Our Vision - The City of Weldon Spring fosters a premier Community that is a safe place to live and enjoy life.

CITY OF WELDON SPRING
BOARD OF ALDERMEN REGULAR MEETING
ON THURSDAY, JUNE 12, 2025, AT 7:30 P.M.
WELDON SPRING CITY HALL
5401 INDEPENDENCE ROAD
WELDON SPRING, MISSOURI 63304

******TENTATIVE AGENDA******

A NOTICE IS HEREBY GIVEN that the Regular Board of Aldermen Meeting will be in person on Thursday, June 12, 2025, at seven thirty in the evening (7:30 PM). The meeting will be held at Weldon Spring City Hall, 5401 Independence Road, Weldon Spring, Missouri, 63304, with the following tentative agenda:

******AGENDA******

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL and DETERMINATION OF A QUORUM**
4. **CITIZENS COMMENTS** – The public must be in person to speak during Citizens Comments or send comments in writing to the City Clerk (at bhanks@weldonspring.org) prior to the Board meeting. Anyone wishing to speak shall state their name, their address, and limit their remarks to 3 minutes.
5. **PRESENTATION**
   - **A.** Deana Dothage – Presentation: MU Extension in St. Charles County
6. **APPROVAL OF MINUTES**
   - **A.** May 22, 2025 – Regular Board Meeting Minutes
7. **CITY TREASURER'S PACKET**
   - **A.** Paid Bills (May 16, 2025 – June 6, 2025)
   - **B.** April 2025 Credit Card Bill
8. **UNFINISHED BUSINESS**
   - **A.** Wolfrun Road Update – **City Administrator**
9. **NEW BUSINESS**
   - **A.** Chapter One – No Parking Zone Request – **City Administrator**
   - **B.** A Resolution Authorizing the Mayor of the City of Weldon Spring, Missouri, To Execute A Contractual Maintenance Agreement between the City of Weldon Spring, Missouri, & St. Charles County, Missouri, for the Bike/Pedestrian Signage & Pavement Marking Program to Enhance Regional Connectivity – **Alderman Kolb**
   - **C.** A Resolution of the City Of Weldon Spring, Missouri, Formally Adopting the 2025 – 2030 St. Louis Regional Hazard Mitigation Plan – **Alderman Clutter**
   - **D.** An Ordinance Amending Section 120.120 (C) of the Municipal Code of City of Weldon Spring, Missouri, Relating to Frequency of Use of Video Conference Attendance – **Alderman Yeager**
10. **COMMITTEE REPORTS/DISCUSSIONS**
    - **A.** Public Safety Report – **SCCPD Representative**
    - **B.** City Administrator Report (Informational) – **City Administrator**
11. **RECEIPTS & COMMUNICATIONS**
12. **ADJOURNMEN**

sxcd on cj 6/13 @12pm

CITY OF WELDON SPRING INCORPORATED 1984 STATE OF MISSOURI

Our Mission - The City of Weldon Spring will provide premier public services to the Community with integrity, transparency, and fiscal responsibility.

CITY OF WELDON SPRING
REGULAR MEETING OF THE BOARD OF ALDERMEN
MAY 22, 2025

CALL TO ORDER: The Weldon Spring Board of Aldermen met for their regular meeting at Weldon Spring City Hall, 5401 Independence Road on Thursday, May 22, 2025, at 7:30 PM with Mayor Donald Licklider presiding.

PLEDGE OF ALLEGIANCE: Mayor Licklider asked everyone in attendance to stand and join in reciting the Pledge of Allegiance.

ROLL CALL AND DETERMINATION OF QUORUM: On a roll call, the following Aldermen were present:

Ward 1:		Alderman Yeager
Ward 2:	Alderman Conley	Alderman Kolb
Ward 3:	Alderman Martiszus	Alderman Culver

Alderman Clutter was absent. A quorum was declared.

Also present were Mayor Licklider, Don Stolberg (City Administrator), and Bill Hanks (City Clerk).

PUBLIC COMMENTS:

There were no public comments at this time.

PUBLIC HEARING:

Consideration of an Application for a Liquor License for the Sale of (Intoxicating Liquor by Drink & a Sunday License) for "TapNTable" at 1048 Wolfrum Road: Mayor Licklider opened the Public Hearing at 7:31 PM. With no public comments, Mayor Licklider closed the public hearing at 7:31 PM.

MINUTES:

May 8, 2025 – Regular Board Meeting Minutes: Alderman Yeager moved to approve the minutes from the May 8, 2025, regular meeting, with one grammatical correction. The motion was seconded by Alderman Culver. **Motion carried** with 5 ayes.

TREASURER'S REPORT:

Alderman Yeager made a motion to accept the Treasurer's packet of paid bills from May 2, 2025, to May 15, 2025, as submitted. The motion was seconded by Alderman Culver. **Motion carried** with 5 ayes.

UNFINISHED BUSINESS:

Wolfrum Road Update: Mr. Stolberg stated that Cochran Engineering finished the core samples to the pavement. They are now evaluating the core samples. Mr. Stolberg added that he will have more information for the Board by the next meeting.

NEW BUSINESS:

Liquor License Approval for TapNTable: Alderman Martiszus moved to approve a liquor license for TapNTable at 1048 Wolfrum Road. The motion was seconded by Alderman Kolb. **Motion carried** with 5 ayes.

City 2025 Summer Newsletter Approval: Alderman Yeager made a motion to approve the content with a few corrections for the upcoming Summer 2025 Newsletter. The motion was seconded by Alderman Martiszus. **Motion carried** with 5 ayes.

2025 Firework Stand Approval: Alderman Kolb moved to approve the following firework stands for David Shaiper Fireworks LLC at the Wolfrum Crossing Shopping Center, Hale Fireworks LLC at Independence Road, (adjacent to the Dairy Queen), Meramec Specialty Co. at Highway 94 and Siedentop Road, Meramec Specialty Co. at Technology Drive, south of Meadows Parkway, and Powder Monkey at 5130 Westwood at Cornerstone Crossing. Alderman Martiszus seconded the motion. **Motion carried** with 4 ayes. Alderman Culver voted no.

REPORTS & COMMITTEES:

City Administrator Report: The City Administrator Report was submitted to the Board prior to the meeting.

Mayor's Appointment(s) & Reappointment(s): Alderman Culver made a motion to approve Mayor Licklider's reappointment of Karen Hotfelder to the Architectural Review Commission (ARC), seconded by Alderman Kolb. **Motion carried** with 5 ayes.

Alderman Yeager made a motion to approve Mayor Licklider's reappointments of Tom Castrop, John Eash, Mike Foster, Tom Heyl, and Tim Marstall to the Planning & Zoning Commission (P & Z), seconded by Alderman Martiszus. **Motion carried** with 4 ayes. Alderman Martiszus voted no.

Alderman Martiszus made a motion to approve Mayor Licklider's reappointments of Bob Ahern, Vic Conlin, Ronnie Griesenauer, and John Stefanyak to the Parks & Recreation Advisory Committee (PRAC), seconded by Alderman Conley. Commission (P & Z), seconded by Alderman Culver. **Motion carried** with 5 ayes.

Alderman Kolb made a motion to approve Mayor Licklider's appointment of Ben Brown as an alternate to the Architectural Review Commission (ARC), seconded by Alderman Culver. **Motion carried** with 5 ayes.

RECEIPTS & COMMUNICATIONS:

Alderman Culver stated that she was asked by a constituent about considering a "no parking zone" on the westside of Hemmingway Lane between the 200 building & the 300-building alley way due to possible safety issues.

