



I-70 / US 61 BELTWAY
LOCATION STUDY / CORRIDOR PRESERVATION DOCUMENTS

SOUTHERN TERMINUS (JACKSON ROAD) TO HIGHWAY P

PREPARED FOR:

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DECEMBER 19, 2001



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In April, 2000, the City of Wentzville, Missouri retained HNTB Corporation to complete a Corridor Preservation Study for the future I-70 / US 61 Beltway (hereinafter referred to as the "Beltway"). This Study included the analysis of a four-lane divided arterial roadway on new alignment from the intersection of Pointe Prairie Road and Jackson Road (southern terminus) to Highway P in Flint Hill, Missouri, approximately 1000 feet north of Mette Road (northern terminus). The typical section of the roadway will include a mountable curb and gutter, along with sidewalks on both sides of the facility which will be separated from the traffic lanes by an 8'-6" tree lawn space. A grass median is anticipated to be provided over a majority of the corridor, with the exception of left turn bays at intersecting roadways. The proposed typical section is depicted in Exhibit 3.

At the direction of the City, the project was broken into two phases. Phase 1 includes the corridor from the aforementioned southern terminus to Meyer Road; Phase 2 includes the corridor from Meyer Road to the aforementioned northern terminus (see Exhibit 1). Three (3) roadway alternative alignments were analyzed for both Phase 1 (see Exhibit 4) and Phase 2 (see Exhibit 9). In addition to the roadway alternative alignments analyzed in Phase 1, two (2) interchange configurations, a single point diamond (see Exhibit 7) and a modified diamond (see Exhibit 8) were analyzed for the proposed crossing of the Beltway and I-70.

Comparative analyses of the alternatives were completed utilizing the following criteria: construction cost, constructability, environmental impacts (wetlands, endangered species, air quality, noise impacts, floodplains, floodways, woodlands, cultural resources, etc.), impacts and displacements to existing properties (residential, commercial and industrial), severance and fragmentation of existing parcels, impacts to future land uses, new right of way requirements and costs, utility impacts and engineering design fees.

Public engagement activities were utilized throughout the project and included four (4) public informational meetings which enabled the public to view alternatives and voice their individual concerns. Public correspondence also occurred throughout the project and individual concerns were addressed by the project team.

Based on the comparative analyses and public input, Preferred Alternatives for Phase 1, Phase 2, and the associated interchanges were identified. These Preferred Alternatives were then submitted to the City of Wentzville Board of Aldermen for their formal acceptance and adoption by resolution.

The aforementioned Preferred Alternatives are shown in Figure 1 below. The Corridor Preservation Documents, as previously submitted to the City, are included in Appendix I for Phase 1 and Appendix II for Phase 2.

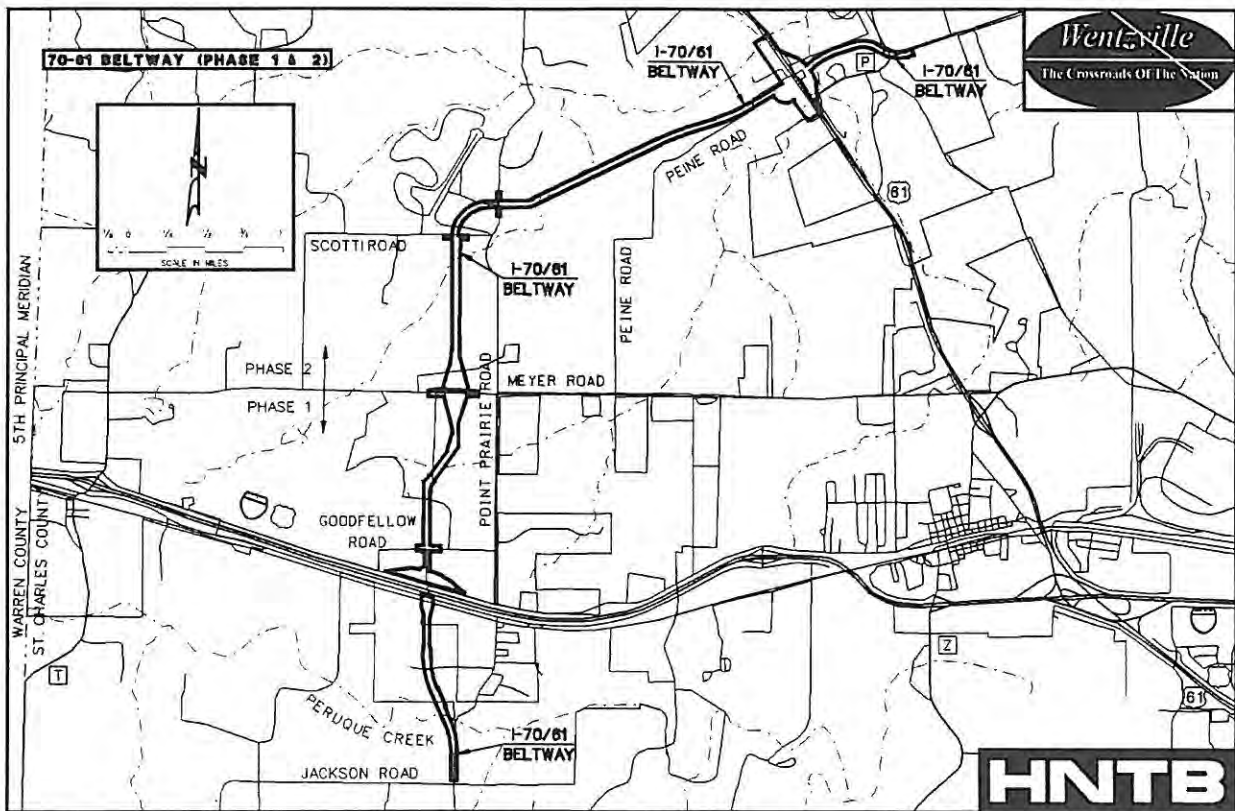


Figure 1: 70-61 Beltway (Phase 1 & 2)

Background

In April, 2000, the City of Wentzville, Missouri retained HNTB Corporation to complete a Corridor Preservation Study for the future I-70 / US 61 Beltway (hereinafter referred to as the "Beltway"). This Study included the analysis of a four-lane divided arterial roadway on new alignment from the intersection of Pointe Prairie Road and Jackson Road (southern terminus) to Highway P in Flint Hill, Missouri, approximately 1100 feet north of Mette Road (northern terminus). Interchanges were proposed at the Beltway's intersections with I-70, Meyer Road, and US 61. At-grade intersections, listed from north to south, were proposed at the Beltway's intersections with Jackson Road, Point Prairie Road (south of Peruque Creek), Interstate Drive (conceptual roadway identified in the March, 1999 City of Wentzville Comprehensive Plan), Goodfellow Road, Bear Creek Road, Scotti Road, Point Prairie Road, and Peine Road, in addition to unknown subdivision access points northeast of the Beltway's intersection with Point Prairie Road (north of Meyer Road).

At the direction of the City, the project was separate into two phases. Phase 1 includes the corridor from the aforementioned southern terminus to Meyer Road; Phase 2 includes the corridor from Meyer Road to the aforementioned northern terminus (see Exhibit 1). Three (3) roadway alternative alignments were analyzed for both Phase 1 (see Exhibit 4) and Phase 2 (see Exhibit 9). In addition to the roadway alternative alignments analyzed in Phase 1, two (2) interchange configurations, a single point diamond (see Exhibit 7) and a modified diamond (see Exhibit 8) were analyzed for the proposed crossing of the Beltway at I-70.

Objective

The objectives of the I-70 / US 61 Beltway Corridor Preservation Study are: to identify and develop technically sound solutions to the City's future transportation needs; to accurately define the corridor necessary for the future construction and operation of the identified solution(s); to preserve said corridor prior to future development; and to engage the citizens of Wentzville as project stakeholders throughout the Study process. Attainment of these objectives will result in reduced land acquisition costs to the region, minimized impacts to residents and commercial developers (both existing and future) due to the Beltway's future construction and operation, and increased public consensus.

Project Technical Approach

The following is a brief outline of the technical approach utilized for the Study:

- I. Define the limits and existing conditions of the Study Area.
- II. Develop three (3) alternative roadway alignments for Phase 1.
 - A. Improve existing Point Prairie Road Alternative.
 - B. I-70 / US 61 Beltway 1999 Comprehensive Plan alternative.
 - C. New alignment alternative (as determined by HNTB).
- III. Develop two (2) alternative interchange configurations for the Beltway's intersection with I-70.
 - A. Single Point Diamond Interchange (SPDI).
 - B. Modified Diamond Interchange.
- IV. Develop (3) alternative roadway alignments for Phase 2.
 - A. Improve existing Point Prairie / Peine Road Alternative.
 - B. I-70 / US 61 Beltway 1999 Comprehensive Plan alternative.
 - C. New alignment alternative (as determined by HNTB).
- V. Complete comparative analyses of the alternatives utilizing the following criteria:
 - A. Construction cost.
 - B. Constructability.
 - C. Environmental impacts (wetlands, endangered species, air quality, noise impacts, floodplains, floodways, woodlands, cultural resources, etc.).
 - D. Impacts and displacements to existing properties (residential, commercial and industrial).
 - E. Severance and fragmentation of existing parcels.
 - F. Impacts to future land uses.
 - G. New right of way requirements and costs.
 - H. Utility impacts.
 - I. Engineering design fees.
- VI. Conduct public meetings to introduce, discuss and solicit comments on the Beltway project.
- VII. Recommend the Most Feasible Alignment based on impact comparison and public input.
- VIII. Prepare Corridor Preservation documents for Phase 1 and Phase 2. Documents include:
 - A. Drawings depicting corridor and associated roadways.
 - B. Legal Description defining corridor limits.
 - C. Database containing parcel owner anticipated impacts.
 - D. Public hearing meeting transcripts.

Public Engagement Approach

Upon completion of the alternative development and comparative analysis for each Phase, public meetings were held to solicit input from affected property owners. The parcel owner meetings included an overview presentation given by the City and HNTB, followed by a question and answer session. These meetings allowed individuals directly affected by the Alternatives the opportunity to express concerns and pose questions regarding the proposed Alternatives. Written comments were solicited from the affected property owners and reviewed by the City and HNTB. These comments were then used to guide the City and HNTB in revising the developed alternatives, as required, and selecting the Recommended Alternative.

Upon the selection of the Recommended Alternative, a second public meeting was held for each Phase to obtain input from the general public on the Alternatives examined and the Recommended Alternative. Comments were again solicited and reviewed by the City and HNTB to assist in the determination of the Preferred Alternative. Once the Preferred Alternative was identified by City staff, a resolution documenting the City's acceptance of same was drafted and presented to the City's Board of Alderman for their formal adoption.

Study Limitations

The limitations of this Study are as follows:

- All construction and material costs given in this Study are "Opinions of Probable Construction Cost". These figures are based on typical 2001 construction procedures and should be considered accurate. However, based on contractor workloads and the local bidding environment at the time of bidding, the actual construction costs may vary. Based on these potential price variances, a 20% contingency is utilized for all of the construction and material costs.
- Right-of-way costs have not been included with this Study due to the uncertainty of land costs at the time of right of way acquisition. Also, it is assumed that the City will acquire a large percentage of the required property through dedication from adjacent developers and / or landowners and , therefore, will not result in a significant cost to the City.
- Vertical profiles were not examined in Phase 2, due to lack of digital mapping. However, engineering judgement was utilized to account for the effects of topography of this segment.

- The Location Study and/or Corridor Preservation Documents have not been prepared to serve as NEPA documentation.
- It is not intended that the Corridor Preservation documents be filed with the necessary government agencies as per Missouri State Statute 226.950 - 226.975. Since the Corridor Preservation documents are not serving as a legal binding document, they are acting as a refinement of the City's Comprehensive plan.
- HNTB Corporation obtained available record information from various federal and state agencies for the completion of the environmental impacts portion of the comparative alternative analyses. HNTB did not complete field surveys, investigations and/or explorations, or any other on-site analyses of the existing environment within the vicinity of the project area.

Project Design Criteria

HNTB, in conjunction with the City of Wentzville, established Project Design Criteria to be used as guidelines in establishing Alternatives for the Beltway and associated roadways. This Criteria is contained in Appendix III. Design information not listed in Appendix III was determined from *the Missouri Department of Transportation Project Development Manual (or PDM)*, *St. Louis County Department of Highways and Traffic Design Criteria for the Preparation of Improvement Plans*, *AASHTO A Policy on Geometric Design of Highways and Streets*, *AASHTO Roadside Design Guide*, *Metropolitan Sewer District Design Manual*, or other appropriate publications.

Project Zoning Criteria

HNTB considered proposed zoning limits, as determined by the City (see Exhibit 2), throughout the Study. In summary, Phase 1 will generally consist of commercial and high-density residential development. Phase 2 will generally consist of low to medium density residential dwellings with some commercial development near Scotti Road and US 61.

Project Access Control Criteria

At the outset of the project, the City expressed the desire to develop the Beltway as a controlled access facility. Therefore, direct access to the Beltway from adjacent properties is not anticipated except at controlled locations determined by the City. Controlling the access to and from the Beltway will allow the facility to perform as an arterial roadway with relatively high Levels of Service. Access to the Beltway within the Phase 1 limits and a portion of the Phase 2 limits (southwest of the intersection with the existing Point Prairie intersection) is anticipated to occur only at intersecting streets. Access within the remaining Phase 2 limits of the Beltway (northeast of the intersection with existing Point Prairie Road) was analyzed with a lesser level of access control. This portion of Phase 2 is anticipated to provide access to proposed developments, i.e. residential subdivisions, at controlled access points (generally separated by a distance of 1000' to a ¼ mile) and to be determined by the City as development occurs.

Traffic Criteria

HNTB completed cursory level of service analyses for the proposed Beltway utilizing traffic volume projections provided by the East-West Gateway Coordinating Council (EWGCC) and discussions with the City of Wentzville. The analyses were performed to determine the number of lanes required for the Beltway. Based on these analyses, it was determined that a two lane configuration would provide a level of service of D, while a four lane configuration would provide a level of service of A. Based on these findings, a four lane arterial typical section was selected for the facility, with the use of turning lanes at at-grade intersections.

Introduction

HNTB completed a comprehensive analysis of three (3) roadway alternative alignments for the Beltway Phase 1 limits (from Meyer Road to the southern project terminus). Based on this analysis, HNTB recommended that the City of Wentzville pursue the Alternative 2 roadway alignment (Comprehensive Plan Option) as the Recommended Alternative. Although proposed interchange configurations at I-70 and Meyer Road were not analyzed in the determination of the roadway alternatives, their locations and impacts to the surrounding parcels were given consideration in the selection process. The interchange configuration selection is discussed later in this report.

Alternative Descriptions

The three (3) alternatives examined by HNTB are defined as follows and are shown graphically on Exhibit 4:

- Alternative 1: Improve existing Point Prairie Road Alternative – A grade-separated interchange has been assumed at Meyer Road. Sections of existing Point Prairie are currently below the established design criteria. As a result, the horizontal and vertical alignments of Point Prairie have been revised to meet design criteria and provide for a safe facility. In addition, the existing vertical profile contains “hidden dips” which HNTB has addressed in a proposed alignment that provides for adequate sight distance.
- Alternative 2: I-70 / US 61 Beltway 1999 Comprehensive Plan Alternative – This Alternative examines the roadway alignment shown in the Wentzville Comprehensive Plan dated March 1999. The alignment begins approximately one-third of a mile west of existing Point Prairie Road along Meyer Road. The alignment runs south and curves to the west to avoid the proposed development of the Fountains at Bear Creek. This alignment then continues south, crosses I-70, and then curves to the east to adjoin existing Point Prairie Road.
- Alternative 3: New Alignment Alternative (as determined by HNTB) – This Alternative is the same as Alternative 2 from Meyer Road to the approximate entrance of Bear Creek Road at the Fountains at Bear Creek. From the Fountains at Bear Creek, the alignment curves east, parallels Alternative 2 and then crosses I-70. The alignment then curves slightly to the west near Peruque Creek (to miss a house) and then curves east to tie into existing Point Prairie Road.

Alternative Comparison

Table 1 summarizes HNTB's selection process for the three identified alternatives:

Table 1 Phase 1 Beltway Alternatives Comparison			
Comparison Criteria	Alternative 1	Alternative 2	Alternative 3
Length of Improvement	2.38 miles	2.39 miles	2.39 miles
Opinion of Probable Construction Cost (a)	\$7.5 Million	\$7.3 Million	\$7.7 Million
Anticipated Major Drainage Structures	6	7	4
Anticipated Bridge Structures	3	3	3
Geometrics	The proposed horizontal alignment differs from existing Point Prairie north of Peruque Creek to meet design criteria by eliminating an "s-curve" and decreasing the degree of curvature.	As compared to Alternative 3, there are fewer horizontal curves. The intersection of Bear Creek Road will provide for better sight distance in Alternative 2 than does Alternative 3. Crosses I-70 at a location where the railroad is at a higher elevation than I-70 and outer roads.	Alternative 3 introduces more horizontal curves than Alternative 2. The curve near the intersection of Bear Creek Road is much tighter in Alternative 3 than in Alternative 2 and could present sight distance problems to some drivers. Crosses I-70 at a location where the outer roads, I-70, and the railroad are approximately at the same elevation.
Constructibility	Requires major reconstruction to meet set project design criteria. Maintenance of traffic would be of concern on existing Point Prairie	Requires major grading. Reconstruction of Meyer Road to accommodate a diamond interchange. Traffic control would be required at Meyer Road, Goodfellow, and southern terminus.	Requires major grading. Reconstruction of Meyer Road to accommodate a diamond interchange. Traffic control would be required at Meyer Road, Goodfellow, and southern terminus.
Impacted Parcel Owners	66	11	11
Anticipated impacts house/structure (barn)	22 (20H:2B)	9 (4H:5B)	6 (3H:3B)
Anticipated Right-of-Way Requirements (b)	10 acres (c)	29 acres	29 acres
Impacts to Land Use	Minor impacts to proposed land use. Major impact to existing residential community and Crossroads Baptist Church.	Minimizes impacts to large parcels by reducing the amount or property severance.	Moderate impacts to proposed land use by severing large parcels.
Utility Impacts	Moderate	Minor	Minor
Environmental/Wetland Impacts	Minor	Minor	Major
Social Impacts	1 (d)	None Anticipated	None Anticipated
Notes:	(a) Construction costs are based on roadway pay items plus a 20% contingency, are limited to the Beltway, and do not include interchange pay items. (b) Right-of-Way areas based on 100-foot need / width. (c) A 66-foot right-of-way was assumed to exist on existing Point Prairie Road. (d) Crossroads Baptist Church to be impacted by I-70/Beltway Interchange.		

The environmental impacts that were evaluated in this Study were limited to wetland and endangered species. Based on available information, HNTB has not discovered the presence of endangered species within the project limits. Wetland impacts within the project limits are to be considered minor. The area surrounding Peruque Creek is in the Federal Emergency Management Agency (FEMA) flood zone; it is anticipated that all three alternatives identified would require the construction of a new bridge taking the proposed Beltway over Peruque Creek. On Alternatives 2 and 3, the existing structure over Peruque Creek on Point Prairie Road will remain as a connector to the Beltway. One negative aspect of Alternative 2 is a channel relocation that would be required to one of Peruque Creek's tributaries identified as a "US Water" by the USGS south of I-70.

All construction costs given in this Study are "Opinions of Probable Construction Cost." These figures are based on current typical construction procedures and should be considered accurate. The quantities that have been identified for this project include: earthwork, concrete pavement, sub-base, concrete curb and gutter, concrete sidewalks, clearing and grubbing, mobilization, and removal of improvements. A contingency of 20% has been utilized to account for unknown roadway quantities at this time. The estimated earthwork quantities do not extend to the project's southern terminus, as digital-mapping coverage has not been developed for this area. The cost estimate does not include the cost associated with the interchanges at Meyer Road or I-70, nor does it include cost associated with improvements to the connecting road systems such as Meyer Road, Goodfellow Road, West Pearce Boulevard, South Service Road, access roads/entrances to parcels, or southern connect of existing Point Prairie to the Beltway. These costs will be developed during the Phase 2 interchange comparison.

Right-of-way costs have not been included with this Study due to the uncertainty of land costs at the time of right of way acquisition. Also, it is assumed that the City will acquire a large percentage of the required property through dedication from adjacent developers and / or landowners and , therefore, will not result in a significant cost to the City. The right-of-way areas that are identified in this report are based on the City acquiring 100 feet of land. The slope limits outside the 100-foot right-of-way are assumed to remain under the ownership of the individual parcel owner.

weigh station. The impacts of the additional connection to I-70 within close proximity to the weigh station need to be considered. Early discussions with the governing agencies will be beneficial to the project.

Introduction

At the request of the City, HNTB investigated a revision to the Phase 1 Recommended Alternative alignment near Meyer Road. The request was to shift the alignment to the east to avoid severing the property of Eugene Ryan as identified through the Wentzville Information Access System (IAS) updated May 17, 1999.

Background

HNTB performed alternative development and comparative analyses for the Phase 1 Beltway roadway from the southern terminus to Meyer Road and made an alignment recommendation to the City on September 27, 2000. HNTB received approval on the recommendation from the City in a letter dated November 1, 2000. HNTB's Phase 1 alignment recommendation came after considering geometrics, environmental impacts, social impacts, parcel owner impacts, the City's future Land Use Plan as identified in the City's Comprehensive Plan dated March 1999, and engineering judgement.

The City has recommended a grade-separated interchange be preliminarily designed as a means of access to Meyer Road from the Beltway. The Phase 1 roadway analyses did not explicitly show the impacts of a diamond interchange at Meyer Road, but HNTB did consider these impacts in making the Phase 1 alignment recommendation. HNTB has used MoDOT design criteria to establish access control limits in the interchange area. A standard diamond interchange has a ramp termini separation of 700 feet with an additional 430 feet of access control required along the cross roadway beyond the ramp termini. Therefore, standard MoDOT criteria will require 1,560 feet of access control along the crossing roadway.

HNTB investigated several Beltway alignment locations as part of the Phase 1 roadway study to reduce impacts to surrounding parcels adjacent to Meyer Road. The recommended alternative was established by setting the eastern ramp termini near the eastern property line of the parcel identified as being owned by Eugene Ryan. The Phase 1 recommended interchange configuration as shown in Exhibit 5 directly impacts 4 parcels (3 structures) with slope impacts and an additional 3 parcels are anticipated as being affected by access control along Meyer Road. Two ponds as identified from project mapping would also be impacted by this interchange configuration. No social or historical/archeological impacts have been identified within the Phase 1 recommended interchange limits.

Investigation of Alignment Shift

HNTB has evaluated the shifting of the Phase 1 Beltway alignment near Meyer Road (see Exhibit 6) as identified in the introduction of this report. The shifting of alignment is geometrically acceptable and in accordance with established project design criteria. However, impacts to surrounding parcels are more prevalent with the alignment shift. Nine parcels (four structures) have been identified as being potentially affected by slope impacts and one additional parcel would be affected by access control limits. Environmentally, four ponds have been identified as being affected by the alignment revision. As with the Phase 1 recommended alignment, no social or historical/archeological impacts have been discovered within the revised interchange limits.

The location of commercially zoned land is generally located near intersections of major roadways and its availability can be limited at times. Based on the City's land use plan shown in the 1999 Comprehensive Plan, land surrounding the Point Prairie Road / Meyer Road intersection is identified as commercial (see Exhibit 2). Impacts to the commercial land are greater in the revised alignment scenario than in the Phase 1 recommended alignment. HNTB viewed the availability of commercially zoned land as limited surrounding Point Prairie/ Meyer Road intersection and, therefore, held this zoning with higher criteria than the surrounding zoning anticipations. High density residential zoning is anticipated on the land south of Meyer Road and will be affected by both interchange configurations. The revised alignment reduces impacts to the high density residential zoning more than the Phase 1 recommendation. The Comprehensive Plan also identifies an expansion of Rotary Park, which would be impacted greater by the Phase 1 recommendation as compared to the revised alignment.

One of the major goals of shifting the alignment was to eliminate property severance of the parcel owned by Eugene Ryan. Property severance will occur in both interchange configurations identified in this report. The property severance to the Ryan parcel is much less in the revised configuration (approximately 6.5 acres of severed land) as compared to the Phase 1 recommended configuration (approximately 19 acres of severed land). Property severance to the Hepperman parcel is anticipated north of Meyer Road in both the Phase 1 recommendation and in the revised alignment configuration.

Summary

Both configurations meet geometric design criteria and will provide for an efficient and safe facility. Environmental impacts are very similar between both configurations and no social, historical, or archeological impacts have been identified for either alignment. The major differences between the interchange configurations are in impacts to parcel owners and to the City’s proposed land use along Meyer Road. It appears that the revised alignment would require land acquisition from a greater number of parcel owners and, therefore, impacting more structures than the Phase 1 recommended alignment. HNTB cannot quantify the City’s impacts from loss of commercial development nor can the potential for land to be donated by parcel owners be accurately determined. Table 2 summarizes HNTB’s findings on the alignment revision.

Table 2 Phase 1 Beltway Revision Alternative Comparison		
Comparison Criteria	Phase 1 Recommendation	Revised Alignment
Meets Geometric Design Criteria	Yes	Yes
Environmental Impacts	3 Ponds Impacted	4 Ponds Impacted
Social Impacts	None Identified	None Identified
Historical Impacts	None Identified	None Identified
Archeological Impacts	None Identified	None Identified
Constructibility	No Differences	No Differences
Utility Impacts	No Differences	No Differences
Residential Parcel Impacts	7 Parcels	10 Parcels
Residential Structure Impacts	3	4
Commercial Parcel Impacts	5 Parcels Approximately 17 acres (Approximate 2,240ft of frontage along Meyer Road)	7 Parcels Approximately 23 acres (Approximate 1,575 ft of frontage along Meyer Road)
High Density Residential Impacts	Approximately 22 acres	Approximately 17 acres
Rotary Park impacts	Approximately 0.25 acres	Approximately 0.0 acres
Property Severance to Eugene Ryan Property	Approximately 19 acres	Approximately 6.5 acres

Despite increased affected parcel owners, the revised alignment reduces property severance and makes better use of the overall land without taking into account future land use plans or right-of-way acquisition costs. HNTB recommended the City investigate land acquisition and zoning impacts between the two configurations and use the information that has been presented in this report as a guide in selecting the interchange location.

Upon review by the City and discussions with HNTB and parcel owners, the City recommended HNTB revise the alignment to reflect the shift as was defined above. HNTB revised the Phase I Preferred Alternative as requested.

Introduction

HNTB completed a detailed examination of two interchange configurations for the I-70 / Beltway interchange. These alternatives were based on the City's acceptance of the Phase 1 – Roadway Alternative 2 as the Preferred Alternative in a letter dated November 1, 2000. The two alternatives examined by HNTB were a Single Point Diamond Interchange (Exhibit 7) and a Modified Diamond (Exhibit 8). HNTB recommended that the City pursue the Single Point Diamond Interchange (SPDI).

Alternative Descriptions

The two interchange configurations examined by HNTB are defined as follows and are shown graphically on Exhibits 7 & 8:

Single Point Diamond Interchange: The SPDI, which was developed in the 1960's, is gaining popularity throughout the United States and is becoming more common as an interchange configuration on interchange reconstruction projects as well as new interchanges. In the St. Louis metropolitan area, SPDI's are in service at I-55 / Lindbergh, Route 141 / Manchester Road and the I-70 / Cool Springs Road interchanges. SPDI's are also being proposed at several other sites, including various locations along the reconstruction of I-64, as well as at the Olive Boulevard / I-270 interchange.

Generally, a SPDI is used in areas of high traffic congestion due to its ability to increase traffic flow and ease congestion in areas of limited right-of-way. The East-West Gateway Coordinating Council (EWGCC) supplied HNTB with year 2020 traffic projections, which take into consideration the City's long term plans. The resulting traffic volumes are lower than those generally seen on a SPDI per the Transportation Research Board Report titled *National Cooperative Highway Research Program Report 345 Single Point Urban Interchange Design and Operations Analysis*. However, due to the City's anticipated land use plan, HNTB feels that utilizing a "tighter" interchange configuration will benefit the City for future development of the surrounding area. A major benefit of a SPDI is the reduction in land area required over that of other interchange configurations. Retaining walls will be required along both sides of the southern ramps and along the south side of the northern ramps. The southern retaining walls are needed to keep the south outer road in service. HNTB made the assumption to keep the south outer road in service based on previous discussions with the City and maintained this assumption throughout the preliminary design

process. In addition to the retaining walls, concrete barrier would be required near the eastern and western north outer road connections to maintain adequate separation between the northern ramps and outer road traffic.

HNTB conceptually investigated the use of a Tight Diamond Interchange (TDI) configuration as an alternative to the SPDI. The major difference between the TDI and the SPDI is that the ramp termini operate as two separate intersections whereas the SPDI operates as one central intersection. The TDI configuration would reduce the anticipated I-70 structure width, thereby reducing anticipated construction costs by approximately 25%. However, under the HNTB assumption of keeping the south outer road in service, HNTB discarded the TDI configuration due to geometric constraints. In the event the City decides to eliminate the south outer road, the TDI should be reevaluated. It should also be noted that the overall goal of the I-70 / 61 Beltway Corridor Preservation Study is to identify the preferred corridor and its anticipated right of way needs. In that regard, the geometric configurations south of I-70 are constrained by I-70 and the Norfolk Southern Railroad. As such, regardless of a TDI or SPDI configuration, the right-of-way needs will not increase or decrease in this area. North of I-70, a TDI would slightly increase right-of-way needs.

Modified Diamond Interchange: HNTB originally anticipated using a Standard Diamond configuration as one of the interchange configurations. However, upon further investigation of geometric needs, HNTB suggested to the City that the standard diamond not be pursued and that a modification of that configuration be examined. A standard diamond would require four additional bridges with severe skews to allow the ramps to span the south outer road and railroad. The cost of these structures and the additional right of way requirements would be significantly greater than other interchange configurations. The City agreed with HNTB's recommendation and a Modified Diamond Interchange configuration was examined.

The Modified Diamond Interchange requires much more land to construct than the SPDI which affects the City's long term plans for zoning in the area surrounding the potential interchange location. The idea behind the Modified Diamond Interchange configuration is based on a standard diamond interchange, but without symmetrically balancing the alignments off the mainline intersection. As identified in the SPDI discussion, the area south of I-70 to the Norfolk Southern Railroad has many geometric constraints. By offsetting the northern ramp termini from the southern ramp termini by 700 feet (standard MoDOT criteria), HNTB was able to develop a suitable interchange configuration for the given constraints. As

with the SPDI, a major cost associated with this configuration is in the retaining walls needed to keep the south outer road in service. Barrier separation is needed between the north outer road and northern ramps at the east and west ends of the project limits.

The environmental impacts that were evaluated in this Study were limited to wetland and endangered species. Based on available information, wetland impacts within the interchange limits are to be considered minor; also, HNTB has not discovered the presence of endangered species within the project limits.

All construction costs given in this Study are “Opinions of Probable Construction Cost.” These figures are based on current typical construction procedures and should be considered accurate. The quantities that have been identified for this project include: earthwork, concrete pavement, sub-base, shoulders, concrete curb and gutter, concrete sidewalks, signing, erosion control, interchange lighting, clearing and grubbing, mobilization, and removal of improvements. The bridge estimates have been based on a conceptual structural layout and estimated based upon anticipated square footage of bridge deck required. No structural analyses have been performed. A contingency of 20% has been utilized to account for unknown roadway quantities at this time.

Right-of-way costs have not been included with this Study due to the uncertainty of land costs at the time of right of way acquisition. Also, it is assumed that the City will acquire a large percentage of the required property through dedication from adjacent developers and / or landowners and , therefore, will not result in a significant cost to the City. The right-of-way areas that are identified for the interchange portion are based on MoDOT’s current standards in which they require beyond anticipated construction limits. The right-of-way areas that are identified for the roadway portion are based on the City acquiring 100 feet of land and the slope limits outside the 100-foot right-of-way are assumed to remain under the ownership of the individual parcel owner.

Alternative Comparison

Table 3 summarizes HNTB's selection process for the two identified interchange configurations. The comparisons shown are limited to the ramps and outer roads associated with the respective interchange configurations. These comparisons do not include figures or items associated with the Phase 1 – Roadway Preferred Alternative that were previously transmitted to the City unless explicitly identified.

Table 3 Interchange Configuration Comparison (I-70 Beltway Interchange)		
Comparison Criteria	Single Point Diamond Interchange (SPDI)	Modified Diamond Interchange
Anticipated Construction Cost – Ramps and Outer Road(a)	Opinion of Probable Construction Cost = \$6.1M	Opinion of Probable Construction Cost = \$5.1M
Anticipated Construction Cost – Retaining Walls	Northern Ramps = \$1.7M Southern Ramps = \$3.9 M	Northern Ramps = \$0.0M Southern Ramps = \$3.9 M
Anticipated Construction Cost – I-70 Bridge Structures	Opinion of Probable Construction Cost = \$1.68M	Opinion of Probable Construction Cost = \$0.95M
Anticipated Construction Cost – RR Bridge Structures	Opinion of Probable Construction Cost = \$1.71M	Opinion of Probable Construction Cost = \$1.71M
Anticipated Enhancement Costs to I-70 Bridge	Opinion of Probable Construction Cost = \$0.3M	Opinion of Probable Construction Cost = \$0.2M
Anticipated Enhancement Costs to RR bridge	Opinion of Probable Construction Cost = \$0.3 M	Opinion of Probable Construction Cost = \$0.3 M
Total Anticipated Construction Cost	Opinion of Probable Construction Cost = \$15.7 M (\$23.0 M (c))	Opinion of Probable Construction Cost = \$12.2M (\$19.5 M (c))
Anticipated Major Drainage Structures	None within interchange limits	None within interchange limits
Constructibility	Require retaining walls on both sides of the southern ramps and along the south side of the northern ramps. Temporary lane closures would be required on WB & EB I-70 to construct retaining walls.	Requires retaining walls along both sides of the southern ramps. Temporary lane closures would be required on EB I-70 to construct retaining walls.
Anticipated house/structure (barn) impacts	3 (1H:2B)	5 (1H:4B)
Anticipated Right-of-Way Requirements (b)	13 acres (42 acres (c))	40 Acres (69 acres (c))
Impacts to Land Use	Reduces impacts to all land surrounding interchange location.	Impacts more land north of the I-70 than does the SPUI configuration.
Utility Impacts	Minor	Minor
Environmental/Wetland Impacts	Minor	Minor
Social Impacts	None Anticipated	Minor impacts to Crossroads Baptist Church
Notes:	(a) Construction cost based on anticipated pay items plus a 20% contingency and is limited to the Interchange and does not include the mainline Beltway roadway pay items. (b) Right-of-Way includes Ramps and Outer Roads and based on slope needs in agreement with MoDOT policy. (c) Includes Roadway Preferred Alternative pay item	

Recommendations

As mentioned in the introduction, HNTB is recommending that the City pursue the Single Point Diamond Interchange configuration. The following reasons are the basis of HNTB's recommendation:

- Provides for greater potential of land development north of the interchange.
- Fewer impacted parcel owners than the Modified Diamond Configuration.
- Increases efficiency of anticipated traffic flow.
- No anticipated impacts to Crossroads Baptist Church.

