

## *St. Louis City Ordinance 64279*

FLOOR SUBSTITUTE

BOARD BILL NO. [97] 342

INTRODUCED BY ALDERMAN ROBERT RUGGERI

An Ordinance, recommended and approved by the Airport Commission, the Board of Public Service and the Board of Estimate and Apportionment, authorizing and establishing a multi-year public work and improvement program (the "W-1W Expansion Program") at Lambert-St. Louis International Airport (the "Airport"), for the development, improvement, construction, rehabilitation, reconfiguration and expansion of the Airport including any and all such facilities, improvements and appurtenant thereto, environmental mitigation, relocations, and fully implementing the Airport Layout Plan to be approved by the Federal Aviation Administration (the "FAA"), consisting in part of a project providing for the acquisition of real and personal property rights for expansion purposes, said acquisitions being in fee simple title or lesser estate and/or avigation easements relative to approximately 2,100 expansion program parcels constituting approximately 1,600 acres of real property located within the geographical boundaries including approximately 3,472 acres as describe in "Exhibit A" attached hereto and incorporated herein, and certain other expansion projects, as more fully described in "Exhibit B" attached hereto and incorporated herein which were also recommended in the Airport's Master Plan Supplement to the original 1992 Master Plan submitted to the FAA in January 1996 (the "Master Plan Supplement") which recommended a program of strategic airfield expansion and improvements, terminal/concourse facilities expansion and improvements, expansion and improvements to Airport infrastructure and other Airport facilities, utility relocations, airline support and tenant facilities relocations, MoANG and Navy facilities relocations, and roadway improvement, such authorization including but not limited to engineering, planning, architectural, and designing services, project and construction management, and related consultant and management expenses pertaining to the planning, designing, design management, value engineering, feasibility analysis, and consulting, the preparation and production of contract documents, the advertising and the taking of bids, legal services and related costs, relocation assistance and related costs and services, functional replacement, noise abatement and mitigation, and acoustical treatment costs, property management costs, environmental mitigation costs, development of construction staging areas, the relocation of utility lines, environmental assessments, planning, design, construction and installation of airfield

NAVIDS and airfield operation procedures, engineering, architectural, and other technical advice and assistance, surveying work, mapping, appraisal and escrow services, title work and other real estate services, the demolition and the removal of structures, obstructions, utilities and trees, the grading and seeding of disturbed areas and related work, ground maintenance, the modification, lease or purchase, renovation, and construction of office facilities for the administration of the W-1W Expansion Program and the construction, renovation and operation of on-site field offices, construction management, construction, installation, renovation, rehabilitation, expansion, reconfiguration, improvement, and inspection work, the equipping and furnishing of certain Airport property, security, and other necessary and related work or services for the development, construction, implementation, administration or monitoring of the W-1W Expansion Program including the full implementation and execution of the Airport Layout Plan to be approved by the FAA, at a total estimated cost of approximately Two Billion Six Hundred Million Dollars (\$2,600,000,000); authorizing an initial appropriation of Twenty Million Dollars (\$20,000,000) from the Airport Development Fund established under authority of Ordinance 59286, Section 13, approved October 26, 1984 to be expended for payment of costs for work or services authorized herein and providing for the receipt of supplemental appropriations, when authorized by ordinance, into this Ordinance as funds become available to continue the W-1W Expansion Program; authorizing the City Counselor to acquire on behalf of the City of St. Louis (the "City") said real and personal property rights including easements by purchase, lease, or condemnation; authorizing the City Counselor with the approval of the Board of Estimate and Apportionment to enter into agreements to acquire, by purchase or lease, said real and personal property rights including easements and to secure legal and related services necessary for the implementation and administration of the W-1W Expansion Program; authorizing the Mayor and Comptroller of the City to enter into and execute on behalf of the City easement agreements granting such utility easements as are necessary to the administration or the implementation of the W-1W Expansion Program and containing such terms, covenants, or conditions that are in the best interest of the City, the City's residents, and the traveling public; authorizing the Director of Airports with the approval of the City Counselor and the Board of Estimate and Apportionment to let contracts providing for mapping, appraisal and escrow services, title work and related services for the implementation and administration of the W-1W Expansion Program; authorizing the Airport Commission to let contracts, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and otherwise provide for ground maintenance, including the trimming or removing of trees or shrubbery, grading and seeding and other maintenance of the real

