportation, economic development, education, health and human services, and parks and greenways. Its core competencies include engagement, outreach, event planning, communications planning, crisis communications, media relations, video production, and brand awareness. Over the years, Vector has worked on more than 400 regional projects, including numerous environmental studies and the New I-64 Project, the largest transportation project in Missouri's history.

They will provide **public engagement services.**





PROJECT MANAGEMENT

Julie will be your primary point of contact across all three phases of this project, thereby providing the City with a consistent project leader. This approach facilitates continuity throughout the project's life cycle, improves efficiency and adds a layer of QA/QC.

Julie will work closely with each phase's Project Manager (PM) and act as an advocate for the City's goals.

ADDED-VALUE STAFF



HEIDI THOMAS, PE GRANT WRITING

Heidi was a Transportation Engineer for FHWA prior to joining

Lochmueller.

Heidi is a licensed civil engineer with 19 years of experience and is our lead grant writing specialist, having managed multiple successful funding applications for transportation projects in the last 2 years. She also worked on the I-64/I-70/US-62 AJR in Wentzville, MO. Her familiarity with FHWA design standards and grant writing will benefit the City in this project.



MIKE KLASING, PLS SURVEY LEAD (TREKK)

Michael brings more than 28 years of experience in land surveying for transportation projects.

Mike is responsible for oversight of TREKK's surveying team across the company. His project experience includes topographic surveying for interchange projects such as the I-70 and US 65 Safety and Interchange Improvements in Saline County, MO and the I-44 Outer Road Bridge project in Laclede County, MO. He will lead all survey and aerial LiDAR tasks for this project.



JULIE NOLFO, PE, PTOE

OVERALL PROJECT LIAISON & PHASE 1 PM

Julie has managed many successful AJRs throughout Missouri, including the planning efforts in the late 1990s for the various interchanges within Chesterfield Valley.

With nearly 30 years of experience, Julie is one of our most experienced project managers for interchange development projects. Her recent experience includes I-64 at Jefferson/22nd Street for the City of St. Louis, the Future I-64 PEL Study for MoDOT, and the Chesterfield Village AJR for RGA, amongst others. These projects have all been successfully reviewed and approved by the FHWA in recent years.

She is also very familiar with the City of Chesterfield, having completed numerous traffic studies and analyses in the immediate area over the last few decades, including traffic studies for Chesterfield Premium Outlets (Blue Valley), Maryville University Hockey Center, Chesterfield Commons, the District and Downtown Chesterfield. As a result, she has garnered the respect of FHWA, MoDOT, St. Louis County and within the Chesterfield community itself.



KELLEY DAVIS, PE PHASE 2 PM

Kelley is Lochmueller's Roadway Department

Manager, with 24 years of experience.

As our Roadway Department Manager, Kelley has managed many multi-phased projects that required roadway and bridge design, grant applications, land acquisition, and complex permitting coordination. Her strengths lie in effective and creative roadway design, maintaining critical schedule milestones, and working closely with various subconsultants. She is the perfect candidate to lead Phase 2.



ERIC CHAMBERLAIN, PE, CM

PHASE 3 PM (HRG)

Eric has 17 years of experience providing oversight and

management of heavy civil construction projects throughout the Midwest.

His expertise includes project management for infrastructure-related projects involving interstate pavement improvements, bridge rehabilitation, utility relocation, mass excavation, and airfield pavement reconstruction for MoDOT and other governmental agencies. He will be the PM for Phase 3 - Construction Management.

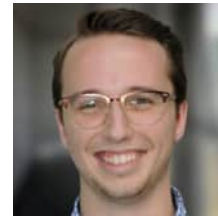


FASIL SAGIR, PE TRAFFIC OPERATIONS LEAD

Fasil has 7 years of experience in traffic

engineering and has two masters degrees in civil engineering and another in business management.

Fasil is a highly competent licensed engineer with a reputation for problem-solving and excellent communication skills. He has provided transportation modeling and interchange studies for I-70 in St. Charles as well as traffic and mobility impacts to the Market Street AJR in St. Louis.



NICK SOKOLIS, PE, RSP1 TRAFFIC SAFETY LEAD

Nick is a licensed engineer and Road

Safety Professional with 5 years of experience.

As a traffic safety leader in our firm, Nick is a critical member of our traffic department. His relevant experience includes the I-57/US 45/52 AJR interchange modifications and the I-270 and I-170 interchange signal optimization project. He was specifically added to this team for his safety expertise with interchange modifications.



**BRYAN CROSS,
CPESC
ENVIRONMENTAL
LEAD**

**Bryan is an
Environmental**

**Manager with over 25 years of
experience.**

Bryan's experience includes serving as the environmental lead for the I-57 interchange with US45/52 AJR, the I-64 at Jefferson/22nd Street, and the Rieder Road/Exit 21 interchange in St. Clair County, Illinois AJR. His extensive experience navigating FHWA and NEPA requirements will be critical to this project's success.



**MIKE BROWN, PE
TRANSPORTATION
DESIGN LEAD
(TREKK)**

**Mike brings more
than 26 years of
experience in roadway engineering.**

Mike is a licensed professional engineer who has designed and managed many interstate and interchange projects. These include new access interchanges for MoDOT and the relevant project I-44 / Route 141 Interchange where he acted as Design Manager for the consultant team, working closely with Lochmueller.



**KEVIN BREHM, PE, SE
STRUCTURAL
DESIGN LEAD (HRG)**

**Kevin is a Structural
Project Manager at
HRG with over 20**

years of experience.

He has recently managed numerous bridge replacement projects for MoDOT in various Districts. His experience includes both standalone structures and work in conjunction with interchange replacement projects. He has also completed a variety of structural assignments for the City of Chesterfield, including leading the design of a stand-alone pedestrian bridge along Chesterfield Parkway East over I-64.



**ERICA RIDGWAY, PE
WATER
RESOURCES LEAD
(TREKK)**

**Erica brings over 12
years of water**

resources experience.

Erica is TREKK's Civil Market Lead in the St. Louis region, specializing in water resources, traffic, and transportation design. She routinely manages hydrologic/hydraulic modeling and stormwater design for transportation projects. Her relevant experience includes the Olive and Lindbergh interchange reconstruction project and the Highway DD roadway widening project in O'Fallon, MO.

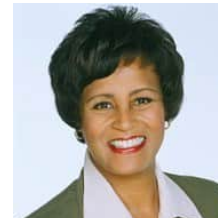


**TIM BARRETT, PE,
CFM
GEOTECHNICAL
LEAD (SCI)**

**Tim has over 17
years of experience**

as a licensed engineer.

Tim's expertise includes geotechnical reports and subsurface explorations for foundation recommendations for transportation projects. His relevant experience includes the Route 364/Route 94 Muegge Road interchange ramp additions and Route A signal Improvements in Wentzville, MO.

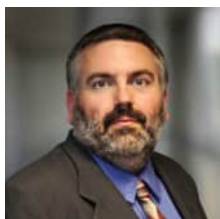


**LAURNA GODWIN
PUBLIC
ENGAGEMENT
LEAD (VECTOR)**

**Laurna is a former TV
news reporter,**

**anchor, and talk show host, with three
Emmys and a host of other awards.**

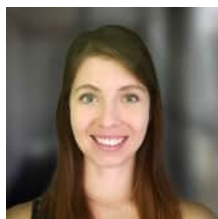
In 1998, Laurna co-founded Vector Communications, an award-winning public engagement and communications consulting firm. She has managed hundreds of communication and public engagement projects in Missouri and has the respect and trust of key stakeholders, elected officials, and influencers in the St. Louis region.



**LORNE JACKSON, PE
OVERALL
PROJECT QA/QC**

**As Lochmueller's
Chief Engineer,
Lorne has over 29
years of experience.**

He is one of our most experienced engineers. He is a veteran of large-scale, multi-phased transportation developments, including interchange improvements. As our in-house design expert, Lorne will provide QA/QC for each phase of this project. His attention to detail and comprehensive understanding of the scope will ensure our services to the City reflect the highest standards of excellence.



**KENDRA ROGERS, PE
TRANSPORTATION
DESIGN**

**Kendra is a licensed
civil engineer with 12
years of experience.**

Throughout her career, she has specialized in traffic and transportation design. She has a proven ability to provide unique solutions to transportation design problems and is known for her strong communication skills. Her relevant experience includes I-70/US 63 Design-build Interchange Enhancements for MoDOT and SR66/1st Avenue Interchange Alternatives for INDOT.



**JEFF GARDNER, PE
STRUCTURAL
DESIGN (TREKK)**

**Jeff brings more than
22 years of
experience leading**

**teams in the design, manufacture, and
construction of structures.**

He has a passion for finding pragmatic solutions that transform a client's need into a constructible plan delivered on time and budget. Jeff's previous work includes bridge design for the I-49 and Route 7 Interchange Improvements in Harrisonville, MO and MoDOT's Improve I-70 KC project, which included 10 interchanges and 25 bridges.



I-64 CHESTERFIELD VILLAGE AJR

RELEVANCE: AJR approval, I-64 experience, FHWA familiarity, MoDOT familiarity

Lochmueller completed an AJR seeking interstate access modifications along I-64 in the vicinity of “Chesterfield Village”, a Planned Development community in the City of Chesterfield, Missouri. The corridor is centered upon the existing interchange of I-64 with Missouri Route 340 (Clarkson Road / Olive Boulevard) and the adjoining segments of Chesterfield Parkway. The AJR explored modifications being advocated by the City of Chesterfield and the SLCDOT as part of the continued development of the outer road system along I-64.

In 2018, Lochmueller updated the approved AJR in order to allow for the “west end” improvements to move forward independently of the “east end”. The required crash and traffic data was updated to 2018 statistics and submitted for MoDOT and FHWA review. Ultimately, the project was put on hold due to the uncertainty of funding.

CLIENT REFERENCE

RGA Reinsurance Company

Angela Warner
636.736.5519
rlong@rgare.com

I-64/I-70/US-61 INTERCHANGE IMPROVEMENTS STUDY

RELEVANCE: AJR approval, I-64 experience, FHWA familiarity, MoDOT familiarity

Serving as Owner Representative for MoDOT in a subconsultant role, Lochmueller provided traffic and safety analysis and preliminary environmental assessment services for a conceptual study for interchange improvements to the I-64/I-70/US 61 interchange in St. Charles County, MO. The Conceptual Study Report included the preferred alternative, conceptual design, traffic and safety analysis, and a preliminary environmental assessment for these important improvements along a major cross-state/cross-country corridor. Due to early and ongoing engagement of FHWA Headquarters, the AJR was completed on-time and on-budget with only minor comments to address. MoDOT and FHWA approved the AJR in December of 2023. The NEPA evaluation has been submitted and final clearance is currently pending but anticipated in early 2024.



CLIENT REFERENCE

MoDOT | SL District

Alvin Nieves-Rosario, PE,
Transportation PM, 314.453.1839,
alvin.nieves-rosario@modot.mo.gov



I-64/JEFFERSON INTERCHANGE AJR

RELEVANCE: AJR approval, I-64 experience, FHWA familiarity, MoDOT familiarity

Lochmueller prepared an area-wide traffic study and detailed analysis of access needs along the I-64/US 40 corridor through Downtown and Downtown West. This resulted in the development of an AJR for improvements to the I-64/US 40 corridor. As part of the AJR, preliminary design plans were prepared for the preferred alternative that involved a reconfiguration of the I-64/Jefferson Interchange to add a new bridge over I-64 at 22nd Street, one-way outer roads between 22nd St. and Jefferson Ave., extension of 22nd Street south to Scott Ave. and north to Olive St., extension of Clark Ave. to 21st St., and improvements to several existing streets. The AJR and preliminary design have been completed and received final approval from FHWA. The preliminary design was utilized to complete successful STP and CMAQ grant applications that are providing funding for the I-64 at Jefferson City Streets Project.

CLIENT REFERENCE

St. Louis City

Rob Orr, Deputy Executive Director
314.657.3738
orr@stlouis-mo.gov

I-44/ROUTE 141 DESIGN BUILD INTERCHANGE IMPROVEMENTS

RELEVANCE: AJR approval, civil, traffic, and structural engineering for interchange improvements, FHWA familiarity, MoDOT familiarity

As a subconsultant, Lochmueller’s role included roadway design for four intersections north of the flood-prone Meramec River, including two new J-Turns, collector-distributor bridge and retaining wall design, traffic signal and Intelligent Transportation System design, implementation of coordinated signal timing plans, and completion of an AJR for the modified interchange. **TREKK** provided additional drainage design, with Mike Brown (then at AECOM) acting as the Design Manager. **HRG** acted as the owner’s representative through right-of-way plans and evaluated hydraulic/drainage issues during construction.

Lochmueller designed a 156’-long, single-span bridge to carry a two-lane unidirectional Collector Distributor Road over Route 141. The superstructure consisted of a cast in place deck with stay in place forms on NU 70 Girders with 10 ksi concrete.