As was discussed during the roadway alternative selection, HNTB recommended that the City begin preliminary discussions with MoDOT and the FHWA regarding impacts the Beltway may have on I-70 / US 40. The recommended alternative is approximately 2 miles from the Pearce Boulevard Interchange to the East and 2 miles from the Route W Interchange to the West. This separation distance between the interchanges is adequate according to AASHTO. However, a weigh station exists approximately ½ mile west of the recommended alternatives alignment. The weigh station's western connections to I-70 are approximately ½ mile from the Route W interchange, which is the same as the proposed alignment's separation from the weigh station. The impacts of the additional connection to I-70 within close proximity to the weigh station need to be considered. Early discussions with the governing agencies will be beneficial to the project.

Introduction

HNTB completed a comprehensive analysis of three (3) roadway alternative alignments for the Beltway Phase 2 limits (from Meyer Road to the northern project terminus) and conceptual interchange configurations at Meyer Road and US 61. Based on this analysis, HNTB recommended that the City of Wentzville pursue the Alternative 1 roadway alignment for Phase 2 (I-70 / US 61 Beltway 1999 Comprehensive Plan Alternative) as the Recommended Alternative.

The Phase 2 Beltway study was continued east of US 61 at the request of the City of Wentzville to connect into Highway P as outlined in the City of Flint Hill's 1999 Comprehensive Plan. Prior to the Phase 2 alternative analyses, HNTB completed a roadway alternative analysis for the Beltway's Phase I limits (from Meyer Road to the intersection of Pointe Prairie Road and Jackson Road). The Phase 1 alternative analysis produced an alignment that was the southern starting point of the Phase 2 alternative alignments.

Alternative Descriptions

The three alternatives examined by HNTB are defined as follows and are shown graphically on Exhibit 9:

Alternative 1: Improve existing Pointe Prairie / Peine Road Alternative - Beginning at Meyer road and travelling north and adjacent to the existing utility corridor. The alignment curves to the right, north of Scotti Road and then crosses Pointe Prairie Road approximately 1200 feet north of the existing Pointe Prairie/Scotti Road intersection. The alignment then curves to the north, follows an open field, and then curves to the right to follow a property line until it connects into Peine Road approximately ¼ mile west of US 61. A grade-separated interchange is being planned at the intersection of US 61. East of US 61, the alignment curves left to a series of east-west property lines where the alignment curves right to follow the property lines. Once the alignment passes the St. Theodore Catholic Church cemetery, the alignment curves right, then crosses Mette Road and connects into Highway P.

Alternative 2: I-70 / US 61 Beltway 1999 Comprehensive Plan Alternative - This alternative is the same as Alternative 1 up to the crossing of Pointe Prairie Road. East of Pointe Prairie Road the alignment traverses east for approximately ¾ miles and then curves north to connect into existing

Peine Road, approximately 1 mile west of US 61. This alignment will utilize portions of existing right of way along Peine Road. As with Alternative 1, a grade separated interchange is being planned at the intersection of US 61. East of US 61, the Alternative 1 alignment is followed.

Alternative 3: New Alignment Alternative (as determined by HNTB) - Alternative 3 travels north from Meyer Road by following the utility corridor as previously identified to approximately 1/3 mile south of Scotti Road where the alignment curves right and crosses Point Prairie Road at the approximately the existing intersection of Point Prairie and Scotti Roads. The alignment then travels east paralleling an ammonia pipeline and then curves to the north to connect with existing Peine Road, approximately 1 mile west of US 61. The remainder of the alignment follows Alternative 2.

The Meyer Road interchange location was established as part of the Phase I analysis. The Beltway alignment near Meyer Road has been established to reduce property severance to parcel owners near Meyer Road. A utility corridor runs north / south of Meyer Road that contains a power distribution line. This utility corridor was generally used as the eastern boundary line for the proposed Beltway between Meyer Road and Scotti Road. In addition to the utility corridor within this stretch of corridor, anticipated zoning for this area is parkland with an expansion of Rotary Park.

The US 61 interchange was developed based on current MoDOT standards. This interchange configuration is a standard diamond with adjacent outer roads. East of US 61, HNTB developed the proposed alignment as identified in the City of Flint Hill's 1999 Comprehensive Plan. This alignment avoids the cemetery on the St. Theodore Catholic Church property. An at-grade intersection is anticipated with Mette Road; this intersection is important based on emergency vehicle access from a fire station situated approximately 350 feet south of the proposed Beltway. Access control beyond the US 61 interchange limits shall be addressed by the City of Flint Hill.

Access control to the Beltway is of concern to the efficiency of the proposed layout. Phase I was developed with the understanding that access to and from the Beltway would only be allowed at designated side roads, i.e. Interstate Drive, Goodfellow Road, etc., and I-70. The Phase 2 study changes the concept of access control from limited access to partial access control. This change in thinking is to better accommodate the change in proposed zoning

from a generally commercial / residential mix in Phase 1 to a more general residential zoning in Phase 2. The Phase 2 corridor has planned commercial zoning near Meyer Road, Scotti Road, and US 61 with an expansion of Rotary Park between Meyer Road and Scotti Road. HNTB is recommending that the limited access control concept be continued north of Meyer Road for a significant distance east of Point Prairie Road. At-grade intersections are anticipated at a minimum of two locations with existing Peine Road between Point Prairie Road and US 61. East of Point Prairie Road, HNTB is suggesting the City control access to and from the Beltway, but limit access locations by a separation of 1000 feet, thus making this section partially limited access control. In making an alignment alternative recommendation, HNTB evaluated the feasibility of limiting access with the given alternatives. It is HNTB's opinion that access roads would need to be utilized in Alternatives 2 & 3 to accommodate existing parcels adjacent to Peine Road. However, these parcels could eventually be combined into the same ownership and developed into a large subdivision. HNTB does not feel this to be a foreseeable circumstance, and access to a number these parcels would need to be addressed for Beltway construction.

HNTB has reviewed the following environmental impacts associated with the proposed alternatives: wetlands, water resource, threatened and endangered species, and cultural resources.

HNTB has identified three (3) ponds that would be affected by the alternative alignments. These ponds are agriculture ponds and the wetland impacts are to be considered minor.

All of the Phase 2 alternative alignments cross an unnamed tributary of McCoy Creek (near and east of Point Prairie Road) and Dry Branch east of US 61. Both creeks are part of the Federal Emergency Management Agency (FEMA) 100-year floodplain and all alternatives would affect said floodplain. Two of the Alternatives, 1 & 2, would require crossing the unnamed tributary three times. Alternative 3 would require crossing this tributary twice and constructing fill within the floodplain for approximately 1500 feet. The crossing of Dry Branch is the same for all three alternative alignments. The crossing of these tributaries would be regulated by the United States Army Corps of Engineers (USACE) and the Missouri Department of Natural Resources (MoDNR). In that regard, the City and its construction contractor would be required to comply with the Clean Water Act of 1972 and Executive Order 11988. Other stream crossings within the anticipated project limits are assumed minor and not regulated by the USACE or MoDNR.

HNTB has not discovered the presence of threatened or endangered species within the project limits based on literature from the Missouri Department of Conservation.

HNTB has not identified any locations within the project limits that are considered historically or archaeologically significant. East of US 61, a cemetery has been identified on the St. Theodore Catholic Church Property, which is not directly impacted by any of the alternatives.

All construction costs given in this Study are “Opinions of Probable Construction Cost.” These figures are based on current typical construction procedures and should be considered accurate. The quantities that have been identified for this project include concrete pavement, sub-base, concrete curb and gutter, concrete sidewalks, clearing and grubbing, and mobilization. A contingency of 20% has been utilized to account for unknown roadway quantities at this time. The earthwork requirements were not included due to lack of digital mapping. Based on topographic conditions, the project team assumed that the earthwork requirements between alternatives would be consistent and could be neglected for alternative comparisons. Earthwork requirements will be examined on the preferred alternative later to accurately develop an opinion of probable construction cost.

Right-of-way costs have not been included with this Study due to the uncertainty of land costs at the time of right of way acquisition. Also, it is assumed that the City will acquire a large percentage of the required property through dedication from adjacent developers and / or landowners and , therefore, will not result in a significant cost to the City. The right-of-way areas that are identified in this report are based on a 200-foot wide corridor. Based on Phase 1 analysis, the general footprint of the Beltway was approximately 200 feet from toe of slope to toe of slope. The City would generally acquire right of way by deed fifty (50) feet left and right of the centerline and the remainder of the right of way requirements would be acquired by the City through construction easements.

Alternative Comparison

Table 4 summarizes HNTB’s selection process for the three identified alternatives from Meyer Road to the northern terminus:

Table 4 Phase 2 Beltway Alternative Comparison				
Comparison Criteria	Alternative 1 *(a)	Alternative 2 *(a)	Alternative 3 *(a)	Flint Hill *(b)
Length of Improvement	3.76 miles	3.79 miles	3.69 miles	0.73 miles
Opinion of Probable Construction Cost (c)	\$14.7 M	\$14.9 M	\$14.5 M	\$1.9 M
Anticipated Major Drainage Structures	3	3	3	0
Anticipated Bridge Structures	1	1	1	0
Geometrics	5 horiz. curves	6 horiz. curves	7 horiz. curves	3 horiz. curves
Constructibility	Less disruption to traffic on existing Peine Road than Alternatives 2&3	More disruption to traffic on Peine Road than Alternative 1	More disruption to traffic on Peine Road than Alternative 1	Minimizes disruption at Rte. P. Requires at-grade intersection at Mette Road.
Impacted Parcel Owners	46	50	57	11
Anticipated residential/commercial/structure (barn) impacts	18 (11R:2C:5B)	23 (15R:2C:6B)	22 (13R:2C:7B)	0
Anticipated Right-of-way Requirements (d)	30.5 acres	28.9 acres	27.2 acres	17.8 acres
Direct Access Impacts on Peine Road	3 Parcels	21 Parcels	21 Parcels	N/A
Impacts to Land Use	Impacts to prop. expansion of Rotary Park	Impacts to prop. expansion of Rotary Park	Impacts to prop. expansion of Rotary Park	None anticipated
Utility Impacts	Crossing of ammonia pipeline; minor residential electrical, telephone, and cable relocates.	Crossing of ammonia pipeline; minor residential electrical, telephone, and cable relocates.	Paralleling of ammonia pipeline; minor residential electrical, telephone, and cable relocates.	Minor residential electrical, telephone, and cable relocates.
Environmental/Wetland Impacts	3 ponds; crosses FEMA floodplain three times.	3 ponds; crosses FEMA floodplain three times.	3 ponds; crosses FEMA floodplain twice / parallels it for approx. 1500' east of Point Prairie Road	1 pond
Social Impacts	None Anticipated	None Anticipated	None Anticipated	None Anticipated
Notes:	a) Meyer Road to and including the eastern outer road of the US 61 interchange. b) East of outer road to Highway P. c) Construction cost based on roadway pay items plus a 20% contingency and does not include earthwork requirements. Limits of the construction cost at Meyer Road to and including the eastern outer roads of the US 61 interchange. Beltway pay items east of the US 61 east outer roads are not included. d) Right-of-way areas based on 200-foot need (100-ft width acquired by deed; 100-foot width acquired by construction easement). A 66-foot right-of-way was assumed to exist on existing Point Prairie Road and 80 foot of right of way dedication by Pine Woods and Majestic Oaks subdivisions.			

Recommendations

As mentioned in the introduction, HNTB recommended the City pursue Alternative 1. HNTB's recommendation for Alternative 1 came after careful evaluation of many impacts that are presented in each alternative. The following reasons are the basis of HNTB's recommendation:

- Lower construction cost estimate than Alternative 2.
- Fewer Constructibility issues than are anticipated in Alternatives 2 & 3.
- Maintenance of traffic would be much more difficult building on existing Peine Road Alignment in Alternatives 2 & 3.
- Developing proper access control along an existing road would be much more difficult in Alternatives 2 & 3.
- Fewer horizontal curves than Alternatives 2 & 3.
- Fewer impacted parcel owners than Alternatives 2 & 3.
- Fewer anticipated utility impacts than Alternative 3.
- Fewer anticipated environmental impacts than Alternative 3.

Requested Revision Near U.S. 61

During the September 17th Property Owner's Meeting for Phase 2 of the Beltway, there were several property owners who suggested that the "Red Alignment" (or Recommended Alignment) be realigned in an attempt to minimize impacts to homes adjacent to existing Peine Road near its intersection with Route 61. More specifically, it was suggested that the Recommended Alternative's intersection with Route 61 be moved north approximately 1400 feet, resulting in the realignment of approximately 4500 linear feet of 70-61 Beltway west of Route 61 and 3000 linear feet of 70-61 Beltway east of Route 61.

As a result of these suggestions and per the City's request, HNTB completed a comparative analysis of the Recommended Alignment (see Exhibit 11) and a realigned alignment scenario to the north (hereinafter referred to as the "Suggested Realignment Alternative", see Exhibit 10) over the aforementioned areas of the realignment (4500 linear feet west of Route 61 and 3000 linear feet east of Route 61). The results of this review are as follows:

Bridges: Implementation of the "Suggested Realignment Alternative" would require that the northern interchange ramps be extended across McCoy Creek. In order for this to occur, this Alternative would require either the addition of two new bridge structures to

allow the northern interchange ramps over McCoy Creek or the reconstruction of the existing Route 61 bridges to allow for the ramp lane to traverse over McCoy Creek adjacent to the mainline through lanes. Utilizing two new bridge structures for the ramps only, the structures would be approximately 150 feet in length by 30 feet wide. Utilizing two new bridge structures for the mainline and ramps together, the bridge structures would be approximately 150 feet in length by 55 feet wide. In addition, given the existing terrain in this area, all of the aforementioned bridge options would require substantial substructures. Assuming a unit cost of \$65 per square foot, an additional cost of approximately \$585,000 (ramp bridges only) to \$1,072,500 (combined mainline & ramp bridges) will be realized should the "Suggested Realignment Alternative" be implemented.

Terrain: A review of the topographic mapping for the affected areas indicated that the existing terrain is much rougher (or "rolling") along the "Suggested Realignment Alternative", as compared to the fairly "flat" terrain in the area of the Recommended Alternative alignment. Utilizing MoDOT preliminary cost estimating guidelines, earthwork costs associated with grading projects in "rolling" terrain are approximately 30% greater than earthwork costs in "flat" terrain. This would result in additional cost; however, this cost cannot be accurately defined at this point due to the lack of sufficient digital terrain modeling (DTM) in this area.

Right of Way: The Recommended Alternative will utilize approximately 1150 linear feet of dedicated right of way (per Pine Woods Subdivision plat; 80 foot wide dedication); this equates to a loss of approximately 2.1 acres of right of way should the "Suggested Realignment Alternative" be implemented. The approximate financial loss to the City, based on a unit cost of \$30,000 per acre, would be approximately \$63,000.

Residential / Commercial Displacements: HNTB reviewed the displacements for both the "Recommended Alternative" and the "Suggested Realignment Alternative". Based on this review, the "Suggested Realignment Alternative" impacts two (2) more properties as compared to the "Recommended Alternative". Based on a cursory cost comparison of these displacements, the implementation of the "Suggested Realignment Alternative" would approximately cost an additional \$500,000 to \$600,000 in land acquisitions costs.

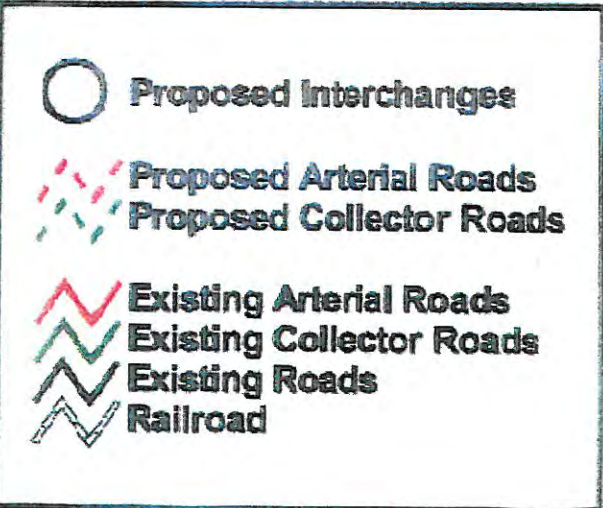
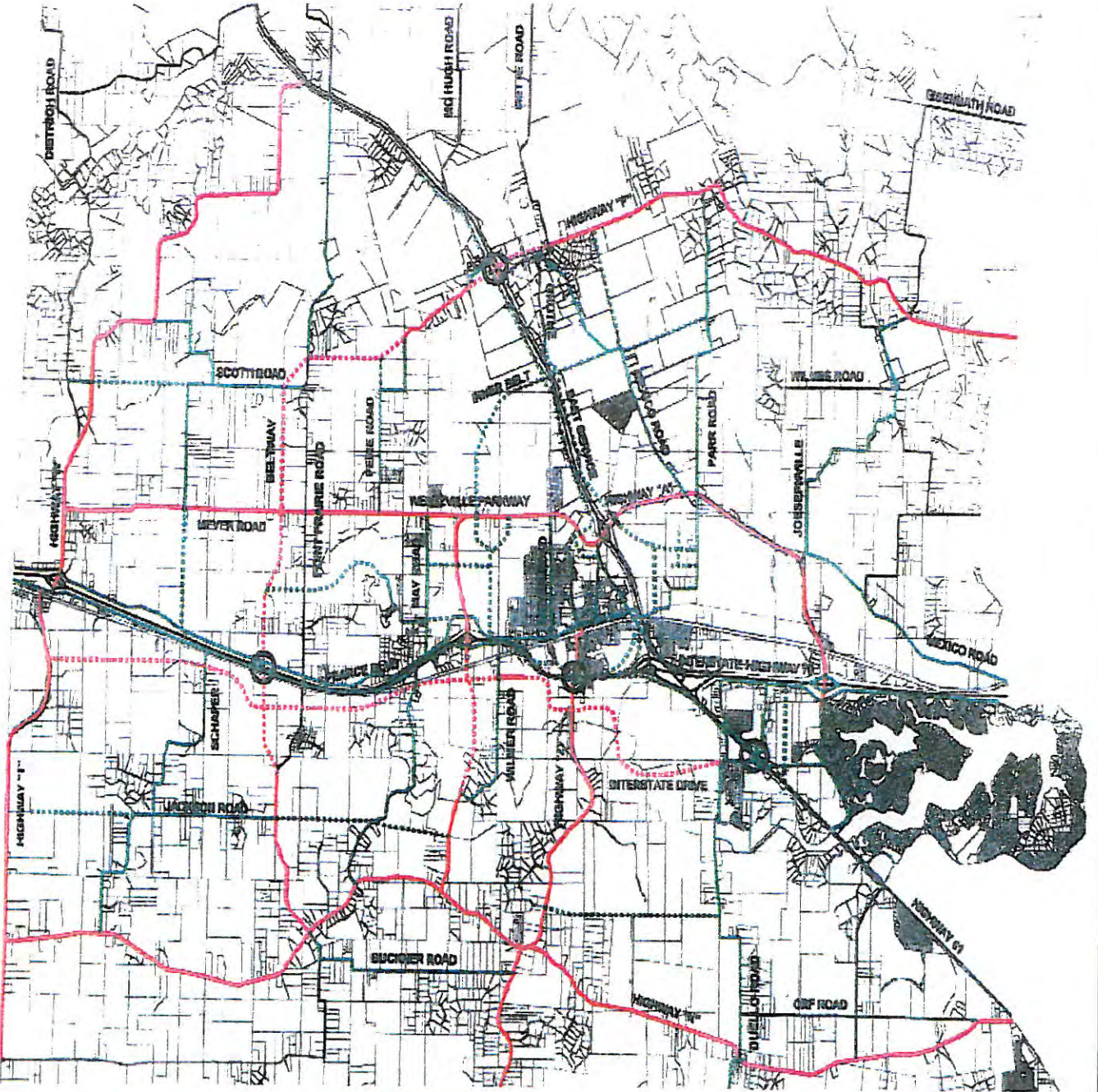
Residential Impacts: In the event that the “Suggested Realignment Alternative” were to be utilized, it would be necessary to maintain existing Peine Road in place to allow for local access to adjacent properties. In that regard, there would be numerous residential properties located between the two roadways which will potentially have large traffic volumes utilizing them on a daily basis; this could be viewed as a negative impact to these residential property owners. The use of the Recommended Alternative maintains the general location of the roadway, thereby reducing the additional impacts associated with the “Suggested Realignment Alternative”.

Environmental Impacts: The “Suggested Realignment Alternative” will traverse very near the McCoy Creek floodplain. This could result in increased permit conditions to minimize / manage impacts to the floodplain, which could result in additional project costs and schedule delays.

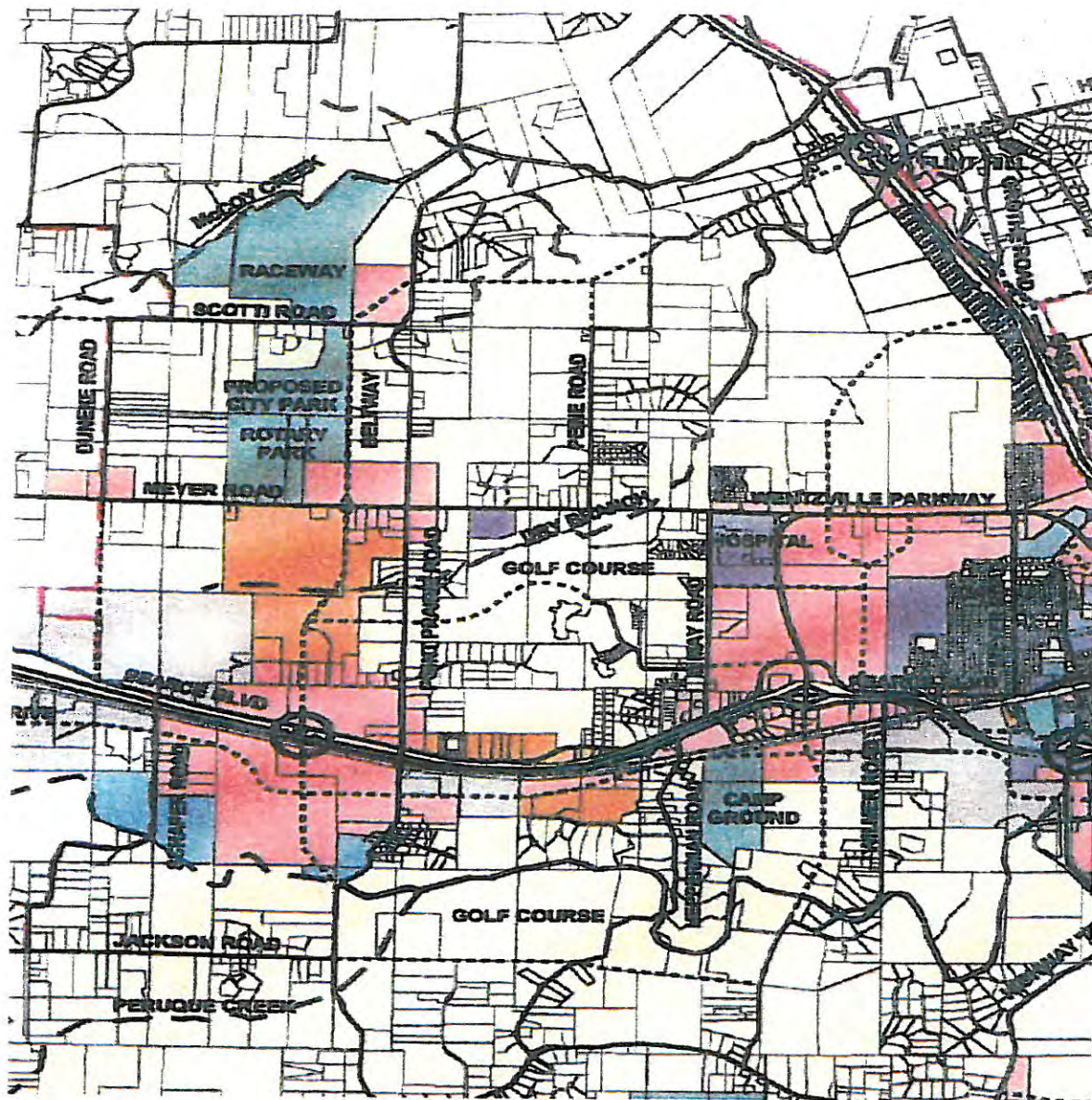
Design Impacts: The “Suggested Realignment Alternative” will require that the northern ramp terminals begin (southbound off-ramp) and end (northbound on-ramp) on a horizontally curved section of existing Route 61. Although there are no strict design guidelines that prohibit the termination of ramps on curved sections of mainline routes, it is “undesirable” from a design standpoint. This is especially critical for vehicles that are required to merge from the northbound on-ramp into the northbound Route 61 traffic.

Based on the foregoing information, HNTB maintained the original recommendation that the Recommended Alternative be taken forward as the “Preferred Alternative

Upon review of the above revision, the City decided to maintain the Recommended Alternative as HNTB had originally propose.

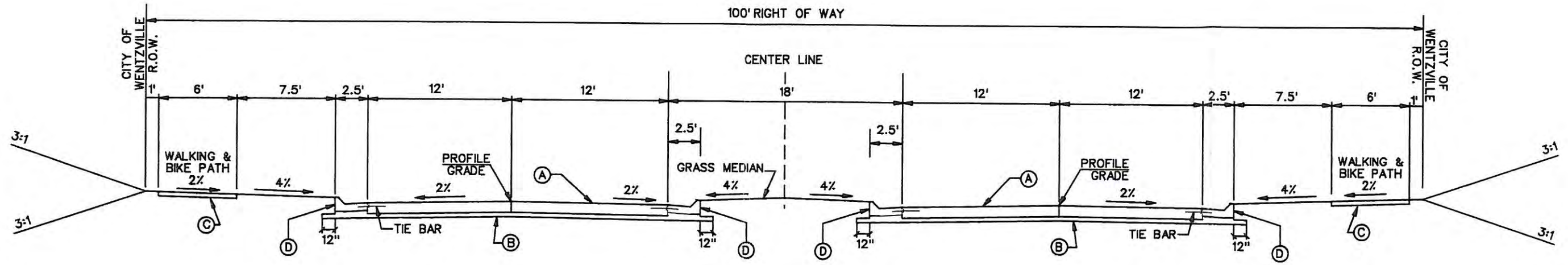


SITE LOCATION MAP &
 WENTZVILLE PROPOSED
 THOROUGHFARE PLAN
 (1999 COMPREHENSIVE PLAN)
 EXHIBIT 1



WENTZVILLE PROPOSED
 LAND USE PLAN
 (1999 COMPREHENSIVE PLAN)
 EXHIBIT 2

DESIGNED BY	DATE	SHEET	TOTAL
		NO.	SHEETS
JCS	12-19-01		
WBL	12-19-01		
EJP	12-19-01		



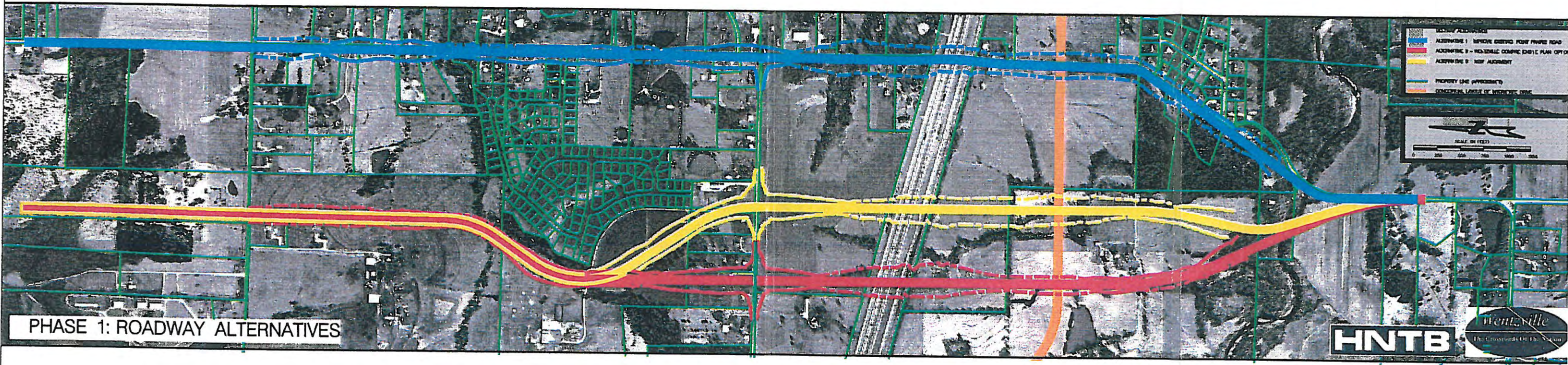
TYPICAL SECTION 70-61 BELTWAY

LEGEND

- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
- (B) 4" GRANULAR BASE
- (C) 4" NON-REINFORCED P.C.C. PAVEMENT
- (D) MOUNTABLE CURB & GUTTER
- (E) 1-1/4" SP125LD ASPHALTIC MIX
- (F) 1-3/4" SP250LD ASPHALTIC MIX



TYPICAL SECTIONS
EXHIBIT 3



HNTB'S 110100 PHASE 1 RECOMMENDED ALTERNATIVE

HNTB



PROJECT: I-70/US 61 BELTWAY
DATE: JANUARY 05, 2001

GARY E REYNOLDS
4-009-S016-00-24.1

CITY OF WENTZVILLE
4-009-S016-00-24

ST. CHARLES COUNTY
FAIR BOARD INC.
4-009-S016-00-23.1

EUGENE K RYAN
4-014-S021-00-7.A

DENNIS C RYAN
4-014-S021-00-7.3A

ACCESS CONTROL LIMITS

DRAINAGE CHANNEL

I-70/US 61 BELTWAY

POND

ACCESS CONTROL LIMITS

MAY LOUIS HEPPERMAN TRUSTEE
4-009-S016-00-23.A

LAND LOCKED AREA EQUALS
APPROXIMATELY 19 ACRES

KAREN RENE RYAN
4-014-S021-00-6

DARRELL J SACHS
4-009-S016-00-29.A

JOHN DICKHEBER
4-014-S021-00-6.015

ACCESS CONTROL LIMITS

SANDOR J UHELYI
4-014-S021-00-6.5

MARTHA JANEY
4-014-S021-00-6.7

M DOUGLAS WILLERDING
4-014-S021-00-6.6

JAMES R LLOYD
4-014-S021-00-6.7

PARCEL OWNERS HAVE BEEN
IDENTIFIED THROUGH THE
WENTZVILLE IAS (UPDATE 5/17/99)

POINT PRAIRIE ROAD

MEYER ROAD

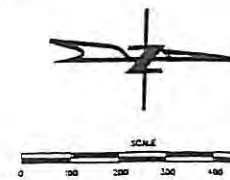


EXHIBIT 5

POTENTIAL REALIGNMENT TO HNTB'S 11/01/00 PHASE 1 RECOMMENDED ALTERNATIVE

HNTB

Wentzville
The Crossroads Of The Nation
PROJECT: I-70/US 61 BELTWAY
DATE: JANUARY 05, 2001

GARY E REYNOLDS
4-009-S016-00-24.1

CITY OF WENTZVILLE
4-009-S016-00-24

ST. CHARLES COUNTY
FAIR BOARD INC.
4-009-S016-00-23.1

EUGENE K RYAN
4-014-S021-00-7.A

DENNIS C RYAN
4-014-S021-00-7.3A

DRAINAGE CHANNEL

ACCESS CONTROL LIMITS

ACCESS CONTROL LIMITS

MAY LOUIS HEPPERMAN TRUSTEE
4-009-S016-00-23.A

POND

I-70/US 61 BELTWAY

POND

POND

LAND LOCKED AREA EQUALS
APPROXIMATELY 6.5 ACRES

KAREN RENE RYAN
4-014-S021-00-6

ACCESS CONTROL LIMITS

JOHN DICKHEBER
4-014-S021-00-6.015

DARRELL J SACHS
4-009-S016-00-29.A

SANDOR J UJHELYI
4-014-S021-00-6.5

MARTHA JANEY
4-014-S021-00-6.7

ACCESS CONTROL LIMITS

M DOUGLAS WILLERDING
4-014-S021-00-6.6

JAMES R LLOYD
4-014-S021-00-6.7

PARCEL OWNERS HAVE BEEN
IDENTIFIED THROUGH THE
WENTZVILLE IAS (UPDATE 5/17/99)