There was a brief discussion about this request because a "no parking zone" was approved (in 2023) on the other side of Hemingway Lane. It was decided that this will be discussed at the next Board meeting and the Board requested that the City Administrator get a formal staff recommendation from the City Engineer.

ADJOURNMENT:

Alderman Culver moved to adjourn the meeting at 8:06 PM, seconded by Alderman Kolb. **Motion carried** with 5 ayes.

Respectfully submitted,

_____

William C. Hanks, City Clerk

CITY OF WELDON SPRING

5401 Independence Road
Weldon Spring, MO 63304
phone: (636) 441-2110
fax: (636) 441-8495
www.weldonspring.org

MEMORANDUM

To: Mayor and Board of Aldermen Date: June 6, 2025

From: Don Stolberg, City Administrator

Subject: Wolfrum Road Emergency Repairs Engineering

Cochran Engineering has performed the engineering analyses for the investigation and stabilization of an apparent slide along the south side of Wolfrum Road which is attached to this memo. There are three options presented:

1. A 2H:1V shotrock buttress and keyway (Figure 2)
2. A 3H:1V compacted cohesive fill slope (Figure 3)
3. A 2H:1V geogrid-reinforced slope (Figure 4)

The recommendation of our City Engineer, Bill Schnell, is as follows:

> I would recommend the 2:1 shot rock option (highlighted above) with the contractor hauling off any excess material. It is the fastest repair that can be done without weather impacts. It also requires less inspection/testing when they build it.
>
> The other two options require the contractor to build level lifts of fill material and compacting it correctly – which would need compaction tests to be run. An inspector would also need to be there much of the time since each lift of soil needs to be put in correctly. The inspector would need be doing nuclear compaction tests on each layer. Any rain shuts down the operation for a few days.
>
> St. Charles County Highway and most DOT's routinely repair slides with shot rock for those reasons. The only downside is some people don't like the looks of the final product (a rock slope) – but that concern is normally on a highly visible urban corridor.

I concur with our City Engineer's recommendation and recommend we approve this and authorize Cochran Engineering to proceed with the preparing the Civil Engineering design and bidding documents.

May 30, 2025

Mr. Don Stolberg
City of Weldon Spring
5401 Independence Rd.
Weldon Spring, Missouri 63304

Re: Slope Stability
Wolfrum Road Slide
Weldon Spring, Missouri
Project No. M25-9092

Dear Mr. Stolberg:

Presented herein are our findings and recommendations for the stabilization of an apparent slide along the south side of Wolfrum Rd., near the address of 202 Wolfrum Rd. This work was authorized by the signed acceptance of our April 17, 2025, proposal.

Introduction. We have performed engineering analyses for the investigation and stabilization of an apparent slide along the south side of Wolfrum Road near the referenced address.

For our analysis, we have performed a topographic survey of the affected area, site visits to document and observe the slide, and we mobilized a drill rig to perform a geotechnical soil boring.

Field Exploration. One boring, designated B-1 was drilled at the location of the slide within the roadway. The boring was located in the field and its elevation determined by survey.

The boring was advanced to a depth of 43 feet below existing grade using a truck-mounted rotary drill rig. Four-inch-diameter continuous-flight augers (CFA) were used to advance the boring until encountering refusal of the drilling augers. Refusal was judged to be on limestone bedrock.

Standard penetration test (SPT) data were collected during drilling at 2.5- to 5-foot intervals. Representative samples of the soils encountered were sealed in glass jars for further observation and laboratory testing. The sampling intervals, soil descriptions, STP data, results of moisture content testing, ground water observations, and other pertinent field information are summarized on the boring log presented in the appendix.

Engineering Analysis. We have performed slope stability calculations for several possible slope remediation options. Slope stability was analyzed for possible slope orientations (i.e., 3H:1V and 2H:1V), and consideration was given to reinforcing the slope with compacted fill, geogrid reinforcement, and stabilizing with a shotrock buttress and keyway.

The existing slope was modeled in accordance with the geotechnical soil boring information and existing site topography, and is presented in the appendix as Figure 1. The shotrock buttress and associated keyway is presented in Figure 2, a compacted cohesive fill slope at a 3H:1V orientation is presented in Figure 3, and Figure 4 depicts a geogrid-reinforced cohesive soil slope at a 2H:1V orientation.

Analysis Method. Slope stability is a measure of resisting forces (soil strength and soil mass near the toe of the slope) versus driving forces (gravity effects on the slope). Dividing the resisting forces by the driving forces provides the factor of safety for a slope. A factor of safety equal to about 1 indicates that a slope is static, but on the verge of failure.

When evaluating a slope with respect to its stability, we look for a factor of safety in excess of 1 – typically in the range of 1.3 to 1.5, depending upon the value of the construction within the zone of influence of the slope. Factors of safety in the upper range are typically desired for slopes supporting buildings and major roadways. Factors of safety in the lower range are suitable for paved areas, minor roadway routes, and landscaped areas. For this analysis we established a minimum factor of safety of 1.3 due to the existing Wolfrum Road supported by the slope.

The slope stability analyses were performed using the SLOPE/W module of the Geostudio suite of geotechnical analysis software. SLOPE/W uses limit equilibrium theory to compute factors of safety for earth and rock slopes. The analyses were performed to determine the factors of safety for the existing slope orientation and for the proposed slope remediation methods.

Soil Parameters. Input parameters were determined using the boring log information, laboratory test data, and the analysis of the existing conditions. The following parameters were established and used in the stability analysis:

Soil Type	*Total Unit Weight, pcf*	*Phi Angle, Ø*
Silty Clay (CL)	120	26
Compacted Fill	120	28
Existing Fill	120	21
Shotrock	145	42

The slope stability analyses were performed for the static condition and did not include seismic loads. Our experience has been that seismic design rarely controls in a stability analysis because of the relatively low pseudo-static load and the allowable decrease in the factor of safety under seismic loading.

Findings & Recommendations. In order to achieve an acceptable factor of safety for the existing slope supporting Wolfrum Rd., additional resisting force is required. We recommend that consideration be given to one of the following remediation options:

- A 2H:1V shotrock buttress and keyway (Figure 2)
- A 3H:1V compacted cohesive fill slope (Figure 3)
- A 2H:1V geogrid-reinforced slope (Figure 4)

The construction of one of these options will provide an adequate factor of safety for the slope. Figure 2 presents a 17-foot-wide shotrock buttress with a 2½-foot-deep shotrock keyway, Figure 3 is a compacted 3H:1V cohesive fill slope, and Figure 4 presents a 2H:1V slope reinforced with Mirafi 3XT geogrid and compacted cohesive fill.

We are available for further discussion regarding which option the City would like to pursue. Upon selection of a repair option, construction documents and recommendations will be provided under separate cover.

LIMITATIONS OF REPORT

The analyses, conclusions, and recommendations contained in this report are based on the generalized site conditions described herein and further assume that the exploratory boring is representative of the subsurface conditions throughout the slope repair area (i.e., the subsurface conditions everywhere are not significantly different from those disclosed by the boring). If, during slope remediation and reconstruction, subsurface conditions different from those encountered in the borings are observed or appear to be present beneath excavations, we should be advised at once so that we can review these conditions and reconsider our recommendations where necessary.

If there is a substantial lapse of time from the submittal of this report and the start of work at the site, or if conditions have changed due to natural causes or construction operations at or adjacent to the site, we recommend that this report be reviewed to determine the applicability of the conclusions and recommendations considering the changed conditions and time lapse.

The scope of the evaluation reported herein did not include any environmental assessment or evaluation for the presence or absence of hazardous or toxic materials in the soil, ground water, or air on, around, or beneath this site.