property; authorizing the Board of Public Service with the advice, consent and approval of the Director of Airports to let contracts for all other approved work or services, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and technical advisors including real estate services and otherwise provide for the W-1W Expansion Program including the final processing of the Airport Layout Plans as approved by the FAA and the work and services authorized herein; providing that any contract let hereunder, shall be subject to the City's Charter and any Missouri State laws or regulations applicable thereto; authorizing and directing the Comptroller of the City to draw warrants from time to time on the Treasurer of the City for the payment of expenses or reimbursement of expenses authorized herein upon submission of properly certified vouchers in conformance with procedures established by the Comptroller; authorizing the Director of Airports to make such applications and provide such data and to take whatever action necessary to seek federal funds under the Airport Improvement Program, the Passenger Facility Charge Program or other programs for which these authorized cost or expenditures might qualify; directing that all contracts let under authority of this Ordinance be in compliance with all applicable minority and women or disadvantaged business enterprise requirements and in compliance with all applicable Federal, State, and local laws, ordinances, regulations, court decisions and executive orders relating to equal employment opportunity; the W-1W Expansion Program and the appropriation and the expenditure of funds authorized herein, are conditioned on the FAA issuing a favorable "Record of Decision" on the City's Airport expansion program recommended in the Master Plan Supplement; and containing a severability clause and an emergency clause.

WHEREAS, the City of St. Louis, Missouri (the "City") is the owner and operator of Lambert-St. Louis International Airport (the "Airport");

WHEREAS, the Airport's Master Plan Supplement to the original 1992 Master Plan (the "Master Plan Supplement") and a related Airport Layout Plan were submitted to the Federal Aviation Administration (the "FAA") in January 1996;

WHEREAS, the FAA has completed the environmental impact statement for the Airport's expansion program recommended in the Master Plan Supplement;

WHEREAS, the final environmental impact statement was released on December 22, 1997 by the FAA identifying the W-1W expansion program as the preferred alternative;

WHEREAS, the FAA's Record of Decision granting approval of the expansion program is expected to be issued approximately 45-60 days after the release of the final environmental impact statement;

WHEREAS, based on the FAA's final environmental impact statement the City anticipates that the final Record of Decision will be favorable;

WHEREAS, this Ordinance was recommended and approved by the Airport Commission, the Board of Public Service and the Board of Estimate and Apportionment; and

WHEREAS, the W-1W Expansion Program and the appropriation and the expenditure of funds authorized herein are expressly conditioned on the FAA issuing a favorable "Record of Decision" on the City's Airport expansion program recommended in the Master Plan Supplement.

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

SECTION ONE. There is hereby authorized a multi-year public work and improvement program (the "W-1W Expansion Program") at Lambert-St. Louis International Airport (the "Airport") providing for the development, improvement, construction, rehabilitation, reconfiguration and expansion of the Airport including any and all such facilities, improvements and appurtenant thereto, environmental mitigation, relocations, and fully implementing the Airport Layout Plan to be approved by the Federal Aviation Administration (the "FAA"). The W-1W Expansion Program includes the acquisition of real and personal property rights for expansion purposes, said acquisitions being in fee simple title or lesser estate and/or avigation easements relative to approximately 2,100 expansion program parcels constituting approximately 1,600 acres of real property located within the geographical boundaries including approximately 3,472 acres as describe in "Exhibit A" attached hereto and incorporated herein, and certain other expansion projects, as more fully described in "Exhibit B" attached hereto and incorporated herein which were also recommended in the Airport's Master Plan Supplement to the original 1992 Master Plan submitted to the FAA in January 1996 (the "Master Plan Supplement") which recommended a program of strategic airfield expansion and improvements, terminal/concourse facilities expansion and improvements, expansion and improvements to Airport infrastructure and other Airport facilities, utility relocations, airline support and tenant facilities relocations, MoANG and Navy facilities relocations, and roadway improvement; such authorization including but not limited to engineering, planning, architectural, and designing services, project and construction management, and related