POINT PRAIRIE ROAD

MEYER ROAD



EXHIBIT 6

EXHIBIT 7 – SINGLE POINT DIAMOND INTERCHANGE ALTERNATIVE

GOODFELLOW ROAD

POINT PRAIRIE ROAD

TENTATIVE
SLOPE LIMITS

RETAINING WALLS

CROSSROADS
BAPTIST CHURCH

RETAINING WALLS

WEST PEARCE BOULEVARE

- PROPOSED PAVEMENT
- PROPOSED BRIDGE STRUCTURES
- PROPERTY LINES (APPROXIMATE)

SCALE (IN FEET)

0 150 300 450 600 750

TENTATIVE
STRUCTURE LIMITS

HNTB



EXHIBIT 6
MODIFIED DIAMOND
INTERCHANGE
ALTERNATIVE

GOODFELLOW ROAD

TENTATIVE
SLOPE LIMITS

RETAINING WALLS

TENTATIVE
STRUCTURE LIMITS

CROSSROADS
BAPTIST CHURCH

WEST PEARCE
BOULEVARD

- PROPOSED PAVEMENT
- PROPOSED BRIDGE STRUCTURES
- PROPERTY LINES (APPROXIMATE)

SCALE (IN FEET)

0 150 300 450 600 750

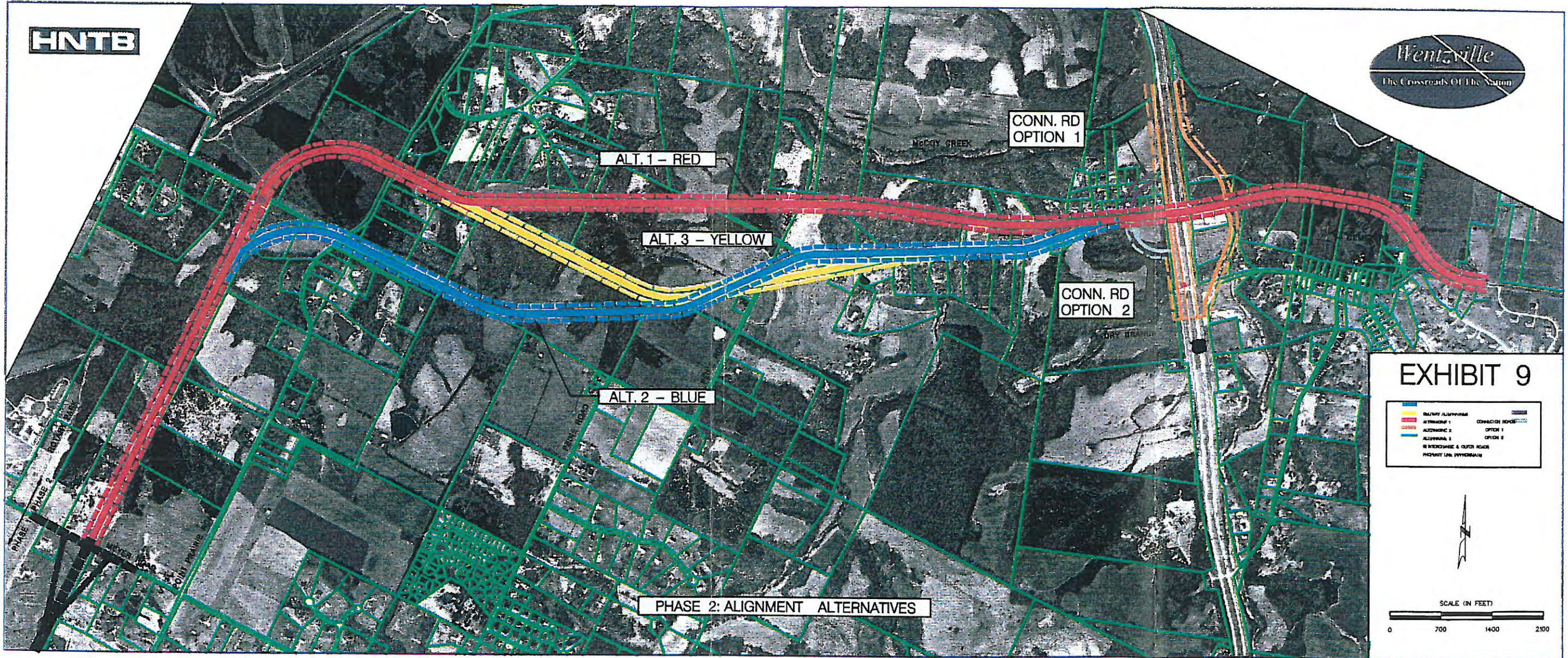
HNTB

Wentzville
The Crossroads Of The Nation



SOUTH SERVICE ROAD

HNTB



ALT. 1 - RED

ALT. 3 - YELLOW

ALT. 2 - BLUE

CONN. RD
OPTION 1

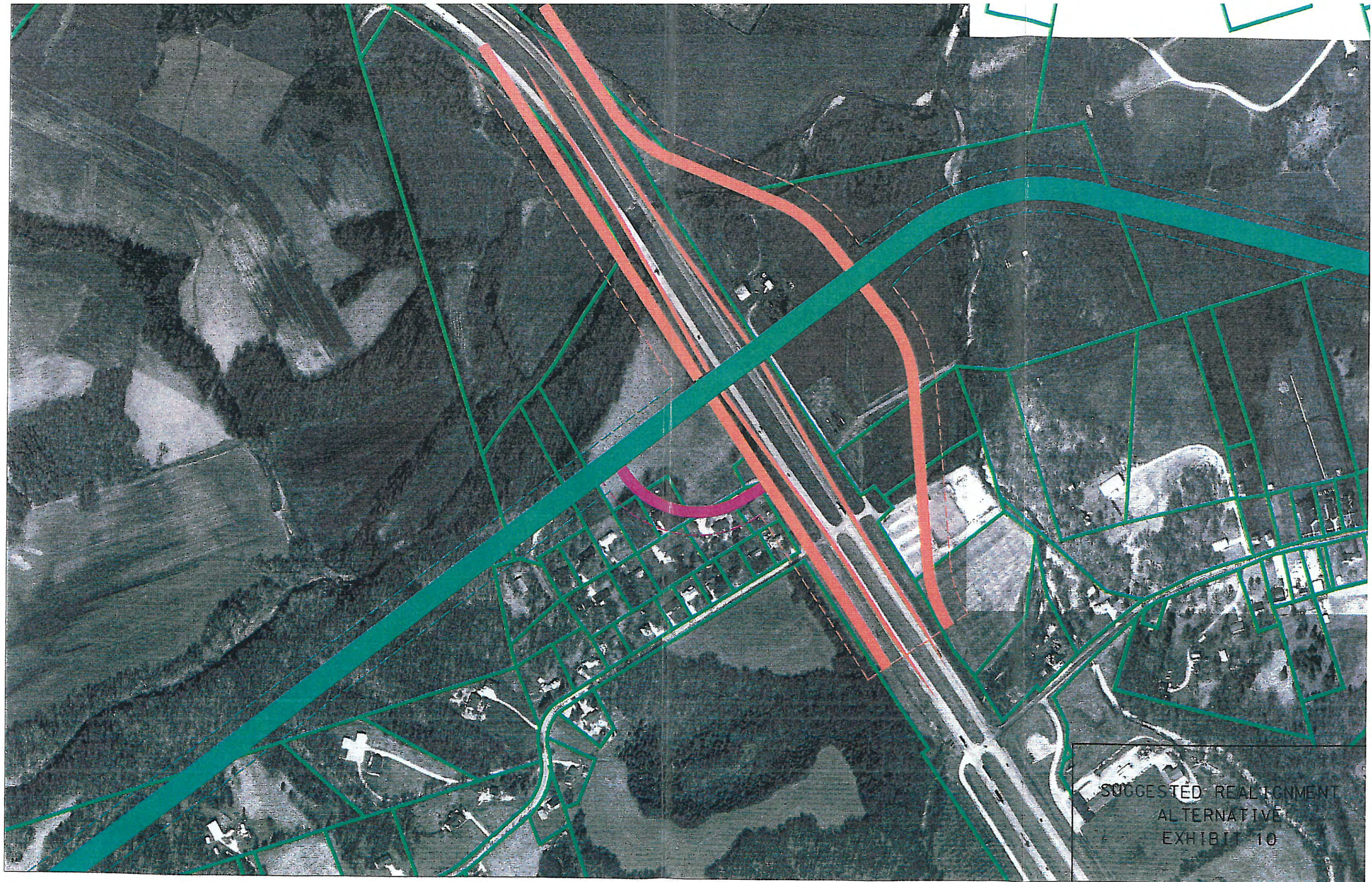
CONN. RD
OPTION 2

PHASE 2: ALIGNMENT ALTERNATIVES

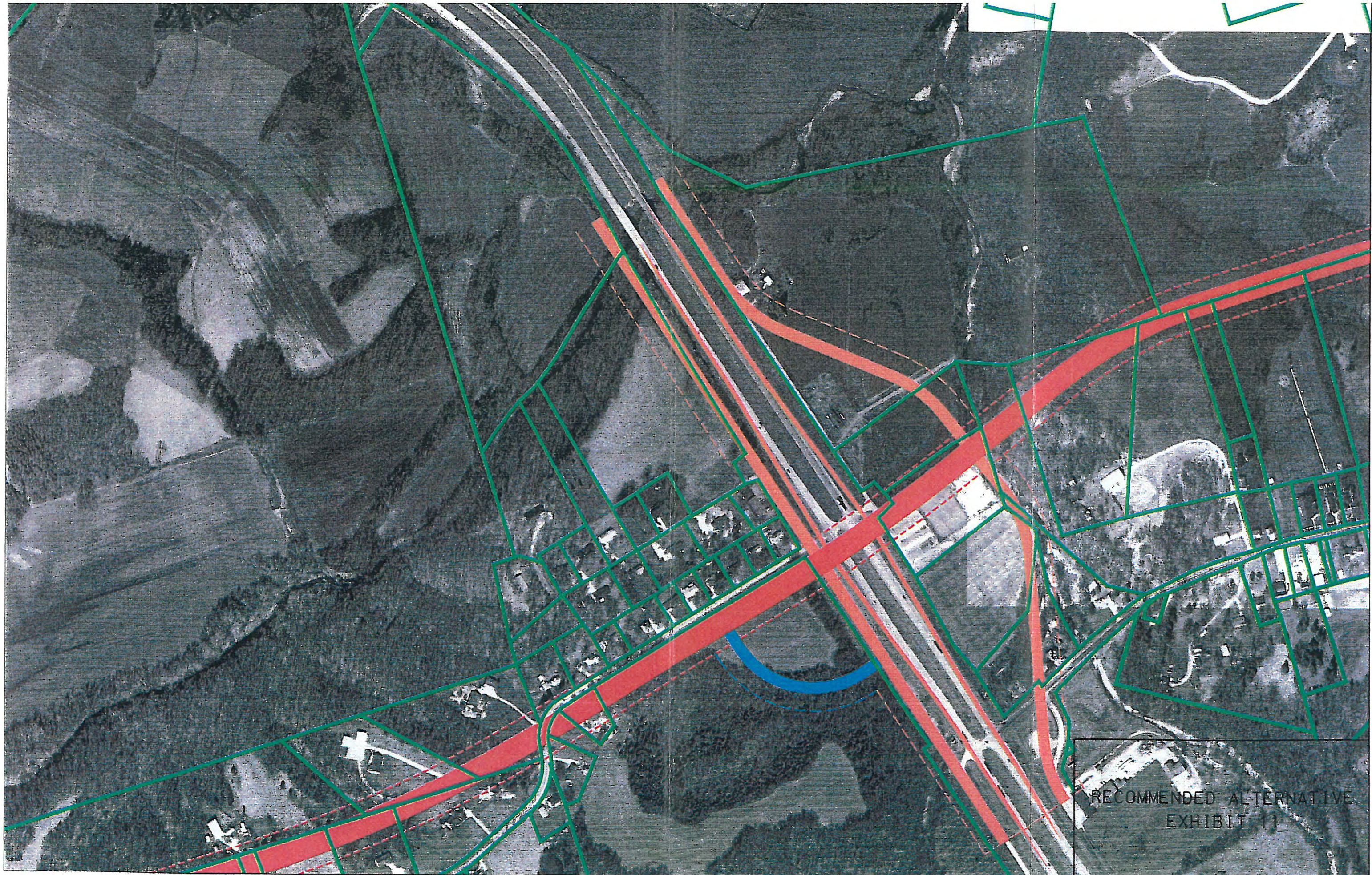
EXHIBIT 9

[Red dashed line]	ALIGNMENT 1	[Blue dashed line]	ALIGNMENT 3
[Yellow dashed line]	ALIGNMENT 2	[Green dashed line]	ALIGNMENT 4
[Orange dashed line]	ALIGNMENT 5	[Black dashed line]	ALIGNMENT 6
[Blue dashed line]	CONNECTION ROAD OPTION 1	[Black dashed line]	CONNECTION ROAD OPTION 2
[Green dashed line]	EXISTING & OTHER ROADS	[Black dashed line]	PROPERTY LINE PERMITS



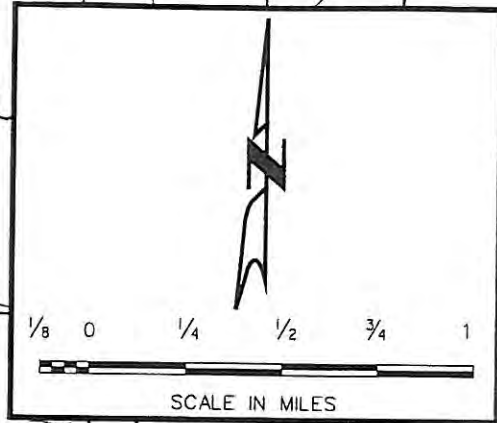


SUGGESTED REALIGNMENT
ALTERNATIVE
EXHIBIT 10



RECOMMENDED ALTERNATIVE
EXHIBIT 11

70-61 BELTWAY (PHASE 1 & 2)



WARREN COUNTY
ST. CHARLES COUNTY

T

PHASE 2

PHASE 1

SCOTT ROAD

I-70/61
BELTWAY

I-70/61
BELTWAY

I-70/61
BELTWAY

PEINE ROAD

PEINE ROAD

MEYER ROAD

POINT PRAIRIE ROAD

GOODFELLOW
ROAD

PERUQUE CREEK

JACKSON ROAD

I-70/61
BELTWAY

61

70

40

61

EXHIBIT 12

HNTB

DESIGN DESIGNATION

DESIGN HOURLY VOLUME - 2020 YR. - 575
 DESIGN SPEED - 45 M.P.H.
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL

THESE "CORRIDOR PRESERVATION PLANS" SHOW THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY OF WENTZVILLE. NOT ACTUAL GROUND SURVEYS.

AERIAL MAPPING SHOWN ON THESE DOCUMENTS HAS BEEN PROVIDED BY THE CITY OF WENTZVILLE AND HAS NOT BEEN FIELD SURVEYED.

LEGEND

PROPERTY LINE (APPROXIMATE) - - - - -
 CENTERLINE - - - - -
 SECTION LINE - - - - -
 CORRIDOR PRESERVATION LIMITS - - - - -

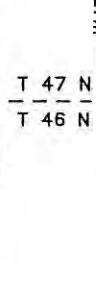
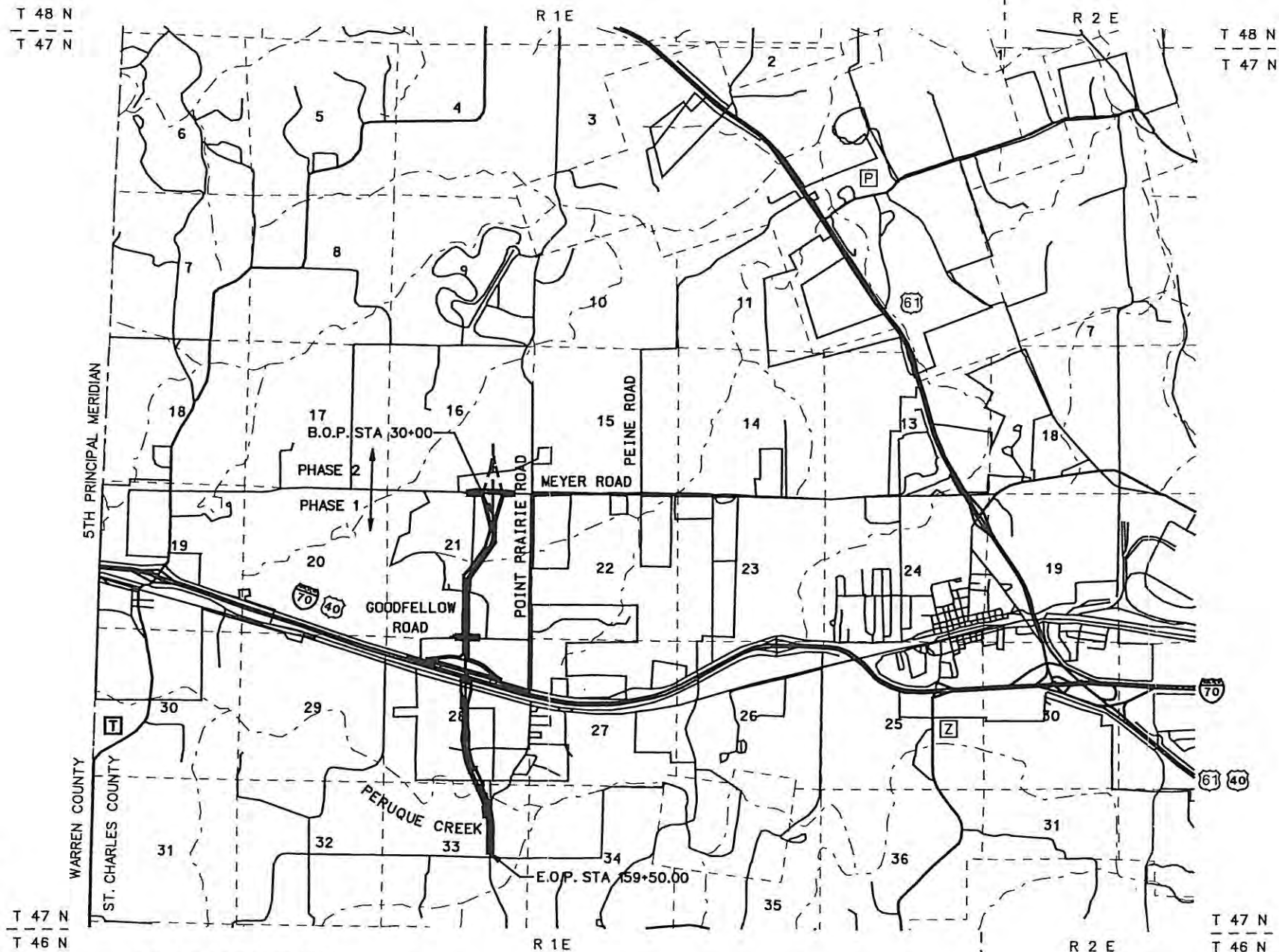
ABBREVIATIONS

RR: RAILROAD
 U.I.P.: USE IN PLACE
 T.B.R.: TO BE REMOVED
 E.O.P.: END OF PROJECT
 B.O.P.: BEGINNING OF PROJECT
 TSL: TENTATIVE SLOPE LIMITS

CONTACT PERSON FOR ADDITIONAL INFORMATION

HNTB CORPORATION
 ERIC PLOCH, P.E.
 10 SOUTH BROADWAY, SUITE 400
 ST. LOUIS, MO 63102
 TELEPHONE: (314) 241-2808
 FAX: (314) 241-1914

CITY OF WENTZVILLE, MISSOURI
CORRIDOR PRESERVATION PLANS FOR PROPOSED
70-61 BELTWAY (PHASE 1)



LOCATION MAP



CITY OF WENTZVILLE, MISSOURI		
70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)	SHEET NO.	TOTAL SHEETS
	1	10
DESIGNED BY	JES	DATE 04-13-01
DRAWN BY	WSP	DATE 04-13-01
CHECKED BY	ZFP	DATE 04-13-01

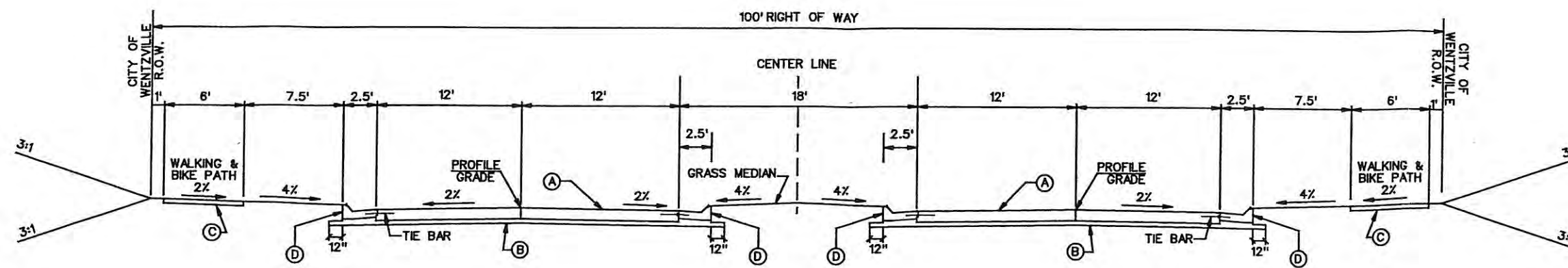
INDEX OF SHEETS	
DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (3 SHEETS)	2
COORDINATE POINTS	3
PARCEL OWNER IMPACTS (2 SHEETS)	4
PLAN	5-10

LENGTH OF PROJECT	
BEGINNING OF PROJECT	STA. 30+00.00
END PROJECT	STA. 159+00.00
APPARENT LENGTH	12,900.00 FEET (2.44 MILES)

PHASE 1 ENCOMPASSES THE 70-61 BELTWAY FROM MEYER ROAD TO SOUTH OF PERUQUE CREEK. CONNECTING ROADWAYS INCLUDE MEYER ROAD, GOODFELLOW ROAD, NORTH OUTER ROAD, I-70/BELTWAY INTERCHANGE RAMPS, AND CONNECTIONS TO POINT PRAIRIE ROAD.



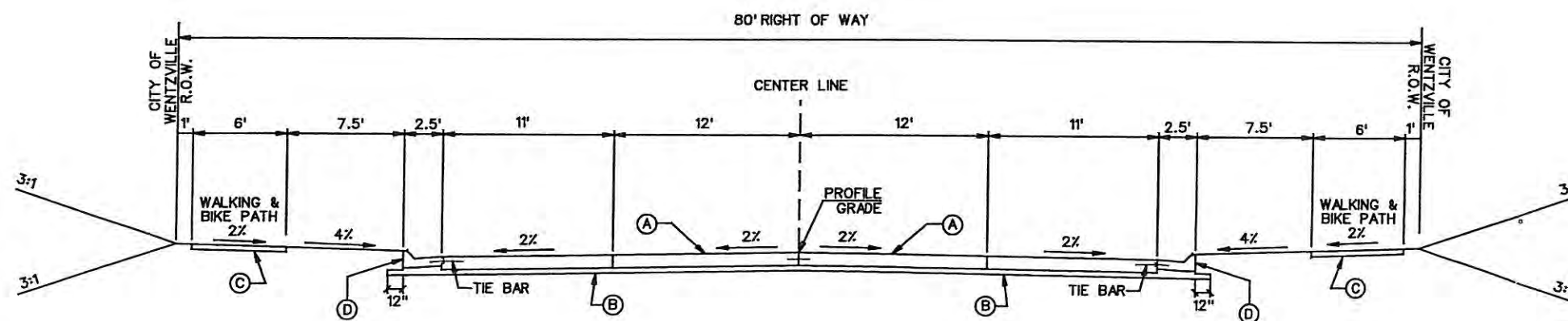
70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		2	10
DESIGNED:	JCS	BY:	
DRAFTED:	WBL	DATE:	4-13-01
CHECKED:	EJP		4-13-01



TYPICAL SECTION 70-61 BELTWAY
STA. 30+00.00 TO STA. 159+00.00

LEGEND

- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
- (B) 4" GRANULAR BASE
- (C) 4" NON-REINFORCED P.C.C. PAVEMENT
- (D) MOUNTABLE CURB & GUTTER
- (E) 1-1/4" SP125LD ASPHALTIC MIX
- (F) 1-3/4" SP250LD ASPHALTIC MIX



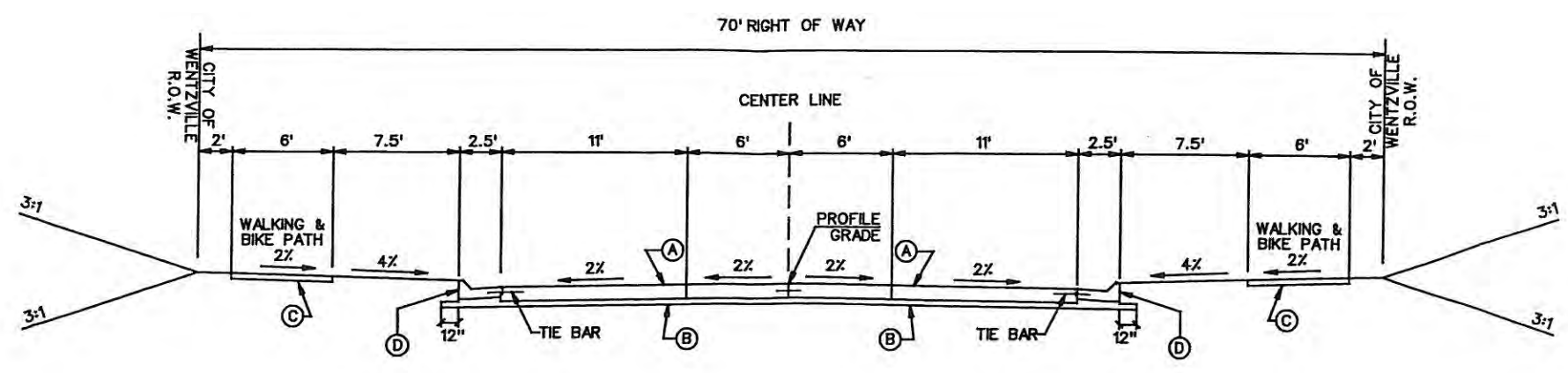
TYPICAL SECTION MEYER ROAD
STA. 3+00.00 TO STA. 16+75.00



TYPICAL SECTIONS
SHEET 1 OF 3

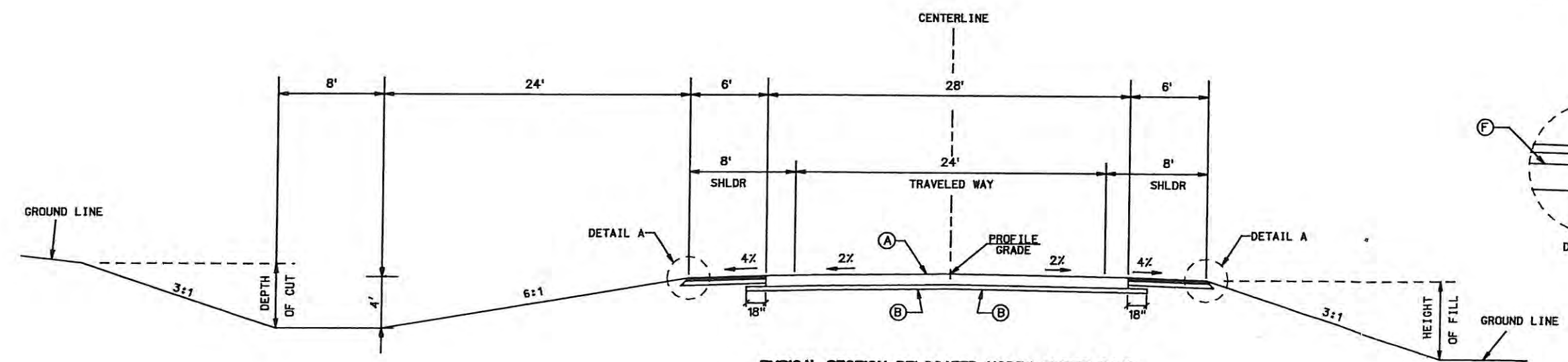
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70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		2	10
DESIGNED BY	JCS	DATE	4-13-01
DRAFTED BY	JPL		4-13-01
CHECKED BY	EJP		4-13-01

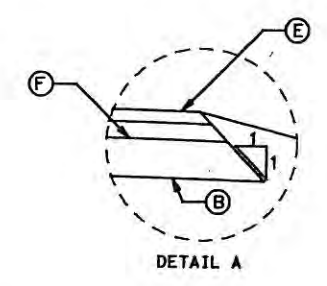


TYPICAL SECTION GOODFELLOW ROAD
STA. 2+00.00 TO STA. 10+25.00

- LEGEND**
- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
 - (B) 4" GRANULAR BASE
 - (C) 4" NON-REINFORCED P.C.C. PAVEMENT
 - (D) MOUNTABLE CURB & GUTTER
 - (E) 1-1/4" SP125LD ASPHALTIC MIX
 - (F) 1-3/4" SP250LD ASPHALTIC MIX



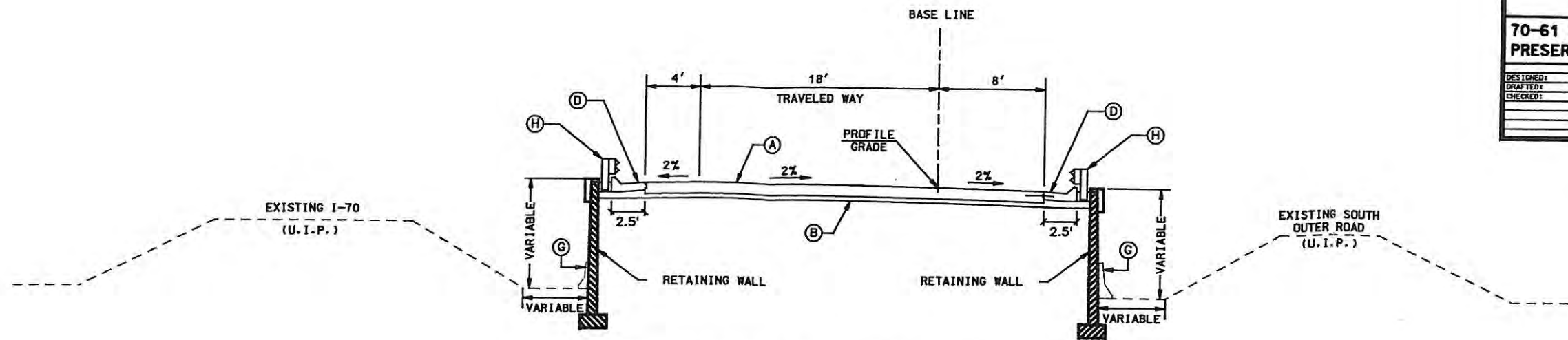
TYPICAL SECTION RELOCATED NORTH OUTER ROAD
STA. 0+00 TO STA. 40+67.09



TYPICAL SECTIONS SHEET 2 OF 3

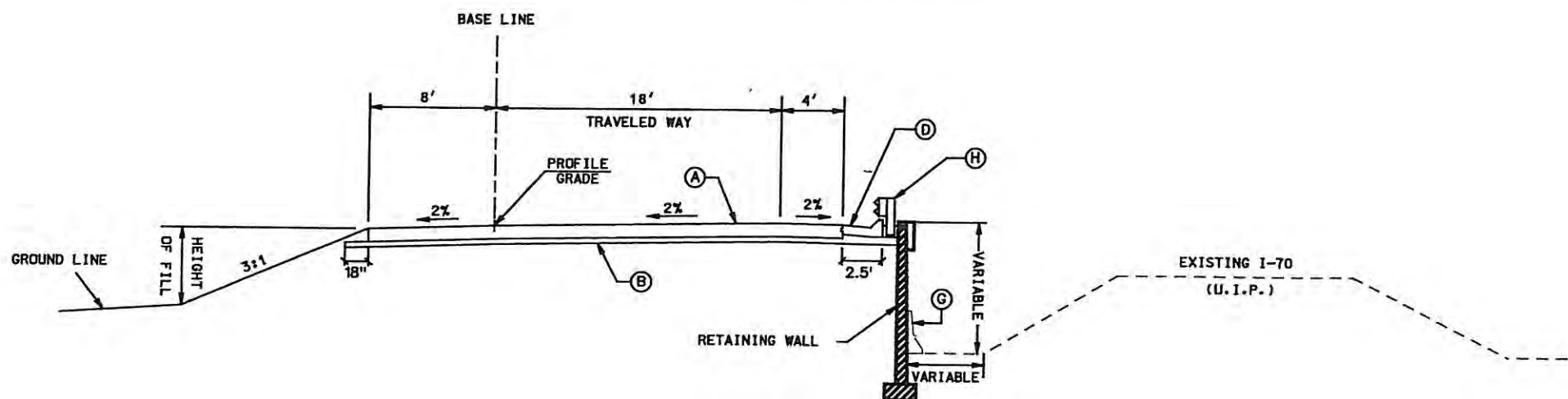
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70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		2	10
DESIGNED:	JCS	BY	DATE
DRAFTED:	WBL		4-13-01
CHECKED:	EJP		4-13-01