We are available to observe construction and other field work as may be necessary. This report was prepared for the exclusive use of the City of Weldon Spring. It should be made available to prospective contractors for information on factual data only and not as a warranty of subsurface conditions. Unanticipated soil conditions are commonly encountered and cannot be fully determined by taking soil samples from a boring. Such unexpected conditions require that additional expense should be made to attain properly construct- ed slope repair. Therefore, some contingency fund is recommended to accommodate such potential extra costs.

The following are made part of and complete this report:

APPENDIX
Figure 1: Existing Slope Stability Calculations
Figure 2: Proposed Shotrock Slope Calculations
Figure 3: Proposed Cohesive Fill Slope Calculations
Figure 4: Proposed Geogrid-reinforced Slope Calculations
Log of Boring 1
Boring Log Legend and Nomenclature

We appreciate the opportunity to be of service to you on this project. If we may be of further assistance, please call.

Very truly yours,

Michael L. Hackmeister, P.E.
Project Manager
Cochran

STATE OF MISSOURI
MICHAEL L. HACKMEISTER
NUMBER PE-2017018980
PROFESSIONAL ENGINEER

MLH/

Electronic copy: Don Stolberg/Weldon Spring

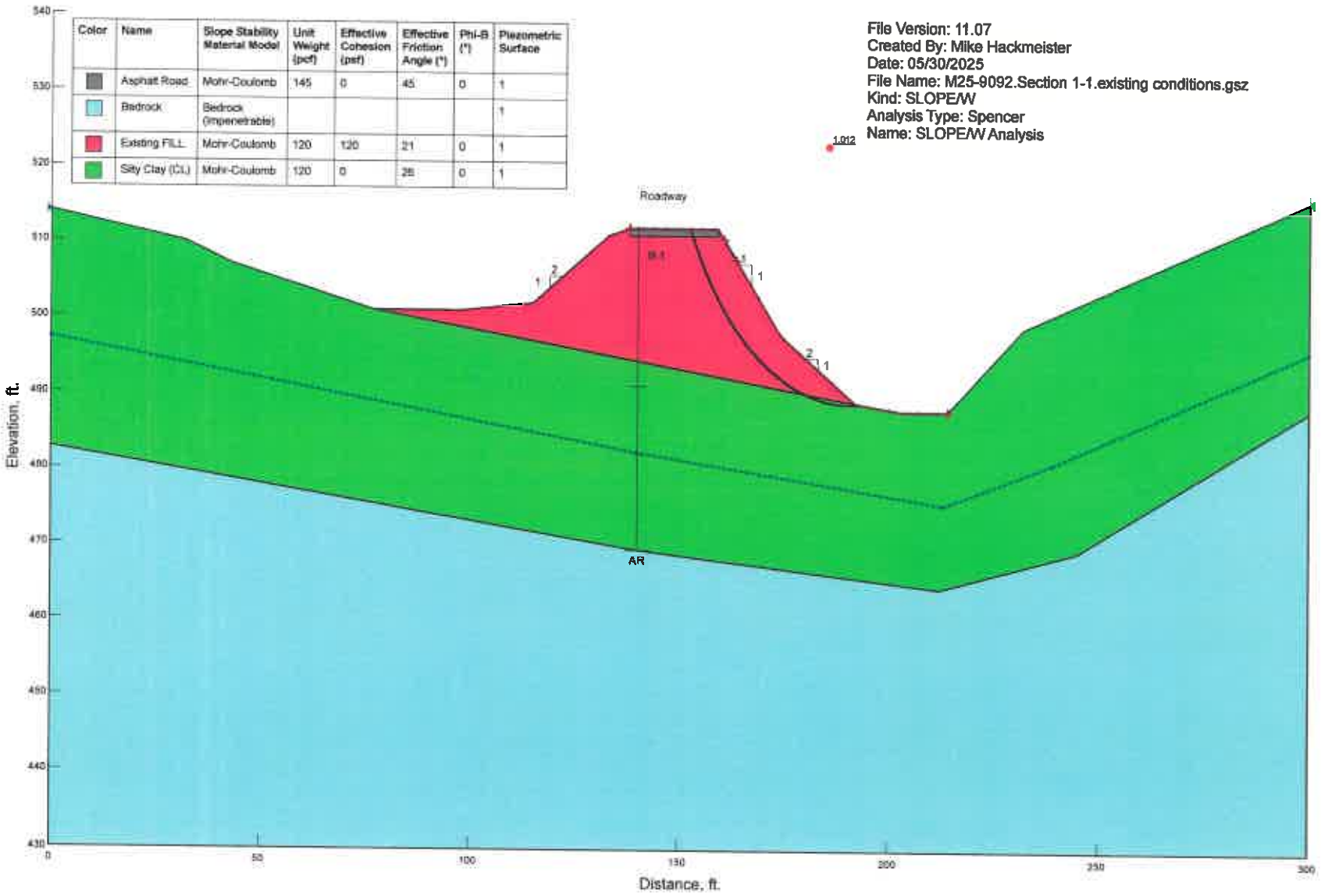

Color | Name | Slope Stability Material Model | Unit Weight (pcf) | Effective Cohesion (psf) | Effective Friction Angle (°) | Phi-B (°) | Piezometric Surface
Asphalt Road | Mohr-Coulomb | 145 | 0 | 45 | 0 | 1
Bedrock | Bedrock (Impenetrable) | | | | | 1
Existing FILL | Mohr-Coulomb | 120 | 120 | 21 | 0 | 1
Silty Clay (CL) | Mohr-Coulomb | 120 | 0 | 28 | 0 | 1
File Version: 11.07
Created By: Mike Hackmeister
Date: 05/30/2025
File Name: M25-9092.Section 1-1.existing conditions.gsz
Kind: SLOPE/W
Analysis Type: Spencer
Name: SLOPE/W Analysis
1.012
Roadway
AR
Elevation, ft.
Distance, ft.
540
530
520
510
500
490
480
470
460
450
440
430
0
50
100
150
200
250
300

Figure 1

File Version: 11.07
Created By: Mike Hackmeister
Date: 05/30/2025
File Name: M25-9092.Section 2-2.proposed conditions - 2 to 1.gsz
Kind: SLOPE/W
Analysis Type: Spencer
Name: SLOPE/W Analysis

Color	Name	Slope Stability Material Model	Unit Weight (pcf)	Effective Cohesion (psf)	Effective Friction Angle (°)	Phi-B (°)	Piezometric Surface
	Asphalt Road	Mohr-Coulomb	145	0	45	0	1
	Bedrock	Bedrock (Impenetrable)					1
	Compacted FILL	Mohr-Coulomb	120	0	28	0	1
	Existing FILL	Mohr-Coulomb	120	0	21	0	1
	Shot Rock	Mohr-Coulomb	145	0	42	0	1
	Silty Clay (CL)	Mohr-Coulomb	120	0	26	0	1