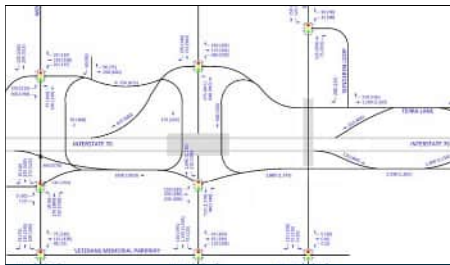


CLIENT REFERENCE

MoDOT

David Simmons,
Statewide Design-Build Coordinator
314.275.1500,
David.J.Simmons@modot.mo.gov

PROJECT EXPERIENCE



I-70 OUTER ROADS AJR

RELEVANCE: AJR approval, FHWA familiarity, MoDOT Familiarity

Lochmueller prepared an AJR for the I-70 corridor including the interchanges at TR Hughes Blvd. and at Route K/M, six nearby interchanges, and the north and south outer roadways. The study evaluated the need for modified Interstate access based upon the ability to relieve congestion on the existing road system within the study area and enhance access to adjacent land uses. A VISSIM model encompassing the entire study area was developed as the primary tool in evaluating the operational impacts of the proposed access modifications. Modeling scenarios were created for Existing, 2040 No Build, and 2040 Build with the proposed access modifications. The AJR resulted in the selection of a preferred alternative incorporating one-way outer roads. FHWA approval of the AJR was obtained in June 2016 and later updated to incorporate further improvements west of Rte. K. The FHWA approval was granted in February 2018 and allowed the project to move forward to bidding and construction.

CLIENT REFERENCE

City of O'Fallon, MO

Jeff Schuepfer, Assistant City Engineer, 636.379.5491
jschuepfer@ofallon.mo.us

I-57 AT US 45/52 INTERCHANGE RECONSTRUCTION

RELEVANCE: AJR approval, civil, traffic, and structural engineering for interchange improvements, FHWA familiarity, Multiple bridge structures

Lochmueller is providing Phase I engineering at the I-57 at US 45/52 interchange in Kankakee, which will be completed in early 2024. Lochmueller will also provide final design documents. The proposed development will help improve roadway design elements and improve traffic flow and safety. We also prepared an ITS and an AJR, which was approved by the FHWA.

The existing interchange configuration is a folded diamond, and the proposed configuration is a compressed diamond on relocated US 45/52. I-57 is also proposed to be widened from four to six lanes. The project includes two structures: the US 45/52 bridge over I-57 and a retaining wall along the southbound off-ramp.



CLIENT REFERENCE

IDOT

Jacob Oyier, Studies & Plan Engineer
815.434.8575
jacob.oyier@illinois.gov



ROUTE 7 AND I-49 INTERCHANGE IMPROVEMENTS (TREKK)

RELEVANCE: Civil and structural engineering for interchange improvements, FHWA familiarity, MoDOT familiarity

TREKK provided preliminary and final design services to improve the I-49 and Route 7 interchange in Harrisonville, Missouri. TREKK provided an innovative and collaborative approach to replace the bridge with solutions that improve the interchange operations and maximize the benefits for Missouri's taxpayers, the City of Harrisonville and MoDOT. A comprehensive interchange alternative analysis by TREKK during the conceptual study built off MoDOT's findings and evaluated other interchange configurations. The final analysis determined that a separated DDI is the preferred configuration. The selected split-DDI interchange allows traffic to be maintained on the existing bridge while two, new, two-span (104'-104') Prestressed Concrete NU43 bridges with spill slopes are constructed.

CLIENT REFERENCE

MoDOT | KC District

Allan Ludiker, PE, Transportation Project Manager, 816.607.2267
allan.ludiker@modot.mo.gov

MUEGGE ROAD / ROUTE 364 / ROUTE 94 INTERCHANGE (HR GREEN)

RELEVANCE: Civil, traffic, and structural engineering for interchange improvements, FHWA familiarity, MoDOT familiarity

HR Green was selected to be the Project Management Consultant (PMC) for a \$16M interchange improvement in St. Charles County. Providing a value-added, cost-savings roundabout alternative to the free-flow DDI solution initially scoped, HR Green studied and eventually selected a completely different solution than initially programmed - opting for a signalized DDI after working through an alternative evaluation process. The process resulted in additional improvements being added to the project; the widening of Route 94 to three-lanes in each direction, as well as the resurfacing of the remainder of Route 94. The HR Green Team acted as MoDOT's Project Management Consultant, responsible for all design, construction, and administration activities and decisions that MoDOT internal personnel would normally handle on typical consultant-led projects.



CLIENT REFERENCE

MoDOT | SL District

Thomas Evers, Assistant District Engineer, 314.453.1802
thomas.evers@modot.mo.gov

PROJECT APPROACH

PROJECT DEVELOPMENT PROCESS

Phase I - Access Justification Report (AJR)

The essential first step in pursuing improved access along I-64 at Long Road is the approval of an AJR by the FHWA. To that end, the Lochmueller Team will prepare a comprehensive AJR in accordance with the requirements of the City of Chesterfield, MoDOT, and the FHWA. The AJR process will analyze various interchange configurations for Long Road and ultimately recommend the proposed interchange type, which will be fully vetted using various operational and safety analytical platforms in order to accurately replicate both the existing and forecasted No-Build and Build traffic conditions. Emphasis will be placed on rectifying any existing safety concerns, providing optimal traffic operations along I-64 and Long Road, streamlining the outer road connection into the design, and retaining developable land adjacent to the interchange along both Chesterfield Airport Road and the North Outer Road.

The extension of the outer road system into the Valley already has conceptual approval from FHWA as of 2016. However, a condition of that approval was an update to the AJR to provide current crash and traffic data, as well as completion of the NEPA process and programming on the STIP/TIP. Therefore, this important connection would be integrated into the above referenced AJR document, so that one document addresses FHWA's concerns relative to both improvements.

As part of securing final approval from FHWA for the AJR, all necessary environmental studies for both projects will be completed to satisfy NEPA. To facilitate this, preliminary engineering will also be completed during the AJR process so that critical design issues can be identified, and feasible creative solutions offered. The preliminary design will identify right-of-way needs, utility relocations, and provide construction cost estimates. Furthermore, the public (along with key stakeholders) will be engaged in order to gain insight and feedback on the preferred improvements at both locations, an informative and necessary step towards securing both FHWA final approval and successful funding opportunities.



The initial phase of this long-term project would ultimately deliver MoDOT and FHWA final approval for both projects so that they could move into the design and construction phases; either as one cohesive project or as two independent projects.

DEVELOPING SOLUTIONS

The Lochmueller Team begins the process of developing alternatives with a brainstorming session where participants are encouraged to "think outside the box" and sketch numerous layouts. The options are then vetted and evaluated at a high level. The most viable of these options will proceed to concept design where the sketches will be refined to sufficient detail to complete the alternative analysis that ultimately leads to a preferred alignment within the AJR document. This process would be utilized for both projects along I-64: the Long Road interchange and the North Outer Road extension into the Valley.

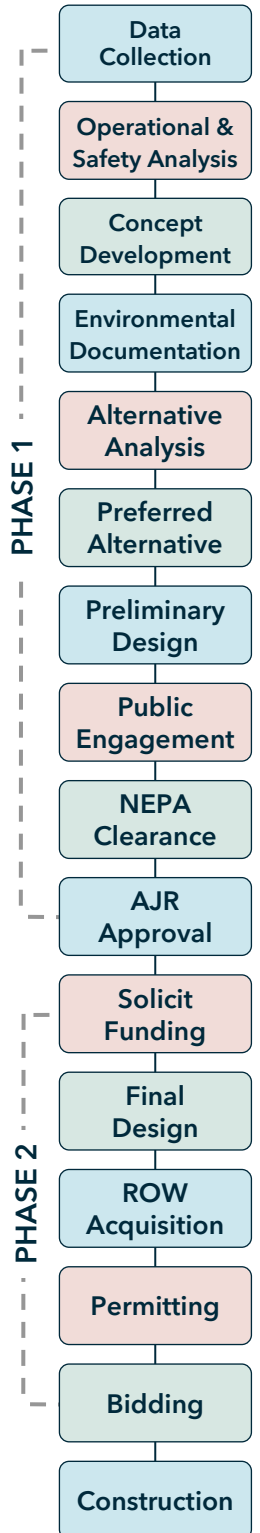
Potential solutions to both projects are shown above and below. Roundabouts could be viable options for both locations; incorporating the outer road into the interchange layout would maintain developable acreage at Long Road while along the outer road a roundabout would serve as a means of transitioning from a one-way system to two-way. These concepts and more would be explored in Phase I of the project to ensure that the preferred solutions provided the safest and most efficient traffic operations while minimizing the need for additional right-of-way.

The Lochmueller Team is intimately familiar with the LPA and Federal grant process. We have assisted clients such as St. Charles County, and the cities of St. Charles, O'Fallon, St. Louis, Frontenac, Florissant, Des Peres, Wildwood, and many others, with MoDOT Cost Share and Federal Grant applications to fund their project. **We are the funding experts!**

Phase II - Design & Property Acquisition

Lochmueller will lead the effort to identify, write, and submit viable grant applications to assist in funding of the project. During this phase, the chosen designs will be advanced producing full

APPROACH AT-A-GLANCE



City of Chesterfield: Interstate 64 Improvements

PROJECT APPROACH

construction documents for bid. Whether as one single or two independent projects, the overall approach will be similar. Using the AJR as the impetus, the design team will develop comprehensive transportation, traffic, structural, and water resource designs. Elements including bridges, culverts, retaining walls, and pedestrian facilities will be detailed. The team will focus on providing an overall cohesive design that best meets the goals determined in the AJR and that best addresses both vehicle and pedestrian demands within the corridor. Experienced environmental staff will utilize the completed NEPA documentation from Phase I to obtain required clearances beginning with the initiation of the Request for Environmental Review (RER).

We will minimize impacts to properties along the project corridor to the most practical extent. Our right-of-way staff consisting of experienced MoDOT-certified negotiators and appraisers has extensive experience working for MoDOT and acquiring right-of-way for local agencies. They will work closely with the design team to address any questions or required plan revisions during the negotiation process.

Our team of engineers will draw from their depth of experience in developing plans that safely and effectively manage traffic, as well as erosion and sediment control measures during construction. Construction impacts can result in increased driver frustration, so we will work closely with the City of Chesterfield and MoDOT to ensure that the public is keenly aware of the project and the timetable for construction. While current technology will easily facilitate remote file sharing and virtual meetings, face-to-face meetings will be encouraged whenever practical. Moreover, the depth of this team will facilitate peer reviews and cross-checking of plan elements with a fresh set of eyes, ensuring that every detail is questioned, reviewed, and approved by engineers with the appropriate knowledge and expertise to

deliver the highest quality project documents. Required milestone submittal schedules will be followed whether prescribed by funding obligations or by the City. Each submittal will undergo a thorough review process as a part of Lochmueller's internal QA/QC policy. The final submittal will include full plans, specification, and estimates for bid. Our team will support the City during the bid process, including bid solicitation, bid submission, and bid selection.

Phase III - Construction

The construction phase will be led by HR Green's Eric Chamberlain, PE, a construction manager with extensive MoDOT experience, and our DBE team members will provide additional, essential, services to meet any diversity goals. Experienced construction inspectors will be utilized to ensure the plans and specifications are being followed in a safe and efficient manner. In addition, the design team will provide engineering support during the construction process including submittal review and answering requests for information (RFIs).

HOME STRETCH

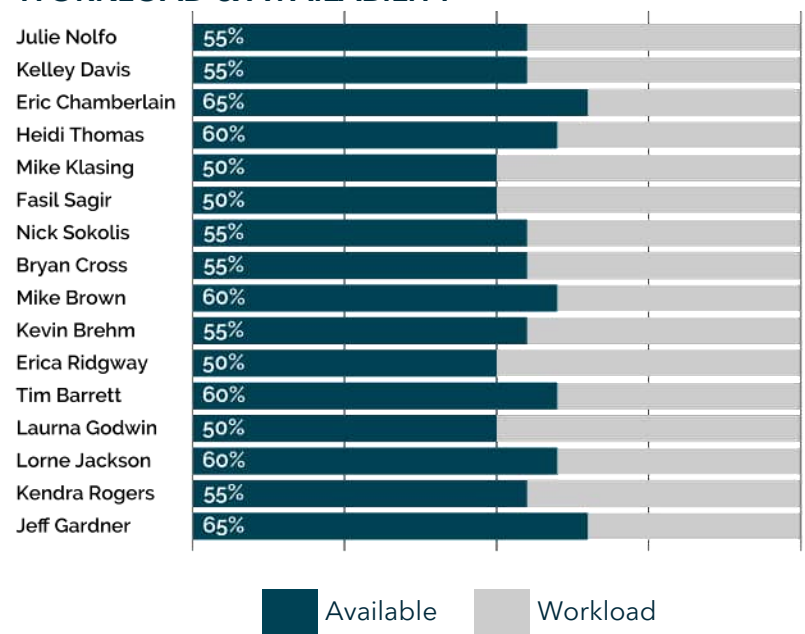
Once the solution is identified and funding is secured, the Lochmueller Team's extensive experience with the LPA design process will allow a seamless transition into final design, right-of-way acquisition, and construction. Lochmueller's in-house right-of-way experts will provide appraisal and negotiation services following all MoDOT and FHWA guidelines. The design team will complete the construction plans, obtain all applicable permits, and assist the City with the bidding process.

Upon contract award, the construction staff, with support from the design team, will meticulously manage the construction process as your representative so that the project is successfully completed on time and within budget.