consultant and management expenses pertaining to the planning, designing, design management, value engineering, feasibility analysis, and consulting, the preparation and production of contract documents, the advertising and the taking of bids, legal services and related costs, relocation assistance and related cost and services, functional replacement, noise abatement and mitigation, and acoustical treatment costs, property management costs, environmental mitigation costs, development of construction staging areas, the relocation of utility lines, environmental assessments, planning, design, construction and installation of airfield NAVIDS and airfield operation procedures, engineering, architectural, and other technical advice and assistance, surveying work, mapping, appraisal and escrow services, title work and other real estate services, the demolition and the removal of structures, obstructions, utilities and trees, the grading and seeding of disturbed areas and related work, ground maintenance, the modification, lease or purchase, renovation, and construction of office facilities for the administration of the W-1W Expansion Program and the construction, renovation and operation of on-site field offices, construction management, construction, installation, renovation, rehabilitation, expansion, reconfiguration, improvement, and inspection work, the equipping and furnishing of certain Airport property, security, and other necessary and related work or services for the development, construction, implementation, administration or monitoring of the W-1W Expansion Program, including the full implementation and execution of the Airport Layout Plan to be approved by the FAA, at a total estimated cost of approximately Two Billion Six Hundred Million Dollars (\$2,600,000,000).

SECTION TWO. There is hereby authorized an initial appropriation of Twenty Million Dollars (\$20,000,000) from the Airport Development Fund established under Ordinance No. 59286, Section 13, approved October 26, 1984 to be expended for payment of costs for work or services authorized herein and providing for the receipt of supplemental appropriations when authorized by ordinance into this Ordinance as funds become available to continue the W-1W Expansion Program.

SECTION THREE. The City Counselor of the City of St. Louis (the "City") is hereby authorized to acquire said real and personal property rights including easements by purchase, lease, or condemnation.

SECTION FOUR. The City Counselor with the approval of the Board of Estimate and Apportionment is hereby authorized to enter into agreements to acquire on behalf of the City, by purchase or lease, said real and personal property rights including easements and to secure legal and related services

necessary for the implementation and administration of the W-1W Expansion Program.

SECTION FIVE. The Mayor and Comptroller of the City are hereby authorized to enter into and execute on behalf of the City easement agreements granting such utility easements as are necessary to the administration or the implementation of the W-1W Expansion Program and containing such terms, covenants, or conditions that are in the best interest of the City, the City's residents, and the traveling public.

SECTION SIX. The Director of Airports with the approval of the City Counselor and the Board of Estimate and Apportionment is hereby authorized to let all contracts providing for mapping, appraisal and escrow services, title work and related services for the implementation and administration of the W-1W Expansion Program.

SECTION SEVEN. The Airport Commission is hereby authorized to let contracts, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and otherwise provide for ground maintenance, including the trimming or removing of trees or shrubbery, grading and seeding, and other maintenance of the real property.

SECTION EIGHT. The Board of Public Service, with the advice, consent and approval of the Director of Airports, is hereby authorized to let contracts, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and technical advisors including real estate services, and otherwise provide for the W-1W Expansion Program including the final processing of the Airport Layout Plans as approved by the FAA and the work and services herein authorized, except for the work covered by procedures contained in SECTION THREE, SECTION FOUR, SECTION FIVE, SECTION SIX and SECTION SEVEN of this Ordinance.

SECTION NINE. It is hereby provided that any contract let hereunder shall be subject to the Charter of the City of St. Louis and any Missouri State Laws or Regulations applicable there.

SECTION TEN. The Comptroller of the City of St. Louis is hereby authorized to draw warrants from time to time on the Treasurer of the City for payment of expenses authorized herein upon submission of properly certified vouchers in conformance with procedures established by the Comptroller of the City.

SECTION ELEVEN. The Director of Airports is hereby authorized to make such applications, to provide such data and to take whatever action necessary to seek federal funds under the Airport Improvement Program, the Passenger Facility Charge Program or any other programs for projects herein authorized where such costs or expenditures are deemed eligible and monies made available for those cost under Federal law or contract.

SECTION TWELVE. All contracts let under authority of this Ordinance shall be in compliance with all applicable minority and women or disadvantaged business enterprise requirements and in compliance with all applicable Federal, State and local laws, ordinances, regulations, court decisions and executive orders relating to equal employment opportunity.

SECTION THIRTEEN. The W-1W Expansion Program and the appropriation and the expenditure of funds authorized herein are hereby expressly conditioned on the Federal Aviation Administration issuing a favorable "Record of Decision" on the City's Airport expansion program recommended in the Master Plan Supplement.

SECTION FOURTEEN. The sections, conditions, or provisions of this Ordinance or portions thereof shall be severable. If any section, condition, or provision of this Ordinance or portion thereof contained herein is held invalid by a court of competent jurisdiction, such holding shall not invalidate the remaining sections, conditions or provisions of this Ordinance.