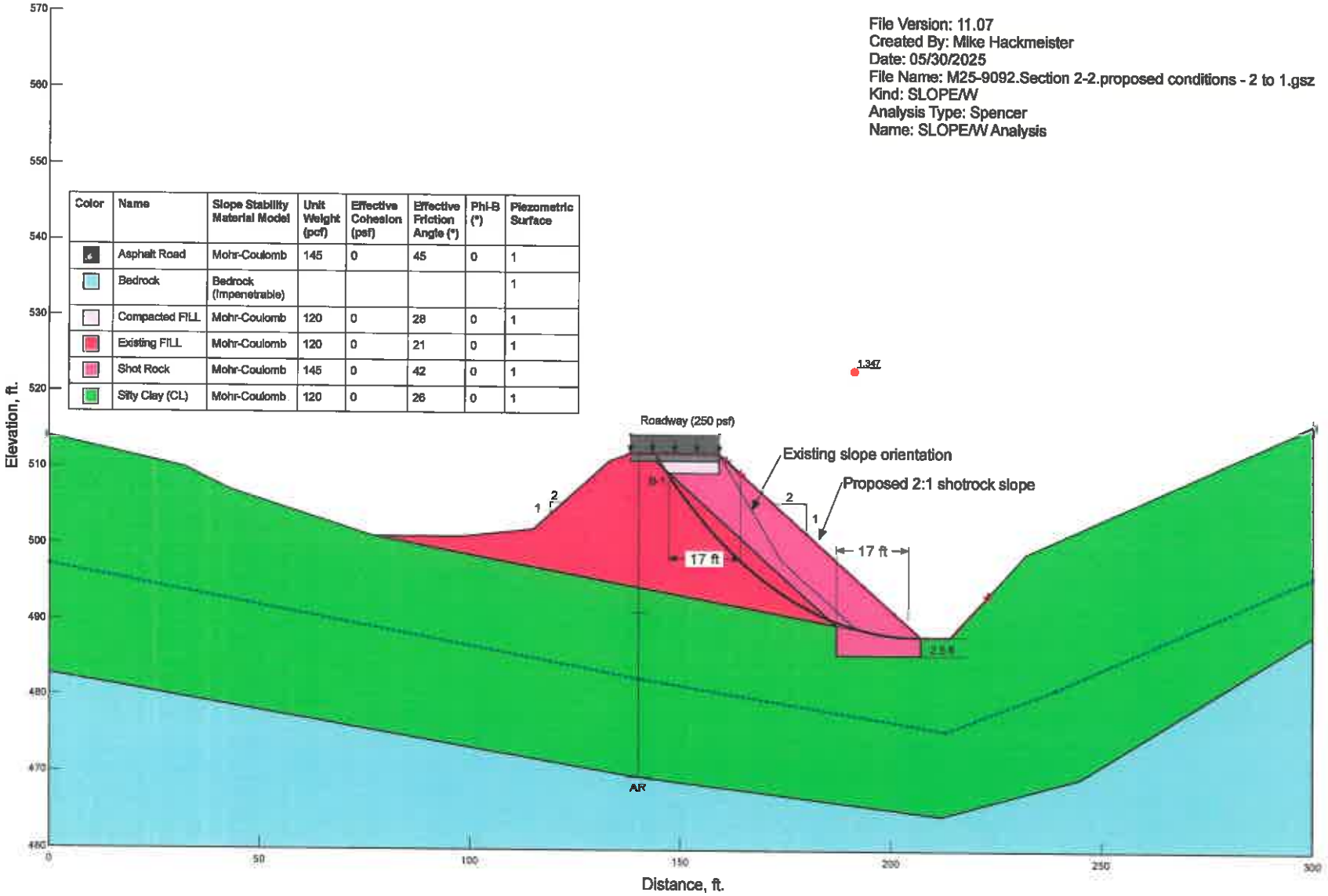


Figure 2

File Version: 11.07
Created By: Mike Hackmeister
Date: 05/30/2025
File Name: M25-9092.Section 3-3.proposed conditions - 3 to 1.gsz
Kind: SLOPE/W
Analysis Type: Spencer
Name: SLOPE/W Analysis

Color	Name	Slope Stability Material Model	Unit Weight (pcf)	Effective Cohesion (psf)	Effective Friction Angle (°)	Phi-B (°)	Piezometric Surface
	Asphalt Road	Mohr-Coulomb	145	0	45	0	1
	Bedrock	Bedrock (Impenetrable)					1
	Compacted FILL	Mohr-Coulomb	120	0	28	0	1
	Existing FILL	Mohr-Coulomb	120	0	21	0	1
	Silty Clay (CL)	Mohr-Coulomb	120	0	26	0	1

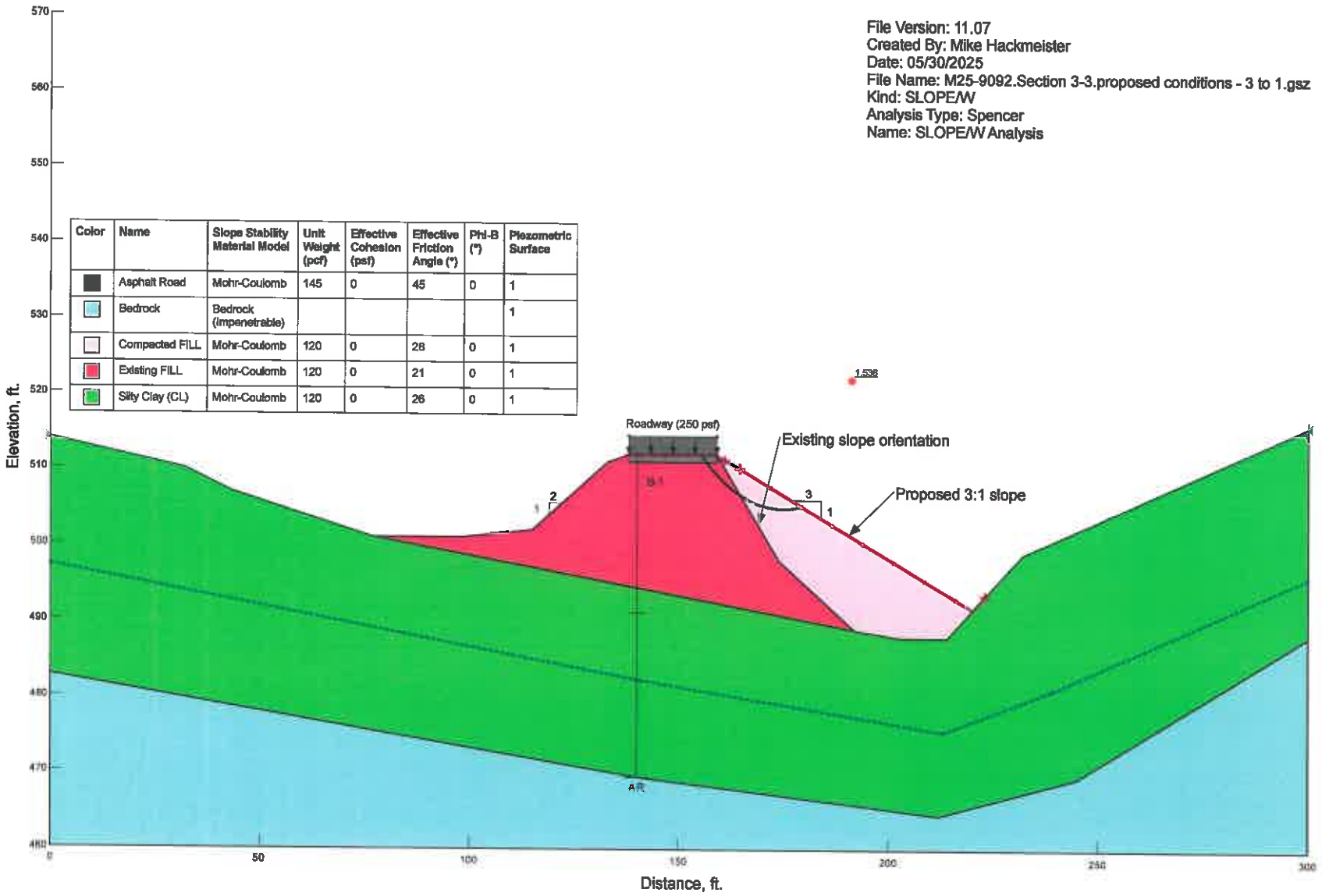


Figure 3

File Version: 11.07
Created By: Mike Hackmeister
Date: 05/30/2025
File Name: M25-9092.Section 4-4.proposed conditions - stabilized 2 to 1.gsz
Kind: SLOPE/W
Analysis Type: Spencer
Name: SLOPE/W Analysis