SCHEDULE

TASKS	START DATE	END DATE
Data Collection/Survey (Phases 1 & 2)	2/1/2024	7/31/2025
Traffic/Environmental Analysis	2/1/2024	9/30/2024
Concept Development	5/1/2024	7/15/2024
Agency/Utility Coordination	2/1/2024	11/29/2027
Public Engagement (Phases 1 & 2)	9/1/2024	2/28/2026
AJR Documentation	10/1/2024	12/31/2024
Obtain FHWA Conceptual Approval of AJR	12/31/2024	12/31/2024
Preliminary Engineering & Cost Estimation	1/1/2025	6/30/2025
NEPA Documentation	1/1/2025	6/30/2025
Programming in STIP/TIP	1/1/2025	6/30/2025
Obtain FHWA Final Approval of AJR	7/1/2025	7/1/2025
Secure Funding	1/1/2025	7/31/2025
Design Engineering (60%, 95%, 100%)	7/31/2025	9/23/2027
RER/NEPA Clearance	7/31/2025	1/29/2026
ROW Plan Development & Acquisition	2/28/2026	10/26/2026
Bidding Phase	9/23/2027	11/22/2027
Construction	11/22/2027	11/12/2029

WORKLOAD & AVAILABILITY



FINANCE AND ADMINISTRATION COMMITTEE

Chair: Councilmember McGuinness

Vice-Chair: Councilmember Moore

- A. Proposed 2025 City Council Meeting Schedule** - The Finance and Administration Committee recommends approval of the 2025 City Council meeting Schedule. **(Voice Vote)**

- B. Proposed Dates for Budget Workshops** The Finance and Administration Committee recommends approval of the 2 **Proposed 2025 City Council Meeting Schedule** - The Finance and Administration Committee recommends approval of the 2025 City Council meeting Schedule. **(Voice Vote)**

- C. Proposed Dates for Budget Workshops** The Finance and Administration Committee recommends approval of the Budget Workshop Dates. **(Voice Vote)**

- D. Budget transfer** – The Finance and Administration Committee voted unanimously to authorize a budget transfer of \$10,000 and authorize the City Administrator to execute an agreement with Captiva to initiate migration of the existing historic web content to a new, externally hosted website. (Roll Call Vote)

- E. Updated Chesterfield Logo** – The Finance and Administration Committee recommends approval of the updated City logo. **(Voice Vote)**

- F. Advance Project Funding** - The Finance and Administration Committee endorsed the \$2.1 million budget transfer and professional services contract with Lochmueller, as also recommended by the Planning and Public Works Committee. **(no action required, this item acted on in PPW portion of agenda)**

- G. Next Meeting – not yet scheduled**

NEXT MEETING

The next Finance and Administration Committee Meeting has not yet been scheduled.

If you have any questions or require additional information, please contact Finance Director Jeannette Kelly or me prior to Monday's meeting.



Finance and Administration Committee Record of Proceeding May 13, 2024

The Finance and Administration Committee met on Monday, May 13, 2024. Those in attendance included: Chairperson Barb McGuinness, Ward I; Council Committee Member Aaron Wahl, Ward II; Council Committee Member Michael Moore, Ward III; Council Committee Member Gary Budoor, Ward IV; Mayor Bob Nation, Finance Director Jeannette Kelly and City Administrator Mike Geisel. Those also in attendance included: Councilmember Mary Monachella, Councilmember Mary Ann Mastorakos, Councilmember Dan Hurt, Councilmember Merrell Hansen, Public Works Director Jim Eckrich, Planning Director Justin Wyse, Assistant City Administrator Elliot Brown, City Clerk Vickie McGownd, IT Director Matt Haug, Deputy City Clerk Amanda Hurley and Assistant Finance Director Cathy Pagella.

Chairperson Barb McGuinness called the meeting to order at 5:30p.m.

Approval of F&A Minutes

Councilmember Moore made a motion, seconded by Councilmember Wahl, to approve the December 19, 2023 Finance and Administration Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Councilmember Moore made a motion, seconded by Councilmember Wahl to approve the February 27, 2024 Finance and Administration Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Elect Vice Chair and Citizen Committee Liaisons

Councilmember Wahl made a motion, seconded by Chairperson McGuinness to elect Councilmember Michael Moore as the Vice Chair of the Finance and Administration Committee. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

The committee agreed that Councilmember Michael Moore will continue as the Committee Liaison to the Finance and Administration Citizens Advisory Committee. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

The committee agreed that Councilmember Gary Budoor will continue as the Committee Liaison to the Management Information Systems Advisory Committee. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed

Chesterfield Historic and Landmark Preservation Discussion (CHLPC)

Following discussions at the December 19, 2023 Finance and Administration Committee Meeting, City Council expressed interest in establishing a framework for an agreement outlining the tasks involved in a potential partnership between the City of Chesterfield and a non-profit organization dedicated to promoting the City's history.

Councilmembers Moore, Mastorakos and Hansen had met with members of the CHLPC on multiple occasions in an effort to develop a proposal which would be mutually acceptable to both the City Council and the CHLPC. The preferred proposal was to consolidate the memberships of Chesterfield Historic Foundation (CHF) and CHLPC into a new entity, which would not be a citizens advisory committee of Council, but would be independent and be a resource to the City under the terms of a service agreement.

There was a consensus that the historic materials on the current City website should be maintained, although it would outsource and hosted to a third party to avoid it residing on the City's network. City staff recommended collaboration with Captiva, who originally created the framework for the historic content. This standalone website will not only visually align with the new City of Chesterfield branding but will also showcase the deep historical roots of the city. The initial cost for this conversion is estimated to be between \$8,000 and \$8,500, with a monthly fee of \$65 for maintenance and hosting.

Councilmember Moore made a motion, seconded by Councilmember Wahl to authorize a fund transfer not to exceed \$10,000, for the purpose of initiating the website content migration by Captiva Marketing. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed

Councilmember Moore made a motion, seconded by Councilmember Budoor to authorize collaboration with CHF on the terms of an agreement for services, and to provide an inventory of the historic materials, including those removed from the display cases, and return to the F&A committee within two months for further action. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed

Councilmember Wahl made a motion, seconded by Councilmember Moore, to transfer all regulatory roles and functions from the Chesterfield Historic and Landmark Preservation Committee (CHLPC) to the Architectural Review Board (ARB), without disbanding the CHLPC. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed. City Staff was directed to begin preparation of the necessary legislation to accomplish the transfer these responsibilities.

Proposed 2025 City Council Meeting Schedule

City Clerk Vickie McGownd presented a proposed 2025 City Council Meeting schedule that takes into account national holidays and Jewish Holidays. During the discussion, Councilmember Wahl proposed moving the meeting scheduled for Monday, October 20, 2025, to Tuesday, October 21, 2025, in recognition of a Diwali, a Hindu holiday important to a significant residential population within the city.

However, City Administrator Geisel reminded the committee that the initial purpose of re-scheduling meetings that occurred on major Jewish holidays, was that the Jewish faith prohibited business activities on those holidays. If Council was to expand to other religions or cultures, it may result in the proverbial “slippery slope”, causing the city to consider multiple other cultural or faith-based interest groups. Those present suggested that the calendar be recommended for approval as submitted, but that such exceptions could be considered when acted on by the entire council.

Councilmember Wahl made a motion, seconded by Councilmember McGuinness, to approve the 2025 City Council Meeting Schedule as provided by City Clerk McGownd, and forward to City Council. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Proposed Dates for Budget Workshops

Finance Director Jeannette Kelly provided Budget Workshop Dates for the fiscal 2025 and 2026 budget years. Those dates include:

Finance 105	Tuesday, July 23, 2024
Budget Workshop I	Tuesday, October 1, 2024
Budget Workshop II	Tuesday, October 29, 2024
Budget Workshop III	Tuesday, November 19, 2024 (if needed)
Finance 106	Tuesday, July 29, 2025
Budget Workshop I	Tuesday, September 30, 2025
Budget Workshop II	Tuesday, October 28, 2025
Budget Workshop III	Tuesday, November 18, 2025 (if needed)

Councilmember Moore made a motion, seconded by Chairperson McGuinness, to approve the proposed Budget Workshop Dates and forward to City Council. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Updated Chesterfield Logo

Assistant City Administrator Elliot Brown presented the committee with the proposed updated City of Chesterfield logo. Staff collaborated with Captiva Marketing Inc. to create options that adhere to industry best practices while remaining faithful to the imagery and message of the current City of Chesterfield logo. The refreshed design is in harmony with the City’s branding guidelines, featuring a more legible typeface, ADA-compliant color values,

inclusion of the State identification, and an improved quality that ensures optimal scalability. Importantly, the new design retains our unique imagery, including the Monarch Pecan tree, a rising sun, and the rolling hill and valley elements.

Councilmember Moore made a motion, seconded by Councilmember Wahl to approve the new City of Chesterfield Logo and forward to City Council. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

City Website Hosting Update

Assistant City Administrator Elliot Brown shared updates regarding the City's website. He advised that staff had been working with Civic Plus to configure and launch the individual application modules with phased implementation slated to begin at the end of May. A soft launch of the website is planned in August, and the updated website is expected to be fully operational by late fall.

As part of the update, the number of pages on the website will be reduced by half, with a significant portion of these pages belonging to the CHLPC section. The City's staff is collaborating with Civic Plus to identify content that will be migrated to the new website, as well as content that will not be migrated, particularly from the CHLPC section, resulting in a reduction from 600 to 300 pages. The goal is to reorganize the website into a more user-friendly structure.

Additionally, the new website will feature content that is ADA compliant, including audio live features and color-changing capabilities, as part of the updated package.

Facility Use by Elected Officials

City Administrator Mike Geisel reiterated Chesterfield Policy PW-22 to the committee, emphasizing that elected officials have continuous access to the common areas of City Hall, facilitated through their security identification badges. However, he clarified that this access cannot be exploited to bypass City Policy PW-22's regulations regarding the use of the building for community meetings or events, which would typically require approval and may involve charges as outlined in PW-22.

City officials are encouraged to utilize the facility for activities directly related to their elected roles, such as meetings with small groups. It's essential, however, that such usage doesn't impose a physical or financial burden on City staff and that the facility is restored to its original condition after use.

Chairperson McGuinness made a motion, seconded by Councilmember Moore to affirm the current City Policy PW-22 and the use of the facility was to be per the process and procedures outlined by City Administrator's memorandum dated May 9th, 2024. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Advance Project Funding

City Administrator Geisel explained that for more than two decades, Chesterfield has pursued two major infrastructure projects: the extension of North Outer Forty eastward to Chesterfield Parkway and the improvement of the Long Road interchange for full access to/from Interstate 64. These projects were identified prior to the construction of the new Interstate 64 East Bound Daniel Boone Bridge. It's important to note that these are significant projects, with an estimated cost between \$50 million and \$75 million. While partial funding resources have been committed for both projects, efforts are ongoing to secure additional funding from additional alternative sources.

After reviewing qualifications and representative projects from various engineering firms, the Department of Public Works (DPW) developed a scope of work and fee estimate in collaboration with Lochmueller Group for these projects. The total estimated fee for this effort is \$2.1 million. Therefore, the request is for both the Finance and Administration (F&A) and Public Works (PPW) Committees to recommend that the full City Council authorize a contract with Lochmueller Group for the scope of work associated with the Long Road Interchange and North Outer Forty Extension, as outlined in the attached scope of work. This funding is proposed to come from a transfer of \$2.1 million from the General Fund – Fund Reserve, with the intention of being fully reimbursed by the Chesterfield Valley Transportation Development District (TDD) and Chesterfield Regional Tax Increment Financing District (TIF) as funds become available.

Councilmember Moore made a motion, seconded by Councilmember Wahl, to approve a contract with Lochmueller Group for the specified scope of work at a cost of \$2.1 million. This funding will be forward-funded through a transfer from the fund reserve and subsequently reimbursed with funds from the Chesterfield Regional TIF and the Chesterfield Valley TDD. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Financial Review

Finance Director Jeannette Kelly provided a monthly financial review.

City Administrator Mike Geisel updated the committee on upcoming parks projects, including progress on capital projects, budget considerations, and a recommendation to discontinue the archery range project, as the costs have ballooned and the archery range no longer represents a positive value proposal for the city. This decision will also allow for potential overages of the higher-priority project involving the construction of amphitheater back-of-house and restroom facilities.

Mr. Geisel also advised the Committee that he had directed the Director of Parks, Recreation and Arts to prepare the next municipal parks grant application for the replacement of the outdated and uninspired Central Park Playground. Early, preliminary cost estimate of this project is \$1.25 to \$1.5 million, with the maximum grant amount of \$575,000.

Councilmember Moore made a motion, seconded by Councilmember Wahl, to endorse the City Administrator's recommendations: abandoning the archery range project, prioritizing the amphitheater projects and supporting the Central Park Playground Project as recommended by Staff. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

Adjournment

The meeting was adjourned at 7:23 p.m.

Respectfully submitted:

Jeannette Kelly
Finance Director

Amanda Hurley
Deputy City Clerk

Approved: _____

DRAFT



MEMORANDUM

DATE: April 22, 2024
TO: Jeannette Kelly, Finance Director
FROM: Vickie McGownd, City Clerk *VM*
SUBJECT: 2025 Proposed City Council Meeting Schedule

After reviewing the attached calendar of Jewish holidays (Chabad.org) and reviewing the holidays the City will observe in 2025, I have prepared the attached 2025 Proposed City Council Meeting Schedule.

Please add this to the next Finance & Administration Committee meeting agenda for review.

Attachments



2025 Proposed City Council Meeting Schedule 7:00 p.m.

January

Monday, January 6
Tuesday, January 21
(Martin Luther King Jr. Day Jan. 20)

February

Monday, February 3
Tuesday, February 18
(Presidents Day Feb. 17)

March

Monday, March 3
Monday, March 17

April

Tuesday, April 22
(Municipal Election April 8)

May

Monday, May 5
Monday, May 19

June

Wednesday, June 4
(Shavuot June 2-3)
Monday, June 16

July

Monday, July 21

August

Monday, August 4
Monday, August 18

September

Tuesday, September 2
(Labor Day Sep. 1)
Monday, September 15

October

Monday, October 6
Monday, October 20

November

Monday, November 3
Monday, November 17

December

Monday, December 1

Jewish Holidays in 2025

Fast of Tevet 10

Begins sunrise of **Friday, January 10, 2025**
Ends nightfall of **Friday, January 10, 2025**

i Work permitted

15 Shevat

Thursday, February 13, 2025

i Work permitted

Purim

Begins sunset of **Thursday, March 13, 2025**
Ends nightfall of **Friday, March 14, 2025**

i Work should be avoided.
Consult a Rabbi if this is not possible.