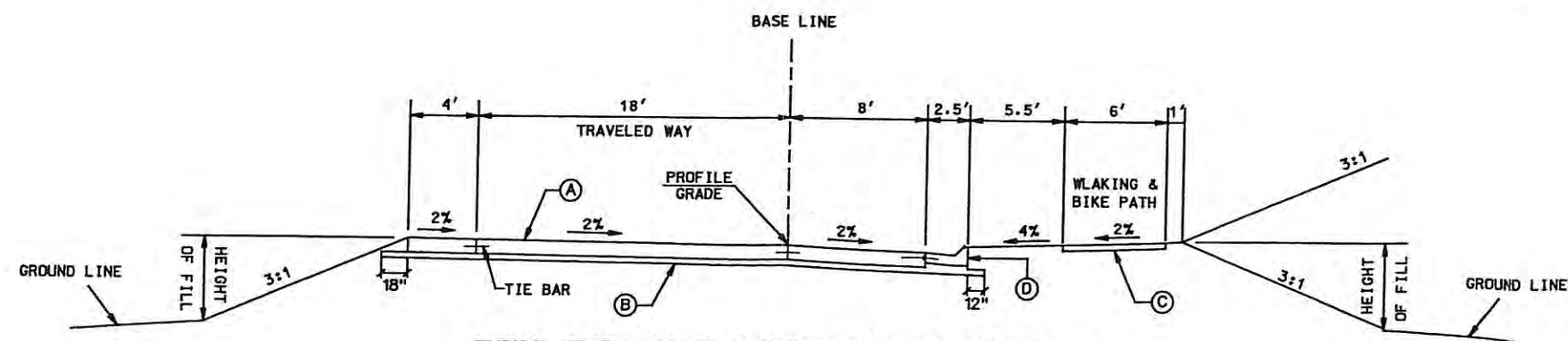
TYPICAL SECTION I-70/BELTWAY SOUTHERN INTERCHANGE RAMP

RAMP 1 STA. 0+00.00 TO STA. 16+30.96
RAMP 4 STA. 3+48.21 TO STA. 19+79.17



TYPICAL SECTION I-70/BELTWAY NORTHERN INTERCHANGE RAMP

RAMP 2 STA. 0+00.00 TO STA. 16+30.97
RAMP 3 STA. 3+18.66 TO STA. 36+80.09



TYPICAL SECTION MEYER ROAD/BELTWAY INTERCHANGE RAMP

RAMP 1 STA. 0+00.00 TO STA. 14+02.89 (TYPICAL SHOWN UP STATION)
RAMP 2 STA. 0+00.00 TO STA. 12+50.99 (TYPICAL SHOWN BACK STATION)

- LEGEND**
- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
 - (B) 4" GRANULAR BASE
 - (C) 4" NON-REINFORCED P.C.C. PAVEMENT
 - (D) MOUNTABLE CURB & GUTTER
 - (E) 1-1/4" SP125LD ASPHALTIC MIX
 - (F) 1-3/4" SP250LD ASPHALTIC MIX
 - (G) CONCRETE TRAFFIC BARRIER
 - (H) GUARDRAIL

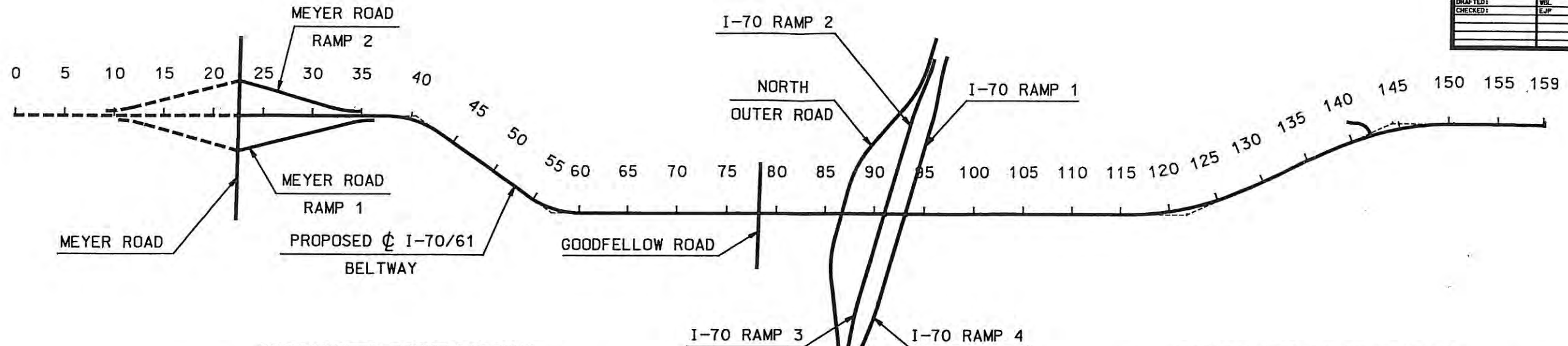


TYPICAL SECTIONS SHEET 3 OF 3

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

CITY OF WENTZVILLE, MISSOURI

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		3	10
DESIGNED:	JCS	DATE	4-13-01
DRAFTED:	WBL		4-13-01
CHECKED:	EJP		4-13-01



COORDINATED POINT LISTING
MISSOURI COORDINATE SYSTEM OF 1983

COORDINATED POINT LISTING
MISSOURI COORDINATE SYSTEM OF 1983

SHEET NO.	STATION	LOCATION	OFFSET	NORTHING (FEET)	EASTING (FEET)	DESCRIPTION
	0+00.00	☉ I-70/61 BELTWAY	0.00	1015473.40	780515.22	POINT OF BEGINNING
5	37+50.57	☉ I-70/61 BELTWAY	0.00	1088062.88	703134.82	P.C.
5	40+51.66	☉ I-70/61 BELTWAY	0.00	1087761.79	703134.82	P.I.
5	43+33.91	☉ I-70/61 BELTWAY	0.00	1087515.16	702962.13	P.T.
6	54+33.19	☉ I-70/61 BELTWAY	0.00	1086614.67	702331.60	P.C.
6	57+34.28	☉ I-70/61 BELTWAY	0.00	1086368.04	702158.91	P.I.
6	60+16.53	☉ I-70/61 BELTWAY	0.00	1086066.95	702158.91	P.T.
8	115+56.20	☉ I-70/61 BELTWAY	0.00	1080527.27	702158.91	P.C.
8	121+65.13	☉ I-70/61 BELTWAY	0.00	1079918.34	702158.91	P.I.
8	127+56.20	☉ I-70/61 BELTWAY	0.00	1079362.06	702406.58	P.T.
9	138+18.17	☉ I-70/61 BELTWAY	0.00	1078391.90	702838.52	P.C.
9	144+40.18	☉ I-70/61 BELTWAY	0.00	1077823.67	703091.51	P.I.
9	150+43.17	☉ I-70/61 BELTWAY	0.00	1077201.69	703086.09	P.T.
9	159+50.00	☉ I-70/61 BELTWAY	0.00	1076294.89	703078.17	POINT OF ENDING
5	0+00.00	MEYER ROAD RAMP 1	0.00	1089565.36	702776.72	POINT OF BEGINNING
5	11+68.04	MEYER ROAD RAMP 1	0.00	1088432.47	703061.09	P.C.
5	12+86.06	MEYER ROAD RAMP 1	0.00	1088318.00	703089.82	P.I.
5	14+02.89	MEYER ROAD RAMP 1	0.00	1088199.98	703089.82	P.T. (POINT OF ENDING)
5	0+00.00	MEYER ROAD RAMP 2	0.00	1089554.10	703486.63	POINT OF BEGINNING
5	9+85.84	MEYER ROAD RAMP 2	0.00	1088606.02	703216.40	P.C.
5	11+19.27	MEYER ROAD RAMP 2	0.00	1088477.70	703179.82	P.I.
5	12+50.99	MEYER ROAD RAMP 2	0.00	1088344.26	703179.82	P.T. (POINT OF ENDING)
5	0+00.00	☉ MEYER ROAD	0.00	1089576.31	702086.80	POINT OF BEGINNING
5	18+31.38	☉ MEYER ROAD	0.00	1089547.26	703917.95	POINT OF ENDING
7	0+00.00	☉ GOODFELLOW ROAD	0.00	1084274.47	701611.65	POINT OF BEGINNING
7	10+50.85	☉ GOODFELLOW ROAD	0.00	1084247.37	702662.15	POINT OF ENDING
10	0+00.00	I-70 INTERCHANGE RAMP 1	0.00	1082772.67	702158.91	POINT OF BEGINNING
10	9+50.00	I-70 INTERCHANGE RAMP 1	0.00	1082513.42	703072.85	P.C.
10	10+59.15	I-70 INTERCHANGE RAMP 1	0.00	1082483.64	703177.85	P.I.
10	11+68.13	I-70 INTERCHANGE RAMP 1	0.00	1082463.96	703285.21	P.T.
10	14+12.84	I-70 INTERCHANGE RAMP 1	0.00	1082419.86	703525.91	P.C.
10	15+21.98	I-70 INTERCHANGE RAMP 1	0.00	1082400.19	703633.27	P.I.
10	16+30.96	I-70 INTERCHANGE RAMP 1	0.00	1082370.40	703738.27	P.T. (POINT OF ENDING)

SHEET NO.	STATION	LOCATION	OFFSET	NORTHING (FEET)	EASTING (FEET)	DESCRIPTION
10	0+00.00	I-70 INTERCHANGE RAMP 2	0.00	1082981.56	702158.91	POINT OF BEGINNING
10	9+50.00	I-70 INTERCHANGE RAMP 2	0.00	1082722.39	703072.87	P.C.
10	10+59.15	I-70 INTERCHANGE RAMP 2	0.00	1082692.61	703177.87	P.I.
10	11+68.13	I-70 INTERCHANGE RAMP 2	0.00	1082652.99	703279.57	P.T.
10	14+12.84	I-70 INTERCHANGE RAMP 2	0.00	1082564.16	703507.60	P.C.
10	15+21.98	I-70 INTERCHANGE RAMP 2	0.00	1082524.54	703609.30	P.I.
10	16+30.97	I-70 INTERCHANGE RAMP 2	0.00	1082494.77	703714.30	P.T. (POINT OF ENDING)
10	0+00.00	I-70 INTERCHANGE RAMP 3	0.00	1083470.14	700274.67	POINT OF BEGINNING
10	3+18.66	I-70 INTERCHANGE RAMP 3	0.00	1083383.20	700581.24	P.C.
10	4+28.62	I-70 INTERCHANGE RAMP 3	0.00	1083353.21	700687.02	P.I.
10	5+38.41	I-70 INTERCHANGE RAMP 3	0.00	1083333.47	700795.20	P.T.
10	7+78.08	I-70 INTERCHANGE RAMP 3	0.00	1083290.46	701030.98	P.C.
10	8+88.04	I-70 INTERCHANGE RAMP 3	0.00	1083270.73	701139.15	P.I.
10	9+97.83	I-70 INTERCHANGE RAMP 3	0.00	1083240.73	701244.94	P.T. (POINT OF ENDING)
10	0+00.00	I-70 INTERCHANGE RAMP 4	0.00	1083354.62	700268.56	POINT OF BEGINNING
10	3+48.21	I-70 INTERCHANGE RAMP 4	0.00	1083259.60	700603.55	P.C.
10	4+57.35	I-70 INTERCHANGE RAMP 4	0.00	1083229.81	700708.55	P.I.
10	5+66.33	I-70 INTERCHANGE RAMP 4	0.00	1083190.18	700810.25	P.T.
10	8+11.05	I-70 INTERCHANGE RAMP 4	0.00	1083101.33	701038.26	P.C.
10	9+20.19	I-70 INTERCHANGE RAMP 4	0.00	1083061.70	701139.96	P.I.
10	10+29.17	I-70 INTERCHANGE RAMP 4	0.00	1083031.92	701244.96	P.T. (POINT OF ENDING)
10	0+00.00	☉ NORTH OUTER ROAD	0.00	1083585.34	700029.62	POINT OF BEGINNING
10	3+93.33	☉ NORTH OUTER ROAD	0.00	1083477.94	700408.00	P.C.
10	6+35.71	☉ NORTH OUTER ROAD	0.00	1083411.75	700641.17	P.I.
10	8+71.72	☉ NORTH OUTER ROAD	0.00	1083440.77	700881.81	P.T.
10	14+54.91	☉ NORTH OUTER ROAD	0.00	1083510.60	701460.80	P.C.
10	16+88.03	☉ NORTH OUTER ROAD	0.00	1083538.52	701692.24	P.I.
10	19+15.48	☉ NORTH OUTER ROAD	0.00	1083478.18	701917.42	P.T.
10	24+15.48	☉ NORTH OUTER ROAD	0.00	1083348.77	702400.39	P.C.
10	26+95.37	☉ NORTH OUTER ROAD	0.00	1083276.33	702670.75	P.I.
10	29+65.54	☉ NORTH OUTER ROAD	0.00	1083092.23	702881.58	P.T.
10	34+07.86	☉ NORTH OUTER ROAD	0.00	1082801.32	703214.77	P.C.
10	36+78.38	☉ NORTH OUTER ROAD	0.00	1082623.39	703418.54	P.I.
10	39+40.09	☉ NORTH OUTER ROAD	0.00	1082549.52	703678.78	P.T.
10	40+67.09	☉ NORTH OUTER ROAD	0.00	1082514.84	703800.95	P.C.
10	44+41.67	☉ NORTH OUTER ROAD	0.00	1082412.56	704161.30	P.I.
10	48+16.22	☉ NORTH OUTER ROAD	0.00	1082302.57	704519.37	P.T. (POINT OF ENDING)



COORDINATE POINTS

DESIGNED:	JCS	BY	DATE
DRAFTED:	WEL		4-13-01
CHECKED:	EJP		4-13-01
			4-13-01

I-70/US 61 BELTWAY PHASE 1 PARCEL IMPACTS *

PARCEL OWNER	ST. CHALRES COUNTY TAX IDENTIFICATION NO.	PARCEL NO.	TENTATIVE IMPACTS (ACRES)	CITY ACQUISITION (ACRES)	CONSTRUCTION EASEMENT (ACRES)
BRIAN & THERESA WUNNENBERG	4-026-S033-00-6.3	1	0.99	0.39	0.60
KENNETH & BONNIE HUFFMAN	4-026-S033-00-6.012.2	2	0.80	0.33	0.47
JAMES P & CAROLYN M WALSH	4-026-S033-00-6.1.A	3	0.84	0.44	0.40
LEROY & SHIRLEY DOCKLER TRUSTEE	4-026-S033-00-4	4	4.12	2.11	2.01
JOHN C & MILDRED GIESMANN	4-026-S033-00-4.1	5	2.06	0.92	1.14
PETER J LENZEHUBER		6	0.00	0.00	0.00
JOHN & DORIS DENNY	4-026-S033-00-3	7	2.28	0.66	1.62
COURTSTAR, L.P.	4-017-S028-00-49.A	8	13.50	6.22	7.28
RONALD W & RITA M SCHNEIDER	4-017-S028-00-46	9	0.00	0.00	0.00
MELBA S WOLFF REVOCABLE LIVING TRUST	4-017-S028-00-48.A	10	6.40	2.30	4.10
BETTY L. SCHUMANN TRUSTEE	4-017-S028-00-11.C	11	7.25	1.05	6.20
DEMIEN DEVELOPMENT INC	4-017-S028-00-9.C	12	13.60	3.86	9.74
DEMIEN DEVELOPMENT COMPANY	4-017-S028-00-9.1	13	0.00	0.00	0.00
MISSOURI FREE WILL BAPTIST HOME BOARD	4-017-S028-00-10	14	0.00	0.00	0.00
TERRY & THERESA GITTEMEIER	4-014-S021-00-10.1	15	0.00	0.00	0.00
DEMIEN FAMILY LLC % MARK A DEMIEN	4-014-S021-00-13	16	0.00	0.00	0.00
HOMER & CLAIRE JOHNSON	4-014-S021-00-12.A	17	0.10	0.00	0.10
ROBERT & PHYLISS POST	4-014-S021-00-14.21	18	1.34	0.13	1.21
ROBERT & PHYLISS POST	4-014-S021-00-14.2	19	2.23	1.48	0.75
CHARLES T & LYNETTE PADKINS	4-014-S021-00-14.3.A	20	0.53	0.00	0.53
WARREN DALE & DEBBIE JEAN COTNER	4-014-S021-00-14	21	0.30	0.00	0.30
PAUL & CHARLOTTE TENTING	4-014-S021-00-14.1	22	0.00	0.00	0.00
CLARENCE & NORMA HAGENHOFF	4-014-S021-00-11.2.C	23	0.00	0.00	0.00
R G MCKELVEY BUILDING COMPANY	4-014-S021-00-6.4	24	0.00	0.00	0.00
R G MCKELVEY BUILDING COMPANY	4-014-S021-00-6.4	25	0.00	0.00	0.00
JIMMY MILLER STABLES, INC.	4-014-S021-00-6.4	26	10.00	4.68	5.32
EUGENE & ZETA RYAN	4-014-S021-00-7.A	27	18.74	7.90	10.84

* IMPACTS SHOWN ARE PRELIMINARY AND WILL NOT BE FULLY
DETERMINED UNTIL COMPLETION OF DESIGN DOCUMENTS



PARCEL IMPACTS
SHEET 1 OF 2

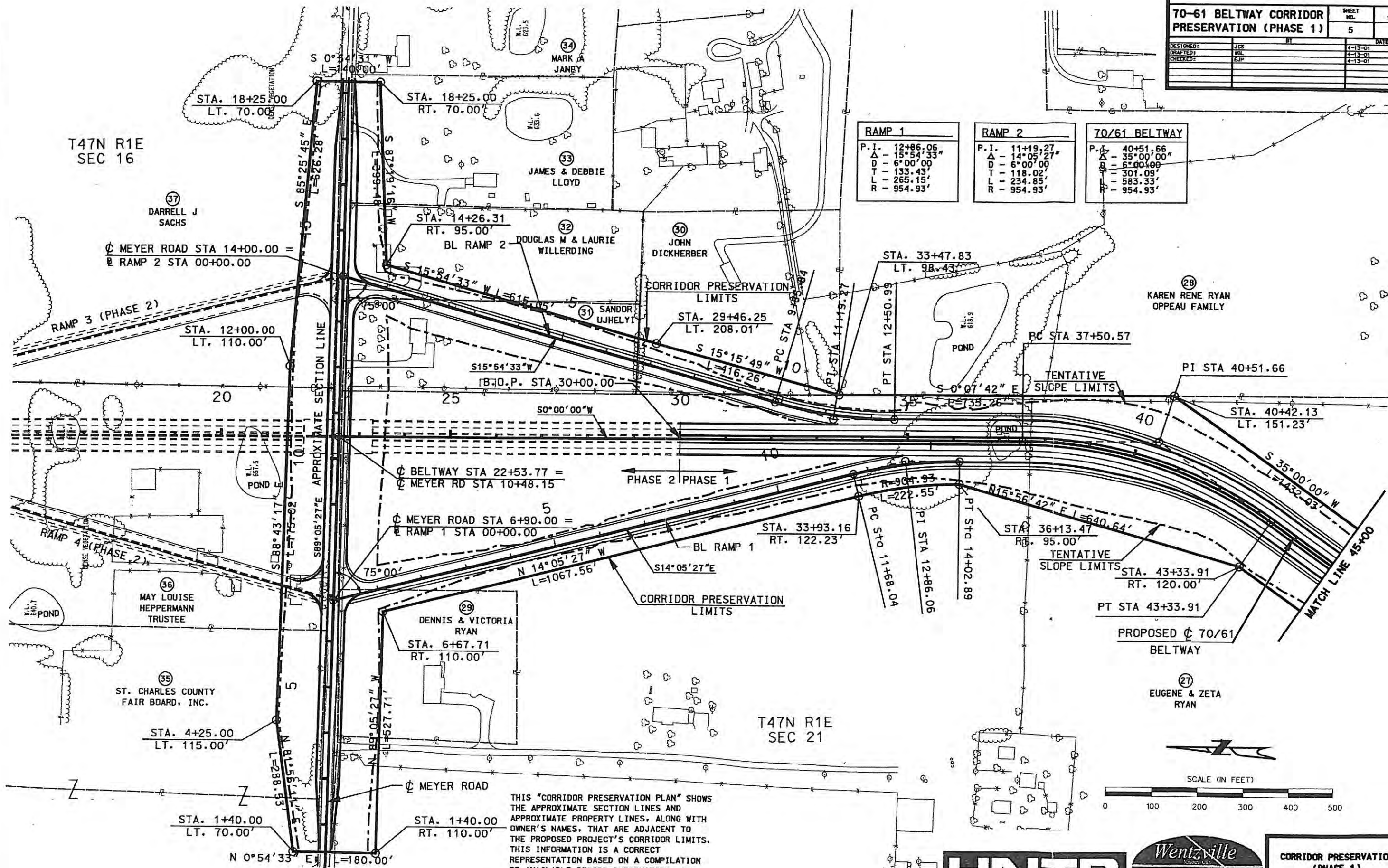
70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		5	10
DESIGNED BY	JCS	DATE	4-13-01
DRAWN BY	REL	DATE	4-13-01
CHECKED BY	EJP	DATE	4-13-01

T47N R1E
SEC 16

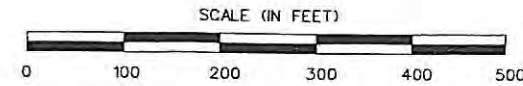
RAMP 1	
P.I.	12+86.06
Δ	15°54'33"
D	6'00'00"
T	133.43'
L	265.15'
R	954.93'

RAMP 2	
P.I.	11+19.27
Δ	14°05'27"
D	6'00'00"
T	118.02'
L	234.85'
R	954.93'

70/61 BELTWAY	
P.I.	40+51.66
Δ	35°00'00"
D	5'00'00"
T	301.09'
L	583.33'
R	954.93'

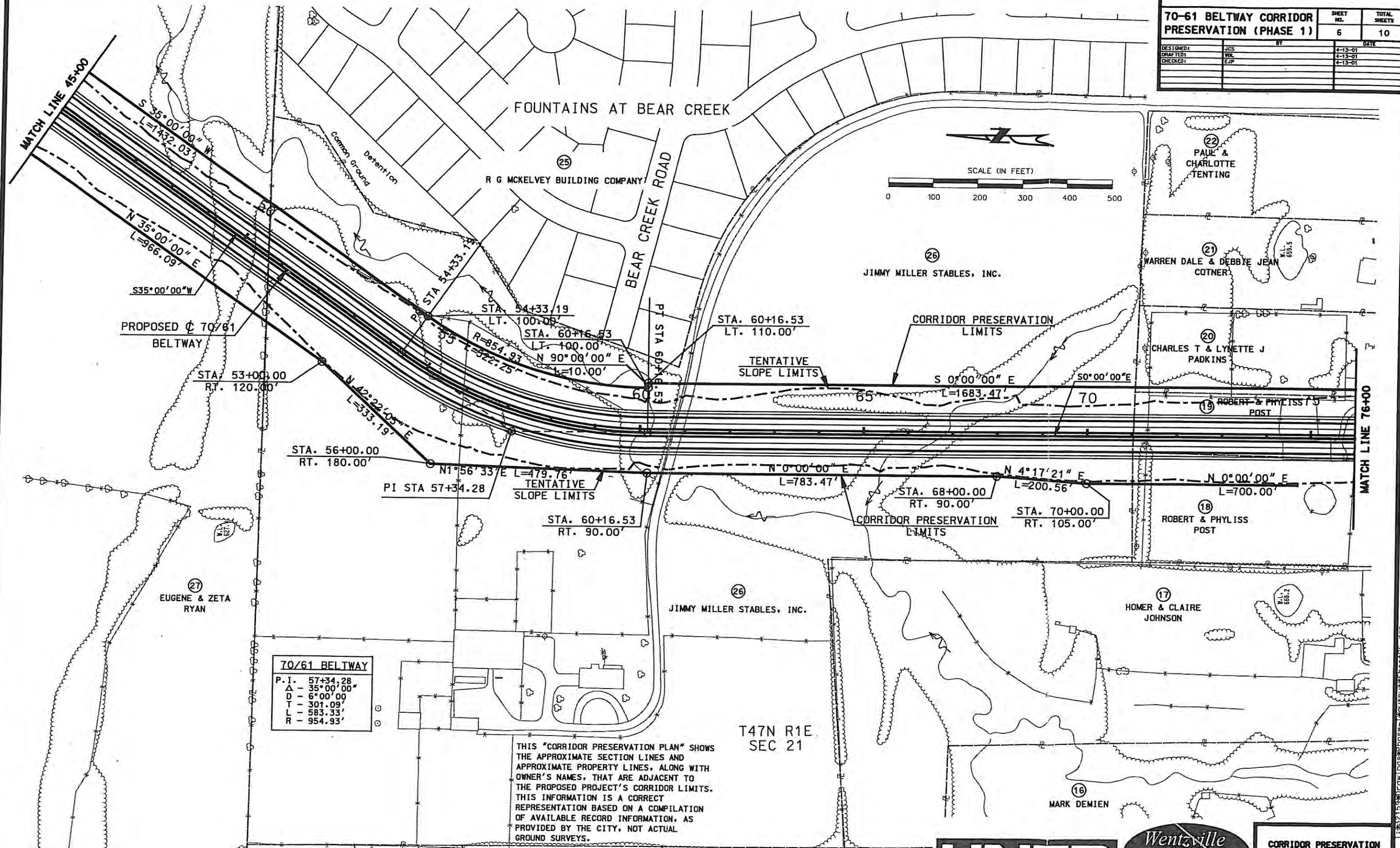


THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY, NOT ACTUAL GROUND SURVEYS.



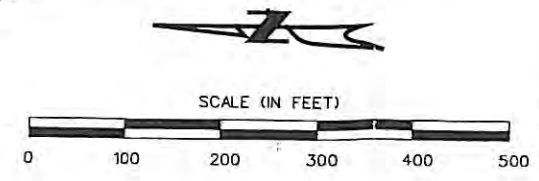
CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET B.O.P. TO STA 45+00

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		6	10
DESIGNED BY	JCS	DATE	4-13-01
DRAWN BY	WBL	DATE	4-13-01
CHECKED BY	EJP	DATE	4-13-01



70/61 BELTWAY	
P.I.	57+34.28
Δ	35°00'00"
D	6°00'00"
T	301.09'
L	583.33'
R	954.93'

THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY, NOT ACTUAL GROUND SURVEYS.

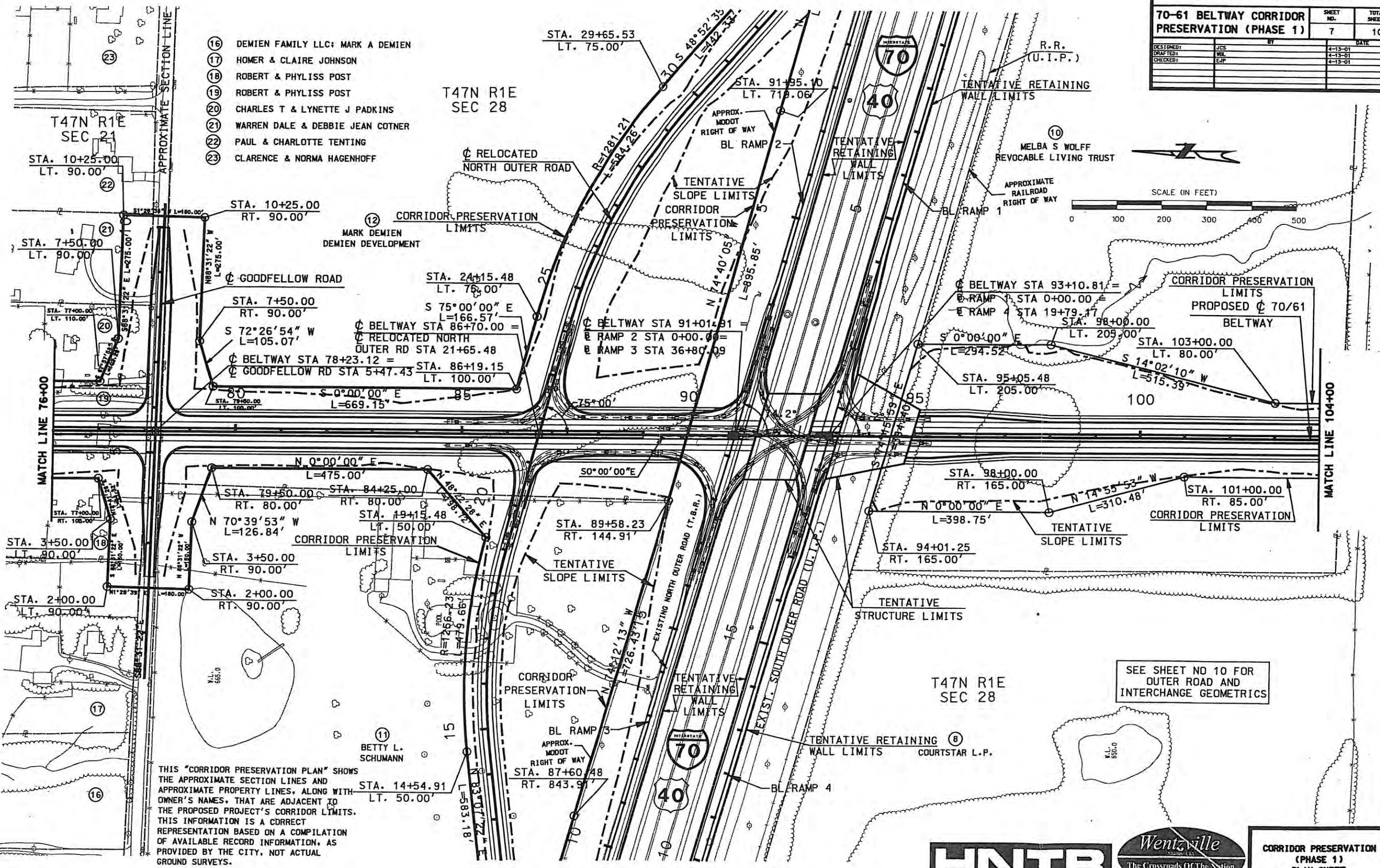


CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET
 STA 45+00 TO STA 76+00

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		7	10
DESIGNED BY	JCS	DATE	4-13-01
DRAWN BY	WBL	DATE	4-13-01
CHECKED BY	EJP	DATE	4-13-01

- 16 DEMIEN FAMILY LLC; MARK A DEMIEN
- 17 HOMER & CLAIRE JOHNSON
- 18 ROBERT & PHYLISS POST
- 19 ROBERT & PHYLISS POST
- 20 CHARLES T & LYNETTE J PADKINS
- 21 WARREN DALE & DEBBIE JEAN COTNER
- 22 PAUL & CHARLOTTE TENTING
- 23 CLARENCE & NORMA HAGENHOFF

T47N R1E
SEC 28



THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY, NOT ACTUAL GROUND SURVEYS.

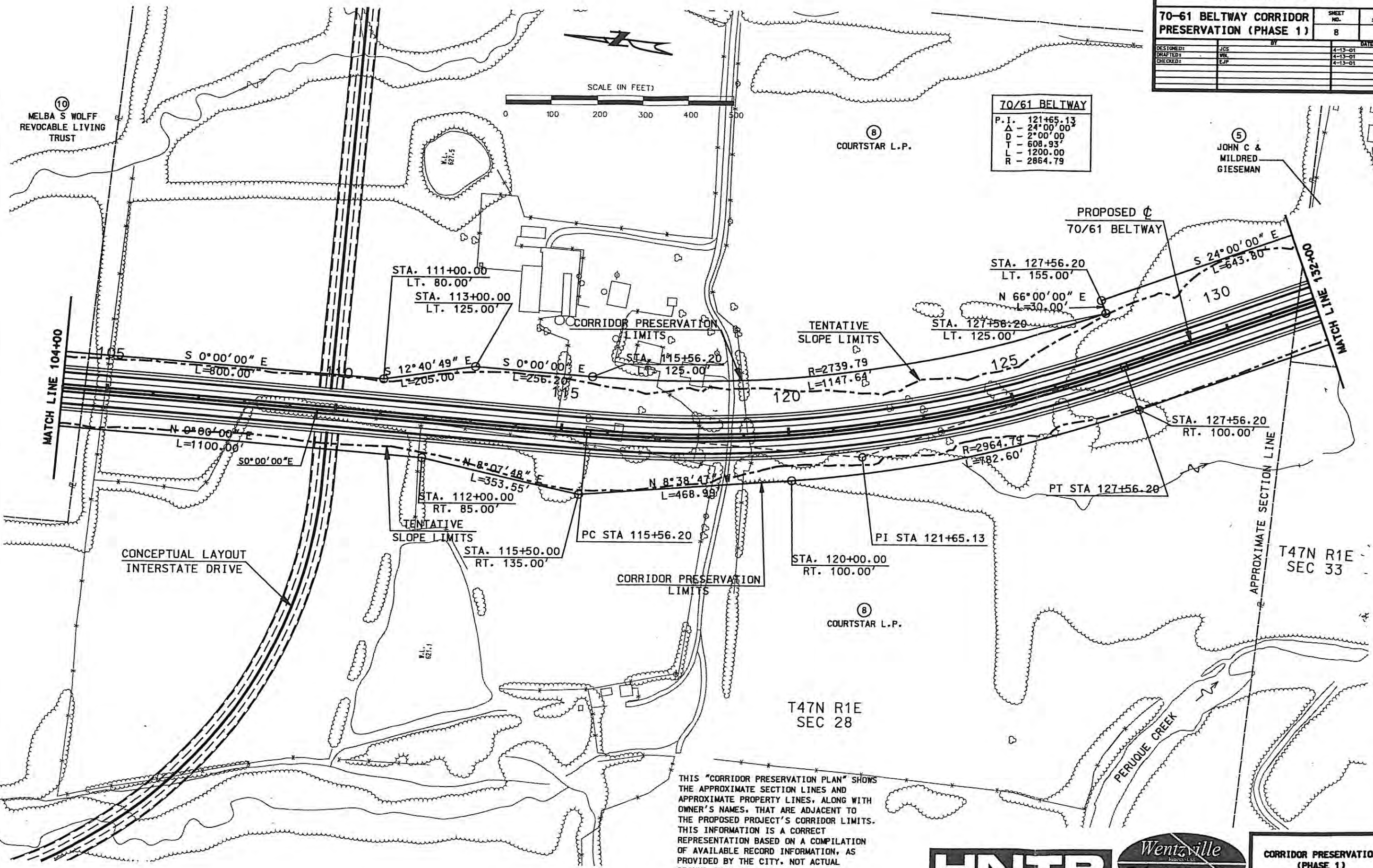
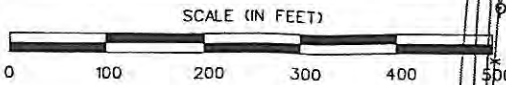
SEE SHEET NO 10 FOR OUTER ROAD AND INTERCHANGE GEOMETRICS



CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET
STA 76+00 TO STA 104+00

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		8	10
DESIGNED:	JCS	BY	DATE
DRAFTED:	WBL		4-13-01
CHECKED:	EJP		4-13-01

70/61 BELTWAY	
P.I.	121+65.13
Δ	24°00'00"
D	2°00'00"
T	608.93'
L	1200.00'
R	2864.79'



THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY. NOT ACTUAL GROUND SURVEYS.



CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET STA 104+00 TO 132+00

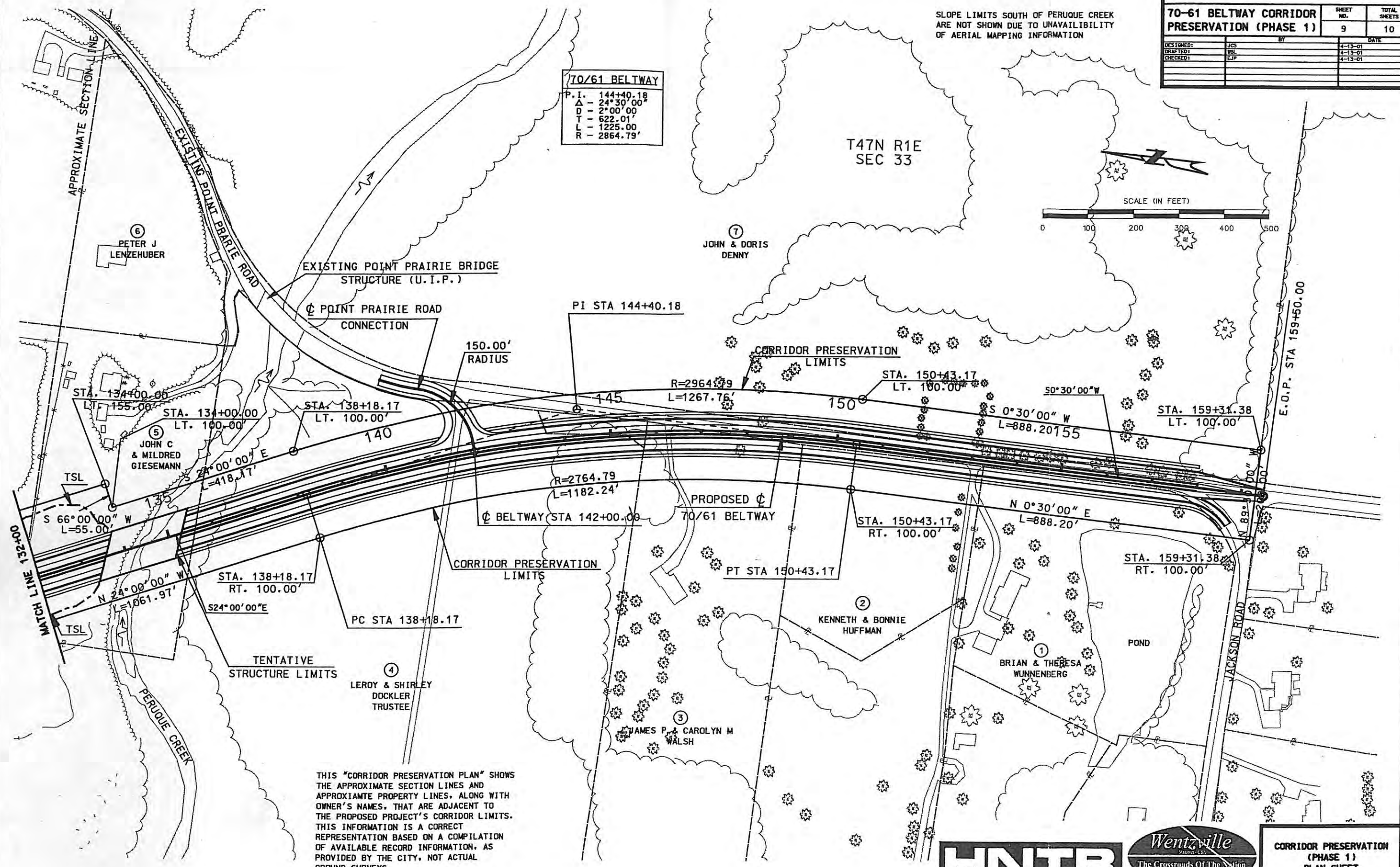
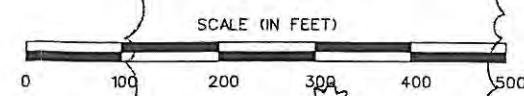
70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)

SHEET NO.	TOTAL SHEETS
9	10

DESIGNED BY	DATE
JCS	4-13-01
DRAFTED BY	4-13-01
CHECKED BY	4-13-01

SLOPE LIMITS SOUTH OF PERUQUE CREEK ARE NOT SHOWN DUE TO UNAVAILABILITY OF AERIAL MAPPING INFORMATION

70/61 BELTWAY	
P.I.	144+40.18
Δ	24°30'00"
D	2°00'00"
T	622.01'
L	1225.00'
R	2864.79'



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CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET STA 132+00 TO E.O.P.

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 1)		SHEET NO.	TOTAL SHEETS
		10	10
DESIGNED BY	JCS	DATE	4-13-01
DRAWN BY	ES	DATE	4-13-01
CHECKED BY	ES	DATE	4-13-01

NORTH OUTER RD		NORTH OUTER RD	
P.I.	6+35.71	P.I.	16+88.03
Δ	22°43'25"	Δ	21°52'38"
D	4'45'00"	D	4'45'00"
T	242.38'	T	233.12'
L	478.39'	L	460.57'
R	1206.23'	R	1206.23'

NORTH OUTER RD		NORTH OUTER RD	
P.I.	36+78.38	P.I.	44+41.67
Δ	26°07'40"	Δ	25°16'52"
D	4'45'00"	D	4'45'00"
T	279.90'	T	270.52'
L	550.06'	L	532.23'
R	1206.23'	R	1206.23'

RAMP 3		RAMP 3	
P.I.	4+28.62	P.I.	8+88.04
Δ	5°29'38"	Δ	5°29'38"
D	2'30'00"	D	2'30'00"
T	109.96'	T	109.96'
L	219.75'	L	219.75'
R	2291.83'	R	2291.83'

RAMP 4		RAMP 4	
P.I.	4+57.35	P.I.	9+20.19
Δ	5°27'11"	Δ	5°27'11"
D	2'30'00"	D	2'30'00"
T	109.15'	T	109.15'
L	218.13'	L	218.13'
R	2291.83'	R	2291.83'

RAMP 1	
P.I.	10+59.15
Δ	5°27'11"
D	2'30'00"
T	109.15'
L	218.13'
R	2291.83'

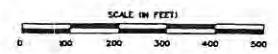
RAMP 1	
P.I.	15+21.98
Δ	5°27'11"
D	2'30'00"
T	109.15'
L	218.13'
R	2291.83'

RAMP 2	
P.I.	10+59.15
Δ	5°27'11"
D	2'30'00"
T	109.15'
L	218.13'
R	2291.83'

RAMP 2	
P.I.	15+21.98
Δ	5°27'11"
D	2'30'00"
T	109.15'
L	218.13'
R	2291.83'

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SEE SHEET NO 7 FOR 70/61 BELTWAY GEOMETRICS



CORRIDOR PRESERVATION (PHASE 1) PLAN SHEET I-70/BELTWAY INTERCHANGE

70-61 BELTWAY PHASE 1 PARCEL OWNER DATABASE

Title	FirstName	LastName	Address1	City	Parcel#	ID#	Company	Tentative Impacts (acres)	City Acquisition (acres)	Construction Easement (acre)
Mr. and Mrs. Wunnenberg	Brian and Teresa	Wunnenberg	1473 S. Point Prairie Rd.	Wentzville, MO 63385	1	4-026-S033-00-6.3		0.99	0.39	0.60
Mr. Huffman	Kenneth	Huffman	1463 S. Point Prairie Rd.	Wentzville, MO 63385	2	4-026-S033-00-6.012.2		0.80	0.33	0.47
Mr. and Mrs. Walsh	James and Carolyn M.	Walsh	1409 S. Point Prairie Rd.	Wentzville, MO 63385	3	4-026-S033-00-6.1.A		0.84	0.44	0.40
Mr. and Mrs. Dockler	Leroy and Shirley	Dockler	636 Schultz Ct.	Foristell, MO 63348	4	4-026-S033-00-4		4.12	2.11	2.01
Mr. and Mrs. Giesmann	John C. and Mildred	Giesmann	1291 S. Point Prairie Rd.	Wentzville, MO 63385	5	4-026-S033-00-4.1		2.06	0.92	1.14
Mr. and Mrs. Denny	John and Doris	Denny	22 Breezy Knoll	Lake St. Louis, MO 63367	7	4-026-S033-00-3		2.28	0.66	1.62
Sir or Madam			239 Fox Hill Rd.	St. Charles, MO 63301	8	4-017-S028-00-49.A	Courtstar, LP	13.50	6.22	7.28
Mr. and Mrs. Schneider	Ronald and Rita	Schneider	26 N. Kern	O'Fallon, MO 63366	9	4-017-S028-00-46		0.00	0.00	0.00
Ms. Wolff	Melba	Wolff	26 Rue de Paix	Lake St. Louis, MO 63367	10	4-017-S028--00-48.A		6.40	2.30	4.10
Mr. and Mrs. Schuman	Bill and Betty L.	Schuman	2591 W. Pearce Blvd.	Wentzville, MO 63385	11	4-017-S028-00-11.C		7.25	1.05	6.20
Mr. Demien	Mark	Demien	P.O. Box 338	Wentzville, MO 63385	12	4-017-S028-00-9.C	Demien Development	13.60	3.86	9.74
Mr. Demien	Mark	Demien	P.O. Box 338	Wentzville, MO 63385	13	4-017-S028-00-9.1	Demien Development	0.00	0.00	0.00
Pastor			2349 W. Pearce Blvd.	Wentzville, MO 63385	14	4-017-S028-00-10	Missouri Free Will Baptist Home Board	0.00	0.00	0.00
Mr. and Mrs. Gittemeier	Terry and Theresa	Gittemeier	2685 Goodfellow Rd.	Wentzville, MO 63385	15	4-014-S021-00-10.1		0.00	0.00	0.00
Mr. Demien	Mark	Demien	P.O. Box 338	Wentzville, MO 63385	16	4-014-S021-00-13		0.00	0.00	0.00
Mr. and Mrs. Johnson	Homer and Claire	Johnson	2577 Goodfellow Rd.	Wentzville, MO 63385	17	4-014-S021-00-12.A		0.10	0.00	0.10
Mr. and Mrs. Post	Robert and Phyllis	Post	1644 N. 1220 East Rd.	Gilman, IL 60938	18	4-014-S021-00-14.21		1.34	0.13	1.21
Mr. & Mrs. Post	Robert and Phyllis	Post	1644 N. 1220 East Rd.	Gilman, IL 60938	19	4-014-S021-00-14.2		2.23	1.48	0.75
Mr. & Mrs. Padkins	Charles T. and Lynette J.	Padkins	2507 Goodfellow Rd.	Wentzville, MO 63385	20	4-014-S021-00-14.3.A		0.53	0.00	0.53
Mr. & Mrs. Cotner	Warren Dale and Debbie Jean	Cotner	2493 Goodfellow Rd.	Wentzville, MO 63385	21	4-014-S021-00-14		0.30	0.00	0.30
Mr. & Mrs. Tenting	Paul and Charlotte	Tenting	2459 Goodfellow Rd.	Wentzville, MO 63385	22	4-014-S021-00-14.1		0.00	0.00	0.00
Mr. Hagenhoff	Clem	Hagenhoff	2433 Goodfellow Rd.	Wentzville, MO 63385	23	4-014-S021-00-11.2.C		0.00	0.00	0.00
Sir or Madam			2445 Goodfellow Road	Wentzville, MO 63385	26	4-014-S021-00-6.4	Jimmy Miller Stables, Inc.	10.00	4.68	5.32
Mr. & Mrs. Ryan	Gene and Zeta	Ryan	750 Ryan Ln.	Foristell, MO 63348	27	4-014-S021-00-7.A		18.74	7.90	10.84
Mrs. Ryan	Rene	Ryan	120 Mar Pat Dr.	Foristell, MO 63348	28	4-014-S021-00-6	Oppeau Family	0.00	0.00	0.00
Mr. and Mrs. Ryan	Dennis and Vickie	Ryan	732 Ryan Ln.	Foristell, MO 63348	29	4-014-S021-00-7.3.A		0.81	0.00	0.81
Mr. and Mrs. Dickherber	John and Rhonda	Dickherber	627 N. Point Prairie Rd.	Wentzville, MO 63385	30	4-014-S021-00-6.015		0.62	0.26	0.36
Mr. Ujhelyi	Sandor	Ujhelyi	P.O. Box 214	Wentzville, MO 63385	31	4-014-S021-00-6.3		2.72	0.57	2.15
Mr. and Mrs. Willerding	Douglas and Laurie	Willerding	2656 Meyer Rd.	Foristell, MO 63348	32	4-01-S021-00-6.6		0.00	0.00	0.00
Mr. and Mrs. Lloyd	Jim and Debbie	Lloyd	2428 Meyer Rd.	Foristell, MO 63348	33	4-014-S021-00-6.7		0.42	0.06	0.36
Ms. Janey	Martha A.	Janey	2466 Meyer Rd.	Foristell, MO 63348	34	4-014-S021-00-6.5		0.62	0.21	0.41
Mr. Boschert	Claude	Boschert	5288 Blase Station Rd.	St. Charles, MO 63301	35	4-009-S016-00-23.1	St. Charles County Fair Board, Inc.	0.96	0.07	0.89
Ms. Heppermann	May Louise	Heppermann	2501 Meyer Rd.	Wentzville, MO 63385	36	4-009-S016-00-23.A		1.20	0.08	1.12
Mr. Sachs	Darrell J.	Sachs	51 Harbor Bend Ct.	Lake St. Louis, MO 63367	37	4-009-S016-00-29.A		1.17	0.07	1.10
Mr. Knichel	William	Knichel	2416 Meyer Rd.	Foristell, MO 63348	38	4-014-S021-00-6.8		0.00	0.00	0.00
Sir or Madam			#1 Mid Rivers Mall Dr., #100	St. Peters, MO 63376	24 & 25	4-014-S021-00-6.4	R.G. McKelvey Bldg. Co.	0.00	0.00	0.00
Mr. Reynolds	Gary	Reynolds	2566 Meyer Rd.	Foristell, MO 63348		4-009-S016-00-24.1				
Ms. Hepperman	May Louise	Heppermann	2501 Meyer Rd.	Foristell, MO 63348		4-009-S016-00-23.11				
Mr. Schwartz	J.C.	Schwartz	803 N. Kirkwood Rd.	Kirkwood, MO 63122		4-009-S016-00-22				

**WENTZVILLE: 70-61 BELTWAY (PHASE I)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

Prepared by: John C. Smith III
April 18, 2001

Tract I: Meyer Road to I-70

Starting at a point in Township 47, North Range 1 East, Section 16 with Missouri State Plane Coordinates of Northing 1,089,644.08 and Easting 702,227.90 and approximately 70.00 feet North of Meyer Road and then traversing North 81 degrees 56 minutes 11 seconds East for a distance of 288.53 feet;

thence traversing South 88 degrees 43 minutes 17 seconds East for a distance of 775.02 feet;

thence traversing South 85 degrees 25 minutes 45 seconds East for a distance of 626.28 feet;

thence traversing South 00 degrees 54 minutes 31 seconds West for a distance of 140.00 feet to a point in Township 47 North, Range 1 East, Section 21 and approximately 70.00 feet South of Centerline Meyer Road;

thence traversing South 87 degrees 19 minutes 16 seconds West for a distance of 399.48 feet;

thence traversing South 15 degrees 54 minutes 33 seconds West for a distance of 615.05 feet;

thence traversing South 15 degrees 15 minutes 49 seconds West for a distance of 416.26 feet;

thence traversing South 00 degrees 07 minutes 42 seconds East for a distance of 735.26 feet;

thence traversing South 35 degrees 00 minutes 00 seconds West for a distance of 1,432.03 feet;

thence traversing along a radius of 854.93 feet a distance of 522.25 feet with a chord length of 514.16 feet;

thence traversing North 90 degrees 00 minutes 00 seconds East for a distance of 10.00 feet;

thence traversing South 00 degrees 00 minutes 00 seconds for a distance of 1683.47 feet;

thence traversing South 67 degrees 57 minutes 58 seconds East for a distance of 102.29 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE I)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing South 88 degrees 31 minutes 22 seconds East for a distance of 275.00 feet to a point in Township 47 North, Range 1 East, Section 21 and approximately 90.00 feet North of Centerline of Goodfellow Road;

thence traversing South 01 degrees 28 minutes 38 seconds West for a distance of 180.00 feet to a point in Township 47 North, Range 1 East, Section 28 and approximately 90.00 feet South of Centerline of Goodfellow Road;

thence traversing North 88 degrees 31 minutes 22 seconds West for a distance of 275.00 feet;

thence traversing South 72 degrees 26 minutes 54 seconds West for a distance of 105.07 feet;

thence traversing South 00 degrees 00 minutes 00 seconds for a distance of 669.15 feet;

thence traversing South 75 degrees 00 minutes 00 seconds East for a distance of 166.57 feet;

thence traversing along a radius of 1281.21 feet a distance of 584.26 feet with a chord length of 579.21 feet;

thence traversing South 48 degrees 52 minutes 35 seconds East for a distance of 442.33 feet;

thence traversing along a radius of 1131.23 feet a distance of 207.20 feet with a chord length of 206.91 feet to a point in Township 47 North, Range 1 East, Section 28 on West Pierce Boulevard right of way;

thence traversing North 74 degrees 40 minutes 05 seconds West for a distance of 1,470.07 feet along West Pierce Boulevard right of way;

thence traversing North 74 degrees 12 minutes 13 seconds West for a distance of 726.43 feet along West Pierce Boulevard right of way;

thence traversing North 74 degrees 17 minutes 31 seconds West for a distance of 587.86 feet along West Pierce Boulevard right of way;

thence traversing along a radius of 1156.23 feet a distance of 127.05 feet with a chord length of 126.99 feet;

thence traversing North 83 degrees 07 minutes 22 seconds East for a distance of 583.18 feet;

thence traversing along a radius of 1256.23 feet a distance of 479.66 feet with a chord length of 476.75 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE I)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing North 48 degrees 22 minutes 28 seconds East for a distance of 198.72 feet;

thence traversing North 00 degrees 00 minutes 00 seconds for a distance of 475.00 feet;

thence traversing North 70 degrees 39 minutes 53 seconds West for a distance of 126.84 feet;

thence traversing North 88 degrees 31 minutes 22 seconds West for a distance of 150.00 feet to a point in Township 47 North, Range 1 East, Section 28 and approximately 90.00 feet South of Centerline of Goodfellow Road;

thence traversing North 01 degrees 28 minutes 39 seconds East for a distance of 180.00 feet to a point in Township 47 North, Range 1 East, Section 21 and approximately 90.00 feet North of Centerline of Goodfellow Road;

thence traversing South 88 degrees 31 minutes 22 seconds East for a distance of 150.00 feet;

thence traversing North 72 degrees 41 minutes 28 seconds East for a distance of 94.32 feet;

thence traversing North 00 degrees 00 minutes 00 seconds for a distance of 700.00 feet;

thence traversing North 04 degrees 17 minutes 21 seconds East for a distance of 200.56 feet;

thence traversing North 00 degrees 00 minutes 00 seconds for a distance of 783.47 feet;

thence traversing North 01 degrees 56 minutes 33 seconds East for a distance of 479.76 feet;

thence traversing North 42 degrees 22 minutes 05 seconds East for a distance of 333.19 feet;

thence traversing North 35 degrees 00 minutes 00 seconds East for a distance of 966.09 feet;

thence traversing North 15 degrees 56 minutes 42 seconds East for a distance of 640.64 feet;

thence traversing along a radius of 904.93 feet a distance of 222.55 feet with a chord length of 221.99 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE I)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing North 14 degrees 05 minutes 27 seconds West for a distance of 1,067.56 feet;

thence traversing North 89 degrees 05 minutes 27 seconds West for a distance of 527.71 feet to a point in Township 47 North, Range 1 East, Section 21 and approximately 110.00 feet South of Centerline Meyer Road;

thence traversing North 00 degrees 54 minutes 33 seconds East for a distance of 180.00 feet to said point of beginning in Township 47 North, Range 1 East, Section 16.

Tract II: I-70 to Jackson Road

Starting at a point in Township 47, North Range 1 East, Section 28 on South Outer Road right of way with Missouri State Plane Coordinates of Northing 1,082,682.23 and Easting 701,993.91 approximately 94 feet South Centerline of South Outer Road and traversing South 74 degrees 15 minutes 59 seconds East for a distance of 384.40 feet;

thence traversing South 00 degrees 00 minutes 00 seconds for a distance of 294.52 feet along South Outer Road right of way;

thence traversing South 14 degrees 02 minutes 10 seconds West for a distance of 515.39 feet;

thence traversing South 00 degrees 00 minutes 00 seconds for a distance of 800 feet;

thence traversing South 12 degrees 40 minutes 49 seconds East for a distance of 205.00 feet;

thence traversing South 00 degrees 00 minutes 00 seconds for a distance of 256.20 feet;

thence traversing along a radius of 2739.79 feet a distance of 1147.64 feet with a chord length of 1139.27 feet to a point in Township 47, North Range 1 East, Section 33;

thence traversing North 66 degrees 00 minutes 00 seconds East for a distance of 30.00 feet;

thence traversing South 24 degrees 00 minutes 00 seconds East for a distance of 643.80 feet;

thence traversing South 66 degrees 00 minutes 00 seconds West for a distance of 55.00 feet;

thence traversing South 24 degrees 00 minutes 00 seconds East for a distance of 418.17 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE I)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing along a radius of 2964.79 feet a distance of 1267.76 feet with a chord length of 1,258.12 feet;

thence traversing South 00 degrees 30 minutes 00 seconds West for a distance of 888.20 feet;

thence traversing North 89 degrees 30 minutes 00 seconds West for a distance of 200.00 feet;

thence traversing North 00 degrees 30 minutes 00 seconds East for a distance of 888.20 feet;

thence traversing along a radius of 2764.79 feet a distance of 1,182.24 feet with a chord length of 1,173.25 feet;

thence traversing North 24 degrees 00 minutes 00 seconds West for a distance of 1,061.97 feet to a point in Township 47, North Range 1 East, Section 28;

thence traversing along a radius of 2964.79 feet a distance of 782.60 feet with a chord length of 780.33 feet;

thence traversing North 08 degrees 38 minutes 47 seconds West for a distance of 468.99 feet;

thence traversing North 08 degrees 07 minutes 48 seconds East for a distance of 353.55 feet;

thence traversing North 00 degrees 00 minutes 00 seconds for a distance of 1,100.00 feet;

thence traversing North 14 degrees 55 minutes 53 seconds West for a distance of 310.48 feet;

thence traversing North 00 degrees 00 minutes 00 seconds for a distance of 398.75 feet to said point of beginning in Township 47, North Range 1 East, Section 28 on South Outer Road right of way.

DESIGN DESIGNATION
 DESIGN HOURLY VOLUME - 2020 YR. - 575
 DESIGN SPEED - 45 M.P.H.
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL

CITY OF WENTZVILLE, MISSOURI
 CORRIDOR PRESERVATION PLANS FOR PROPOSED
 70-61 BELTWAY (PHASE 2)

CITY OF WENTZVILLE, MISSOURI

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
DESIGNER	JCS	1	13
DRAWN	JCS		
CHECKED	JCS		
DATE	12-18-21		

THESE "CORRIDOR PRESERVATION PLANS" SHOW THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY OF WENTZVILLE, NOT ACTUAL GROUND SURVEYS.

AERIAL MAPPING SHOWN ON THESE DOCUMENTS HAS BEEN PROVIDED BY THE CITY OF WENTZVILLE AND HAS NOT BEEN FIELD SURVEYED.

INDEX OF SHEETS

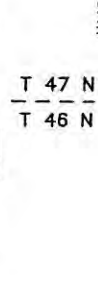
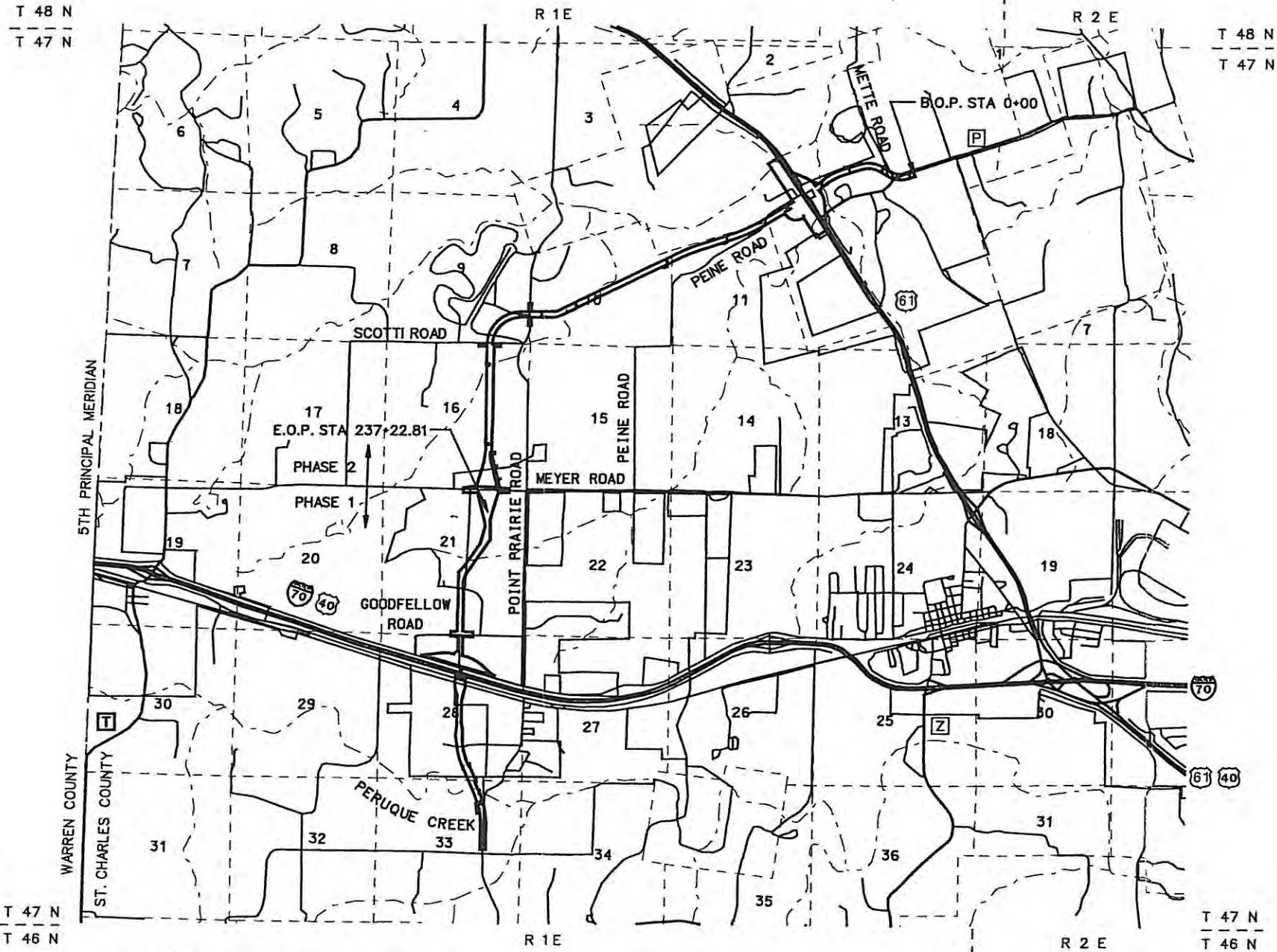
DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (2 SHEETS)	2
COORDINATE POINTS	3
PARCEL IMPACTS (4 SHEETS)	4
PLAN	5-13

LEGEND

PROPERTY LINE (APPROXIMATE) - - - - -
 CENTERLINE = = = = =
 SECTION LINE - - - - -
 CORRIDOR PRESERVATION LIMITS = = = = =

ABBREVIATIONS

RR: RAILROAD
 U.I.P.: USE IN PLACE
 T.B.R.: TO BE REMOVED
 E.O.P.: END OF PROJECT
 B.O.P.: BEGINNING OF PROJECT
 TSL: TENTATIVE SLOPE LIMITS



LOCATION MAP



LENGTH OF PROJECT

BEGINNING OF PROJECT	STA. 0+00.00
END OF PROJECT	STA. 237+22.81
APPARENT LENGTH	23,722.81 FEET (4.49 MILES)

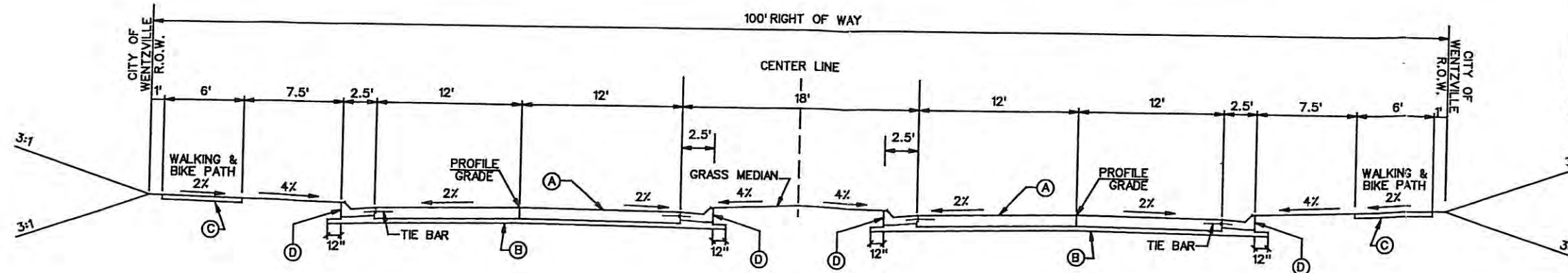
PHASE 2 ENCOMPASSES THE 70-61 BELTWAY FROM THE NORTHERN PROJECT TERMINUS TO MEYER ROAD. CONNECTING ROADWAYS INCLUDE MEYER ROAD, SCOTTI ROAD, POINT PRAIRIE ROAD, PEINE ROAD, CONNECTOR ROAD, 61/BELTWAY INTERCHANGE RAMPS, AND EAST OUTER ROAD.