Color	Name	Slope Stability Material Model	Unit Weight (pcf)	Effective Cohesion (psf)	Effective Friction Angle (°)	Phi-B (°)	Piezometric Surface
	Asphalt Road	Mohr-Coulomb	145	0	45	0	1
	Bedrock	Bedrock (Impenetrable)					1
	Compacted FILL	Mohr-Coulomb	120	0	28	0	1
	Existing FILL	Mohr-Coulomb	120	0	21	0	1
	Silty Clay (CL)	Mohr-Coulomb	120	0	28	0	1

Color	Name	Type	Interface Adhesion (psf)	Interface Shear Angle (°)	Surface Area Factor	Tensile Capacity (lbf)	Face Anchorage	Factored Tensile Capac
	Mirafi 3XT	Geosynthetic	0	28	2	1,705	No	1,705 lbf/ft / F of S

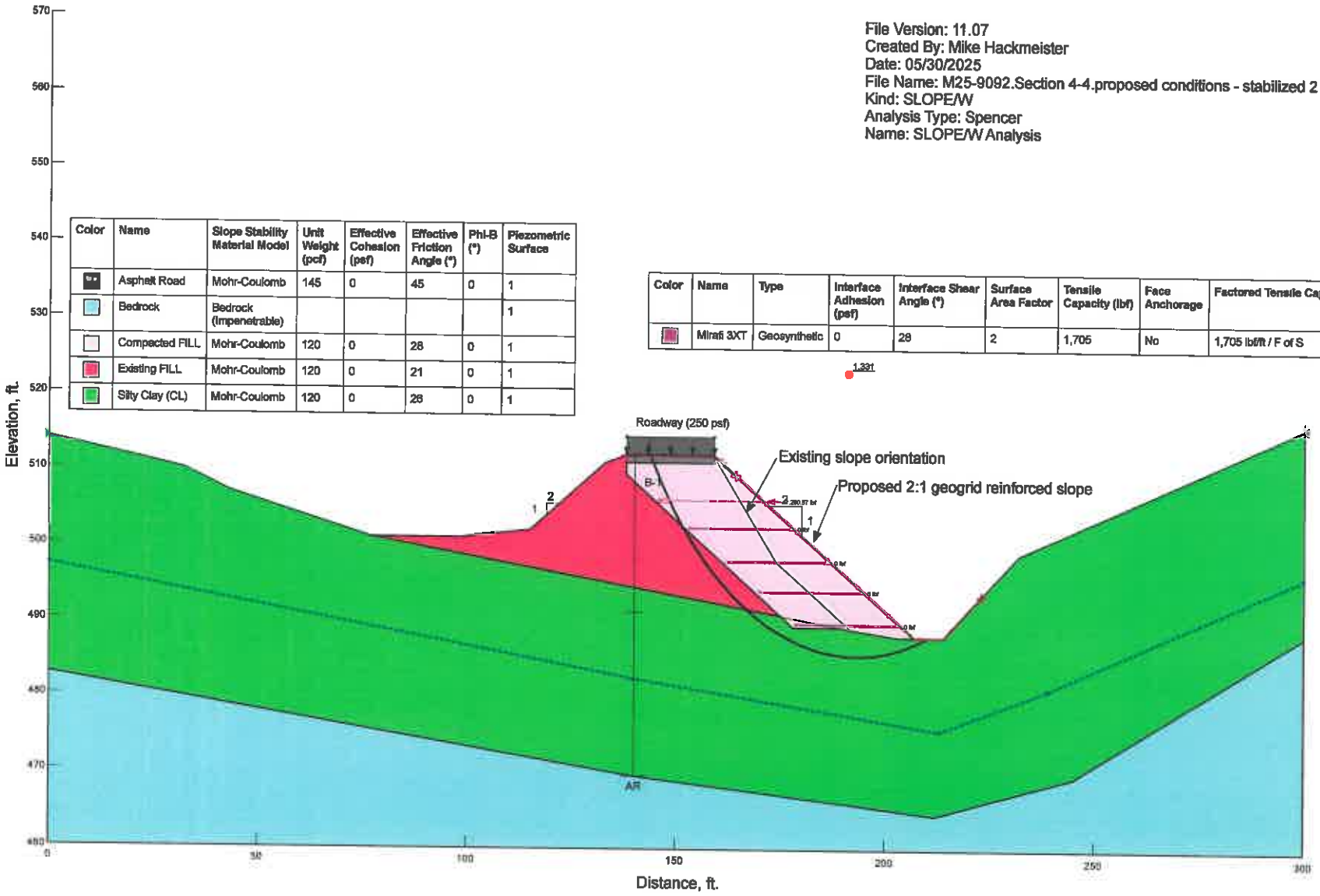


Figure 4

LOG OF BORING NO. 1

COCHRAN Cochran Engineering

PROJECT: Wolfrum Road
LOCATION: Weldon Spring, Missouri
PROJECT NO.: M25-9092
DATE: 5-27-25 COMPLETION DEPTH : 43.0 ft

ELEVATION, ft	DEPTH, ft	SYMBOL	DESCRIPTION	SAMPLES	DRY UNIT WEIGHT, PCF	NATURAL MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE	SPT N-VALUE blows per foot	UNDRAINED SHEAR STRENGTH, tsf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL) 0.5 1.0 1.5 2.0 2.5
			SURFACE ELEVATION:									
	0		5 in. Asphalt, 4 in. Crushed rock									
			Brown Silty Clay with trace sand and gravel (FILL)			18					6	
			Reddish-brown Clay with gravel and sand (FILL)			25					3	
	5		Brown Silty Clay with gravel (FILL)			25					2	
						28					8	
	10		Brown and gray Clayey Silt (FILL)									
						27					4	
	15		Gray Silty Clay with trace rock fragments (FILL)									
						25					6	
	20		Gray and brown medium stiff Silty Clay (CL)									
						24					7	
	25		-trace chert gravel below 28 feet									
						26					7	
	30		-stiff below 33 feet									
			-trace gravel below 34 feet			26					12	
	35											

Continued Next Page

WATER OBSERVATIONS:
: FREE WATER ENCOUNTERED AT 30.0 FT. DURING DRILLING.

LOG OF BORING NO. 1 Cont'd

Cochran Engineering

PROJECT: Wolfrum Road
LOCATION: Weldon Spring, Missouri
PROJECT NO.: M25-9092
DATE: 5-27-25 COMPLETION DEPTH : 43.0 ft

ELEVATION, ft	DEPTH, ft	SYMBOL	DESCRIPTION	SAMPLES	DRY UNIT WEIGHT, PCF	NATURAL MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE	SPT N-VALUE blows per foot	UNDRAINED SHEAR STRENGTH, tsf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL; 0.5 1.0 1.5 2.0 2.5)
	35		Gray and brown medium stiff Silty Clay (CL)									
			-with increasing rock fragment and gravel content below 37 feet									
			-hard below 38 feet			27					50	
	40		-with weathered limestone below 40 feet									
			Weathered Limestone									
			Auger refusal judged on Limestone at 43 feet									
	45											
	50											
	55											
	60											
	65											
	70											

WATER OBSERVATIONS:
: FREE WATER ENCOUNTERED AT 30.0 FT. DURING DRILLING.