SECTION FIFTEEN. This being an ordinance providing for public work and improvement, it is hereby declared to be an emergency measure as defined in Article IV., Sections 19 and 20 of the City Charter and shall become effective immediately upon its approval by the Mayor of the City of St. Louis.

## EXHIBIT A

3,472 ACRES

TRACT 2 - WIW BOUNDARY

AREA BETWEEN HIGHWAY 270 AND HIGHWAY 170

A tract of land being part of Townships 46 and 47 North, Ranges 5 and 6 East of the Fifth Principal Meridian, St. Louis County, Missouri and being more particularly described as follows:

Beginning at a point at the most Western corner of Lot 1926 of Carrollton Plat 19, a subdivision according to the plat thereof recorded in Plat Book 107 Pages 58 and 59 of the St. Louis County Records, said point also being on the Southeastern right-of-way line of Missouri Interstate Highway 270, thence Northeastwardly along said right-of-way line to the intersection point of the South right-of-way line of the Norfolk and Southern Railroad (formerly the Wabash Railroad), said point being the most Northern corner of property now or formerly of Churchill R. Carter as recorded in the deed in Book 6706 Page 546 of the St. Louis County Records, said point being the Northern corner of Parcel 4705; thence Eastwardly along said South right-of-way line of the Norfolk and Southern Railroad to a point at the most Eastern corner of said property conveyed to Churchill R. Carter, being also the most Eastern corner of said Parcel 4705; thence leaving said Southern line of the Norfolk and Southern Railroad and running Eastwardly to a point on the North line of said Norfolk and Southern Railroad, said point being the most Western corner of property conveyed to Marshall and Barbara Holloway according to the deed recorded in Book 3533 Page 516 of the St. Louis County Records, said point also being the most Western corner of Parcel 3994; thence Southeastwardly along the Northern right-of-way line of said Norfolk and Southern Railroad to the intersection point of said Northern right-of-way line with the centerline of Missouri Bottom Road; thence Southwardly along said centerline of Missouri Bottom Road to the intersection point of the centerline of aforesaid Norfolk and Southern Railroad; thence Eastwardly along the centerline of said Norfolk and Southern Railroad to the intersection point of the West right-of-way line of Lindbergh Boulevard; thence Eastwardly across Lindbergh Boulevard to the intersection point of the East right-of-way line of said Lindbergh Boulevard with the centerline of Banshee Road; thence Eastwardly along said centerline of Banshee Road to the intersection point with the Western line of property conveyed to McDonnell Douglas Corporation according to the deed recorded in Book 2877 Page 253 of the St. Louis County Records; thence Southwardly along the said Western lines of McDonnell Douglas Corporation property to the Southwestern corner thereof; thence along the Southern line of said McDonnell Douglas Corporation property and the Eastern line to the intersection point of the aforesaid centerline of Banshee Road; thence Eastwardly along said centerline of Banshee Road to the intersection point of the centerline of Missouri State Highway TT, also known as James S. McDonnell Boulevard; thence Southeastwardly along said centerline of Missouri State Highway TT to the intersection point of the North line of property conveyed to McDonnell Douglas Corporation, according to the deed recorded in Book 3145 Page 505 of the St. Louis County Records; thence along the Northern line of said McDonnell Douglas Corporation property to the most Northern corner thereof; thence along the Western line of said McDonnell Douglas Corporation property to the most Western corner thereof, thence along the Southern line of said McDonnell Douglas Corporation property to the intersection point of the aforesaid centerline of Missouri State