CONTACT PERSON FOR ADDITIONAL INFORMATION

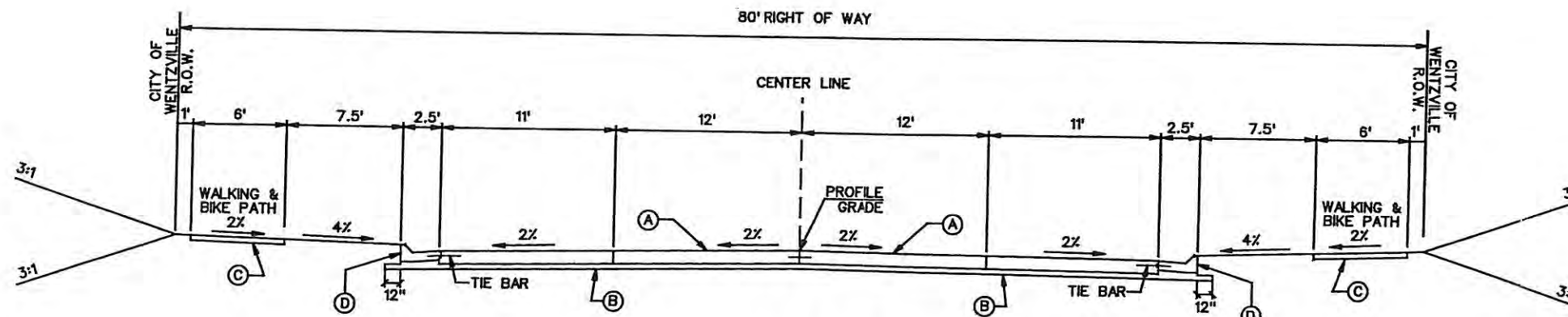
HNTB CORPORATION
 ERIC FLOCH, P.E.
 10 SOUTH BROADWAY, SUITE 400
 ST. LOUIS, MO 63102
 TELEPHONE: (314) 241-2808
 FAX: (314) 241-1914



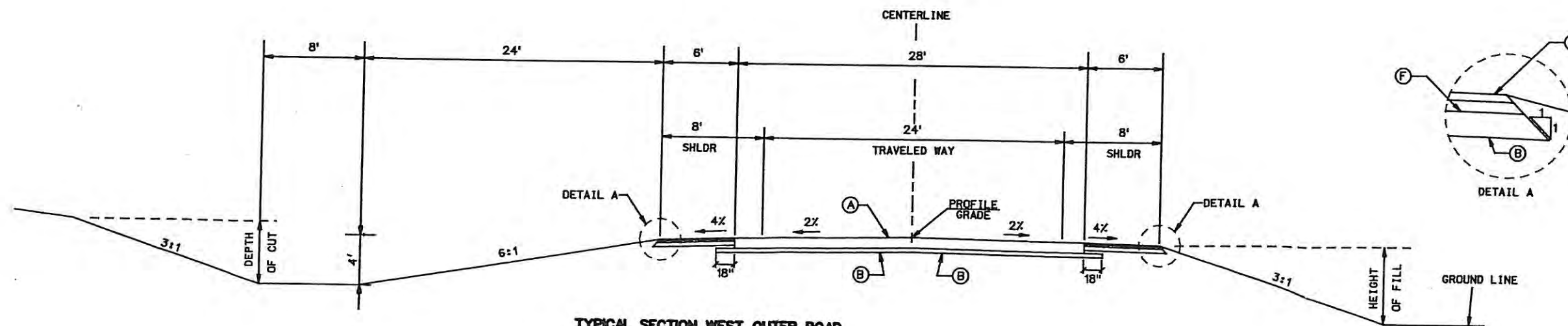
70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		2	13
DESIGNED BY	JCS	DATE	12-10-01
DRAFTED BY	WBL		12-10-01
CHECKED BY	EJP		12-10-01



TYPICAL SECTION 70-61 BELTWAY
STA 00+00.00 TO STA 237+22.81



TYPICAL SECTION MEYER ROAD
STA 3+00.00 TO STA 16+75.00

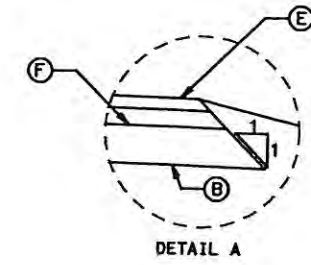


TYPICAL SECTION WEST OUTER ROAD
STA 0+00 TO STA 32+25.66

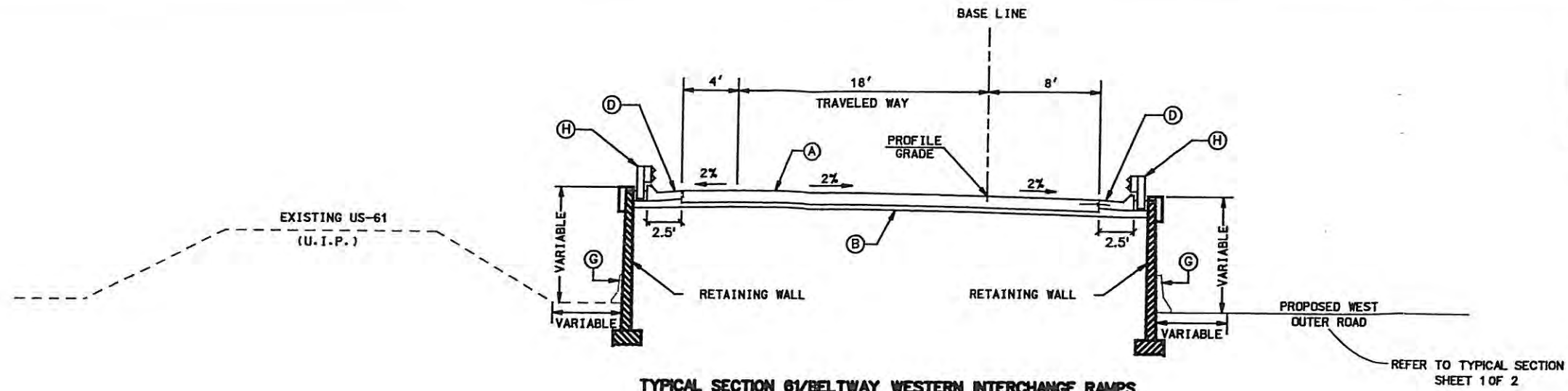
TYPICAL SECTION EAST OUTER ROAD
STA 0+00 TO STA 34+74.38

LEGEND

- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
- (B) 4" GRANULAR BASE
- (C) 4" NON-REINFORCED P.C.C. PAVEMENT
- (D) MOUNTABLE CURB & GUTTER
- (E) 1-1/4" SP125LD ASPHALTIC MIX
- (F) 1-3/4" SP250LD ASPHALTIC MIX

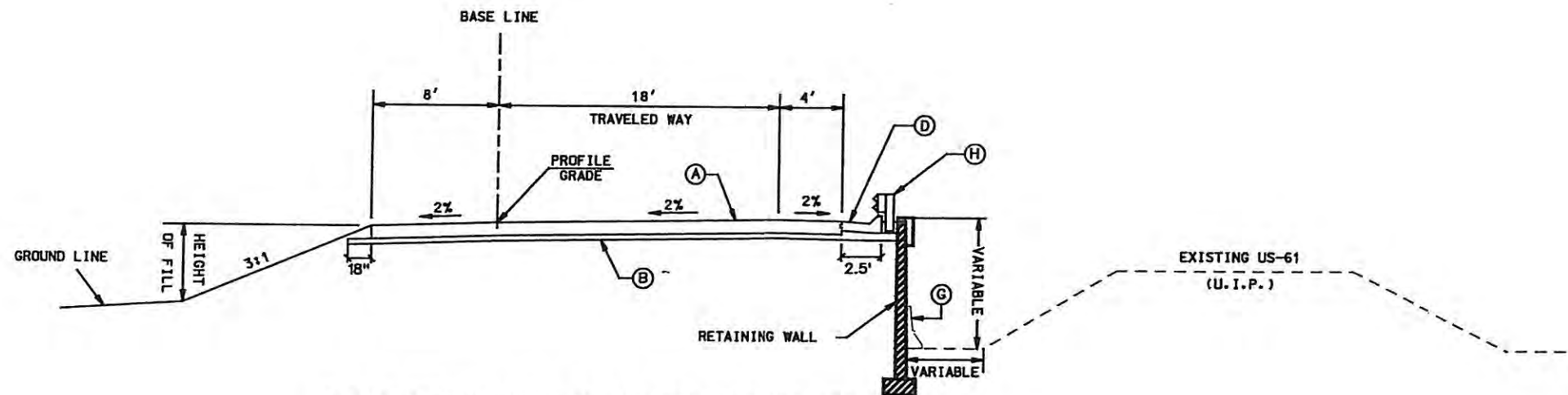


70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		2	13
DESIGNED BY	JCS	BY	
DRAFTED BY	WBL	DATE	12-10-01
CHECKED BY	EJP		12-10-01



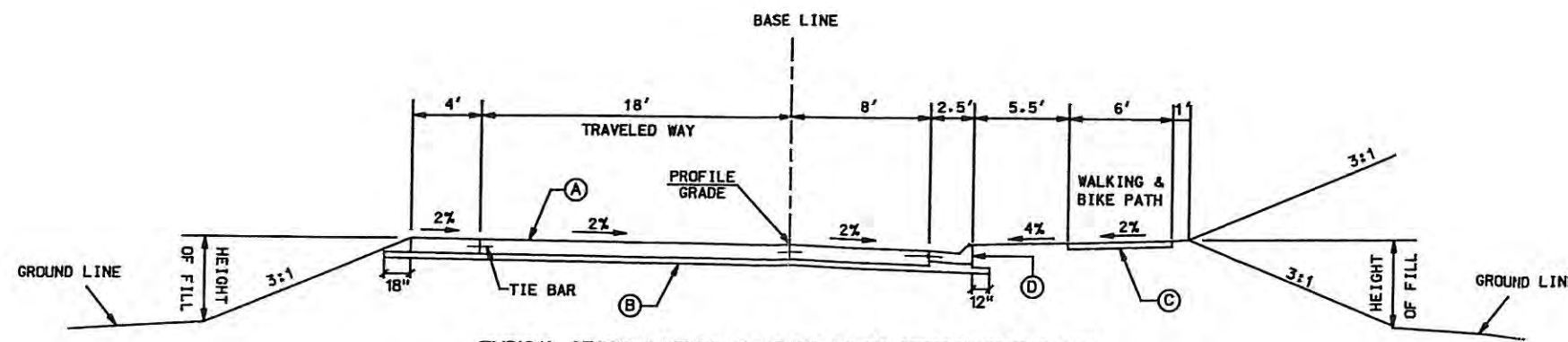
TYPICAL SECTION 61/BELTWAY WESTERN INTERCHANGE RAMP

RAMP 2 STA. 7+42.01 TO STA. 17+80.07
RAMP 4 STA. 0+00.00 TO STA. 9+84.01



TYPICAL SECTION 61/BELTWAY EASTERN INTERCHANGE RAMP

RAMP 1 STA. 7+45.11 TO STA. 17+75.83
RAMP 3 STA. 0+00.00 TO STA. 9+90.26



TYPICAL SECTION MEYER ROAD/BELTWAY INTERCHANGE RAMP

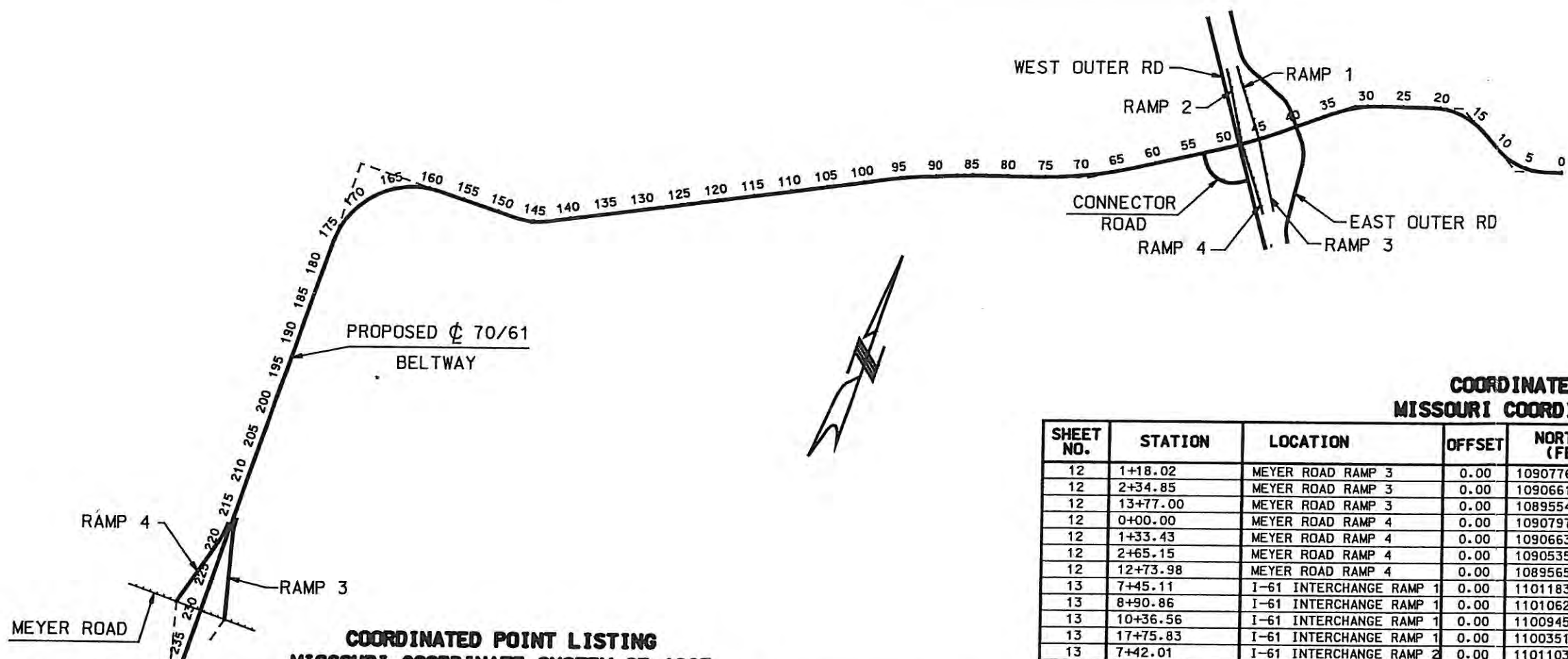
RAMP 3 STA. 0+00.00 TO STA. 13+77.00 (TYPICAL SHOWN BACK STATION)
RAMP 4 STA. 0+00.00 TO STA. 12+73.98 (TYPICAL SHOWN UP STATION)

- LEGEND**
- (A) 10" NON-REINFORCED P.C.C. PAVEMENT
 - (B) 4" GRANULAR BASE
 - (C) 4" NON-REINFORCED P.C.C. PAVEMENT
 - (D) MOUNTABLE CURB & GUTTER
 - (E) 1-1/4" SP125LD ASPHALTIC MIX
 - (F) 1-3/4" SP250LD ASPHALTIC MIX
 - (G) CONCRETE TRAFFIC BARRIER
 - (H) GUARDRAIL



TYPICAL SECTIONS SHEET 2 OF 2

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		3	13
BY		DATE	
DESIGNED:	JCS	12-10-01	
DRAFTED:	WBL	12-10-01	
CHECKED:	EJP	12-10-01	



**COORDINATED POINT LISTING
MISSOURI COORDINATE SYSTEM OF 1983**

SHEET NO.	STATION	LOCATION	OFFSET	NORTHING (FEET)	EASTING (FEET)	DESCRIPTION
12	1+18.02	MEYER ROAD RAMP 3	0.00	1090776.35	703179.82	P. I.
12	2+34.85	MEYER ROAD RAMP 3	0.00	1090661.88	703208.56	P. T.
12	13+77.00	MEYER ROAD RAMP 3	0.00	1089554.10	703486.63	POINT OF ENDING
12	0+00.00	MEYER ROAD RAMP 4	0.00	1090797.31	703089.82	P. C. (P.O.B.)
12	1+33.43	MEYER ROAD RAMP 4	0.00	1090663.87	703089.82	P. I.
12	2+65.15	MEYER ROAD RAMP 4	0.00	1090535.55	703053.25	P. T.
12	12+73.98	MEYER ROAD RAMP 4	0.00	1089565.36	702776.72	POINT OF ENDING
13	7+45.11	I-61 INTERCHANGE RAMP 1	0.00	1101183.69	713984.87	P. C. (P.O.B.)
13	8+90.86	I-61 INTERCHANGE RAMP 1	0.00	1101062.33	714065.60	P. I.
13	10+36.56	I-61 INTERCHANGE RAMP 1	0.00	1100945.23	714152.39	P. T.
13	17+75.83	I-61 INTERCHANGE RAMP 1	0.00	1100351.30	714592.58	POINT OF ENDING
13	7+42.01	I-61 INTERCHANGE RAMP 2	0.00	1101103.20	713858.26	P. C. (P.O.B.)
13	8+86.33	I-61 INTERCHANGE RAMP 2	0.00	1100983.03	713938.19	P. I.
13	10+30.59	I-61 INTERCHANGE RAMP 2	0.00	1100858.99	714011.97	P. T.
13	17+80.07	I-61 INTERCHANGE RAMP 2	0.00	1100214.84	714395.10	POINT OF ENDING
13	0+00.00	I-61 INTERCHANGE RAMP 3	0.00	1100351.30	714592.58	POINT OF BEGINNING
13	6+81.71	I-61 INTERCHANGE RAMP 3	0.00	1099764.18	714939.03	P. C.
13	8+36.02	I-61 INTERCHANGE RAMP 3	0.00	1099631.28	715017.45	P. I.
13	9+90.26	I-61 INTERCHANGE RAMP 3	0.00	1099502.80	715102.92	P. T. (POINT OF ENDING)
13	0+00.00	I-61 INTERCHANGE RAMP 4	0.00	1100214.84	714395.10	POINT OF BEGINNING
13	6+72.60	I-61 INTERCHANGE RAMP 4	0.00	1099675.88	714797.48	P. C.
13	8+28.35	I-61 INTERCHANGE RAMP 4	0.00	1099551.07	714890.65	P. I.
13	9+84.01	I-61 INTERCHANGE RAMP 4	0.00	1099421.40	714976.91	P. T. (POINT OF ENDING)
13	0+00.00	☉ EAST OUTER ROAD	0.00	1101851.17	713642.99	POINT OF BEGINNING
13	5+35.15	☉ EAST OUTER ROAD	0.00	1101405.59	713939.37	P. C.
13	7+11.63	☉ EAST OUTER ROAD	0.00	1101258.64	714037.11	P. I.
13	8+77.55	☉ EAST OUTER ROAD	0.00	1101192.15	714200.60	P. T.
13	13+77.04	☉ EAST OUTER ROAD	0.00	1101004.00	714663.28	P. C.
13	15+24.52	☉ EAST OUTER ROAD	0.00	1100948.44	714799.91	P. I.
13	16+65.74	☉ EAST OUTER ROAD	0.00	1100833.82	714892.72	P. T.
13	20+65.74	☉ EAST OUTER ROAD	0.00	1100522.97	715144.45	P. C.
13	22+41.89	☉ EAST OUTER ROAD	0.00	1100386.07	715255.30	P. I.
13	24+07.52	☉ EAST OUTER ROAD	0.00	1100210.55	715270.11	P. T.
13	31+86.30	☉ EAST OUTER ROAD	0.00	1099434.53	715335.57	P. C.
13	33+33.46	☉ EAST OUTER ROAD	0.00	1099287.90	715347.94	P. I.
13	34+74.38	☉ EAST OUTER ROAD	0.00	1099165.37	715429.44	P. T. (P.O.E.)
13	0+00.00	☉ WEST OUTER ROAD	0.00	1101673.94	713376.55	POINT OF BEGINNING
13	32+25.66	☉ WEST OUTER ROAD	0.00	1098988.15	715163.00	POINT OF ENDING
13	0+00.00	☉ CONNECTOR RD	0.00	1099928.43	713937.06	POINT OF BEGINNING
13	1+29.00	☉ CONNECTOR RD	0.00	1099821.02	714008.51	P. C.
13	4+98.28	☉ CONNECTOR RD	0.00	1099513.55	714213.02	P. I.
13	7+16.09	☉ CONNECTOR RD	0.00	1099707.56	714527.23	P. T.
13	8+47.10	☉ CONNECTOR RD	0.00	1099776.39	714638.70	POINT OF ENDING

**COORDINATED POINT LISTING
MISSOURI COORDINATE SYSTEM OF 1983**

SHEET NO.	STATION	LOCATION	OFFSET	NORTHING (FEET)	EASTING (FEET)	DESCRIPTION
5	0+00.00	☉ I-70/61 BELTWAY	0.00	1101281.13	718685.91	POINT OF BEGINNING
5	2+20.12	☉ I-70/61 BELTWAY	0.00	1101214.83	718476.01	P. C.
5	6+34.78	☉ I-70/61 BELTWAY	0.00	1101089.95	718080.60	P. I.
5	10+02.52	☉ I-70/61 BELTWAY	0.00	1101293.62	717719.40	P. T.
5	13+23.46	☉ I-70/61 BELTWAY	0.00	1101451.25	717439.83	P. C.
5	17+38.68	☉ I-70/61 BELTWAY	0.00	1101655.19	717078.15	P. I.
5	21+06.80	☉ I-70/61 BELTWAY	0.00	1101529.75	716682.34	P. T.
5	28+01.10	☉ I-70/61 BELTWAY	0.00	1101320.01	716020.47	P. C.
6	31+62.26	☉ I-70/61 BELTWAY	0.00	1101210.90	715676.18	P. I.
6	35+14.99	☉ I-70/61 BELTWAY	0.00	1100983.62	715395.51	P. T.
6	40+76.43	☉ I-70/61 BELTWAY	0.00	1100630.30	714959.19	P. C.
6	45+93.88	☉ I-70/61 BELTWAY	0.00	1100304.65	714557.05	P. I.
6	51+09.76	☉ I-70/61 BELTWAY	0.00	1100036.21	714114.67	P. T.
7	62+61.62	☉ I-70/61 BELTWAY	0.00	1099438.65	713129.93	P. C.
7	69+24.56	☉ I-70/61 BELTWAY	0.00	1099094.74	712563.18	P. I.
7	75+81.62	☉ I-70/61 BELTWAY	0.00	1098889.33	711932.87	P. T.
7	85+67.35	☉ I-70/61 BELTWAY	0.00	1098583.91	710995.65	P. C.
8	91+07.14	☉ I-70/61 BELTWAY	0.00	1098416.66	710482.43	P. I.
8	96+45.13	☉ I-70/61 BELTWAY	0.00	1098178.90	709997.83	P. T.
9	143+05.45	☉ I-70/61 BELTWAY	0.00	1096126.21	705813.93	P. C.
9	145+27.09	☉ I-70/61 BELTWAY	0.00	1096028.59	705614.95	P. I.
10	147+41.01	☉ I-70/61 BELTWAY	0.00	1096028.59	705393.32	P. T.
10	158+53.59	☉ I-70/61 BELTWAY	0.00	1096028.59	704280.74	P. C.
10	169+99.50	☉ I-70/61 BELTWAY	0.00	1096028.59	703134.82	P. I.
10	176+53.59	☉ I-70/61 BELTWAY	0.00	1094882.67	703134.82	P. T.
12	237+22.81	☉ I-70/61 BELTWAY	0.00	1088813.46	703134.82	POINT OF ENDING
12	0+00.00	MEYER ROAD RAMP 3	0.00	1090894.37	703179.82	P. C. (P.O.B.)



COORDINATE POINTS

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO. 4A	TOTAL SHEETS 13
DESIGNED:	JCS	BY	DATE
DRAFTED:	WBL		12-10-01
CHECKED:	EJP		12-10-01

I-70/US 61 BELTWAY PHASE 2 PARCEL IMPACTS *

PARCEL OWNER	ST. CHALRES COUNTY TAX IDENTIFICATION NO.	PARCEL NO.	TENTATIVE IMPACTS (ACRES)	CITY ACQUISITION (ACRES)	CONSTRUCTION EASEMENT (ACRES)
EUGENE K. RYAN	4-014-S021-00-7.A	27	18.86	12.68	6.18
DENNIS & VICTORIA RYAN	4-014-S021-00-7.3.A	29	0.81	0.66	0.15
JOHN DICKHERBER	4-014-S021-00-6.015	30	0.62	0.31	0.31
SADOR UJHELYI	4-014-S021-00-6.3	31	2.72	2.45	0.27
MARTHA A JANEY	4-014-S021-00-6.5	32	0.00	0.00	0.00
JAMES & DEBBIE LLOYD	4-014-S021-00-6.7	33	0.42	0.09	0.33
DOUGLAS M & LAURIE WILLERDING	4-014-S021-00-6.6	34	0.62	0.22	0.40
ST. CHARLES COUNTY FAIR BOARD, INC.	4-009-S016-00-23.1	35	0.79	0.09	0.70
MAY LOUISE HEPPERMAN TRUSTEE	4-009-S016-00-23.A	36	18.74	11.78	6.96
DARRELL J SACHS	4-009-S016-00-29.A	37	5.68	2.85	2.83
J. C. SCHWARTZ	4-009-S016-00-22	38	0.00	0.00	0.00
JAMES WARRINER	4-009-S016-00-22.1.A	39	0.00	0.00	0.00
KENNETH S. OWENS	4-009-S016-00-10.1	40	0.00	0.00	0.00
FRANK FOO Y. LIM	4-009-S016-00-7.A	41	14.82	5.96	8.86
EMIL FREDDE	4-009-S016-00-10	42	0.00	0.00	0.00
WINNIE M. JONES	4-009-S016-00-5	43	0.00	0.00	0.00
JEAN S. SCHROEDER	4-009-S016-00-5.3.A	44	0.15	0.00	0.15
CHARLES CHRISTOPHEL	4-009-S016-00-7.1.A	45	0.00	0.00	0.00
CHARLES CHRISTOPHEL	4-009-S016-00-7.1.A	46	0.00	0.00	0.00
VICTORIA R. HAFENBRACK	4-009-S016-00-7.1.2	47	0.02	0.00	0.02
ROY G. RODGERS	4-009-S016-00-6	48	1.15	0.20	0.95
MID-AMERICA RACEWAYS	4-009-S016-00-5.C	49	3.52	1.64	1.88
GEORGE H. HUEFFMEIER	4-009-S016-00-5.12	50	6.93	3.25	3.68
TIMOTHY A. LINK	4-006-4029-00-4.1	51	0.03	0.00	0.03
GENE L. PENNINGTON	4-006-4029-00-4	52	0.00	0.00	0.00
MYRTLE SCHOENNING LIFE ESTATE	4-06-4029-00-5.1	53	0.00	0.00	0.00
VINCENT E. GUELBERT	4-06-4029-00-5	54	0.003	0.00	0.003

* IMPACTS SHOWN ARE PRELIMINARY AND WILL NOT BE FULLY DETERMINED UNTIL COMPLETION OF DESIGN DOCUMENTS



70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO. 4B	TOTAL SHEETS 13
DESIGNED:	JCS	BY	DATE
DRAFTED:	WBL		12-10-01
CHECKED:	EJP		12-10-01

I-70/US 61 BELTWAY PHASE 2 PARCEL IMPACTS*

PARCEL OWNER	ST. CHALRES COUNTY TAX IDENTIFICATION NO.	PARCEL NO.	TENTATIVE IMPACTS (ACRES)	CITY ACQUISITION (ACRES)	CONSTRUCTION EASEMENT (ACRES)
VINCENT E. GUELBERT	4-006-4029-00-5.2	55	0.06	0.00	0.06
EDMUND DEAR	4-006-S010-00-12.2.A	56	5.76	2.76	3.00
TIMOTHY L. BRADLEY	4-006-S010-00-12.3	57	0.12	0.00	0.12
PAUL MATTHEW APPLING	4-006-S010-00-12.110.2.A	58	0.00	0.00	0.00
HENRY W. SACHS	4-006-S010-00-11	59	0.13	0.01	0.12
KENNETH L. BLACK	4-006-4029-00-17.A	60	6.93	3.48	3.44
BENNETT L. COX	4-006-4029-00-7.1	61	0.00	0.00	0.00
BENNETT L. COX	4-006-4029-00-7.A	62	0.00	0.00	0.00
BENNETT L. COX	4-006-S010-00-7.2	63	0.001	0.00	0.001
HENRY W. SACHS	4-006-S010-00-9.3	64	6.83	3.41	3.42
HENRY W. SACHS	4-006-S010-00-9	65	1.95	0.98	0.97
JOEL E. LANGSTON, JR.	4-006-S010-00-9.2.A	66	4.41	2.20	2.20
JOEL E. LANGSTON, JR.	4-093-0889-00-11	67	0.00	0.00	0.00
JAMES E. LILLENBERG	4-093-0889-00-5.A	68	0.00	0.00	0.00
JAMES E. LILLENBERG	4-093-0889-00-5.1.A	69	0.04	0.00	0.04
JAMES W. FELDERWERTH	4-073-S011-00-2	70	2.07	1.04	1.04
MARY E. DEIDERICH	4-073-S011-00-2.3	71	6.65	3.99	2.66
HILLARY HINKEBEIN	4-093-0889-00-10.A	72	1.86	0.02	1.85
HILLARY HINKEBEIN	4-073-S011-00-2.4	73	0.20	0.12	0.07
NORMA JEAN FELDERWERTH	4-073-S011-00-2.6	74	0.84	0.54	0.31
CONRAD T. MOLITOR	4-073-S011-00-2.51	75	1.05	0.68	0.36
JOHN F. KALBAC	4-072-S011-00-2.52	76	1.43	0.62	0.81
JOSEPH & JENNIFER SCALISE	4-093-0889-00-10.11	77	0.98	0.44	0.54
CHARLES G. WEBER	4-093-0889-00-10.1	78	1.49	0.86	0.63
WILLIAM SHERMAN	4-143-0413-00-7	79	0.06	0.003	0.06
WILLIAM L. BOLAND	4-143-0413-00-6	80	0.00	0.00	0.00
FREDRICK A. KEELE	4-143-0413-00-8.21	81	0.09	0.01	0.08

* IMPACTS SHOWN ARE PRELIMINARY AND WILL NOT BE FULLY DETERMINED UNTIL COMPLETION OF DESIGN DOCUMENTS



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DESIGNED BY	DATE
JCS	12-10-01
MBL	12-10-01
EJP	12-10-01

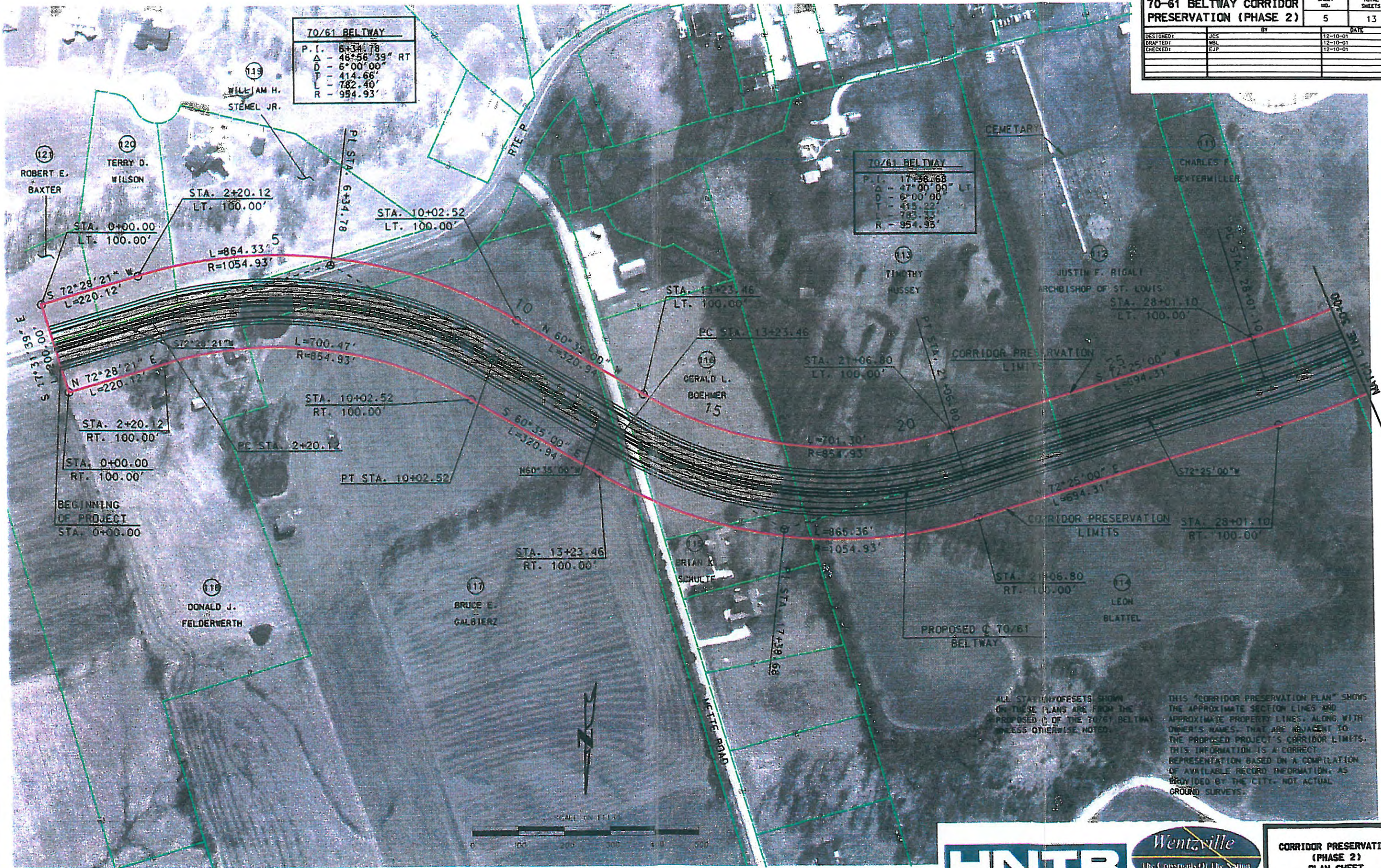
I-70/US 61 BELTWAY PHASE 2 PARCEL IMPACTS *

PARCEL OWNER	ST. CHALRES COUNTY TAX IDENTIFICATION NO.	PARCEL NO.	TENTATIVE IMPACTS (ACRES)	CITY ACQUISITION (ACRES)	CONSTRUCTION EASEMENT (ACRES)
WILLIAM J. CHILDS	4-143-0413-00-8.2.C	82	10.30	10.30	0.00
ROLAND R. SMITH	4-143-0413-00-8.22	83	0.54	0.37	0.16
NORMA JEAN FELDERWERTH	4-143-0413-00-5.2	84	0.00	0.00	0.00
NELDA J. JUERGENSMEYER	4-143-0413-00-5.6	85	0.01	0.00	0.01
WALTER MENNE	4-143-0413-00-5.3	86	0.00	0.00	0.00
RALPH A. SCHUETTE	4-143-0413-00-5.1	87	0.00	0.00	0.00
HAROLD K. WHITAKER	4-143-0413-00-4	88	0.00	0.00	0.00
HENRY C. HENKE, JR.	4-143-0413-00-2	89	0.00	0.00	0.00
ALICE NIEDERER	4-143-0413-00-1	90	0.00	0.00	0.00
DAVID R. OBRIEN	4-143-0413-00-23	91	0.22	0.22	0.00
RONALD A. SACHS	4-143-0413-00-3.18	92	0.00	0.00	0.00
RONALD E. SKEEN, JR.	4-143-0413-00-5.4	93	0.00	0.00	0.00
DENNIS P. MAY	4-143-0413-00-3.1.011	94	0.00	0.00	0.00
ROBERT A. ORF	4-143-0413-00-3.13	95	0.00	0.00	0.00
FANNING AND SACHS DRYWALL INC.	4-143-0413-00-3.19	96	0.29	0.29	0.00
JOSEPH T. BROSS	4-092-0145-00-3.15	97	0.00	0.00	0.00
DENNIS P. MAY	4-143-0413-00-3.1.011	98	0.00	0.00	0.00
ROBERT A. ORF	4-143-0413-00-3.13	99	0.00	0.00	0.00
WILLIAM J. CHILDS	4-092-0145-00-3.16	100	2.45	2.45	0.00
ROBERT J. BRUNS	2-092-0145-00-3.A	101	8.20	8.20	0.00
ROBERT J. BRUNS	2-143-0413-00-3.3	102	3.63	3.63	0.00
MARTIN BOSCHERT	2-143-0413-00-7.1	103	1.65	1.65	0.00
ALOIS A. ORF	2-143-0413-00-8.11	104	4.96	4.96	0.00
MARTIN BOSCHERT	2-026-S002-00-7.2	105	2.47	1.34	1.13
EILEEN BOSCHERT	2-026-S001-00-7.2	106	0.61	0.31	0.29
WENTZVILLE ECONOMIC DEVELOPMENT COUNCIL	2-143-0413-00-8.11.1	107	2.67	2.67	0.00
JACOB F. SCHULTE	2-143-0413-00-8.1	108	0.42	0.42	0.00

* IMPACTS SHOWN ARE PRELIMINARY AND WILL NOT BE FULLY DETERMINED UNTIL COMPLETION OF DESIGN DOCUMENTS



70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		5	13
DESIGNED BY	DATE		
JCS	12-10-01		
DRAFTED BY	DATE		
WBL	12-10-01		
CHECKED BY	DATE		
EJP	12-10-01		



BEGINNING OF PROJECT
STA. 0+00.00

ALL STATION OFFSETS SHOWN IN THESE PLANS ARE FROM THE PROPOSED C.P. OF THE 70/61 BELTWAY UNLESS OTHERWISE NOTED.

THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY. NOT ACTUAL GROUND SURVEYS.



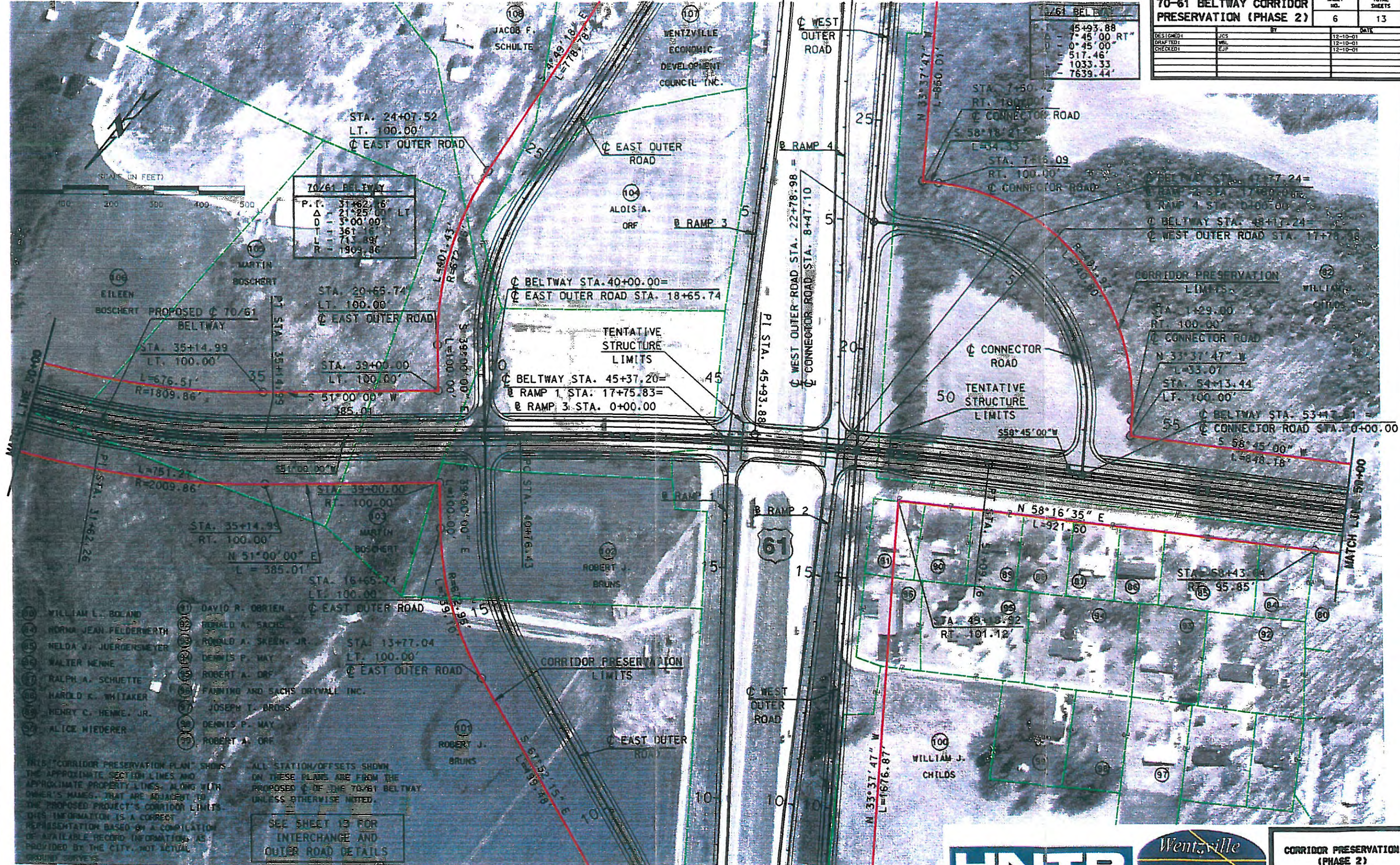
CORRIDOR PRESERVATION (PHASE 2)
PLAN SHEET
B.O.P. TO STA 30+00

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)

SHEET NO.	TOTAL SHEETS
6	13

DESIGNED:	JCS	DATE:	12-10-01
DRAFTED:	WBL	DATE:	12-10-01
CHECKED:	EJP	DATE:	12-10-01

70/61 BELTWAY	
Δ	15+93.88
D	7° 45' 00" RT
L	0° 45' 00"
T	517.46'
R	1033.33'
	- 7639.44'



70/61 BELTWAY	
P.T.	31+62.16'
Δ	21° 25' 00" LT
D	3° 00' 00"
T	361.16'
L	713.49'
R	1303.30'

CORRIDOR PRESERVATION LIMITS	
STA.	1+29.00
RT.	100.00'
CONNECTOR ROAD	
N 33° 37' 47" W	
L	33.07'
STA.	54+13.44
LT.	100.00'
CONNECTOR ROAD STA. 0+00.00	
S 58° 45' 00" W	
L	448.18'

- 1 WILLIAM L. BOLAND
- 2 NORMA JEAN FELDERWERTH
- 3 NELDA J. JUERGENSEMEYER
- 4 WALTER WENNE
- 5 RALPH A. SCHUETTE
- 6 HAROLD K. WHITAKER
- 7 HENRY C. HENKE, JR.
- 8 ALICE WIEDERER
- 9 DAVID R. ORTLEN
- 10 RYAN A. SACHS
- 11 RONALD A. SKEEN, JR.
- 12 DENNIS P. MAY
- 13 ROBERT A. ORF
- 14 FARMING AND SACHS DRYVALL INC.
- 15 JOSEPH T. BROSS
- 16 DENNIS P. MAY
- 17 ROBERT A. ORF

THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION AS PROVIDED BY THE CITY, NOT ACTUAL SURVEY DATA.

ALL STATION/OFFSETS SHOWN ON THESE PLANS ARE FROM THE PROPOSED CENTERLINE OF THE 70/61 BELTWAY UNLESS OTHERWISE NOTED.

SEE SHEET 13 FOR INTERCHANGE AND OUTER ROAD DETAILS



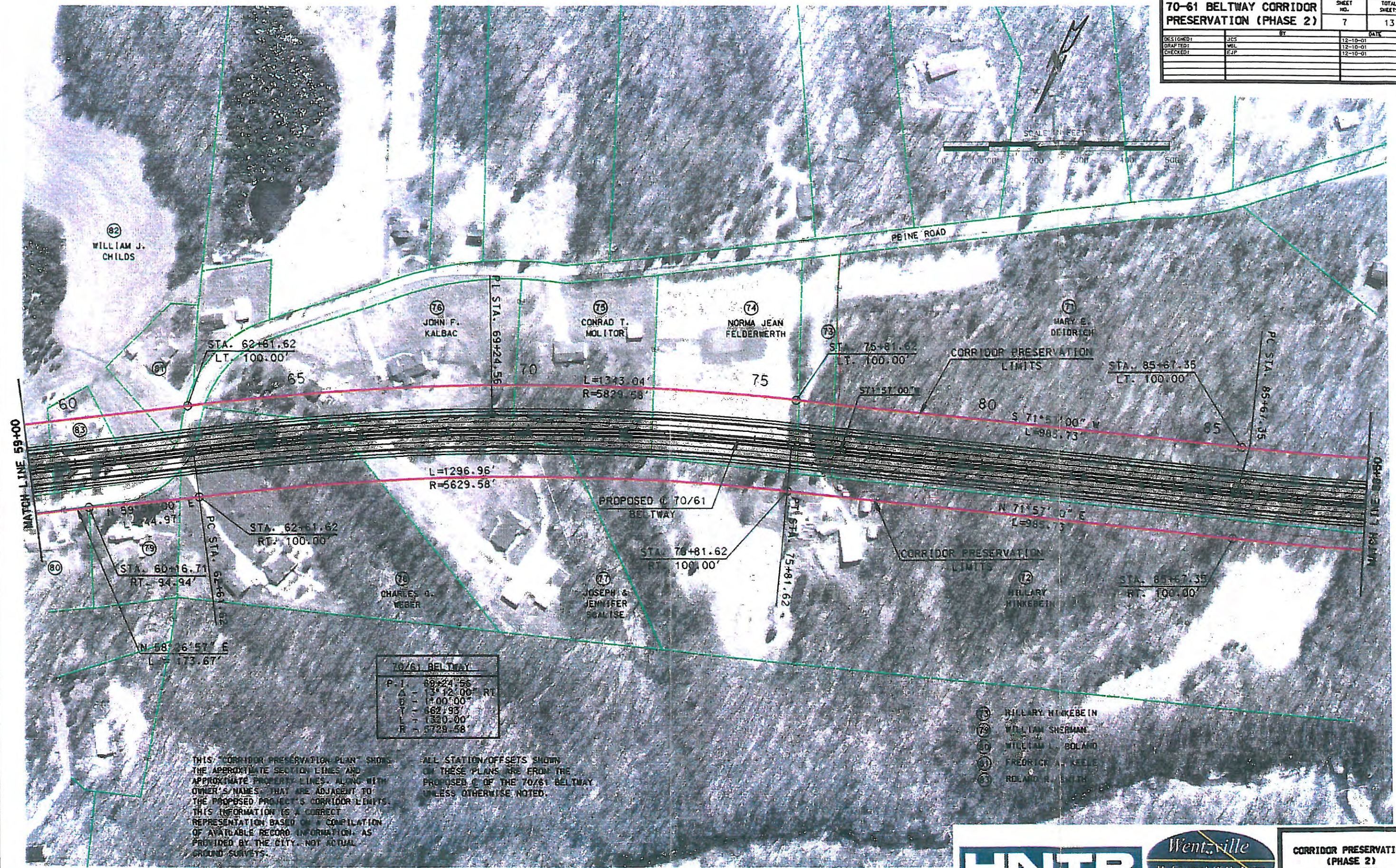
CORRIDOR PRESERVATION (PHASE 2) PLAN SHEET STA 30+00 TO STA 59+00

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70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)

SHEET NO.	7	TOTAL SHEETS	13
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DESIGNED:	JCS	DATE	12-10-01
DRAFTED:	WBL	DATE	12-10-01
CHECKED:	EJP	DATE	12-10-01



70/61 BELTWAY	
P.I.	69+24.58
Δ	13°12'00" RT
D	100.00'
T	662.93'
L	1330.00'
R	5729.58'

THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION, AS PROVIDED BY THE CITY, NOT ACTUAL GROUND SURVEYS.

ALL STATION/OFFSETS SHOWN ON THESE PLANS ARE FROM THE PROPOSED C OF THE 70/61 BELTWAY UNLESS OTHERWISE NOTED.

- 1 HILLARY HINKEBEIN
- 2 WILLIAM SHERMAN
- 3 WILLIAM BOLAND
- 4 FREDRICK A. KEEL
- 5 ROLAND R. SMITH



CORRIDOR PRESERVATION (PHASE 2) PLAN SHEET STA 59+00 TO STA 80+50

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70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)

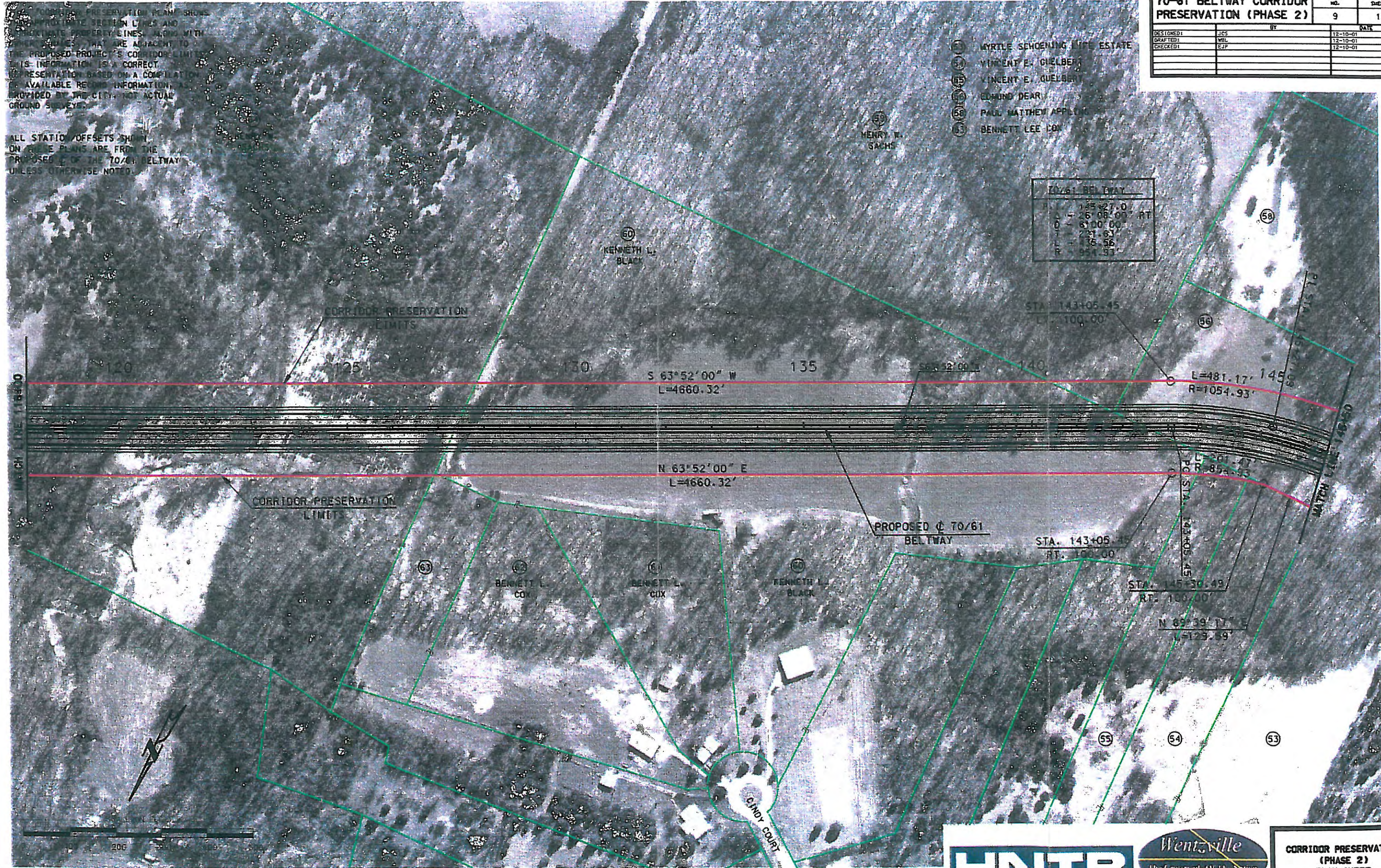
SHEET NO.	TOTAL SHEETS
9	13

DESIGNED BY	DATE
JCS	12-10-01
DRAFTED BY	DATE
WBL	12-10-01
CHECKED BY	DATE
EJP	12-10-01

CORRIDOR PRESERVATION PLAN SHOWS APPROXIMATE SECTION LINES AND PROPERTY LINES, ALONG WITH PROPERTY LINES THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION AS PROVIDED BY THE CITY. NOT ACTUAL GROUND SURVEYS.

ALL STATION OFFSETS SHOWN ON THESE PLANS ARE FROM THE PROPOSED CENTERLINE OF THE 70/61 BELTWAY UNLESS OTHERWISE NOTED.

- MYRTLE SCHOENING TRS ESTATE
- VINCENT E. GUELBERG
- VINCENT E. GUELBERG
- EDMUND DEAR
- PAUL MATTHEW APPLING
- BENNETT LEE COX

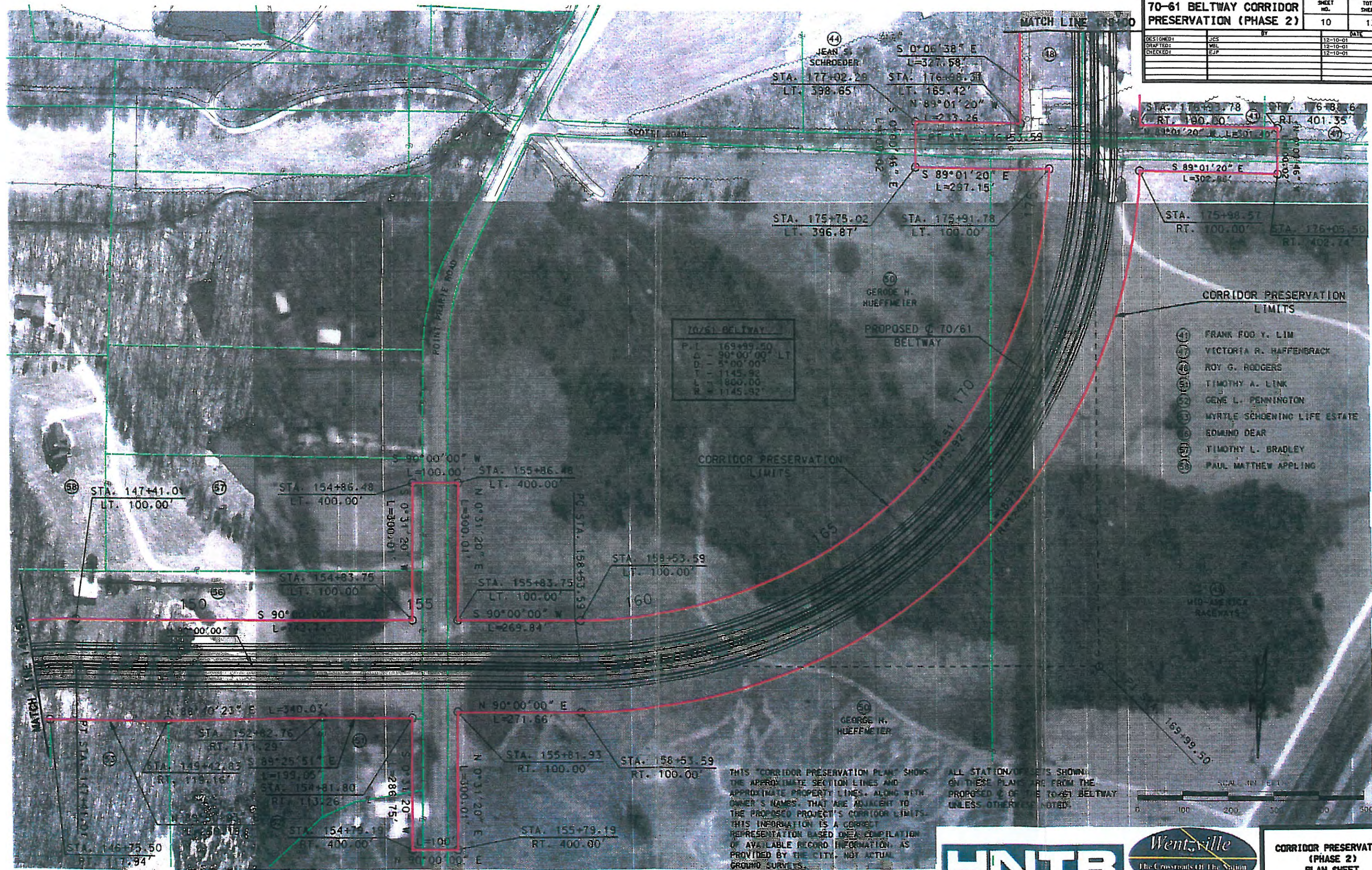


HNTB



CORRIDOR PRESERVATION (PHASE 2) PLAN SHEET 110+00 TO STA 146+50

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		10	13
DESIGNED BY	JCS	DATE	12-10-01
DRAFTED BY	WBL	DATE	12-10-01
CHECKED BY	EJP	DATE	12-10-01



70/61 BELTWAY	
P.I.	169+99.50
Δ	90°00'00" LT
D	5°00'00"
T	1145.92
L	1800.00
R	1145.92

- CORRIDOR PRESERVATION LIMITS**
- FRANK FOO Y. LIM
 - VICTORIA R. RAFFENBRACK
 - ROY G. RODGERS
 - TIMOTHY A. LINK
 - GENE L. PENNINGTON
 - MYRTLE SCHENING LIFE ESTATE
 - EDMUND DEAR
 - TIMOTHY L. BRADLEY
 - PAUL MATTHEW APPLING

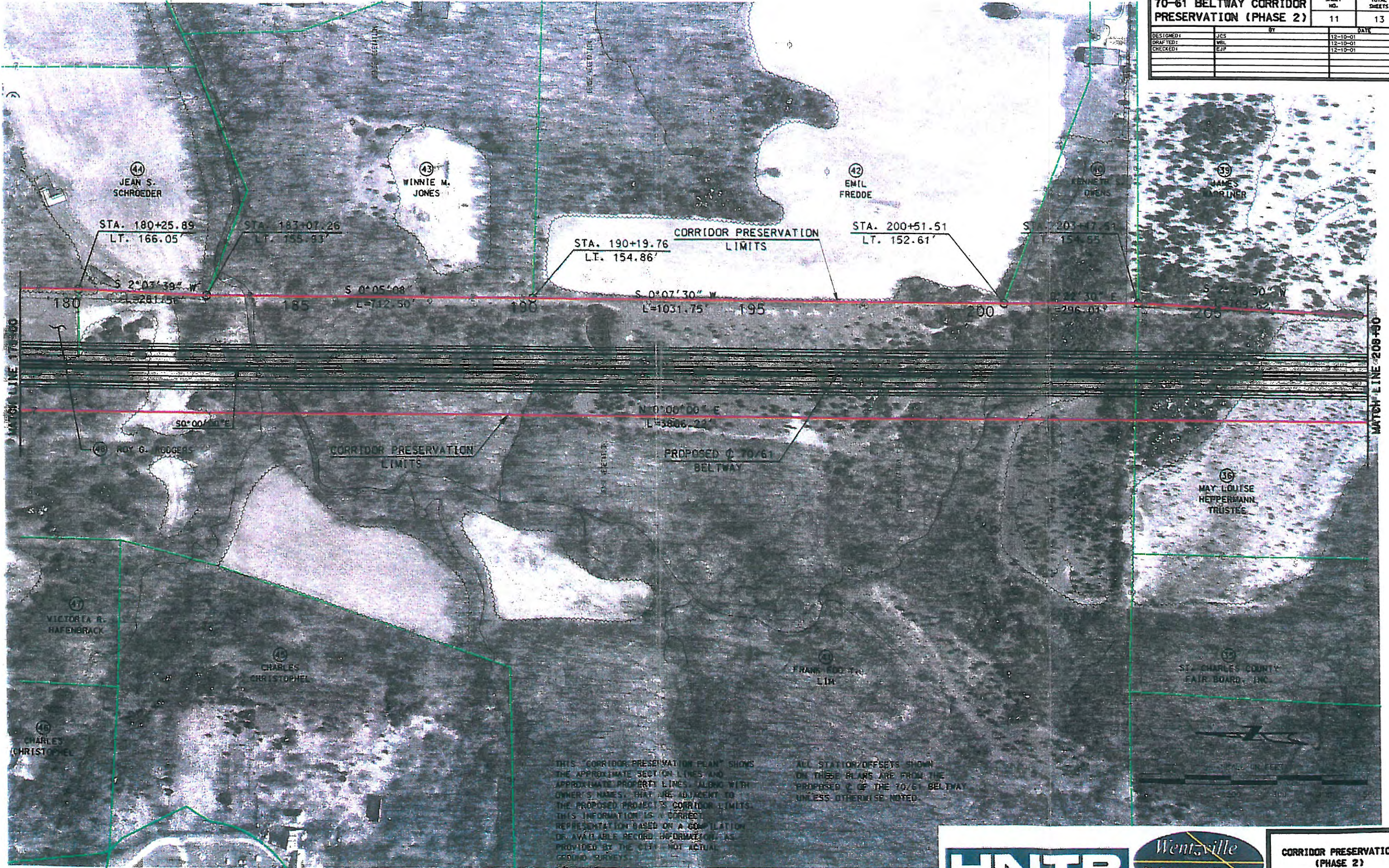
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CORRIDOR PRESERVATION (PHASE 2)
PLAN SHEET
146+50 TO STA 179+00

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		11	13
DESIGNED BY	JCS	DATE	12-10-01
DRAFTED BY	WBL	DATE	12-10-01
CHECKED BY	EJP	DATE	12-10-01

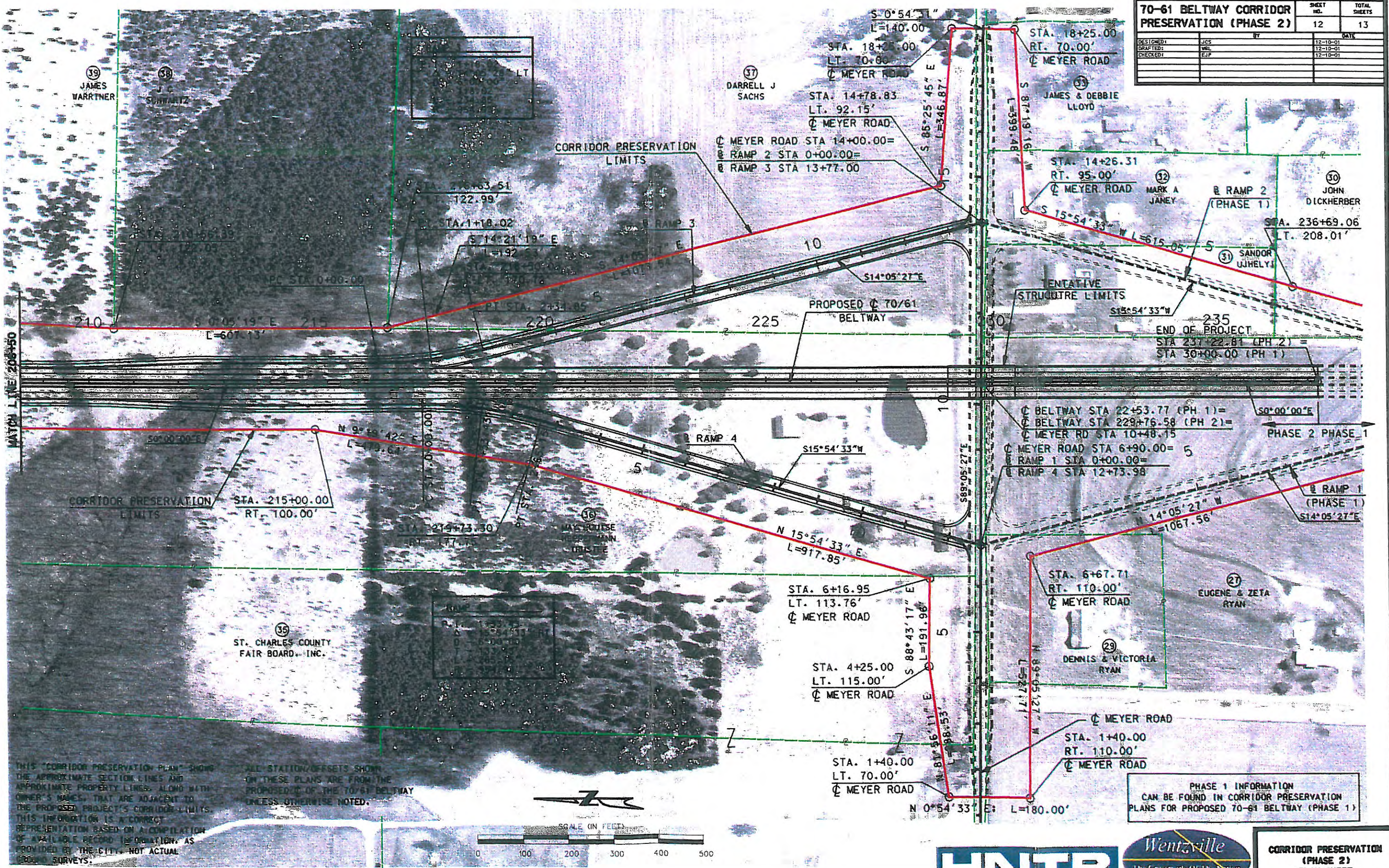


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CORRIDOR PRESERVATION (PHASE 2)
PLAN SHEET
179+00 TO STA 200+50

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)		SHEET NO.	TOTAL SHEETS
		12	13
DESIGNED:	JCS	DATE:	12-10-01
DRAFTED:	WBL		12-10-01
CHECKED:	EJP		12-10-01



THIS "CORRIDOR PRESERVATION PLAN" SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OTHER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION AS PROVIDED BY THE CITY. NOT ACTUAL SURVEYS.

ALL STATION/OFFSETS SHOWN ON THESE PLANS ARE FROM THE PROPOSED CENTERLINE OF THE 70-61 BELTWAY UNLESS OTHERWISE NOTED.



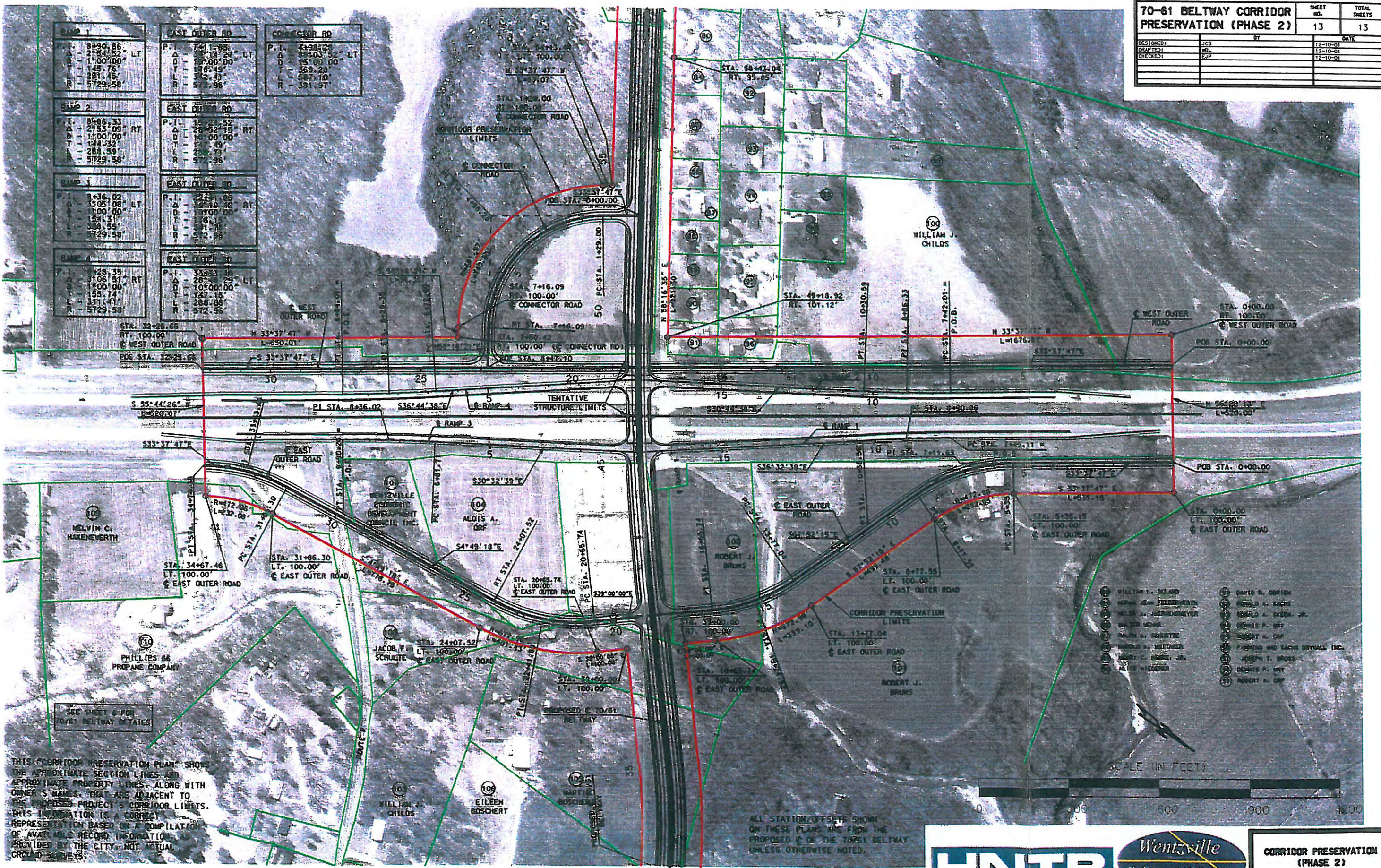
PHASE 1 INFORMATION CAN BE FOUND IN CORRIDOR PRESERVATION PLANS FOR PROPOSED 70-61 BELTWAY (PHASE 1)



CORRIDOR PRESERVATION (PHASE 2) PLAN SHEET STA. 200+50 TO E.O.P.