COCHRAN

Architecture • Civil Engineering • Land Surveying • Site Development • Geotechnical Engineering • Inspection & Materials Testing

BORING LOG: LEGEND & NOMENCLATURE

General Notes:

1. **Information on each boring log** is a compilation of subsurface conditions based on soil and/or rock classifications obtained from the field as well as from laboratory testing of the samples. The strata lines on the logs may be approximate or the transition between the strata may be gradual rather than distinct.
2. **Water level measurements** refer only to those observed at the time indicated and may vary with time, geologic condition or construction activity.

Drilling Method

HSA	Hollow-stem Auger
HA	Hand Auger
MR	Mud Rotary
SF	Solid Flight Auger

Sampling Method

PP	Pocket Penetrometer
GB	Grab Sample Taken from Auger Cuttings
TV	Torvane
CS	Continuous Sampler
ST	Three Inch Diameter Shelby Tube Sample (ASTM D 1587)
SS	Split Spoon Sample (Standard Penetration Test)
NX	NX Rock Core Sample; percent recovery and RQD reported (ASTM D 2113)

Standard Penetration Test – (SPT or N-value) is the standard penetration resistance based on the number of blows, using a 140-lb. Hammer with 30-inch free fall, required to drive a split spoon the last two of three, 6-inch drive increments. Driving is limited to 50 blows within any 6-inch interval. Samples which have not driven the full 6-inch interval upon-completing 50 blows are considered to have reached "split spoon refusal."

General Order of Classification Terms

Relative density or consistency * color * soil constituents * organics * odor * other

Density of Granular Soils

Descriptive Term	N-Value
Very Loose	0-4
Loose	5-10
Medium Dense	11-30
Dense	31-50
Very Dense	>50

Consistency of Fine-Grained Soils

Consistency	Undrained Shear Strength – Tons Per Square Ft.	Field Test	Approximate N-Value Range
Very Soft	less than 0.12	Thumb will penetrate soil more than 1"	0-1
Soft	0.13 to 0.25	Thumb will penetrate soil about 1"	2-4
Medium Stiff	0.26 to 0.50	Thumb will penetrate soil about ¼"	5-8
Stiff	0. 51 to 1.00	Thumb hardly indents soil	9-15
Very Stiff	1.01 to 2.00	Thumb will not indent soil, but readily indented with thumbnail	16-30
Hard	greater than 2.00	Thumbnail will not indent soil	>30

Relative Composition

Trace	0-10%
With/Some	11-35%
Soil modifier such as Silty, clayey, sandy, etc.	>35%

Soil Grain Size

U.S. Standard Sieve

12"	3"	3/4"	4	10	40	200

Boulders	Cobbles	Gravel		Sand			Silt	Clay
		Coarse	Fine	Coarse	Medium	Fine		

300	76.2	19.1	4.76	2.00	0.42	0.074	.002

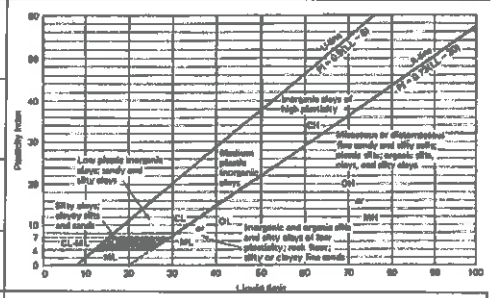
Soil Grain Size in Millimeters

Unified Soil Classification System

Soil Classifications of the samples are made by visual inspection and/or laboratory test results in accordance with the Unified Soil Classification System (ASTM Designations D-2487 and D-2488). Visual estimates are approximate only. If laboratory tests were performed to classify the soil, the unified designation is shown in parenthesis.

MAJOR DIVISIONS			SYMBOL	DESCRIPTION
Coarse-Grained Soils (more than 50% Larger than No. 200 Sieve Size)	Gravel and Gravelly Soils	Clean Gravels Little or No Fines	GW	Well-Graded Gravel, Gravel-Sand Mixture
			GP	Poorly-Graded Gravel, Gravel-Sand Mixture
		Gravels with Appreciable Fines	GM	Silty Gravel, Gravel-Sand-Silt Mixture
			GC	Clayey-Gravel, Gravel-Sand-Clay Mixture
	Sand and Sandy Soils	Clean Sands Little or No Fines	SW	Well-Graded Sand, Gravelly Sand
			SP	Poorly-Graded Sand, Gravelly Sand
		Sands with Appreciable Fines	SM	Silty Sand, Sand-Silt Mixture
			SC	Clayey Sand, Sand-Clay Mixture
Fine-Grained Soils (more than 50% Smaller than No. 200 Sieve Size)	Silts and Clays	Liquid Limit Less Than 50	ML	Silt, Clayey Silt, Silty or Clayey Very Fine Sand, Slight Plasticity
			CL	Clay, Sandy Clay, Silty Clay, Low to Medium Plasticity
			OL	Organic Silts or Silty Clays of Low Plasticity
	Silts and Clays	Liquid Limit More Than 50	MH	Silty, Fine Sandy or Silty Soil with High Plasticity
			CH	Clay, High Plasticity
			OH	Organic Clay or Medium to High Plasticity
	Highly Organic Soils		PT	Peat, Humus, Swamp Soil

PLASTICITY CHART



8 East Main Street
Wentzville, MO 63385
Phone: 636-332-4574
Fax: 636-327-0760

737 Rudder Road
Fenton, MO 63026
Phone: 314-842-4033
Fax: 314-842-5957

530A East Independence Drive
Union, MO 63084
Phone: 636-584-0540
Fax: 636-584-0512

534 Maple Valley Drive
Farmington, MO 63640
Phone: 573-315-4810
Fax: 573-315-4811

767 North 20th Street
Ozark, MO 65721
Phone: 417-595-4108
Fax: 417-595-4109

905 Executive Drive
Osage Beach, MO 65065
Phone: 573-525-0299
Fax: 573-525-0298

www.cochraneng.com

Subject: Memo to BOA / No Parking Request – Chapter One HOA

From: Bill Schnell, P.E., City Engineer

Date: Thursday, May 29, 2025

Situation

Chapter One HOA has requested the BOA to pass an ordinance restricting parking at an additional location on Hemingway Lane. See EXHIBIT 1 for the location of the request.

Current Conditions

No Parking restrictions currently exist on most of Hemingway Lane and Kipling Way. Additional parking restrictions are posted 20' from either side of the Chapter One common mailboxes. Hemingway Lane is built to St. Charles County standards as a 26' wide roadway. The average vehicle is 6'-7.1' wide. A semi-truck is 8.5' wide. A typical fire truck is 8.5'-10' wide. The 26' width typically allows parking on both sides of the road. Chapter One development started in 1982 before the City of Weldon Spring was incorporated.

