MEMORANDUM

Missouri Department of Transportation

District 6

RECEIVED
FEB - 5
DESIGN DIVISION
MO. DEPT. OF TRANSPORTATION

TO: Practical Design Committee

FROM: Barry Bergman BB
Project Manager

DATE: February 1, 2007

SUBJECT: Route 364, St. Charles County
Job Number J6U1028B
Practical Design Cover Letter

The Page Avenue extension will convert Route 94 from a 4 lane expressway to an 8 lane freeway. One-way outer roads will be constructed with grade separations and slip ramps to provide access to the area.

The most important issue with this Page Avenue project was both safety and right of way cost for the westbound slip ramps between Jungermann Road and Central School Road. When the preliminary design was completed on Page Avenue in 1990, there was very little development along Route 94. Now the westbound off ramp enters the one-way outer road in a heavily commercialized area with numerous entrances. In order to provide approximately 800' of no access right of way to allow vehicles time to cross the two lanes of the outer road, it required closing several commercial entrances. The cost to close these entrances was extremely high with the possibility of closing businesses.

We reviewed the options available with our consultant, CH2M HILL, to reduce the right of way cost and improve safety. It was decided to reverse the ramps from an "off" and "on" ramp to an "on" and "off" ramp. This design allowed us to remove access restrictions on most of the businesses and greatly reduce right of way cost. The off ramp was designed to tie into the one way outer road in an area that had no commercial entrances and allowed us to provide the proper distance for merging. This change preserved similar access to and from Route 364 to the one-way outer road and worked well from a traffic capacity point of view.

We also participated in a Practical Design meeting in which the right of way taking was reduced as much as possible for all of the parcels on the J6U1028B project.

Our original estimate for right of way acquisition for these affected parcels was $4,800,00.00, after the design change our right of way estimate was $300,000.00 for a total savings of $4,500,000.00.

2007 APPLICATION FORM

(required for each entry)

Job No. J6U1028B **Route** 364 **County** St. Charles
STIP Description (Scoping or Construction, state which STIP) 05-09 06-10 07-11
Funding for right of way acquisition only. Phase 2 of the Route 364 (Page Avenue Extension) along Route 94 from east of Jungermann to west of Central School Road. The project will upgrade Route 94 to a freeway with addition of one way outer roads and grade separations.

Project Manager (could have both)
MoDOT Barry Bergman **Consultant** Tim Nittler, CH2M HILL
Active core team members as approved by the MoDOT PM (may include consultants)

Brandy Broeckling	Ryan Kidd	Rob Lauer	Betty Howell	Rob Meade
Jim Gremaud	Jeff Bohler	Tim Nittler	Joe Wilde	

Project Contacts (will have both for consultant entry)
District Greg Horn **Consultant** $
STIP budget $20M (R/W & Utilities only) or **Award cost** $

Value Engineering study during design? yes no (if yes) **Project Stage** R/W Plans
VE Contact person Tom Allen
Construction-stage VE (VECP)? yes no (if yes) **Explain**
The project has not been awarded yet.

Total VECP savings $4.5M **VECP Contact Person** N/A

Why is this entry the "poster" image for MoDOT's practical design philosophy?
(In layman's terms - 100 words or fewer – attach additional sheet if necessary)