Highway TT, also known as James S. McDonnell Boulevard, thence Southwardly along said centerline of Missouri State Highway TT to the intersection point with the centerline of Airport Road; thence Eastwardly along said centerline of Airport Road to its intersection point with the Western right-of-way line of Missouri Interstate 170; thence Southwardly along said Western right-of-way line of Missouri Interstate 170 to the intersection point with the Northern right-of-way line of Missouri Interstate 70; thence Westwardly along said Northern right-of-way line of Missouri Interstate 70 to the intersection point with the Western right-of-way line of the aforesaid Missouri State Highway TT, also known as James S. McDonnell Boulevard; thence continuing along said Northern right-of-way line of Missouri Interstate 70 Westwardly 903.0 feet more or less to a point; thence leaving said right-of-way line and running Westwardly to the intersection point of the centerline of said Missouri Interstate Highway 70 at station 426 + 33 more or less; thence Westwardly along said centerline of Missouri Interstate Highway 70 to the intersection point with the Northwardly prolongation of the Eastern property line of property conveyed to Marriott Hotels Incorporated according to the deed recorded in Book 8325 Page 1833 of the St. Louis County Records said point being at centerline station 38 + 195 more or less; thence Southwestwardly to a point on the Southern right-of-way line of said Missouri Interstate 70, said point being the Northeastern corner of said property conveyed to Marriott Hotels Incorporated; thence along the Northern line of said Marriott Hotels Incorporated property, being the said Southern line of Missouri Interstate 70 to a point on the West line of said Marriott Hotels Incorporated property; thence Northwardly along the Western line of said property conveyed to Marriott Hotels Incorporated to the intersection point of the centerline of Pear Tree Lane; thence Westwardly along the centerline of said Pear Tree Lane to the intersection point of the Southerly prolongation of the Western line of Pear Tree Village, a subdivision according to the plat thereof recorded in Plat Book 122 Page 41 of the St. Louis County Records; thence along said Southerly prolongation of the Western line of said Pear Tree Village to a point at the most Western corner of said Pear Tree Village; thence Northwardly to a point at the most Northern corner of Lot 54 of St. Ann Park Plat 2, a subdivision according to the plat thereof, recorded in Plat Book 48 Page 79 of the St. Louis County Records; thence along the Northern line of said St. Ann Park Plat 2 to the intersection point of the Southeastern line of St. Ann Park Plat 3, a subdivision according to the plat thereof recorded in Plat Book 51 Page 20 of the St. Louis County Records, said point being the most Southern corner of Lot 19 of said St. Ann Park Plat 3; thence Eastwardly along the said Southeast line of St. Ann Park Plat 3 to a point at the most Eastern corner of Lot 20 of said St. Ann Park Plat 3; thence along the common line between Lot 20 and Lot 21 of said St. Ann Park Plat 3 to a point in the centerline of Nicholas Court; thence Westwardly along the centerline of said Nicholas Court to the intersection point of the centerline of Ashby Road, thence Westwardly to a point at the most Southern corner of Lot 7 of said St. Ann Park Plat 3; thence

Westwardly along the common line between Lot 7 and Lot 8 of said St. Ann Park Plat 3 to the most Northern corner of said Lot 8; thence Southwardly along the Western line of said St. Ann Park Plat 3 and aforesaid St. Ann Park Plat 2 to the intersection point with the Eastwardly prolongation of the Northern line of St. Ann Country Club Addition No. 3, a subdivision according to the plat thereof recorded in Plat Book 47 Page 87 of the St. Louis County Records; thence Westwardly along said Eastwardly prolongation of the North line of St. Ann Country Club Addition No. 3, and the North line of said St. Ann Country Club Addition No. 3 to the intersection point of the centerline of Cypress Road; then Northeastwardly along said centerline of Cypress Road to the intersection point of the Southeastwardly prolongation of the Northern right-of-way line of aforesaid Missouri Interstate 70 from a point opposite centerline station 317 + 00 more or less; thence Northwestwardly along said Southeastwardly prolongation of the North right-of-way line of Missouri Interstate 70, and along said North right-of-way line of Missouri Interstate 70 to the intersection point of the Eastern right-of-way line of Lindbergh Boulevard; thence Westwardly across Lindbergh Boulevard to a point on the West line of said Lindbergh Boulevard, said point being at the most Eastern corner of Charles Park, a subdivision according to the plat thereof recorded in Plat Book 45 Page 30 of the St. Louis County Records; thence Northerly along the Eastern line of said Charles Park Subdivision to a point at the most Southern corner of Carmel Gardens No. 2, a subdivision according to the plat thereof recorded in Plat Book 55 Page 29 of the St. Louis County Records, said point being on the Eastern line of Charles Park First Addition, a subdivision according to the plat thereof recorded in Plat Book 53 Page 47 of the St. Louis County Records; thence Northwardly along the said East line of Charles Park First Addition to the intersection point with the centerline of Fee Fee Road; thence Southwestwardly along the centerline of Fee Fee Road to the intersection point of the centerline of Freelane Drive; thence Westwardly along the said centerline of Freelane Drive to the intersection point with the West line of Fee Fee Hills No. 1, a subdivision according to the plat thereof recorded in Plat Book 52 Page 8 of the St. Louis County Records; thence Northwardly along said Western line of Fee Fee Hills No. 1 to the intersection point with the Southwestern line of Cambridge Crossing, a subdivision according to the plat thereof recorded in Plat Book 266 Pages 1 and 2 of the St. Louis County Records; thence Northwestwardly along the Southwestern line of said Cambridge Crossing, also being the Northeastern line of St. James Estates Plat 3, a subdivision according to the plat thereof recorded in Plat Book 111 Page 76 of the St. Louis County Records, to a point at the most Northern corner of Lot 18 of said St. James Estates Plat 3, thence Southwestwardly along the Northwestern line of said St. James Estates Plat 3 to a point at the most Eastern corner of Lot 6 of Cabibbo Estates, a subdivision according to the plat thereof recorded in Plat Book 161 Page 7 of the St. Louis County Records; thence Northwestwardly along the Eastern line of said Cabibbo Estates to a point at the most Northern corner of Lot 1 of said Cabibbo