The City Code restricts parking anywhere in the City of Weldon Spring within 30' of an intersection. (Section 355.010)

Past Incidents

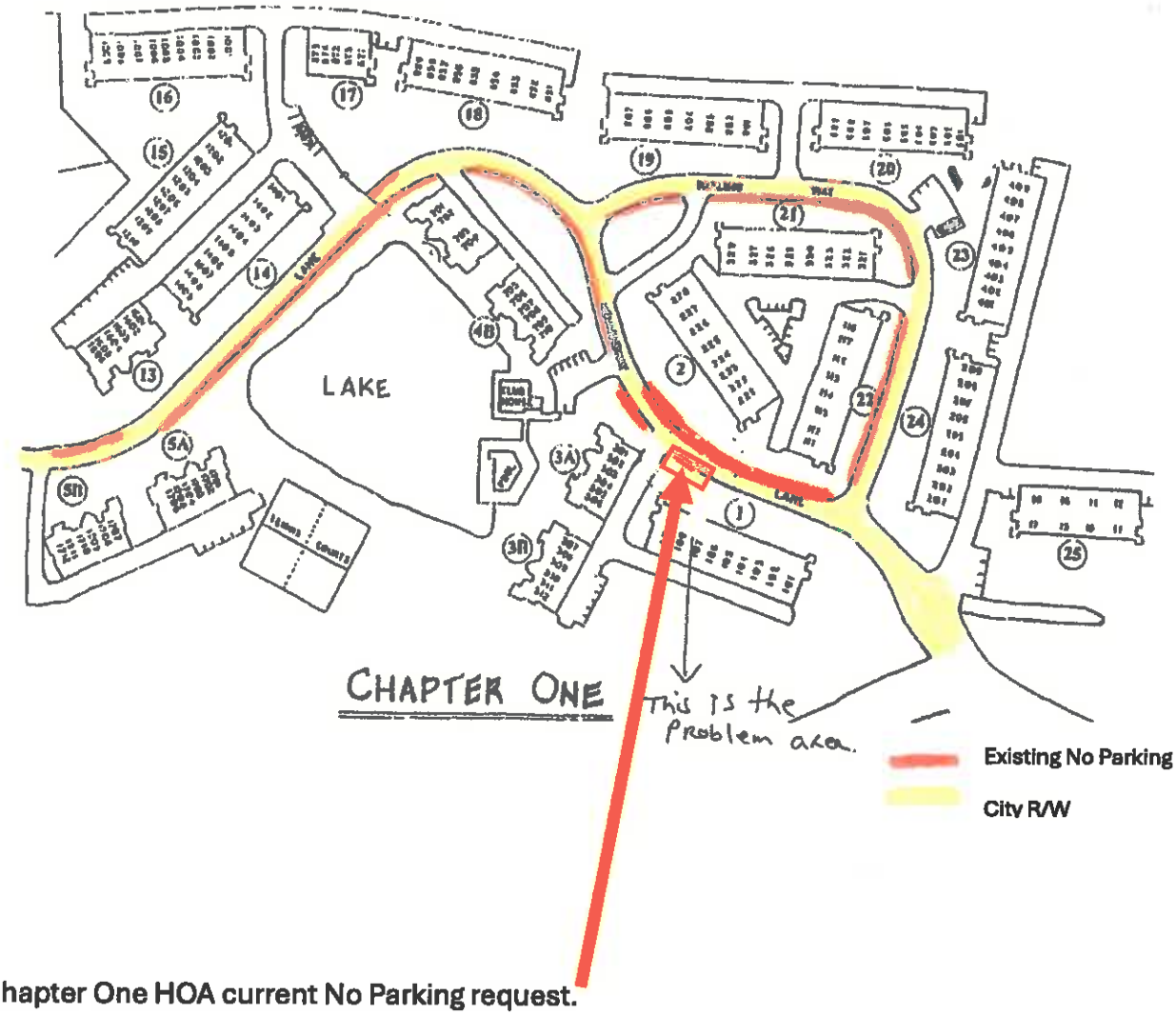
The Prosecuting Attorney Assistant for Weldon Spring has not found any history of crashes or incidents at this location or within Chapter One. Parking tickets have been issued in the last few months on Kipling Way for parking in designated No Parking areas on Kipling Way. These tickets were issued after calls to the police notifying them of violations.

City Engineer Recommendations

Option 1 – Encourage Police to Enforce Current 30' Ordinance. Chapter One currently has more parking restrictions than any other development in the City of Weldon Spring. The City Code 355.010 already restricts parking within 30' of intersections. (See Exhibit 2) Creating more restrictions (greater than the 30' ordinance) would further limit where guests, delivery vehicles and service vehicles can park.

Option 2 – Same as Option 1 but add a **No Parking Sign with arrow,** 30' from intersection. This option can be taken **<u>if enforcement alone</u>** does not resolve the issue.

I do not recommend signing every intersection for the 30' parking restriction. Every ordinance and traffic law does not have to be displayed on a sign. My recommendation is to assure the police are aware of the 30' intersection parking restriction and start issuing warnings or tickets. This parking code can also be posted on the City's social media accounts and a future newsletter if desired. If a problem location continues – then add a sign. Unless the City experiences a change, this has not been a location of past crashes or incidents for the last 40 years. If it becomes a problematic area, then this can be reviewed again.



Chapter One HOA current No Parking request.

EXHIBIT 1

View from intersection looking South towards Siedentop Road. By Ordinance – No Parking is already restricted in the City Code within 30' of an intersection. (Section 355.01)

EXHIBIT 2

City of Weldon Spring, MO
Tuesday, May 27, 2025

Chapter 355. Stopping, Standing or Parking Prohibited in Specified Places

Section 355.010. Stopping, Standing Or Parking Prohibited.

A. Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a Police Officer or official traffic control device, no person shall:

1. Stop, stand or park a vehicle:
   a. On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
   b. On a sidewalk;
   c. Within an intersection;
   d. On a crosswalk;
   e. Between a safety zone and the adjacent curb or within thirty (30) feet of points on the curb immediately opposite the ends of a safety zone, unless the Traffic Authority indicates a different length by signs or markings;
   f. Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
   g. Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
   h. At any place where official signs prohibit stopping.
2. Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:
   a. In front of a public or private driveway;
   b. Within thirty (30) feet of an intersection;
   c. Within fifteen (15) feet of a fire hydrant;
   d. Within twenty (20) feet of a crosswalk at an intersection;
   e. Within thirty (30) feet upon the approach to any flashing signal, stop sign or traffic control signal located at the side of a roadway;
   f. Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five (75) feet of said entrance (when properly signposted);
   g. At any place where official signs prohibit standing.
3. Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers:
   a. At any place where official signs prohibit parking.

CITY ORDINANCE

Examples of No Parking in Chapter One

Example of No Parking in Chapter One

No Parking within 20' Either Side of All Chapter One Mailboxes

RESOLUTION NO._____

A RESOLUTION AUTHORIZING THE MAYOR OF THE CITY OF WELDON SPRING, MISSOURI, TO EXECUTE A CONTRACTUAL MAINTENANCE AGREEMENT BETWEEN THE CITY OF WELDON SPRING, MISSOURI, AND ST. CHARLES COUNTY, MISSOURI, FOR THE BIKE/PEDESTRIAN SIGNAGE AND PAVEMENT MARKING PROGRAM TO ENHANCE REGIONAL CONNECTIVITY

WHEREAS, the City of Weldon Spring recognizes the importance of regional transportation connectivity, multimodal access, and the promotion of bicycle and pedestrian safety; and

WHEREAS, St. Charles County is coordinating a countywide initiative to install and maintain bicycle and pedestrian signage and pavement markings designed to enhance non-motorized connectivity and safety; and

WHEREAS, the County's Bike/Ped Signage & Pavement Program supports local and regional transportation planning goals and aligns with the City of Weldon Spring's commitment to improving quality of life and public infrastructure; and

WHEREAS, the County has proposed a contractual maintenance agreement with participating municipalities outlining responsibilities related to the ongoing maintenance and support of installed infrastructure within municipal boundaries; and

WHEREAS, the City of Weldon Spring desires to enter into said agreement with St. Charles County in order to participate in and support the program.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI, AS FOLLOWS:

Section 1: The Mayor of the City of Weldon Spring is hereby authorized to execute, on behalf of the City, a contractual maintenance agreement with St. Charles County for participation in the Bike/Ped Signage & Pavement Program, in a form substantially similar to the agreement presented to the Board of Aldermen.