70-61 BELTWAY CORRIDOR PRESERVATION (PHASE 2)

DESIGNED:	JCS	DATE:	12-10-01
DRAFTED:	WBL	DATE:	12-10-01
CHECKED:	EJP	DATE:	12-10-01



RAMP 1	EAST OUTER RD	CONNECTOR RD
P.I. - 8930.86	P.I. - 751.98	P.I. - 498.29
Δ - 1°05'08" LT	Δ - 1°05'08" LT	Δ - 1°05'08" LT
D - 1'00'00"	D - 1'00'00"	D - 1'00'00"
T - 143.76'	T - 143.76'	T - 143.76'
L - 281.51'	L - 281.51'	L - 281.51'
R - 5729.58'	R - 5729.58'	R - 5729.58'

THIS CORRIDOR PRESERVATION PLAN SHOWS THE APPROXIMATE SECTION LINES AND APPROXIMATE PROPERTY LINES, ALONG WITH OWNER'S NAMES, THAT ARE ADJACENT TO THE PROPOSED PROJECT'S CORRIDOR LIMITS. THIS INFORMATION IS A CORRECT REPRESENTATION BASED ON A COMPILATION OF AVAILABLE RECORD INFORMATION PROVIDED BY THE CITY. NOT ACTUAL GROUND SURVEYS.

ALL STATION/OFFSETS SHOWN ON THESE PLANS ARE FROM THE PROPOSED C/O OF THE 70/61 BELTWAY UNLESS OTHERWISE NOTED.

CORRIDOR PRESERVATION (PHASE 2) PLAN SHEET 1-61/BELTWAY INTERCHANGE

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70-61 BELTWAY CORRIDOR PRESERVATION STUDY PHASE 2 PARCEL OWNER DATABASE

Parcel #	Owner(s)	Street Address	City, State - Zip Code	Tax ID Number	Tentative Impacts (acres)	City Acquisition (acres)	Construction Easement (acre)	City	Comments
27	Eugene K. Ryan	750 Ryan Ln	Foristell, MO 63348	4-014-S021-00-7.A	18.86	12.68	6.18	Wentzville	
29	Dennis C. Ryan	732 Ryan Ln	Foristell, MO 63348	4-014-S021-00-7.3A	0.81	0.66	0.15	Wentzville	
30	John Dickherber	627 N Point Prairie Rd	Wentzville, MO 63385	4-014-S021-00-6.015	0.62	0.31	0.31	Wentzville	
31	Sandor J. Ujhelyi	PO Box 214	Wentzville, MO 63385	4-014-S021-00-6.3	2.72	2.45	0.27	Wentzville	
32	Martha A. Janey	2466 Meyer Rd	Foristell, MO 63348	4-014-S021-00-6.5	0.00	0.00	0.00	Wentzville	
33	James & Debbie Lloyd	2428 Meyer Rd	Foristell, MO 63348	4-014-S021-00-6.7	0.42	0.09	0.33	Wentzville	
34	Douglas M & Laurie Willerding	2656 Meyer Rd	Foristell, MO 63348	4-014-S021-00-6.6	0.62	0.22	0.40	Wentzville	
35	St. Charles County Fair Board, Inc.	5288 Blasé Station Rd	St. Charles, MO 63301	4-009-S016-00-23.1	0.79	0.09	0.70	Wentzville	
36	May Louise Heppermann Trustee	2501 Meyer Rd	Foristell, MO 63348	4-009-S016-00-23.A	18.74	11.78	6.96	Wentzville	
37	Darrel J. Sachs	1678 Dietrich Rd	Foristell, MO 63348	4-009-S016-00-29.A	5.68	2.85	2.83	Wentzville	
38	J C Schwartz	803 North Kirkwood Rd	Kirkwood, MO 63122	4-009-S016-00-22	0.00	0.00	0.00	Wentzville	
39	James Warriner	977 N Point Prairie Rd	Foristell, MO 63348	4-009-S016-00-22.1.A	0.00	0.00	0.00	Wentzville	
40	Kenneth S. Owens	991 N Point Prairie Rd	Foristell, MO 63348	4-009-S016-00-10.1	0.00	0.00	0.00	Wentzville	
41	Frank Foo Y. Lim	12461 Matthews Ln	Sunset Hills, MO 63127	4-009-S016-00-7.A	14.82	5.96	8.86	Wentzville	
42	Emil Fredde	18088 Bayview Ln	Rocky Mount, MO 65072	4-009-S016-00-10	0.00	0.00	0.00	Wentzville	
43	Winnie M. Jones	PO Box 907	Wentzville, MO 63385	4-009-S016-00-5	0.00	0.00	0.00	Wentzville	
44	Jean S. Schroeder	2478 Scotti Rd	Foristell, MO 63348	4-009-S016-00-5.3.A	0.15	0.00	0.15	Wentzville	
45	Charles Christophel	4 Arundel	St. Louis, MO 63105	4-009-S016-00-7.1.A	0.00	0.00	0.00	Wentzville	
46	Charles Christophel	4 Arundel	St. Louis, MO 63105	4-009-S016-00-7.1.A	0.00	0.00	0.00	Wentzville	
47	Victoria R. Hafenbrack	2496 Scotti Rd	Foristell, MO 63348	4-009-S016-00-7.1.2	0.02	0.00	0.02	Wentzville	
48	Roy G. Rodgers	1864 Paula Dr	Wright City, MO 63390	4-009-S016-00-6	1.15	0.20	0.95	Wentzville	
49	Mid-America Raceways	1112 HWY T	Foristell, MO 63348	4-009-S016-00-5.C	3.52	1.64	1.88	Wentzville	
50	George H. Hueffmeier	1100 HWY T	Foristell, MO 63348	4-006-S009-00-5.12	6.93	3.25	3.68	Wentzville	
51	Timothy A. Link	1266 North Point Prairie Rd.	Foristell, MO 63348	4-006-4029-00-4.1	0.03	0.00	0.03	Wentzville	
52	Gene L. Pennington	4966 Reber Pl	St. Louis, MO 63139	4-006-4029-00-4	0.00	0.00	0.00	Wentzville	
53	Myrtle Schoenning Life Estate	42 Mar Pat Dr	Foristell, MO 63348	4-006-4029-00-5.1	0.00	0.00	0.00	Wentzville	
54	Vincent E. Guelbert	66 Mar Pat Dr	Foristell, MO 63348	4-006-4029-00-5	0.003	0.00	0.003	Wentzville	130.43 square feet.
55	Vincent E. Guelbert	66 Mar Pat Dr	Foristell, MO 63348	4-006-4029-00-5.2	0.06	0.00	0.06	Wentzville	
56	Edmund Dear	1240 S. Point Prairie Road	Foristell, MO 63348	4-006-S010-00-12.2.A	5.76	2.76	3.00	Wentzville	
57	Timothy L. Bradley	1224 N. Point Prairie Rd	Foristell, MO 63348	4-006-S010-00-12.3	0.12	0.00	0.12	Wentzville	
58	Paul Matthew Appling	1228 N Point Prairie Rd	Foristell, MO 63348	4-006-S010-00-12.110.2.A	0.00	0.00	0.00	Wentzville	
59	Henry W. Sachs	1963 Hill Road	Wentzville, MO 63385	4-006-S010-00-11	0.13	0.01	0.12	Wentzville	
60	Kenneth L. Black	23 Belmont Drive	St. Peters, MO 63376	4-006-4029-00-17.A	6.93	3.48	3.44	Wentzville	
61	Bennett L. Cox	40 Cindy Court	Foristell, MO 63348	4-006-4029-00-7.1	0.00	0.00	0.00	Wentzville	
62	Bennett L. Cox	40 Cindy Court	Foristell, MO 63348	4-006-4029-00-7.A	0.00	0.00	0.00	Wentzville	
63	Bennett L. Cox	40 Cindy Court	Foristell, MO 63348	4-006-S010-00-7.2	0.001	0.00	0.001	Wentzville	48.19 square feet.
64	Henry W. Sachs	1963 Hill Road	Wentzville, MO 63385	4-006-S010-00-9.3	6.83	3.41	3.42	Wentzville	
65	Henry W. Sachs	1963 Hill Road	Wentzville, MO 63385	4-006-S010-00-9	1.95	0.98	0.97	Wentzville	
66	Joel E. Langston, Jr.	5 Cedar Run Lane Apt #7	Lake St. Louis, MO 63367	4-006-S010-00-9.2.A	4.41	2.20	2.20	Wentzville	
67	Joel E. Langston, Jr.	1005 S. Callahan Rd, Ste 200	Wentzville, MO 63385	4-093-0889-00-11	0.00	0.00	0.00	Wentzville	
68	James E. Lillenber	112 Ladue Grove Ln	St. Louis, MO 63141	4-093-0889-00-5.A	0.00	0.00	0.00	Wentzville	
69	James E. Lillenber	112 Ladue Grove Ln	St. Louis, MO 63141	4-093-0889-00-5.1.A	0.04	0.00	0.04	Wentzville	
70	James W. Felderwerth	13 Jacks Cabin Drive	Defiance, MO 63341	4-073-S011-00-2	2.07	1.04	1.04	Wentzville	
71	Mary E. Deiderich	6 Hobbs Mill	St. Charles, MO 63303	4-073-S011-00-2.3	6.65	3.99	2.66	Wentzville	
72	Hillary Hinkebein	1817 Peine Rd	Wentzville, MO 63385	4-093-0889-00-10.A	1.86	0.02	1.85	Wentzville	
73	Hillary Hinkebein	1817 Peine Rd	Wentzville, MO 63385	4-073-S011-00-2.4	0.20	0.12	0.07	Wentzville	
74	Norma Jean Felderwerth	1993 Peine Rd	Wentzville, MO 63385	4-073-S011-00-2.6	0.84	0.54	0.31	Wentzville	
75	Conrad T. Molitor	1885 Peine Rd	Wentzville, MO 63385	4-073-S011-00-2.51	1.05	0.68	0.36	Wentzville	
76	John F. Kalbac	1905 Peine Rd	Wentzville, MO 63385	4-073-S011-00-2.52	1.43	0.62	0.81	Wentzville	
77	Joseph & Jennifer Scalise	1929 Peine Rd	Wentzville, MO 63385	4-093-0889-00-10.11	0.98	0.44	0.54	Wentzville	
78	Charles G. Weber	1945 Peine Rd	Wentzville, MO 63385	4-093-0889-00-10.1	1.49	0.86	0.63	Wentzville	
79	William Sherman	1975 Peine Rd	Wentzville, MO 63385	4-143-0413-00-7	0.06	0.003	0.06	Wentzville	141.83 square feet.
80	William L. Boland	1987 Peine Rd	Wentzville, MO 63385	4-143-0413-00-6	0.00	0.00	0.00	Wentzville	
81	Fredrick A. Keele	1928 Peine Rd	Wentzville, MO 63385	4-143-0413-00-8.21	0.09	0.01	0.08	Wentzville	
82	William J. Childs	2458 Old Dorsett Road	Maryland Heights, MO 63043	4-143-0413-00-8.2.C	10.30	10.30	0.00	Wentzville	
83	Roland R. Smith	1980 Peine Rd	Wentzville, MO 63385	4-143-0413-00-8.22	0.54	0.37	0.16	Wentzville	
84	Norma Jean Felderwerth	1993 Peine Rd	Wentzville, MO 63385	4-143-0413-00-5.2	0.00	0.00	0.00	Wentzville	
85	Nelda J. Juergensmeyer	1997 Peine Rd	Wentzville, MO 63385	4-143-0413-00-5.6	0.01	0.00	0.01	Wentzville	
86	Walter Menne	2005 Peine Rd	Wentzville, MO 63385	4-143-0413-00-5.3	0.00	0.00	0.00	Wentzville	
87	Ralph A. Schuette	2011 Peine Rd	Wentzville, MO 63385	4-143-0413-00-5.1	0.00	0.00	0.00	Wentzville	
88	Harold K. Whitaker	2017 Peine Rd	Wentzville, MO 63385	4-143-0413-00-4	0.00	0.00	0.00	Wentzville	
89	Henry C. Henke, Jr.	2023 Peine Rd	Wentzville, MO 63385	4-143-0413-00-2	0.00	0.00	0.00	Wentzville	
90	Alice Niederer	2029 Peine Rd	Wentzville, MO 63385	4-143-0413-00-1	0.00	0.00	0.00	Wentzville	
91	David R. Obrien	2035 Peine Rd	Wentzville, MO 63385	4-143-0413-00-23	0.22	0.22	0.00	Wentzville	
92	Ronald A. Sachs	1963 Hill Road	Wentzville, MO 63385	4-143-0413-00-3.18	0.00	0.00	0.00	Wentzville	
93	Ronald E. Skeen, Jr.	1970 Hill Rd	Wentzville, MO 63385	4-143-0413-00-5.4	0.00	0.00	0.00	Wentzville	
94	Dennis P. May	1957 Hill Rd	Wentzville, MO 63385	4-143-0413-00-3.1.011	0.00	0.00	0.00	Wentzville	
95	Robert A. Orf	1981 Hill Rd	Wentzville, MO 63385	4-143-0413-00-3.13	0.00	0.00	0.00	Wentzville	

**70-61 BELTWAY CORRIDOR PRESERVATION STUDY
PHASE 2 PARCEL OWNER DATABASE**

Parcel #	Owner(s)	Street Address	City, State - Zip Code	Tax ID Number	Tentative Impacts (acres)	City Acquisition (acres)	Construction Easement (acre)	City	Comments
96	Fanning and Sachs Drywall Inc.	2012 Hill Dr	Wentzville, MO 63385	4-143-0413-00-3.19	0.29	0.29	0.00	Wentzville	
97	Joseph T. Bross	1969 Hill Rd	Wentzville, MO 63385	4-092-0145-00-3.15	0.00	0.00	0.00	Wentzville	
98	Dennis P. May	1957 Hill Rd	Wentzville, MO 63385	4-143-0413-00-3.1.011	0.00	0.00	0.00	Wentzville	
99	Robert A. Orf	1981 Hill Rd	Wentzville, MO 63385	4-143-0413-00-3.13	0.00	0.00	0.00	Wentzville	
100	William J. Childs	113 Townview Dr	Wentzville, MO 63385	4-092-0145-00-3.16	2.45	2.45	0.00	Wentzville	
101	Robert J. Bruns	2250 HWY 61 Service Rd N E	Wentzville, MO 63385	2-092-0145-00-3.A	8.20	8.20	0.00	Wentzville	
102	Robert J. Bruns	2250 HWY 61 Service Rd N E	Wentzville, MO 63385	2-143-0413-00-3.3	3.63	3.63	0.00	Wentzville	
103	Martin Boschert	PO Box 181	Flint Hill, MO 63346	2-143-0413-00-7.1	1.65	1.65	0.00	Flint Hill	
104	Alois A. Orf	224 NE Service Rd, HWY 61 N	Wentzville, MO 63385	2-143-0413-00-8.11	4.96	4.96	0.00	Wentzville	
105	Martin Boschert	PO Box 181	Flint Hill, MO 63346	2-026-S002-00-7.2	2.47	1.34	1.13	Flint Hill	
106	Eileen Boschert	PO Box 181	Flint Hill, MO 63346	2-026-S001-00-7.2	0.61	0.31	0.29	Flint Hill	
107	Wentzville Economic Development Council	310 W Pearce St	Wentzville, MO 63385	2-143-0413-00-8.11.1	2.67	2.67	0.00	Flint Hill	
108	Jacob F. Schulte	5167 HWY P	Wentzville, MO 63385	2-143-0413-00-8.1	0.42	0.42	0.00	Flint Hill	
109	Melvin C. Hakenewerth	184 Mexico Rd	Wentzville, MO 63385	2-143-0413-00-15	0.00	0.00	0.00	Flint Hill	
110	Phillips 66 Propane Company	PO Box 798	Valley Forge, PA 19482	2-143-0413-00-8.C	0.18	0.18	0.00	Flint Hill	
111	Charles F. Bextermiller	1220 Mexico Rd	Wentzville, MO 63385	2-026-S001-00-7	0.28	0.14	0.14	Flint Hill	
112	Justin F. Rigalli, Archbishop of St. Louis	4445 Lindell Blvd	St. Louis, MO 63108	2-026-S001-00-5	0.96	0.48	0.48	Flint Hill	
113	Timothy Hussey	PO Box 227	Flint Hill, MO 63346	2-026-S001-00-4.A	1.57	0.87	0.70	Flint Hill	
114	Leon Blattel	PO Box 186	Flint Hill, MO 63346	2-092-0145-00-4.A	2.68	1.25	1.43	Flint Hill	
115	Brian K. Schulte	2193 Mette Rd	Wentzville, MO 63385	2-091-0935-00-4.11	0.15	0.15	0.00	Flint Hill	
116	Gerald L. Boehmer	2701 McHugh Rd	Wentzville, MO 63385	2-091-0935-00-4.16	1.58	1.58	0.00	Flint Hill	
117	Bruce E. Galbierz	6607 E 117th St	Boxby, OK 74008	2-091-0935-00-3.A	3.26	3.26	0.00	Flint Hill	
118	Donald J. Felderwerth	9942 W Wise Ct.	St. Louis, MO 63114	2-091-0935-00-5	0.29	0.29	0.00	Flint Hill	
119	William H. Steimel, Jr.	217 Townview Ct	Wentzville, MO 63385	2-095-7415-00-36	0.40	0.09	0.31	Flint Hill	
120	Terry D. Wilson	PO Box 157	Flint Hill, MO 63346	2-095-7415-00-37	0.35	0.14	0.21	Flint Hill	
121	Robert E. Baxter	701 Ballantrae Dr	Wentzville, MO 63385	2-095-7415-00-38	0.22	0.09	0.13	Flint Hill	
	Mike Dunn	2000 Hill Road	Wentzville, MO 63385	not available	0.00	0.00	0.00	Wentzville	
	Leona Niederer	1960 Hill Road	Wentzville, MO 63385	not available	0.00	0.00	0.00	Wentzville	
	Rich Vehige	13459 North Point Prairie	Foristell, MO 63348	not available	0.00	0.00	0.00	Wentzville	
TOTALS (ACRES)					169.17	108.67	60.47		

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

Prepared by: John C. Smith III/Brian Langenbacher
December 10, 2001

Meyer Road to Northern Terminus

Starting at a point in Township 47, North Range 1 East, Section 16 with Missouri State Plane Coordinates of Northing 1,089,680.27 and Easting 702,705.49 and approximately 113.76 feet North of Meyer Road and then traversing North 15 degrees 54 minutes 33 seconds East for a distance of 917.85 feet;

thence traversing North 9 degrees 19 minutes 42 seconds East for a distance of 479.64 feet;

thence traversing North 0 degrees 00 minutes 00 seconds East for a distance of 3,806.22 feet;

thence traversing North 89 degrees 01 minutes 20 seconds West for a distance of 301.40 feet to a point in Township 47 North, Range 1 East, Section 16 and approximately 68.30 feet South of Centerline of Scotti Road;

thence traversing North 0 degrees 00 minutes 46 seconds West for a distance of 100.02 feet to a point in Township 47 North, Range 1 East, Section 9 and approximately 31.70 feet North of Centerline of Scotti Road;

thence traversing South 89 degrees 01 minutes 20 seconds East for a distance of 302.86 feet;

thence traversing along a radius of 1245.92 feet a distance of 1897.26 feet with a chord length of 1,719.19 feet and a chord bearing of North 46 degrees 22 minutes 32 seconds East;

thence traversing North 90 degrees 00 minutes 00 seconds East for a distance of 271.66 feet;

thence traversing North 00 degrees 31 minutes 20 seconds East for a distance of 300.00 feet to a point in Township 47 North, Range 1 East, Section 9 and approximately 50.00 feet West of Centerline of Point Prairie Road ;

thence traversing North 90 degrees 00 minutes 00 seconds East for a distance of 100.00 feet to a point in Township 47 North, Range 1 East, Section 10 and approximately 50.00 feet East of Centerline of Point Prairie Road;

thence traversing South 0 degrees 31 minutes 20 seconds West for a distance of 286.75 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing South 89 degrees 25 minutes 51 seconds East for a distance of 199.05 feet;

thence traversing South 88 degrees 40 minutes 23 seconds East for a distance of 340.03 feet;

thence traversing North 89 degrees 50 minutes 03 seconds East for a distance of 259.19 feet;

thence traversing North 89 degrees 39 minutes 17 seconds East for a distance of 129.59 feet;

thence traversing along a radius of 854.93 feet a distance of 201.47 feet with a chord length of 201.00 feet and with a chord bearing of North 70 degrees 37 minutes 04 seconds East to a point in Township 47 North, Range 1 East, Section 10;

thence traversing North 63 degrees 52 minutes 00 seconds East for a distance of 4,660.32 feet to a point in Township 47 North, Range 1 East, Section 11;

thence traversing along a radius of 7,739.44 feet a distance of 1,091.89 feet with a chord length of 1,090.98 feet and with a chord bearing of North 67 degrees 54 minutes 30 seconds East;

thence traversing North 71 degrees 57 minutes 00 seconds East for a distance of 985.73 feet;

thence traversing along a radius of 5,629.58 feet a distance of 1,296.96 feet with a chord length of 1,294.10 feet and with a chord bearing of North 65 degrees 21 minutes 00 seconds East to a point in Township 47 North, Range 1 East, Section 11 ;

thence traversing North 59 degrees 56 minutes 01 seconds East for a distance of 244.97 feet to a point in U.S. Survey #737;

thence traversing North 58 degrees 26 minutes 57 seconds East for a distance of 173.67 feet;

thence traversing North 58 degrees 16 minutes 35 seconds East for a distance of 921.60 feet;

thence traversing North 33 degrees 37 minutes 47 seconds West for a distance of 1,676.87 feet to a point in U.S. Survey #145;

thence traversing North 56 degrees 22 minutes 13 seconds East for a distance of 520.00 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing South 33 degrees 37 minutes 47 seconds East for a distance of 535.15 feet;

thence traversing along a radius of 472.96 feet a distance of 282.65 feet with a chord length of 278.46 feet and with a chord bearing of South 50 degrees 45 minutes 01 seconds East;

thence traversing South 67 degrees 52 minutes 15 seconds East for a distance of 499.48 feet;

thence traversing along a radius of 672.96 feet a distance of 339.10 feet with a chord length of 335.52 feet and with a chord bearing of South 53 degrees 26 minutes 07 seconds East to a point in U.S. Survey #737;

thence traversing South 39 degrees 00 minutes 00 seconds East for a distance of 100.00 feet;

thence traversing North 51 degrees 00 minutes 00 seconds East for a distance of 385.01 feet;

thence traversing along a radius of 2,009.86 feet a distance of 751.27 feet with a chord length of 746.90 feet and with a chord bearing of North 61 degrees 42 minutes 30 seconds East;

thence traversing North 72 degrees 25 minutes 00 seconds East for a distance of 694.31 feet;

thence traversing along a radius of 1,054.93 feet a distance of 865.36 feet with a chord length of 841.30 feet and with a chord bearing of South 84 degrees 05 minutes 00 seconds East;

thence traversing South 60 degrees 35 minutes 00 seconds East for a distance of 320.94 feet to a point in U.S. Survey #935;

thence traversing along a radius of 854.93 feet a distance of 700.47 feet with a chord length of 681.04 feet and with a chord bearing of South 84 degrees 03 minutes 19 seconds East;

thence traversing North 72 degrees 28 minutes 21 seconds East for a distance of 220.12 feet;

thence traversing South 17 degrees 31 minutes 39 seconds East for a distance of 200.00 feet to a point in U.S. Survey #737;

thence traversing South 72 degrees 28 minutes 21 seconds West for a distance of 220.12 feet;

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing along a radius of 1,054.93 feet a distance of 864.33 feet with a chord length of 840.36 feet and with a chord bearing of North 84 degrees 03 minutes 19 seconds West;

thence traversing North 60 degrees 35 minutes 00 seconds West for a distance of 320.94 feet;

thence traversing along a radius of 854.93 feet a distance of 701.30 feet with a chord length of 681.80 feet and with a chord bearing of North 84 degrees 05 minutes 00 seconds West;

thence traversing South 72 degrees 25 minutes 00 seconds West for a distance of 694.31 feet;

thence traversing along a radius of 1,809.86 feet a distance of 676.51 feet with a chord length of 672.58 feet and with a chord bearing of South 61 degrees 42 minutes 30 seconds West;

thence traversing South 51 degrees 00 minutes 00 seconds West for a distance of 385.01 feet;

thence traversing South 39 degrees 00 minutes 00 seconds East for a distance of 100.00 feet;

thence traversing along a radius of 672.96 feet a distance of 401.43 feet with a chord length of 395.51 feet and with a chord bearing of South 21 degrees 54 minutes 39 seconds East;

thence traversing South 04 degrees 49 minutes 18 seconds West for a distance of 778.78 feet;

thence traversing along a radius of 472.96 feet a distance of 232.08 feet with a chord length of 229.76 feet and with a chord bearing of South 18 degrees 52 minutes 46 seconds East;

thence traversing South 55 degrees 44 minutes 26 seconds West for a distance of 520.07 feet;

thence traversing North 33 degrees 37 minutes 47 West seconds for a distance of 850.01 feet;

thence traversing along a radius of 481.97 feet a distance of 740.80 feet with a chord length of 670.00 feet and with a chord bearing of North 77 degrees 39 minutes 43 seconds West;

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing North 33 degrees 37 minutes 47 seconds West for a distance of 33.07 feet;

thence traversing South 58 degrees 45 minutes 00 seconds West for a distance of 848.18 feet to a point in U.S. Survey #737;

thence traversing along a radius of 5,829.58 feet a distance of 1,343.04 feet with a chord length of 1,340.07 feet and with a chord bearing of South 65 degrees 21 minutes 00 seconds West to a point in Township 47 North, Range 1 East, Section 11;

thence traversing South 71 degrees 57 minutes 11 seconds West for a distance of 985.73 feet;

thence traversing along a radius of 7,539.44 feet a distance of 1,063.67 feet with a chord length of 1,062.79 feet and with a chord bearing of South 67 degrees 54 minutes 30 seconds West;

thence traversing South 63 degrees 52 minutes 00 seconds West for a distance of 4,660.32 feet to a point in Township 47 North, Range 1 East, Section 10;

thence traversing along a radius of 1,054.93 feet a distance of 481.17 feet with a chord length of 477.01 feet and with a chord bearing of South 76 degrees 56 minutes 00 seconds West;

thence traversing South 90 degrees 00 minutes 00 seconds West for a distance of 742.74 feet;

thence traversing South 0 degrees 31 minutes 20 seconds West for a distance of 300.00 feet to a point in Township 47 North, Range 1 East, Section 10 and approximately 50.00 feet East of Centerline of Point Prairie Road;

thence traversing South 90 degrees 00 minutes 00 seconds West for a distance of 100.00 feet to a point in Township 47 North, Range 1 East, Section 9 and approximately 50.00 feet West of Centerline of Point Prairie Road;

thence traversing North 00 degrees 31 minutes 20 seconds East for a distance of 300.00 feet;

thence traversing South 90 degrees 00 minutes 00 seconds West for a distance of 269.84 feet;

thence traversing along a radius of 1,045.92 feet a distance of 1586.51 feet with a chord length of 1,438.73 feet and with a chord bearing of South 46 degrees 32 minutes 42 seconds West;

**WENTZVILLE: 70-61 BELTWAY (PHASE II)
CORRIDOR PRESERVATION LEGAL DESCRIPTION**

thence traversing South 89 degrees 01 minutes 20 seconds East for a distance of 297.15 feet to a point in Township 47 North, Range 1 East, Section 9 and approximately 72.24 feet North of Centerline of Scotti Road;

thence traversing South 00 degrees 00 minutes 46 seconds East for a distance of 100.02 feet to a point in Township 47 North, Range 1 East, Section 16 and approximately 27.78 feet South of Centerline of Scotti Road;

thence traversing North 89 degrees 01 minutes 20 seconds West for a distance of 233.26 feet;

thence traversing South 00 degrees 06 minutes 38 seconds West for a distance of 327.58 feet;

thence traversing South 02 degrees 03 minutes 39 seconds West for a distance of 281.56 feet;

thence traversing South 00 degrees 05 minutes 08 seconds West for a distance of 712.50 feet;

thence traversing South 00 degrees 07 minutes 30 seconds West for a distance of 1,031.75 feet;

thence traversing South 00 degrees 22 minutes 30 seconds East for a distance of 296.01 feet;

thence traversing South 02 degrees 37 minutes 30 seconds West for a distance of 709.62 feet;

thence traversing South 00 degrees 05 minutes 19 seconds East for a distance of 607.13 feet;

thence traversing South 14 degrees 07 minutes 52 seconds East for a distance of 1,266.07 feet;

thence traversing South 93 degrees 40 minutes 18 seconds West for a distance of 862.15 feet to said point of beginning in Township 47 North, Range 1 East, Section 16.

Design Criteria

HNTB in conjunction with the City established the following criteria that were to be used as guidelines in establishing Alternatives for the Beltway and associated roadways.

Description	MoDOT Jurisdiction *			City of Wentzville Jurisdiction **	
	Principal Arterial (I-70)	Ramp	Loop Ramp	Urban Primary Arterial (5 In.) (I-70/61 Beltway)	Arterial (2 In.) (Connecting Roads)
Average Daily Traffic	All	All	All	All	All
Design Speed (mph)	70	50	25	45	40
Clear Zone					
Clear Zone (slope)	6:1	6:1	6:1	N/A	6:1
Clear Zone (width) (min.)	34 ft	20 ft	34 ft	N/A	20 ft
Horizontal Alignment					
Assumed Horizontal Terrain	Rolling	Rolling	Rolling	Rolling	Rolling
Max. Superelevation	.08 ft/ft	.08 ft/ft	.08 ft/ft	.04 ft/ft	.04 ft/ft
Degree of Curvature (max.)	3°00'	7°30'	38°11'49.9"	6°00'	10°00'
Minimum Radius	1909.8600 ft	763.9440 ft	150.0000 ft	954.9297 ft	572.9578 ft
Minimum Length	2100 ft	750 ft	375 ft	675 ft	600 ft
Vertical Alignment					
Assumed Horizontal Terrain	Rolling	Rolling	Rolling	Rolling	Rolling
Maximum Gradient (1)	4%	5%	5%	6%	6%
Minimum Gradient	0.5%	0.5%	0.5%	2%	2%
Minimum Curve Length	300 ft	300 ft	300 ft	135 ft	120 ft
Min. "k" crest	290-540	110-160	20	120	90
Stopping Sight Distance (2)	625-850 ft	400-475 ft	150 ft	400 ft	325 ft
Passing Sight Distance	N/A	N/A	N/A	1,650 ft	1,500 ft
Min "k" value sag (3)	110-220	90-110	30	90	70
Vertical Clearance	16ft-6in	16ft-6in	16ft-6in	16ft-6in	16ft-6in
Typical Section	D-61	D-50	D-53	See Exhibit 3 (4)	C203.60
Roadway Cross Slope (normal crown)	2%	2%	2%	2%	2%
Lane Width	12 ft	18 ft	24 ft	2-13ft-6in; 2-12 ft; 1-8ft	12 ft
Shoulder Cross Slope	2%	2%	2%	2%	2%
Shoulder Width (inside)	4 ft	4 ft	6 ft	8 ft	8 ft
Shoulder Width (outside)	10 ft	8 ft	10 ft	8 ft	8 ft
Shoulder Type	Asphalt	Asphalt	Asphalt	Asphalt	Asphalt
Normal Median Width	52 ft	N/A	N/A	N/A	N/A
Fillslope	3:1	3:1	3:1	3:1	3:1
Normal Ditch Depth (min.)	4 ft	2 ft	4 ft	4 ft	1.8 ft (max)
Ditch Width (min.)	8 ft	8 ft	8 ft	8 ft	V-ditch
Backslope	3:1	3:1	3:1	3:1	3:1
Minimum Right of Way Requirement	250 ft	N/A	N/A	100 ft	70 ft

Table 2 Roadway Design Criteria

* MoDOT jurisdictional design criteria are as follows:

- Beltway/I-70 Interchange
 - The limits of the MoDOT jurisdictional design criteria will begin a minimum of 700 feet south of the Beltway/ I-70 interchange southern ramp terminal and extend through the interchange and end a minimum of 700 feet north of the Beltway/ I-70 interchange northern ramp terminal. The Beltway typical section through the MoDOT

jurisdictional area will be the same as the section used in the City of Wentzville jurisdiction.

- Beltway/US 61 Interchange
 - The limits of the MoDOT jurisdictional design criteria will begin a minimum of 700 feet west of the Beltway/I-70 interchange western ramp terminal and extend through the interchange and end a minimum of 700 feet east of the Beltway/US 61 interchange eastern ramp terminal. The Beltway typical section through the MoDOT jurisdictional area will be the same as the section used in the City of Wentzville jurisdiction.

** City of Wentzville will have Jurisdiction on all areas of the project not considered MoDOT Jurisdiction. The design criteria for the City of Wentzville jurisdiction has been developed based on the *St. Louis County Department of Highways and Traffic Design Criteria for the Preparation of Improvement Plans, 1991*.

Design information not listed in this table shall be determined from MoDOT PDM, St. Louis County Department of Highways and Traffic Design Criteria for the Preparation of Improvement Plans, AASHTO A Policy on Geometric Design of Highways and Streets, AASHTO Roadside Design Guide, Metropolitan Sewer District Design Manual, or other appropriate publications.

Table 1 Notes:

- 1) Grades less than 500 feet long and one-way down grades may be one percent steeper. For extreme cases in urban areas, at underpasses and bridge approaches, steeper grade for relatively short lengths may be considered.
- 2) The "Desirable Stopping Sight Distance" can be exceeded.
- 3) The "Sag Vertical Curve k Value" is based on stopping sight distance. The values shown can be exceeded.
- 4) Beltway typical section has been based on St. Louis County Highway Standard Drawing C203.63. Modification to the typical section have been made to adjust for a divided median, a larger tree lawn separation between Beltway and sidewalk, a larger sidewalk width of 6 feet to accommodate bike traffic, and a mountable curb and gutter in lieu of the vertical face curb per St. Louis County Highway Standard Drawing C502.02.