Ta'anit Esther - March 13, 2025

Shushan Purim - March 15, 2025

Passover

Begins sunset of **Saturday, April 12, 2025**
Ends nightfall of **Sunday, April 20, 2025**

i No work permitted on April 13 - 14 and April 19 - 20. Work is permitted only on April 15 - 18 with certain restrictions.

🕯 Yizkor is recited on Passover, Sunday, April 20

Dates listed are for outside Israel.

Second Passover

Monday, May 12, 2025

i Work permitted

Lag B'Omer

Friday, May 16, 2025

i Work permitted

Sefirat HaOmer - April 13 - June 1, 2025

Shavuot

Begins sunset of **Sunday, June 1, 2025**

Ends nightfall of **Tuesday, June 3, 2025**

i No work is permitted.

🕯 Yizkor is recited on Shavuot, Tuesday, June 3

Dates listed are for outside Israel.

The Three Weeks

Sunday, July 13, 2025 through Sunday, August 3, 2025

i Work permitted, except Shabbat

Fast of the 17th of Tammuz - July 13, 2025

Fast of Tish'a B'Av - August 2 - 3, 2025

The 15th of Av

Saturday, August 9, 2025

i No work is permitted.

Rosh Hashanah

Begins sunset of **Monday, September 22, 2025**

Ends nightfall of **Wednesday, September 24, 2025**

i No work is permitted.

The Month of Elul - August 25 - September 22, 2025

Fast of Gedaliah - September 25, 2025

Yom Kippur

Begins sunset of **Wednesday, October 1, 2025**

Ends nightfall of **Thursday, October 2, 2025**

i No work is permitted.

🕯 Yizkor is recited on Yom Kippur, Thursday, October 2

Sukkot

Begins sunset of **Monday, October 6, 2025**

Ends nightfall of **Monday, October 13, 2025**

i No work permitted on October 7 - 8. Work is permitted on October 9 - 10 and October 12 - 13 with certain restrictions.

Hoshanah Rabbah - October 13, 2025

Dates listed are for outside Israel.

Shemini Atzeret & Simchat Torah

Begins sunset of **Monday, October 13, 2025**

Ends nightfall of **Wednesday, October 15, 2025**

- ⓘ No work is permitted.
- 🕯️ Yizkor is recited on Shemini Atzeret, Tuesday, October 14

Dates listed are for outside Israel.

Chanukah

Begins sunset of **Sunday, December 14, 2025**

Ends nightfall of **Monday, December 22, 2025**

ⓘ Work permitted, except Shabbat

Fast of Tevet 10

Begins sunrise of **Tuesday, December 30, 2025**

Ends nightfall of **Tuesday, December 30, 2025**

ⓘ Work permitted



Finance Director
636-537-4726

M E M O

DATE: April 29, 2024
TO: Michael Geisel
FROM: Jeannette Kelly, Finance Director *J. Kelly*
RE: Proposed Budget Workshop dates

After reviewing the calendar of Jewish holidays (Chabad.org) and reviewing the holidays the City will observe, I have prepared the proposed budget workshop dates.

Finance 105	Tuesday, July 23, 2024
Budget Workshop I	Tuesday, October 1, 2024
Budget Workshop II	Tuesday, October 29, 2024
Budget Workshop III	Tuesday, November 19, 2024 (if needed)

Finance 106	Tuesday, July 29, 2025
Budget Workshop I	Tuesday, September 30, 2025
Budget Workshop II	Tuesday, October 28, 2025
Budget Workshop III	Tuesday, November 18, 2025 (if needed)

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

Please include this with the next Finance & Administration Committee meeting agenda for review.

Please forward for inclusion in the next F&A Committee packet for their review and concurrence.

2024-5-8
Michael Geisel

Elliot Brown 
Assistant City Administrator



690 Chesterfield Pkwy W
Chesterfield MO 63017

Phone 636-537-4705
Fax 636-537-4798

ebrown@chesterfield.mo.us

TO: Michael O. Geisel, P.E.
City Administrator

Date: March 26, 2024

RE: City Logo Update

With the unanimous recommendation of the Finance & Administration Committee, Council authorized Staff to update the City's digital logo in January. Staff engaged Captiva Marketing, Inc. to develop options that would meet industry best practices while staying true to the imagery and message of the current design:



Captiva produced several draft options for Staff to review and provide feedback on. Staff identified the option that best fit Council's instructions and made some requested changes to develop the following:



This refreshed design aligns with the City's branding guidelines, employs a more legible typeface, implements ADA-compliant color values, includes the State identification and is now an optimal and scalable quality that still includes our unique imagery: a Monarch Pecan tree, a rising sun and the rolling hill and valley. The addition of a secondary lighter shade of green to the logo will help integrate it into the redesigned City website.

Captiva also provided several alternate versions of the logo that can be utilized in different applications:

STANDARD 2 COLOR LOGO



LOGO, REVERSE



LOGO, 1 COLOR (GREEN)



STANDARD 2 COLOR LOGO - WITH FILL



STANDARD LOGO, W/ DEPARTMENT TAGLINE



LOGO, WATERMARK



With Council's approval, Staff will begin utilizing the new digital logo consistently across the various departments with the exception of the Police Department. This is to ensure that the Police Department "Shield" retains its unique identity for emergency purposes:



The updated logo allows us the opportunity to spotlight the unique landmarks of our community and present ourselves in a more modern way. It employs best practices with contemporary design sensibilities that will resonate with both current residents and potential newcomers and will be used consistently across our various digital platforms.

Recommendation:

Staff recommends Council approves the use of the refreshed logo design as the City's official digital logo.

Sincerely,

Elliot Brown
Assistant City Administrator

Forward to F&A Committee for review and recommendation to full Council.

 2024-3-30



CITY OF CHESTERFIELD

DIGITAL LOGO

LOGO OVERVIEW

The current “City of Chesterfield” website logo was developed in 2011. This logo incorporated imagery from the “City of Chesterfield” logo (trees, rolling hills, rising sun, and “the valley” element introduction) with the “Chesterfield” name prominently displayed under the imagery. The current color palette does not align with the City Green (#126C3B) branding. At the time of its creation, the olive/green colors aligned with the website design circa 2011-2013, but as the website has evolved so must the logo/branding elements.



With responsive design, and the need for the logo to be legible across various media platforms, we propose the following modifications:

Employ a More Legible Typeface

- The addition of various weights and styles in the fonts improves the overall design and readability of the text.
- The use of all caps for “CITY OF” and “MISSOURI” helps to make them stand out and be easily identified within the text.

Implement ADA-compliant Color Values

- The new color scheme for “City Green”, along with the bright green compliment, adds a fresh and contemporary feel to the design while increasing overall visibility.
- The removal of the background tint within the setting sun increases contrast and allows for more versatility in how the design can be showcased, either in reverse or a singular color. This update gives the logo an impactful and dynamic appearance.

Include State Identification

- The addition of “MISSOURI” in the logo can enhance recognition across a wider audience, establish a stronger identity, and may generate interest from individuals, companies, or organizations who may not be familiar with the region.

Create Optimal and Scalable High-Quality Logo

- The new logo is vector based. For the website, we propose the logo should be saved in .svg format to retain high resolution across various mediums.
- The dual tree graphic has been replaced by a singular Monarch Pecan Tree for simplicity and clarity purposes.
- The bolder colors introduce greater visibility and align with the current City of Chesterfield branding.

LOGO USAGE

The logo should not be misinterpreted, or modified. The orientation and composition should remain as indicated and only be shown in approved brand colors, white, or as a watermark.

STANDARD 2 COLOR LOGO



LOGO, REVERSE



LOGO, 1 COLOR (GREEN)



STANDARD 2 COLOR LOGO - WITH FILL



STANDARD LOGO, W/ DEPARTMENT TAGLINE



LOGO, WATERMARK



LOGO USAGE

Logo usage in black, white, gray scale, and reverse.

LOGO, 1 COLOR (BLACK)



LOGO, GRAY SCALE



LOGO, REVERSE 1 COLOR (WHITE)



LOGO, GRAY SCALE (REVERSE)



LOGO USAGE

Department tagline addition. The Department is to be set full width, in ALL CAPS fashion.
Horizontal scaling and kerning can be adjusted to match the width of CHESTERFIELD.

PARKS & RECREATION



PUBLIC WORKS



PLANNING & DEVELOPMENT



USAGE

This logo has been designed to ensure accurate reproduction and legibility across all communications, digital and print.

CLEAR SPACE

The clear space around the logo and all sides should be equal to the squared height of the “C” in CHESTERFIELD for maximum legibility and impact.

MINIMUM SIZE

To preserve legibility, the logos should never be printed smaller than 1-3/4 inches wide and should not appear at less than 125 pixels wide in digital formats.



LOGO MISUSE

Our logo has been designed to accurately represent our brand and ensure accurate reproduction and legibility across all communications including digital and print. The misuse examples below apply to all versions. The logo should not be misinterpreted, modified, or added to. The orientation and composition should remain as indicated and only be shown in approved brand colors, white, black, gray scale, monochromatic, or as a watermark.



Do not stretch or skew the logo



Do not tilt or change the orientation of the logo



Do not alter any part of the logo



Do not modify colors as otherwise specified in original logo



Do not place on a competing photo or pattern



Do not remove any portion of the logo

LOGO COLORS

Consistent use of City of Chesterfield's primary green and complimentary colors will ensure consistency of the brand across all mediums.

C88 M33 Y96 K24 R18 G108 B58 #126c3b	C55 M5 Y85 K0 R126 G186 B90 #0b8298	C0 M0 Y0 K100 R35 G31 B32 #231f20	PRIMARY GRADIENT #126C3B - #0b8298
C0 M0 Y0 K20 R209 G211 B212 #d1d3d4	C0 M0 Y0 K50 R147 G149 B152 #939598	C0 M0 Y0 K100 R35 G31 B32 #231f20	

TYPOGRAPHY

The primary typefaces used for the digital logo are **Agenda** and **Adriane Text**. “Chesterfield” and support text is to be set in “ALL CAPS”.

PRIMARY LOGO TEXT

CHESTERFIELD

SUPPORT TEXT

M I S S O U R I

AGENDA

Bold - ABCDEFGabcdefg0123456

Bold Italic - ABCDEFGabcdefg0123456

Black - ABCDEFGabcdefg0123456

Black Italic - ABCDEFGabcdefg0123456

Adriane Text

Regular - ABCDEFGabcdefg0123456

Italic - ABCDEFGabcdefg0123456

Bold - ABCDEFGabcdefg0123456

Bold Italic - ABCDEFGabcdefg0123456

REPORT FROM THE CITY ADMINISTRATOR & OTHER ITEMS REQUIRING ACTION BY CITY COUNCIL

Proclamation

- A. Bid Recommendation - Bikeable Walkable-Community Plan**
Recommendation to authorize the City Administrator to approve an Engineering Services Agreement with Toole Design in an amount not to exceed the budgeted amount of \$95,000. **(Roll Call Vote) Department of Public Works recommends approval.**
- B. Bid Recommendation - City Hall Fountain** Recommendation to authorize the City Administrator to execute an Agreement with Western Specialty Contractors in an amount not to exceed \$85,000. This includes the low bid (\$80,338) and a modest contingency to allow for change orders. **(Roll Call Vote) Department of Public Works recommends approval.**

OTHER LEGISLATION

- A. Bill No. 3507 - Chesterfield Village Mall**
An ordinance providing for the approval of a Boundary Adjustment Plat for a 38.028- acre tract of land zoned "PC&R" Planned Commercial and Residential District and "C-8" Planned Commercial District located at 100 Chesterfield Mall and 7 Chesterfield Mall in the Chesterfield Village Area A Phase One Plat One Subdivision (18s140288, 18s120147). **(First & Second Reading) Department of Planning recommends approval.**

UNFINISHED BUSINESS

There is no unfinished business scheduled for this meeting.

NEW BUSINESS

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JAE*
Public Works Dir. / City Engineer

DATE: May 2, 2024

RE: Bikeable Walkable Community Plan

As you know, the 2024 Budget contains \$95,000 to revise the City's Bikeable Walkable Community Plan (Plan) that was adopted by City Council via Resolution 302 on March 15, 2010. Updating the Plan is a specific milestone contained in the City's Strategic Plan. It is imperative that the City's Plan be current and revisited regularly to ensure the City Staff is working toward the community's goals regarding cyclists and pedestrians. Such a review also provides an opportunity to review the City's policies and procedures to ensure they are aligned with City goals.

On February 8, 2024 I presented the need for a revised Plan to the Planning and Public Works Committee of City Council. This presentation included the need for public meetings, community engagement, policy review, and a designation of future projects that can be implemented. The PPW Committee responded favorably to this presentation, and I informed them of the next steps, which included issuance of a Request for Qualifications (RFQ), review of the RFQ, selection of a consultant, negotiation of a scope and fee, and finally submittal to City Council for approval.

An RFQ was for engineering services necessary for a new Plan was issued in February. As detailed in the attached memorandum from Civil Engineer Steve Merk, Toole Design was selected as the firm most qualified to complete the new Plan. The proposed scope of work is attached, with a negotiated fee of \$87,612. I am requesting approval of the selection of Toole Design and authorization of an amount not-to-exceed the budgeted amount of \$95,000. This will allow for additional work and/or change orders as necessary.

Action Recommended

This matter should be forwarded to the full City Council for consideration. Should Council concur with my recommendation, it should authorize the City Administrator to approve an Engineering Services Agreement with Toole Design in an amount not to exceed the budgeted amount of \$95,000. If approved, work on the Plan will begin this Summer and should be completed by July of 2025.