Section 2: The City Clerk is directed to attest the Mayor's signature and to forward the executed agreement to the appropriate county officials

Section 3: This Resolution shall be in full force and effect immediately upon passage and adoption.

RESOLUTION NO._____

Read and adopted this _____ day of _____ 2025.

_____
Donald D. Licklider, Mayor

Attest:

_____
William C. Hanks, City Clerk

Bike/Ped Facility Signage & Pavement Marking Maintenance Agreement

St. Charles County, Missouri (County) and [Municipality Name] (Municipality) hereby enter into this agreement for the purpose of defining roles and responsibilities related to the installation and ongoing maintenance of signage, pavement markings, and associated improvements for low-stress bicycle and pedestrian facilities located within the Municipality's jurisdiction.

I. **Purpose:** The County is implementing a countywide program to enhance low-stress bicycle and pedestrian connectivity through consistent signage and pavement markings. This effort will include installation of signage and markings, as well as completing identified improvements to sidepaths and related infrastructure within participating municipalities. Parties will work together to identify improvements needed to facilitate implementation of the planned BikeWalk network. The municipality shall be responsible for ongoing maintenance subject to the terms of this agreement. This agreement is not meant to standardize all signage throughout the county/municipality, but rather seeks to add branded signing to existing facilities.

II. **Project Scope:** The County will oversee design, procurement, and installation of:
   a. Branded consistent county wayfinding signage, which may include certain regulatory, and informational signage.
   b. Branded pavement markings (typically adhesive type but ultimately for County's sole determination).
   c. Street furniture, benches, and other materials or equipment at County's purchase and selection.
   d. Select repairs or improvements to existing sidepaths, as applicable.

   Improvements will occur within the public right-of-way (ROW) and be consistent with the countywide bicycle and pedestrian network as defined in the most recently adopted St. Charles County Gateway Bike Plan.

III. **The County agrees to:**
   a. Manage the layout and implementation of signage and pavement markings.
   b. Manage the design and construction of any agreed-upon path repairs or improvements as part of the Project scope.
   c. Coordinate with the Municipality during planning and implementation phases of County projects and potentially municipal Road Board projects.
   d. Provide ongoing maintenance and replacement of branded signage and branded pavement markings.
   e. Share final "as-built" documentation and inventory of installed features with the Municipality.

IV. **The Municipality agrees to:**
   a. Review and approve the placement of signage and markings within its jurisdiction, specifically when applying for Road Board funded projects.
   b. Maintain the improved facilities, paths, and related infrastructure in good and safe condition following completion of the project.
   c. Cooperate in coordination and implementation efforts.
   d. Notify the County of any issues or damage related to signage or pavement markings.

V. **Path Definitions and Standards:**

a. This agreement incorporates the definitions of relevant terminology, such as "sidepath", "shared-use path", and "multi-use path", used in the latest AASHTO, FHWA and/or NACTO terminology and guidance documents.

VI. **Duration and Termination:** This agreement shall remain in effect unless terminated by either party by 60 days' written notice. The Municipality shall remain responsible for path maintenance beyond termination unless otherwise agreed to by written, signed amendment or separate agreement.

VII. **Miscellaneous:**

a. The County may assign its obligations under this agreement to a third-party vendor or other independent contractor.
b. Any obligation under this agreement requiring the expenditure of funds by the County or the Municipality is subject to appropriations.
c. Neither party to this agreement shall indemnify the other, and each shall be responsible for its own defense and any related costs.
d. Nothing in this agreement shall serve to waive either party's sovereign immunity, or any similar defense or theory available to them.

IN WITNESS WHEREOF, the parties enter into this agreement by their signature, effective the date last written below.

MUNICIPALITY

_____

Name Date

ATTEST:

_____

ST. CHARLES COUNTY

_____

Name Date

ATTEST:

_____

County Registrar

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF WELDON SPRING, MISSOURI, FORMALLY ADOPTING THE 2025 – 2030 ST. LOUIS REGIONAL HAZARD MITIGATION PLAN

WHEREAS, the City of Weldon Spring recognizes the threat that natural hazards pose to people and property within the City of Weldon Spring; and

WHEREAS, the City of Weldon Spring has participated in the preparation of a multi-hazard mitigation plan, hereby known as the St. Louis Regional Hazard Mitigation Plan, hereafter referred to as the *Plan,* in accordance with the Disaster Mitigation Act of 2000; and

WHEREAS, the *Plan* identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property in the City of Weldon Spring from the impacts of future hazards and disasters; and

WHEREAS, the City of Weldon Spring recognizes that land use policies have a major impact on whether people and property are exposed to natural hazards, the City of Weldon Spring will endeavor to integrate the *Plan* into the comprehensive planning process and

WHEREAS, adoption by the City of Weldon Spring demonstrates their commitment to hazard mitigation and achieving the goals outlined in the *Plan*

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF WELDON SPRING, IN THE STATE OF MISSOURI, THAT:

:

Section 1: The City of Weldon Spring adopts the final FEMA-*approved 2025 – 2030 St. Louis Regional Hazard Mitigation Plan.*

Section 2: This Resolution shall be in full force and effect immediately upon passage and adoption.

Read and adopted this _____ day of _____ 2025.

_____
Donald D. Licklider, Mayor

Attest:

_____
William C. Hanks, City Clerk

BILL NO. _____ **ORDINANCE NO. _____**

****

AN ORDINANCE AMENDING SECTION 120.120 (C) OF THE MUNICIPAL CODE OF THE CITY OF WELDON SPRING, MISSOURI, RELATING TO FREQUENCY OF USE OF VIDEO CONDERENCE ATTENDANCE

****

WHEREAS, in 2013, the Missouri General Assembly adopted SB 170, which amended §610.015, RSMo to allow roll call votes to be cast by elected members of a public governmental body who are attending by video conference; and

WHEREAS, Chapter 120 of the City Code established a policy to allow video conferencing technology to be used in specific emergencies which an elected official, member of the staff, or appointed official cannot physically attend a public meeting, and

WHEREAS, the Board of Aldermen realizes that in-person participation must be the preferred way to conduct city business, but understands the need to be flexible for the use of video conferencing technology to conduct city business in emergency situations.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF WELDON SPRING, MISSOURI, AS FOLLOWS:

SECTION 1: That Section 120.120 (C) of the Weldon Spring Municipal Code is hereby amended as follows (added text is shown in underlined and boldface type, deleted text shown in [~~bracket and stricken~~] type:
:

Section 120.120 Meeting Using Video Conference Technology

C. Frequency of Use Of Video Conference Attendance: [~~In keeping with the policy stated in Subsection (A) above, attendance~~] **A member of a public governmental body, member of the City Staff member, or an appointed official shall not attend more than four (4) meetings** via video conference **in a rolling twelve (12) month period** [~~should only occur sparingly~~] and be limited to the causes identified in section 120.110 D.3 above,

SECTION 2: This ordinance, and the code adopted hereby, shall be in full force and effect from and after its passage and approval.

READ TWO TIMES AND PASSED BY THE BOARD OF ALDERMEN OF THE CITY OF

BILL NO. _____ **ORDINANCE NO. _____**

WELDON SPRING, MISSOURI, THIS _____ DAY OF _____2025.

_____
Donald D. Licklider, Mayor

Attest:

_____
William C. Hanks, City Clerk

BILL NO. _____ **ORDINANCE NO. _____**

To approve Bill #

Motioned: _____
Seconded: _____

	Aye	Nay	Abstention
Clutter	___	___	___
Conley	___	___	___
Culver	___	___	___
Kolb	___	___	___
Martiszus	___	___	___
Yeager	___	___	___
Licklider	___	___	___

Absent:_____