Estates; thence Southwestwardly along the Northern line of said Lot 1 to the intersection point with the Northern line of St. Gerard Park, a subdivision according to the plat thereof recorded in Plat Book 96 Page 51 of the St. Louis County Records; thence Northwestwardly along the Northern line of said St. Gerard Park to the intersection point of the centerline of Natural Bridge Road; thence Southwestwardly along the centerline of Natural Bridge Road to the intersection point of the Western line of Carrolton Garden Apartments, a subdivision according to the plat thereof recorded, thence Northwardly along the Western line of said Carrolton Garden Apartments, and Carrolton Plat 18G to a point on the Southeastern line of Carrolton Plat 2A, a subdivision according to the plat thereof recorded in Plat Book 95 Page 69 of the St. Louis County Records; thence Southwestwardly along the Southeastern line of said Carrolton Plat 2A, and Carrolton Plat 2, a subdivision according to the plat thereof recorded in Plat Book 80 Page 24 of the St. Louis County Records to the most Southern corner thereof; thence Northwestwardly along the Southern lines of said Carrolton Plat 2 and of Carrolton, a subdivision according to the plat thereof recorded in Plat Book 75 Page 41 of the St. Louis County Records, and of aforesaid Carrolton Plat 19 to the point of beginning and containing 3,472 Acres more or less as per calculations from Exhibit "A" by Bax Engineering Company, Inc. during the month of October, 1997.

## EXHIBIT B

### LAND ACQUISITION PROGRAM

Land acquisition and implementation of environmental mitigation  
Replacement of on-airport facilities and relocation costs  
Roadway improvements (excluding new terminal freeway interchange)

### AIRFIELD CONSTRUCTION PROJECTS

New west runway and related taxiways  
Aircraft parking aprons  
Airside service roads  
Aircraft fuel and glycol systems  
Airline support facilities  
Airfield rescue and fire fighting facilities  
Airfield lighting, signage, and navigational aids  
Utility relocations  
General allowances for repairs and improvements

### TERMINAL BUILDING COMPLEX

Renovation of existing terminal complex  
 Construction of new terminal and concourse facilities  
 Ground support systems for new aircraft gates  
 Connector tunnel to west terminal complex, phase 1  
 People mover system, phase 1

**CARGO AND OTHER LOADABLE PROJECTS**

**PARKING STRUCTURES AND AT-GRADE PARKING**

**LANDSIDE ROADS AND UTILITIES**

Reroute Lambert International Drive  
 Drainage improvements  
 New terminal freeway interchange  
 Lindbergh Boulevard relocation and the construction of a roadway tunnel  
 Natural Bridge Road relocation  
 Missouri Bottoms Road relocation  
 Relocation and construction of miscellaneous secondary roadways

<b>Legislative History</b>				
<b>1ST READING</b>	<b>REF TO COMM</b>	<b>COMMITTEE</b>	<b>COMM SUB</b>	<b>COMM AMEND</b>
<b>02/13/98</b>	<b>02/13/98</b>	<b>T&amp;C</b>		
<b>2ND READING</b>	<b>FLOOR AMEND</b>	<b>FLOOR SUB</b>	<b>PERFECTN</b>	<b>PASSAGE</b>
<b>02/20/98</b>			<b>02/27/98</b>	<b>02/27/98</b>
<b>ORDINANCE</b>	<b>VETOED</b>		<b>VETO OVR</b>	
<b>64279</b>				