Memorandum

Department of Public Works



TO: Jim Eckrich, PE
Director of Public Works / City Engineer

FROM: Steve Merk, PE *SM*
Civil Engineer

DATE: May 1, 2024

RE: Bikeable-Walkable Community Plan
City Capital Project #: 2024-PW-06
Consultant Services Recommendation Memo

In February 2024, the City issued a Request for Qualifications (RFQ), seeking the services of a professional engineering and/or planning firm to create a new Bikeable Walkable Community Plan (Plan) for the City. The RFQ was the first step toward achieving the objective in the City's recently-adopted Strategic Plan to "Increase opportunities for multi-modal connectivity".

The City received Letters of Interest and Statements of Qualifications from three (3) firms. The submittals were evaluated based on criteria in the RFQ, which included experience and competence, capacity and capability, and past record of performance. The top scoring firm, Toole Design, was selected as the most qualified firm to provide the necessary services.

The purpose of the new Plan is to serve as a comprehensive bicycle and pedestrian master plan for the City. To produce the final Plan, Toole Design will analyze existing conditions in the City relative to bicycling and walking facilities and formulate a vision with goals and objectives to address the City's needs. To do that, they will engage with residents, elected officials, and other key personnel to identify those needs. They will also provide policy and program recommendations, standards for design, and project prioritization criteria. Finally, Toole Design will provide conceptual project scopes and budgets for identified high priority projects.

Staff negotiated the enclosed final scope and fee with Toole Design in the amount of \$87,612.00. **I recommend requesting authorization to execute an Engineering Services Contract with Toole Design in an amount not to exceed \$95,000.** This amount is within the 2024 budget allocation and will allow an approximate 10% contingency to account for unforeseen conditions and/or additional work.

Chesterfield Bikeable Walkable Plan
DRAFT Scope of Work
April 30, 2024**TASK 1: PROJECT MANAGEMENT**

Over the course of the project, Toole Design will provide project management and administration to meet the objectives of the City while adhering to the project schedule.

Virtual Kick-Off Meeting: We will hold a virtual kick-off meeting with the city project manager and other desired staff to introduce the project team, review the scope, schedule, budget and communications plan for the project, discuss data needs, and establish a common understanding of the project.

Bi-Weekly Check-Ins: We will schedule regular bi-weekly 30 minute conference calls with the City to provide updates on the project's status, discuss any outstanding project needs, and solicit feedback on the project. We will prepare agendas before each call and distribute summary notes, next steps, and/or to-do lists afterwards.

Staff Working Group: A core group of staff will meet throughout the course of the project to help guide the project. This group will include decision makers from the Public Works, Planning and Parks Departments. This group will meet up to 4 times through a combination of in-person and virtual meetings.

Progress Reports: Toole Design will prepare and submit monthly progress updates and will identify any potential issues or obstacles to completing tasks. Progress reports and invoices will be submitted via email each month.

Task 1 Meetings and Deliverables:

- Project Set-Up and Kick-Off Meeting (1)
- Client Check-ins Calls (16)
- Staff Working Group Meetings (up to 4)
- Invoices/Progress Reports (8-10)

TASK 2: PUBLIC AND STAKEHOLDER ENGAGEMENT

Our team believes in the power of community engagement to create a city-wide Bikeable Walkable Community Plan that reflects Chesterfield's long-standing interest in healthy and active living. To be effective, engagement is needed on multiple levels, involving both decision-makers (City staff and elected officials) and the public. We anticipate the following engagement tools and methods will be used for this project.

Engagement/Communications Plan At the beginning of the project, we will draft a 1-2 page engagement plan outlining key groups for outreach, engagement milestones and dates, and key communications.

Ongoing Communications The City has established communication channels including social media platforms, webmail, and e-notifications that are already great connections to the community. We will work closely with City staff to plug into the City's existing communications to share information about the planning process and announce engagement opportunities.

Online Engagement Early in the project, we will develop a simple website using Weebly that can be linked to the City's website. This website will house an online survey of 10-15 questions and a mapping tool that can be completed on-demand on a computer, tablet, or phone. A paper survey will also be developed and provided to encourage participation by anyone unable to use the online survey. The purpose of the survey and map will be to gather input on issues and opportunities early in the project. The survey will be summarized in a standard Survey Monkey report. Key findings will be summarized into a written engagement summary of up to 2 pages. The City is responsible for promotion of the website and survey. This input alongside the Stakeholder Conversations described below will be the primary method of soliciting input in the first phase of the project.

Stakeholder Conversations We will work with City staff to ensure that elected officials, particularly the Public Works and Planning Committee, are briefed about the project and invited to attend public meetings and engagement activities. In addition to the public survey described above, we will develop a targeted stakeholder questionnaire to guide one-on-one calls (or a half-day of in person interviews) that our team will hold to get a deeper understanding of concerns related to walking, bicycling, and project implementation from a variety of stakeholders including elected officials, city staff, business owners, schools, Logan College and others.

Public Meeting (1) Our team will host one public meeting over the course of the project to share preliminary recommendations and gather input from the public to fine-tune those recommendations. We will work to ensure that this event is fun for attendees and productive for the planning effort. The public meeting will be held at Chesterfield's Government Center or another city-owned facility. The City will be responsible for securing space, promoting the meeting through its communication channels, copying all handouts, and (if desired) providing refreshments.

(OPTIONAL ADD-ON) Pop-Up(s) If desired a "Pop-up" meeting table could be organized at an existing event like the summer concert series, busy afternoon at the Chesterfield Aquatic Center, or a coffee shop on Saturday morning to engage residents where they are already gathering. Pop-ups are a great way to promote other engagement activities like the survey or public meeting. (This is an optional add-on and is not included in the budget.)

Task 2 Meetings and Deliverables:

- Engagement/Communications Plan and Contact List
- Webpage, On-line Survey, and Mapping Tool
- Stakeholder Conversations/Survey (half-day)
- Public Meeting (1)
- Engagement Summary
- **OPTIONAL (Not included in fee):** Pop-up Meeting(s)
- **OPTIONAL (Not included in fee):** Additional Public Meeting (1)

TASK 3: EXISTING CONDITIONS AND NETWORK ANALYSIS

An effective pedestrian and bicyclist network provides choices for the short trip and the long haul. Using GIS files and other data made available from the city, along with public input described above, Toole Design will analyze Chesterfield's existing pedestrian and bicycle network. This process includes:

- Creating GIS base maps of existing infrastructure such as sidewalks, crossings, on-street bike facilities, and trails. (This data will be provided by the City or accessed through open data sources. Toole will not collect this data.)
- Evaluating bicycle and pedestrian crash data. (Provided by the City.)
- Evaluating the Level of Traffic Stress (LTS) on Chesterfield's roadways to determine the amount of discomfort people may feel when they cycle close to traffic. Toole Design aims to create a low stress bicycle and pedestrian network that is accessible for all ages and abilities.
- Identifying gaps in the existing network to provide a seamless door to door travel experience for all people. These gaps will be evaluated with regard to general user convenience, accessibility, comfort level, topography, support facilities, and wayfinding, as well as coherence of the system for the average user. These gaps will be identified through a combination of map analysis and fieldwork.)
- Mapping and analysis of desirable destinations like schools, parks, neighborhoods, downtown, and equity focused areas to assess proximity to pedestrians and cyclist facilities. This will help identify opportunities to increase bicyclist and pedestrian trips.

Based on the mapping analysis and in-person fieldwork, the Toole team will develop a brief Memo summarizing existing conditions that will later be incorporated as a chapter of the Final Plan.

Task 3 Meetings and Deliverables:

- Base Maps
- Crash Map
- Level of Traffic Stress Map
- Bike/Ped Gaps & Barriers Map
- Existing Conditions Summary Memo

TASK 4: PLAN AND POLICY REVIEW AND RECOMMENDATIONS

Beyond a standard document summary, our plan and policy review will go past conventional areas of opportunity to investigate redundancies and inconsistencies between documents that could create barriers to implementation. Our approach is to use this effort as a chance to inform recommendations and ultimately streamline implementation.

Toole Design will review all applicable existing plans, guidelines, recommendations, and policies from the City, MoDOT, St. Louis County, Trailnet, Great Rivers Greenway, and others, and report our findings. While developing the policy review memo, we will evaluate each plan or policy's alignment with best practices. Documentation of inconsistencies and gaps will include specific recommendations related to individual standards and documents. This will become a useful tool for Chesterfield as existing plans, ordinances, and policies are updated.

Based on this plan and policy review, and other prior tasks, Toole Design will develop a summary Memo of recommendations for updates to Chesterfield's bicycle and pedestrian policies and programs. As a firm, we maintain an internal database of bicycle and pedestrian programs that have demonstrated

success and will tap into our national network of experts to crowd source ideas for leading-edge programs. Amidst the universe of bicycle and pedestrian programs that exist, we will help the City zero in on those which bring the greatest returns in terms of enthusiasm, culture change, political momentum, safety outcomes, diverse participation, and increased biking and walking.

Task 4 Meetings and Deliverables:

- Policy/Program Recommendations Memo

TASK 5: PEDESTRIAN AND BICYCLE NETWORK AND DESIGN RECOMMENDATIONS

We will work to develop and document a realistic and achievable network of bicycle and pedestrian facilities through an interconnected system of trails, sidewalks, bike facilities, safer crossings, and smooth transitions between facilities. The Toole Design Team will work collaboratively with Chesterfield staff and partners to develop a plan that:

- Considers a wide range of users with varying ages and abilities
- Focuses on low stress network connections and high priority implementation-ready projects that consider land uses, points of interest, public input, and transit options
- Provides the tools for future decision-making including cost, responsible government entity, priority, funding strategy, and updated performance measures
- Provides direction on facility design and recommends updates to design standards and policies from previous planning efforts to latest best practices

Network Map: Our recommendations will be summarized in a Map and corresponding table with additional details regarding each recommendation. The primary focus of the map and table will be facilities on City streets, however recommendations from the St. Louis County Action Plan for Walking and Bicycling will be integrated into the map.

Concept Plans: For up to five high priority bicyclist and pedestrian projects identified using analysis of Chesterfield's existing network, stakeholder and public input Toole Design will provide a simple conceptual scope, high level design and planning level cost estimate. Annual budget recommendations for the implementation of these five projects and all other proposed bicyclist and pedestrian network improvements will be provided by Toole Design.

Task 5 Meetings and Deliverables:

- Draft/Final Bike/Ped Network Map
- Draft/Final High-Level Concept Plans Cost Estimates (up to 5)

TASK 6: IMPLEMENTATION AND DRAFT/FINAL PLAN

The Toole Design Team will work with City staff to develop plan implementation guidance, including a prioritization framework that focuses on reducing and removing system gaps. Recommendations for potential projects will incorporate an overview of possible funding sources, planning level cost estimates, and maintenance strategies as well as prioritization and phasing.

Draft/Final Plan: The results of all prior tasks and maps will be summarized into a user friendly plan document outlining the project vision and goals, succinct text related to walking and bicycling needs, benefits, existing conditions, and recommendations. The plan will include high-quality maps, design examples, and exhibits detailing gaps in the existing network and recommended future projects. These

projects will include strategies and performance measures to guide planning, funding, and implementation.

We anticipate up to two rounds of staff revisions on the draft plan and assume that the bulk of the substantive comments will be shared in the first round. We ask that comments on each draft be consolidated into one document for our team to work from to make final edits and revisions.

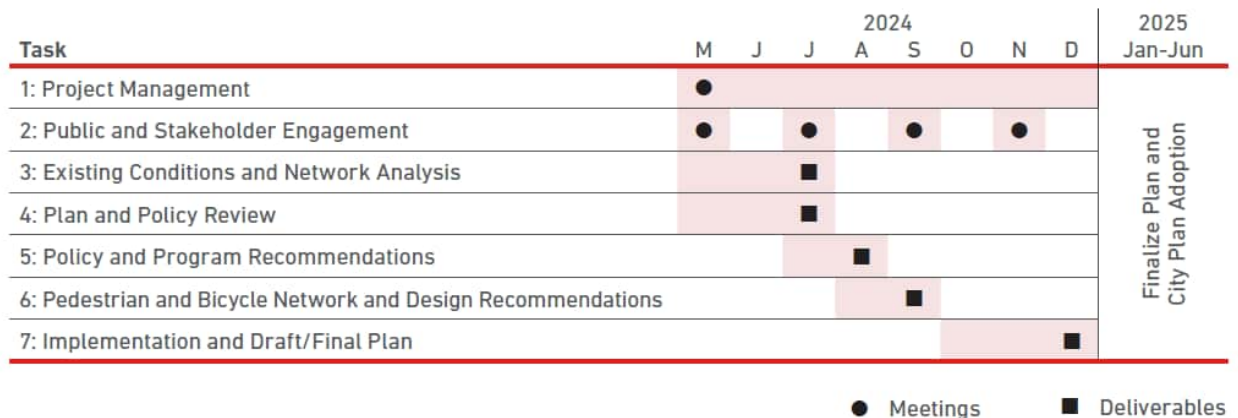
Final Slide Deck and Council Presentation Toole Design will develop a final slide deck summarizing the plan and make a final presentation to City Council for plan adoption.

Task 6 Meetings and Deliverables:

- Implementation and Funding Recommendations
- Draft Plan/ Final Plan
- Final Plan Slide deck and In-Person Council Presentation (1)

SCHEDULE

The schedule below assumes an early May Notice to Proceed. If project initiation starts later than this, the schedule will shift accordingly. Based on our experience working on similar efforts, we anticipate that the project can be substantially completed in eight months, allowing for additional time for the City to adopt the plan by the June 2025 deadline outlined in the RFP.



Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. *JAE*
Public Works Dir. / City Engineer

DATE: May 2, 2024

RE: City Hall Fountain

In September of 2023 the Planning and Public Works Committee of City Council discussed in detail the City Hall Fountain, including how/why the fountain was donated, problems we have encountered with the fountain in the past, and work needed to get the fountain to function properly now and in the future. Ultimately the Planning and Public Works Committee agreed that the fountain (which was donated by Louis Sachs and was part of the original City Hall construction) is an important amenity and should continue to be operated. Accordingly, PPW directed that \$85,000 be included in the 2024 Budget within Account 137-076-5470 (ARPA). That budget submittal was ultimately approved by the full City Council in late 2023.

Facility Maintenance Staff has been working to acquire bids to remove and replace the fountain liner. This will address the leaks that have plagued the operation of the fountain over the last several years. City Staff met with five contractors in an attempt to secure bids and a scope of services for this project. Ultimately three of these contractors chose not to bid the project, while another contractor provided a bid that was significantly higher than the budget. The one and only responsive and responsible bid was provided by Western Specialty Contractors in the amount of \$80,338. Western has performed sealant work for the City of Chesterfield previously and is highly recommended by City Staff.

Please note that a project budgeted in excess of \$25,000 would typically be publicly bid. However, because of the unique features of the fountain we instead chose to solicit bids from multiple contractors and meet with them to review this project in detail on site. This enabled us to ensure that each contractor fully understood the fountain / project and allowed the contractor to specify the order-of-operation and materials to be used to achieve the City's desired result. We believe this method of securing bids was more appropriate in this case and the resulting bid / scope of work from Western will result in a superior product at a better cost than we would have achieved by writing a specification and publicly bidding this project.

Action Recommended

This matter should be forwarded to the City Council for consideration. Should PPW concur with Staff's recommendation it should authorize the City Administrator to execute an Agreement with Western Specialty Contractors in an amount not to exceed \$85,000. This includes the low bid (\$80,338) and a modest contingency to allow for change orders.

Concurrence: 

Jeannette Kelly, Director of Finance

PROPOSAL

April 24, 2024

Tim Fister
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield MO

Concrete
Restoration

Masonry
Restoration

Stadium
Restoration

Balcony
Restoration

Plaza
Restoration

EHS
Restoration

Historic
Restoration

Wall Coating

Caulking &
Sealants

Deck Coating

Planter
Waterproofing

Below Grade

Stone
Cleaning &
Restoration

Tuckpointing

Epoxy
Flooring

Cementitious
Coating

Post Tension
Repair

Barrier
Tendon
Repair

Expansion
Joint
Restoration

Carbon Fiber

Epoxy
Injection

WE (Western) HAVE PREPARED A PROPOSAL FOR: **Chesterfield City Hall Fountains**

SCOPE OF WORK: We propose to furnish and install all necessary labor, materials, equipment, supervision, and insurance, as shown on the attached insurance addendum, to complete the following:

1. Waterproofing :

- Boulder removal from fountain using a crane. Boulders to be palletized adjacent to the fountain. Boulders to be placed back to their original location after waterproofing is cured and will be placed on rubber mats.
- High pressure water wash to remove surface contamination of entire basin area.
- Remove entire existing liner by media blasting.
- Installation of CIM 1000 bonding agent per manufacturers recommendations at entire basin area. New liner coverage will be in same locations as existing liner.
- Installation of CIM 1000 trowel grade waterproofing per manufacturers recommendations at entire basin area.
- Protection / wrapping signage, lighting and electrical boxes with thin mil poly is included.
- Daily sweep up of any debris or blast media as a measure to ensure no solids into drains. Water blasting will only occur in basins that are 100% clear of any solid debris.
- We have included the removal and replacement of sealant with Sika 1A urethane at vertical to horizontal transitions in each basin (cant joint) and sky facing stone to stone joints at spill over locations. Any cracks or joints under the existing membrane can't be quantified. A unit value of \$10.14 / linear foot will be applied to any conditions that merit caulking replacement under the existing liner.
- Grate removal and replacement is included.
- Western has included small tenting of work areas to provide shade during CIM application to ensure application standards meet manufacturer's standards.

Notes:

- No concrete substate repairs
- Project is based on buyer being tax exempt for material purchases.

Concrete
Restoration

Masonry
Restoration

Stadium
Restoration

Balcony
Restoration

Plaza
Restoration

EHS
Restoration

Historic
Restoration

Wall Coating

Caulking &
Sealants

Deck Coating

Planter
Waterproofing

Below Grade

Stone
Cleaning &
Restoration

Tuckpointing

Epoxy
Flooring

Cementitious
Coating

Post Tendon
Repair

Barrier
Tendon
Repair

Expansion
Joint
Restoration

Carbon Fiber

Epoxy
Injection

TOTAL: \$80,338.14

Memorandum

Department of Planning

To: Michael O. Geisel, City Administrator

From: Justin Wyse, Director of Planning

Date: May 20th, 2024

RE: Chesterfield Village Mall: A Boundary Adjustment Plat for minor modifications to the lot lines of two (2) parcels in the Chesterfield Village subdivision.



Summary

Stock & Associates Consulting Engineers, on behalf of TSG Downtown Chesterfield Redevelopment, LLC and Dillard's Inc., has submitted a Boundary Adjustment Plat for minor modifications to two (2) parcels in the Chesterfield Village subdivision. The first parcel, referred to as Lot C101-C, exists as a 16.679-acre tract of land and would remain 16.679-acres following the adjustment. The second parcel, referred to as new Section B, Lot 101F of the Resubdivision Plat of Lot C101F, exists as a 21.249-acre tract of land and would also remain the same size following the adjustment. The main purpose of this Boundary Adjustment Plat is to facilitate the transfer of land between two property owners. *Figure 1* below depicts the existing lot configurations and *Figure 2* depicts the portions of land to be swapped which are hatched in their respective color. Staff has reviewed the proposal and has no further comments.



Figure 2: Existing lot configuration



Figure 1: Proposed lot configurations

Attachment:

- 1) Boundary Adjustment Plat

BILL NO. 3507

ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR THE APPROVAL OF A BOUNDARY ADJUSTMENT PLAT FOR A 38.028-ACRE TRACT OF LAND ZONED "PC&R" PLANNED COMMERCIAL AND RESIDENTIAL DISTRICT AND "C-8" PLANNED COMMERCIAL DISTRICT LOCATED AT 100 CHESTERFIELD MALL AND 7 CHESTERFIELD MALL IN THE CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT ONE SUBDIVISION (18S140288, 18S120147).

WHEREAS, Stock & Associates Consulting Engineers, on behalf of TSG Downtown Chesterfield Redevelopment, LLC. and Dillard's Inc., has submitted for review and approval a Boundary Adjustment Plat for two parcels totaling 38.028-acres zoned "PC&R" Planned Commercial and Residential District and "C-8" Planned Commercial District; and,

WHEREAS, the purpose of said Boundary Adjustment Plat is to modify the lot lines of two parcels to facilitate the transfer of land between two property owners to be known as Boundary Adjustment Plat of Lot C-101C of Chesterfield Village Area A Phase One Plat One, and New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel 101F of Chesterfield Village Area A Phase One Plat One; and,

WHEREAS, the Department of Planning has reviewed the Boundary Adjustment Plat in accordance with the Unified Development Code of the City of Chesterfield and has found it to be in compliance with all applicable ordinances and has forwarded said Boundary Adjustment Plat to the City Council.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The Boundary Adjustment Plat for Boundary Adjustment Plat of Lot C-101C of Chesterfield Village Area A Phase One Plat One, and New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel 101F of Chesterfield Village Area A Phase One Plat One which is attached hereto as "Exhibit 1", is hereby approved; the owner is directed to record the plat with the St. Louis County Recorder of Deeds Office.

Section 2. The Mayor and City Clerk are authorized and directed to evidence the approval of the said Boundary Adjustment Plat by affixing their signatures and the official seal of the City of Chesterfield as required on the said document.

Section 3. The Ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2024.

PRESIDING OFFICER

Bob Nation, MAYOR

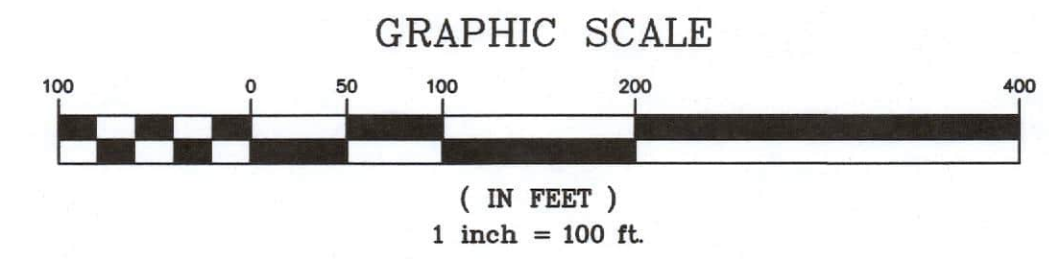
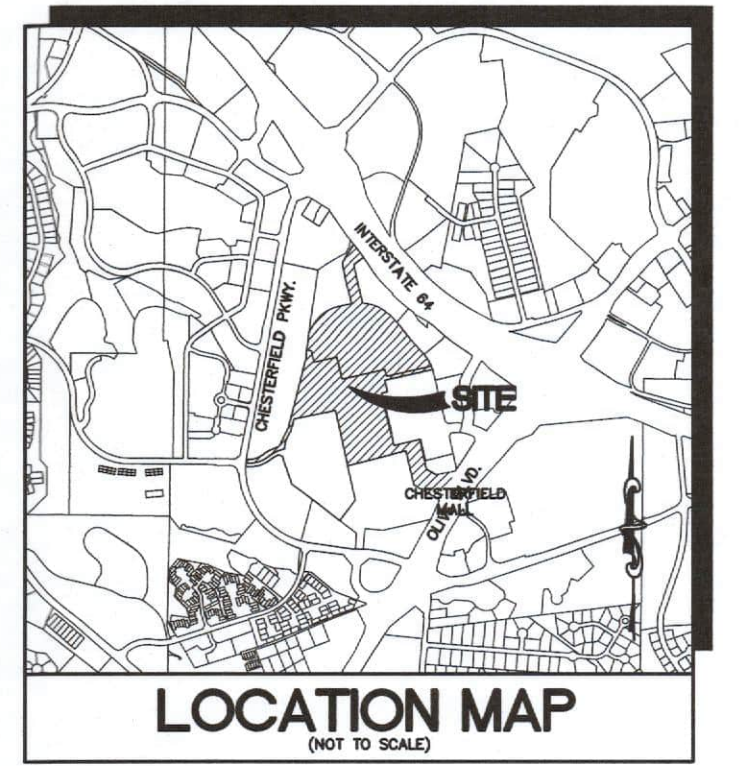
ATTEST:

FIRST READING HELD: 05/20/2024

Vickie McGownd, CITY CLERK

BOUNDARY ADJUSTMENT PLAT

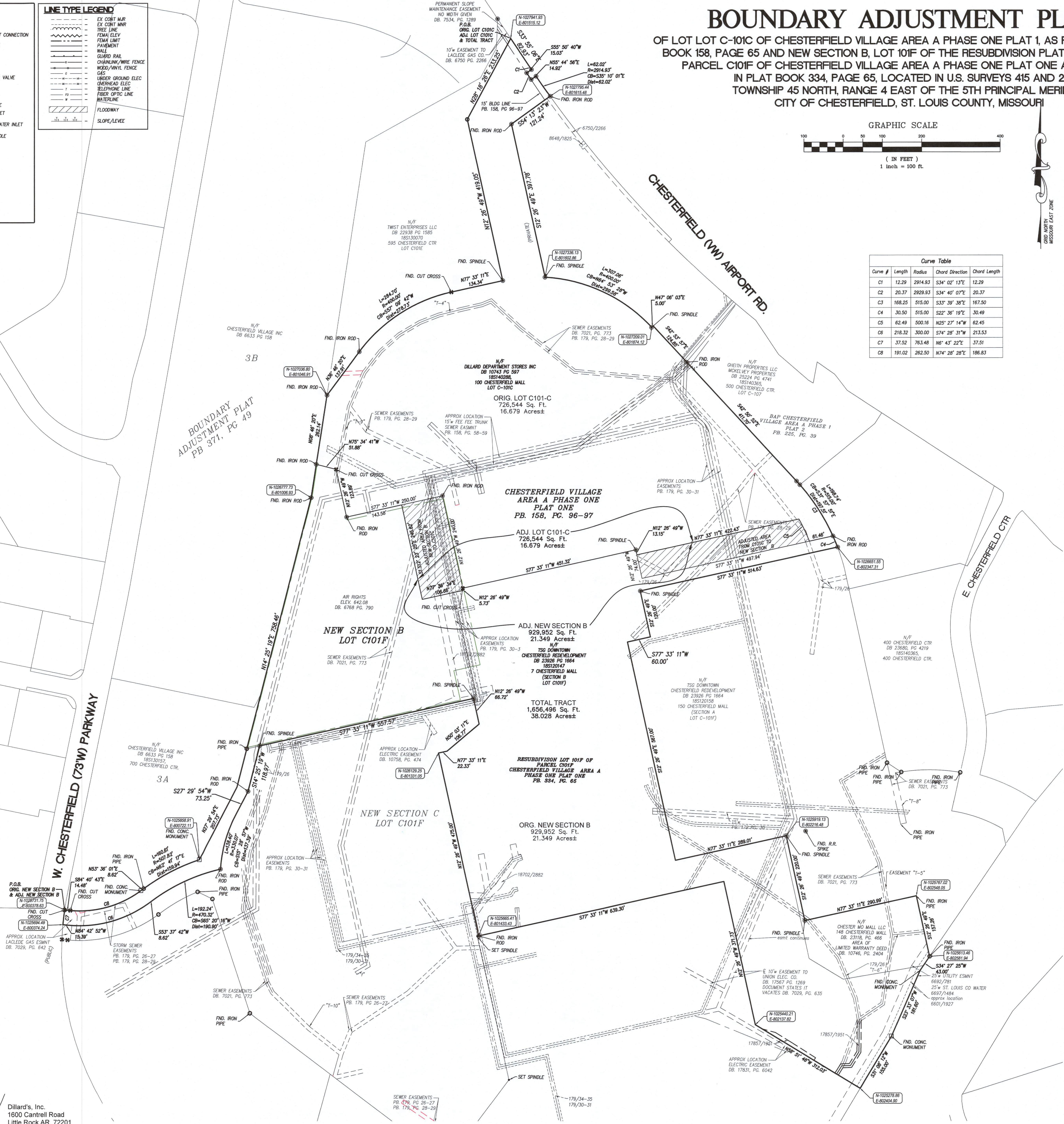
OF LOT LOT C-101C OF CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT 1, AS RECORDED IN PLAT BOOK 158, PAGE 65 AND NEW SECTION B, LOT 101F OF THE RESUBDIVISION PLAT OF LOT C101F OF PARCEL C101F OF CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT ONE AS RECORDED IN PLAT BOOK 334, PAGE 65, LOCATED IN U.S. SURVEYS 415 AND 2002, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



MODOT NETWORK BENCHMARK

The bearings shown hereon are grid bearings based on the Missouri Coordinate System of 1983, East Zone. Bearings were determined from project horizontal control points established in the project using Trimble GPS receivers utilizing real time kinematic GPS methods in reliance on the Modot CORS RTK Network operated by the Missouri Department of Transportation. Elevations as provided by the Modot Network are in the datum of NAVD83.

Curve #	Length	Radius	Chord Direction	Chord Length
C1	12.29	2914.83	S34° 02' 13"E	12.29
C2	20.37	2928.83	S34° 40' 07"E	20.37
C3	168.25	515.00	S33° 39' 38"E	167.50
C4	30.50	515.00	S22° 36' 19"E	30.49
C5	62.49	500.16	N25° 27' 14"W	62.45
C6	218.32	300.00	S74° 28' 31"W	213.53
C7	37.52	763.48	N6° 43' 22"E	37.51
C8	191.02	282.50	N74° 28' 28"E	186.83



- LEGEND**
- BENCH MARK
 - FOUND IRON ROD
 - RIGHT OF WAY MARKER
 - UTILITY POLE
 - UTILITY POLE WITH LIGHT
 - ELECTRIC MANHOLE
 - ELECTRIC PEDESTAL
 - ELECTRIC SPUR BOX
 - ELECTRIC BREAKER
 - GAS DRIP
 - GAS METER
 - GAS VALVE
 - TELEPHONE MANHOLE
 - TELEPHONE PEDESTAL
 - TELEPHONE SPUR BOX
 - CABLE TV PEDESTAL
 - FIRE HYDRANT
 - FIRE DEPARTMENT CONNECTION
 - WATER MANHOLE
 - WATER METER
 - WATER VALVE
 - POST INDICATOR VALVE
 - CLEAN OUT
 - STORM MANHOLE
 - GRATED MANHOLE
 - STORMWATER INLET
 - GRATED STORMWATER INLET
 - SANITARY MANHOLE
 - TREE
 - BUSH
 - TRAFFIC SIGNAL
 - PARKING METER
 - STREET SIGN
 - SPRINKLER
 - MAIL BOX

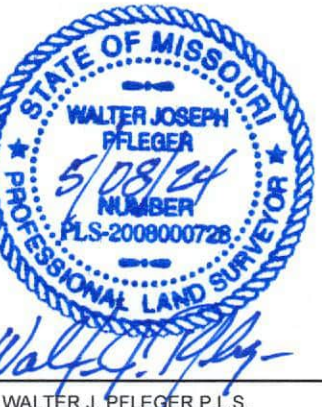
- LINE TYPE LEGEND**
- EX CONT MUR
 - EX CONT MUR
 - TRAIL LINE
 - FEMA ELEV
 - FEMA LIMIT
 - PAVEMENT
 - WALL
 - GUARD RAIL
 - CHAINLINK/WIRE FENCE
 - WOOD/VINYL FENCE
 - GAS
 - UNDER GROUND ELEC
 - OVERHEAD ELEC
 - TELEPHONE LINE
 - FIBER OPTIC LINE
 - WATERLINE
 - FLOODWAY
 - SLOPE/LEVEE

PREPARED FOR:
TSG Downtown Chesterfield Redevelopment, LLC
2127 Innerbelt Business Center Dr, Suite 200
Saint Louis, MO 63114

Dillard's, Inc.
1600 Cantrell Road
Little Rock AR, 72201

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.

BOUNDARY ADJUSTMENT PLAT
DOWNTOWN CHESTERFIELD / DILLARD'S INC.
7 AND 100 CHESTERFIELD MALL
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



WALTER J. FLEGER P.E.
NO. 5274
STATE OF MISSOURI
LICENSED PROFESSIONAL ENGINEER

REVISIONS:

NO.	DATE	DESCRIPTION
1	5/07/2024	Revised per City Comments

DRAWN BY: J.K.
CHECKED BY: W.J.F.
DATE: 5/01/24
JOB NO: 218-0255.12
M.S.D. P. #: BASE MAP #:
S.L.C. MAT #:
W.D.N. #:
SHEET TITLE:
BOUNDARY ADJUSTMENT PLAT
SHEET NO.: **1 OF 2**

OWNER'S CERTIFICATION

The undersigned, owner of the tract of land herein plotted and further described in the surveyor's certificate set forth below, has caused the same to be surveyed and adjusted in the manner shown on this plat, which Boundary Adjustment Plat shall be known as:

"Boundary Adjustment Plat of Chesterfield Village Area "A" Phase One Plat Two"

It is not certified that all existing easements are shown on this plat as of the time and date of recording of this plat.

Permanent and/or semi-permanent monuments shall be set at all lot corners, within twelve (12) months after the recording of this subdivision plat, in accordance with 20 CSR 2030-16 of the Department of Insurance, Financial Institutions and Professional Registration. In addition, other survey monuments indicated on this subdivision plat, required by the Subdivision Ordinance of the City of Chesterfield, Missouri, will be set.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of _____, 2024.

TSG Downtown Chesterfield Redevelopment, LLC

Dillard's, Inc.

By: Michael Staenburg

By: Chris B. Johnson

Print Title: _____

Print Title: _____

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

On this _____ day of _____, 2024, before me, _____ a Notary Public in and for said state, personally appeared Michael Staenburg the _____ of TSG Downtown Chesterfield Redevelopment, LLC, a Missouri Limited Liability Company, known to me to be the person who executed the within Boundary Adjustment Plat in behalf of said limited liability company and acknowledged to me that he/she executed the same for the purposes therein stated

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Notary Public

My commission expires: _____

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

On this _____ day of _____, 2024, before me, _____ a Notary Public in and for said state, personally appeared Chris B. Johnson the _____ of Dillard's, Inc., known to me to be the person who executed the within Boundary Adjustment Plat in behalf of said corporation and acknowledged to me that he/she executed the same for the purposes therein stated

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Notary Public

My commission expires: _____

LENDER'S CERTIFICATION

The undersigned Owner and Holder of Note as secured by Deed of Trust recorded in _____ of the records of the Recorder of Deeds Office in St. Louis County, Missouri, as amended, does hereby join in and approve the foregoing Boundary Adjustment Plat as shown herein.

IN WITNESS WHEREOF, we have hereunto set our hand and affixed our corporate seal this _____ day of _____, 20____.

By: _____

Print Name

Print Title

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

On this _____ day of _____, 20____, before me appeared _____ to me personally known, who, being by me first duly sworn, did say that he/she is the _____ of _____, and that said instrument was signed in behalf of said state chartered bank, by authority of its _____, and _____ acknowledged said instrument to be the free act and deed of said state chartered bank.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Notary Public

Print Name

My Commission Expires: _____

LENDER'S CERTIFICATION

The undersigned Owner and Holder of Note as secured by Deed of Trust recorded in _____ of the records of the Recorder of Deeds Office in St. Louis County, Missouri, as amended, does hereby join in and approve the foregoing Boundary Adjustment Plat as shown herein.

IN WITNESS WHEREOF, we have hereunto set our hand and affixed our corporate seal this _____ day of _____, 20____.

By: _____

Print Name

Print Title

STATE OF MISSOURI)
COUNTY OF ST. LOUIS)

On this _____ day of _____, 20____, before me appeared _____ to me personally known, who, being by me first duly sworn, did say that he/she is the _____ of _____, and that said instrument was signed in behalf of said state chartered bank, by authority of its _____, and _____ acknowledged said instrument to be the free act and deed of said state chartered bank.

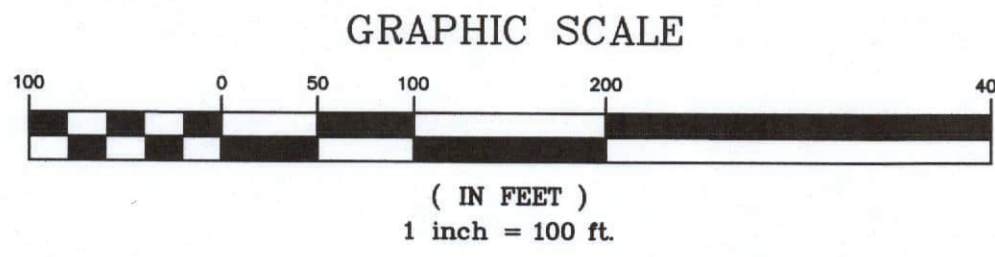
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Notary Public

Print Name

My Commission Expires: _____

BOUNDARY ADJUSTMENT PLAT
OF LOT C-101C OF CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT 1, AS RECORDED IN PLAT BOOK 158, PAGE 65 AND NEW SECTION B, LOT 101F OF THE RESUBDIVISION PLAT OF LOT C101F OF PARCEL C101F OF CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT ONE AS RECORDED IN PLAT BOOK 334, PAGE 65, LOCATED IN U.S. SURVEYS 415 AND 2002, TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI



Original Lot C101-C

A tract of land being all of Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 65 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width...; then along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.83 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 feet and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 40 seconds West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 07 seconds East, 20.37 feet; North 55 degrees 42 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of above said Lot C101D above said Chesterfield Village A Phase One Plat One; then along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 54 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One, as recorded in Plat Book 225, Page 39 of above said records; then along the west lines of said Lot C107 and C108, the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the left having a radius of 515.00 feet; along said curve with an arc length of 188.25 feet and a chord which bears South 33 degrees 39 minutes 38 seconds East, 187.50 feet to the southeastern corner of Lot C101-C; then along the south line of said Lot C101-C, South 77 degrees 33 minutes 11 seconds West, 451.32 feet; North 12 degrees 26 minutes 49 seconds West, 240.00 feet; South 77 degrees 33 minutes 11 seconds West, 250.00 feet; North 12 degrees 26 minutes 49 seconds West, 123.89 feet; North 77 degrees 33 minutes 11 seconds West, 51.88 feet to the west line of said Lot C101C; then along said west line, North 08 degrees 46 minutes 20 seconds East, 177.14 feet to the south line of Lot C101E of Chesterfield Village A Phase One Plat One, then along the northern and eastern lines of said Lot C101E the following courses and distances: North 36 degrees 48 minutes 20 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 284.70 feet and a chord which bears North 57 degrees 09 minutes 42 seconds East, 278.73 feet; North 77 degrees 33 minutes 11 seconds East, 134.34 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING.

Containing 726,544.21 square feet or 16,679.26 acres, more or less.

Adjusted Lot C101-C

A tract of land being part of Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 65 and part of New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 334, Page 65 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width...; then along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.83 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 feet and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 40 seconds West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 07 seconds East, 20.37 feet; North 55 degrees 42 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of above said Lot C101D above said Chesterfield Village A Phase One Plat One; then along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 54 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One, as recorded in Plat Book 225, Page 39 of above said records; then along the west lines of said Lot C107 and C108, the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 188.25 feet and a chord which bears South 33 degrees 39 minutes 38 seconds East, 187.50 feet to the southeastern corner of Lot C101-C; then along the south line of said Lot C101-C, South 77 degrees 33 minutes 11 seconds West, 451.32 feet; North 12 degrees 26 minutes 49 seconds West, 240.00 feet; South 77 degrees 33 minutes 11 seconds West, 250.00 feet; North 12 degrees 26 minutes 49 seconds West, 123.89 feet; North 77 degrees 33 minutes 11 seconds West, 51.88 feet to the west line of said Lot C101C; then along said west line, North 08 degrees 46 minutes 20 seconds East, 177.14 feet to the south line of Lot C101E of Chesterfield Village A Phase One Plat One, then along the northern and eastern lines of said Lot C101E the following courses and distances: North 36 degrees 48 minutes 20 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 284.70 feet and a chord which bears North 57 degrees 09 minutes 42 seconds East, 278.73 feet; North 77 degrees 33 minutes 11 seconds East, 134.34 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING.

Containing 726,544 square feet or 16,679.26 acres, more or less.

Original New Section B

All of New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 334, Page 65, of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at a the southwest corner of Lot 3A if the Boundary Adjustment Plat of Lots C110, C111, C 112 and C113 of Chesterfield Village, Area A, Phase One Plat Two as recorded in Plat Book 371, Page 492 of the St. Louis County records, said point also being located on the east right-of-way line of Chesterfield Parkway West, 73 feet wide; then along the south and east lines of said Boundary Adjustment Plat the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to the beginning of a non-tangent curve to the left having a radius of 292.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, a distance of 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 35.00 feet to the northwest corner of above said New Section B; then along the northern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet; North 77 degrees 33 minutes 11 seconds East, 250.00 feet; South 12 degrees 26 minutes 49 seconds East, 240.00 feet; North 77 degrees 33 minutes 11 seconds East, a distance of 451.32 feet; North 12 degrees 26 minutes 49 seconds East, 74.00 feet and North 77 degrees 33 minutes 11 seconds East, 497.94 feet to the west line of Lot C-100 of Chesterfield Village, Area A, Phase One Plat One, as recorded in plat book 158, Page 65 of above said records, said point also being located on a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 30.50 feet and a chord which bears South 22 degrees 36 minutes 19 seconds East, 30.49 feet; then continuing along the south and east lines of said New Section B the following courses and distances: South 77 degrees 33 minutes 11 seconds West, 514.63 feet; South 12 degrees 26 minutes 49 seconds East, 120.00 feet; South 77 degrees 33 minutes 11 seconds West, 60.00 feet; South 12 degrees 26 minutes 49 seconds East, 567.00 feet; North 77 degrees 33 minutes 11 seconds East, 289.01 feet; South 12 degrees 26 minutes 49 seconds East, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 157.26 feet to its intersection with the northern right-of-way line of Clarkson Road, variable width; then along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 43.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet and South 31 degrees 8 minutes 12 seconds West, a distance of 155.00 feet to the southernmost corner of above said New Section B; then along the west and south lines of said New Section B the following courses and distances: North 58 degrees 51 minutes 49 seconds West, 312.03 feet; North 12 degrees 26 minutes 49 seconds West, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 290.99 feet and South 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 12 degrees 26 minutes 49 seconds West, 240.00 feet; South 77 degrees 33 minutes 11 seconds East, 106.77 feet; North 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 77 degrees 33 minutes 11 seconds East, 557.57 feet; North 14 degrees 25 minutes 19 seconds West, 118.97 feet; South 27 degrees 29 minutes 54 seconds West, 73.25 feet to the beginning of a non-tangent curve to the left having a radius of 330.07 feet; along said curve with an arc length of 470.32 feet and a chord which bears South 15 degrees 28 minutes 57 seconds West, 137.39 feet to the beginning of a non-tangent curve to the left with a radius of 470.32 feet; along said curve with an arc length of 192.24 feet and a chord which bears North 65 degrees 20 minutes 16 seconds West, 190.90 feet; North 53 degrees 37 minutes 39 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 300.00 feet; along said curve with an arc length of 37.52 feet and a chord which bears North 06 degrees 43 minutes 22 seconds East, 37.51 feet to the POINT OF BEGINNING.

Containing 929,952 square feet or 21,349 acres, more or less.

Adjusted New Section B
A tract of land being part New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 334, Page 65 and part of Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 65 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at a the southwest corner of Lot 3A if the Boundary Adjustment Plat of Lots C110, C111, C 112 and C113 of Chesterfield Village, Area A, Phase One Plat Two as recorded in Plat Book 371, Page 492 of the St. Louis County records, said point also being located on the east right-of-way line of Chesterfield Parkway West, 73 feet wide; then along the south and east lines of said Boundary Adjustment Plat the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to the beginning of a non-tangent curve to the left having a radius of 292.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, a distance of 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 35.00 feet to the northwest corner of above said New Section B; then along the northern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet; North 77 degrees 33 minutes 11 seconds East, 250.00 feet; South 12 degrees 26 minutes 49 seconds East, 240.00 feet; North 77 degrees 33 minutes 11 seconds East, a distance of 451.32 feet; North 12 degrees 26 minutes 49 seconds East, 74.00 feet and North 77 degrees 33 minutes 11 seconds East, 497.94 feet to the west line of Lot C-100 of Chesterfield Village, Area A, Phase One Plat One, as recorded in plat book 158, Page 65 of above said records, said point also being located on a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 30.50 feet and a chord which bears South 22 degrees 36 minutes 19 seconds East, 30.49 feet; then continuing along the south and east lines of said New Section B the following courses and distances: South 77 degrees 33 minutes 11 seconds West, 514.63 feet; South 12 degrees 26 minutes 49 seconds East, 120.00 feet; South 77 degrees 33 minutes 11 seconds West, 60.00 feet; South 12 degrees 26 minutes 49 seconds East, 567.00 feet; North 77 degrees 33 minutes 11 seconds East, 289.01 feet; South 12 degrees 26 minutes 49 seconds East, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 157.26 feet to its intersection with the northern right-of-way line of Clarkson Road, variable width; then along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 43.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet and South 31 degrees 8 minutes 12 seconds West, a distance of 155.00 feet to the southernmost corner of above said New Section B; then along the west and south lines of said New Section B the following courses and distances: North 58 degrees 51 minutes 49 seconds West, 312.03 feet; North 12 degrees 26 minutes 49 seconds West, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 290.99 feet and South 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 12 degrees 26 minutes 49 seconds West, 240.00 feet; South 77 degrees 33 minutes 11 seconds East, 106.77 feet; North 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 77 degrees 33 minutes 11 seconds East, 557.57 feet; North 14 degrees 25 minutes 19 seconds West, 118.97 feet; South 27 degrees 29 minutes 54 seconds West, 73.25 feet to the beginning of a non-tangent curve to the left having a radius of 330.07 feet; along said curve with an arc length of 470.32 feet and a chord which bears South 15 degrees 28 minutes 57 seconds West, 137.39 feet to the beginning of a non-tangent curve to the left with a radius of 470.32 feet; along said curve with an arc length of 192.24 feet and a chord which bears North 65 degrees 20 minutes 16 seconds West, 190.90 feet; South 53 degrees 37 minutes 39 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 300.00 feet; along said curve with an arc length of 37.52 feet and a chord which bears North 06 degrees 43 minutes 22 seconds East, 37.51 feet to the POINT OF BEGINNING.

Containing 929,952 square feet or 21,349 acres, more or less.

TOTAL TRACT

A tract of land being Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 65 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width...; then along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.83 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 feet and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 40 seconds West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 07 seconds East, 20.37 feet; North 55 degrees 42 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of above said Lot C101D above said Chesterfield Village A Phase One Plat One; then along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 54 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One, as recorded in Plat Book 225, Page 39 of above said records; then along the west lines of said Lot C107 and C108, the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 188.24 feet and a chord which bears South 31 degrees 51 minutes 51 seconds East, 197.51 feet to the northeastern corner of above said New Section B; then continuing along the south and east lines of said New Section B the following courses and distances: South 77 degrees 33 minutes 11 seconds West, 514.63 feet; South 12 degrees 26 minutes 49 seconds East, 120.00 feet; South 77 degrees 33 minutes 11 seconds West, 60.00 feet; South 12 degrees 26 minutes 49 seconds East, 567.00 feet; North 77 degrees 33 minutes 11 seconds East, 289.01 feet; South 12 degrees 26 minutes 49 seconds East, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 157.26 feet to its intersection with the northern right-of-way line of Clarkson Road, variable width; then along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 43.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet and South 31 degrees 8 minutes 12 seconds West, a distance of 155.00 feet to the southernmost corner of above said New Section B; then along the west and south lines of said New Section B the following courses and distances: North 58 degrees 51 minutes 49 seconds West, 312.03 feet; North 12 degrees 26 minutes 49 seconds West, 220.00 feet; North 77 degrees 33 minutes 11 seconds East, 290.99 feet and South 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 12 degrees 26 minutes 49 seconds West, 240.00 feet; South 77 degrees 33 minutes 11 seconds East, 106.77 feet; North 12 degrees 26 minutes 49 seconds West, 66.72 feet; North 77 degrees 33 minutes 11 seconds East, 557.57 feet; North 14 degrees 25 minutes 19 seconds West, 118.97 feet; South 27 degrees 29 minutes 54 seconds West, 73.25 feet to the beginning of a non-tangent curve to the left having a radius of 330.07 feet; along said curve with an arc length of 470.32 feet and a chord which bears South 15 degrees 28 minutes 57 seconds West, 137.39 feet to the beginning of a non-tangent curve to the left with a radius of 470.32 feet; along said curve with an arc length of 192.24 feet and a chord which bears North 65 degrees 20 minutes 16 seconds West, 190.90 feet; North 53 degrees 37 minutes 39 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 300.00 feet; along said curve with an arc length of 37.52 feet and a chord which bears North 06 degrees 43 minutes 22 seconds East, 37.51 feet to the POINT OF BEGINNING.

Containing 1,656,496 square feet or 38,028 acres, more or less.

GENERAL NOTES:

1) Subject property is zoned PC&R, Planned Commercial and Residential District. Ordinance # 3255

Height Requirements: Total building height for any permitted use shall not exceed 200 feet or 15 stories whichever is more as measured from street elevation.

Setbacks: No setbacks are prescribed herein and build-to-line is permitted. All other setbacks and/or build to lines shall be as approved on the Site Development Concept Plan or Site Development Section Plans Open Space Requirements

a. Open space in Park Area R2 and Area 3A south of Chesterfield Parkway and Park Circle shall be provided on the Site Development Concept Plan and substantially conform to the Preliminary Development Site Plan. Where known, additional open spaces including pocket parks, plazas, natural areas and seating areas shall be depicted on the Site Development Concept Plan and/or Site Development Section Plans. Proposed location(s) of public art may be depicted on the Site Development Concept Plan and/or Site Development Section Plans.

2) Subject property lies within Flood Zone X(Areas determined to be outside the 0.2% annual chance floodplain) according to the National Flood Insurance Rate Maps Numbers 2019C0165K and 2019C0165K with effective dates of 2-4-2015, by graphical plotting

3) State Plane Coordinates are in feet

This is to certify that "Boundary Adjustment Plat of Lot C-101C of Chesterfield Village Area A Phase One Plat 1, and New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase One Plat One was approved by the City Council for the City of Chesterfield by Ordinance No. 3271, on the 4TH day of December, 2023, and thereby authorizes the recording of this Boundary Adjustment Plat with the office of the St. Louis County Recorder of Deeds.

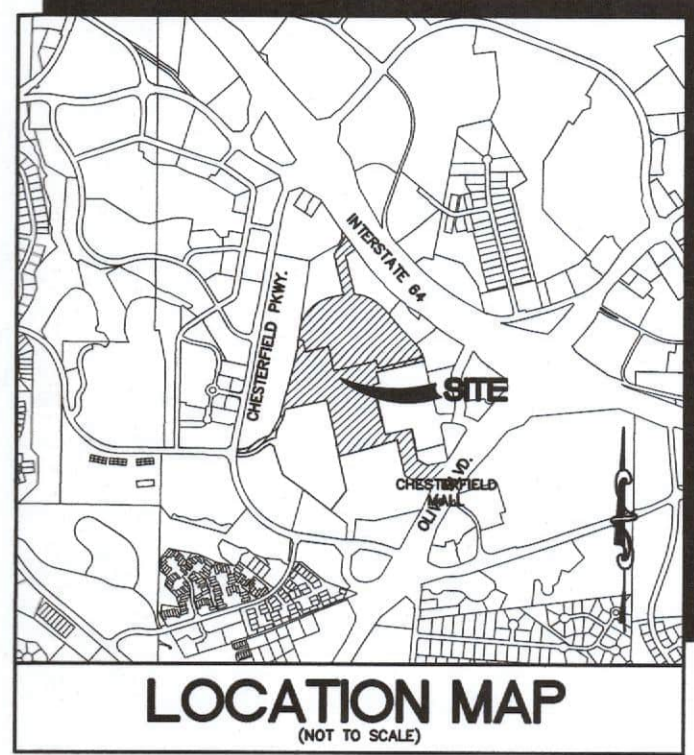
Bob Nation, Mayor; Vickie McGownd, City Clerk

SURVEYOR'S CERTIFICATION

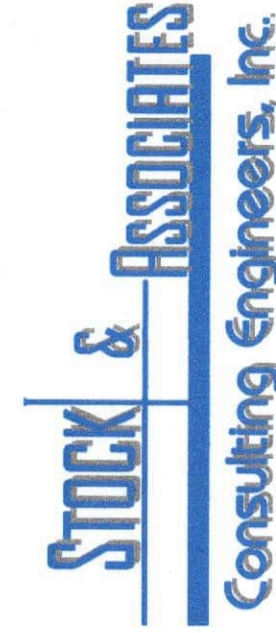
This is to certify that Stock & Associates Consulting Engineers, Inc. have, during October 2023, by order of and for the use of TSG Downtown Chesterfield Redevelopment Group, Inc., executed a Property Boundary Survey and Boundary Adjustment Plat Lot C-101C of Chesterfield Village Area A Phase One Plat 1, and New Section B, Lot 101F of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase One Plat One, located in US Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri and that the results of said survey and Boundary Adjustment Plat are shown herein. We further certify that the above plat was prepared from an actual survey according to the records available and recorded, and said survey meets or exceeds the current standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter 16, Division 300 Missouri Standards for Property Boundary Surveys as adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors, and Landscape Architects.

STOCK & ASSOCIATES CONSULTING ENGINEERS, INC. LC NO. 222-D

Walter J. Pfeiffer P.L.S. No. 2008-728



PREPARED BY:



BOUNDARY ADJUSTMENT PLAT

DOWNTOWN CHESTERFIELD / DILLARD'S, INC. 7 AND 100 CHESTERFIELD MALL CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