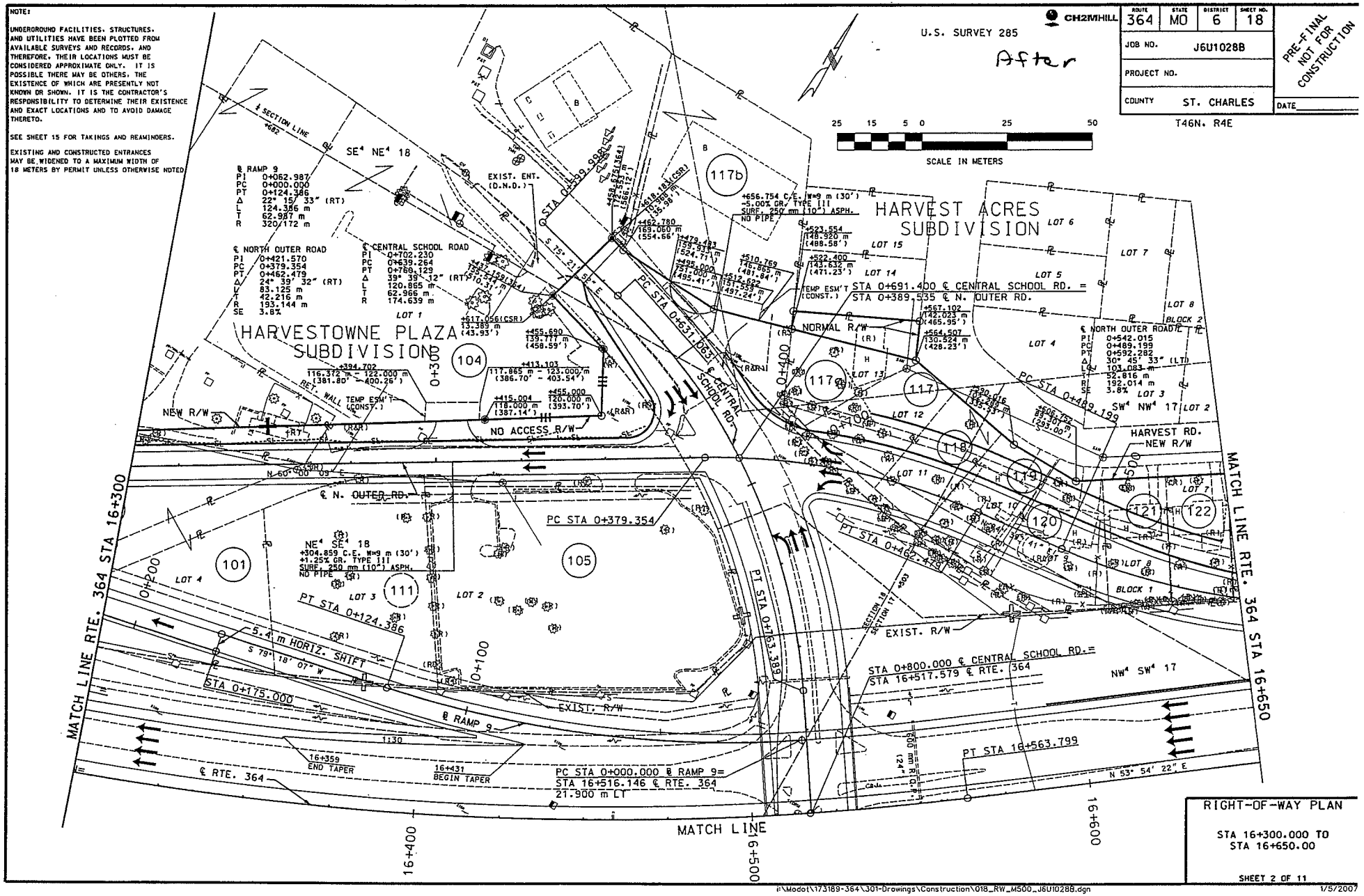
The issue with this project was both safety and right of way cost for the slip ramps between Jungermann Road and Central School Road. The westbound off ramp enters the one way outer road in a heavily commercialized area with numerous entrances. In order to provide approximately 800' of no access right of way to allow weaving across the two lanes, it required closing some commercial entrances. The cost to close these entrances was very high with the possibility of closing several businesses.

It was decided to reverse the ramps from an "off" and "on" ramp to an "on" and "off" ramp. This design allowed us to remove access restrictions on most of the businesses and greatly reduce right of way cost. The off ramp was designed to tie into the one way outer road in an area that had no commercial entrances and allowed us to provide the proper distance for merging.

Our original estimate for right of way acquisition was $4,800,000.00 for the affected parcels, after the design change our right of way estimate was $300,000.00.

Send entries to: MoDOT Design Division, ATTN: Jay Bestgen
1320 Creek Trail Dr.
Jefferson City, Missouri 65109

All entries must be received no later than close of business on February 1, 2007


NOTE:
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SEE SHEET 15 FOR TAKINGS AND REMAINDERS.
EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 18 METERS BY PERMIT UNLESS OTHERWISE NOTED
CH2MHILL
U.S. SURVEY 285
After
ROUTE 364 | STATE MO | DISTRICT 6 | SHEET NO. 18
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
PRE-FINAL NOT FOR CONSTRUCTION
DATE
T46N, R4E
25 15 5 0 25 50
SCALE IN METERS
HARVEST ACRES SUBDIVISION
HARVESTOWNE PLAZA SUBDIVISION
SE¼ NE¼ 18
NE¼ SE¼ 18
NW¼ SW¼ 17
SW¼ NW¼ 17
℄ RAMP 9
PI 0+062.987
PC 0+000.000
PT 0+124.386
Δ 22° 15' 33" (RT)
L 124.386 m
T 62.987 m
R 320/172 m
℄ NORTH OUTER ROAD
PI 0+421.570
PC 0+379.354
PT 0+462.479
Δ 24° 39' 32" (RT)
L 83.125 m
T 42.216 m
R 193.144 m
SE 3.8%
℄ CENTRAL SCHOOL ROAD
PI 0+702.230
PC 0+639.264
PT 0+760.129
Δ 32° 38' 12" (RT)
L 120.865 m
T 62.966 m
R 174.639 m
℄ NORTH OUTER ROAD
PI 0+542.015
PC 0+489.199
PT 0+592.282
Δ 30° 45' 33" (LT)
L 103.083 m
T 52.816 m
R 192.014 m
SE 3.8%
STA 0+691.400 ℄ CENTRAL SCHOOL RD. = STA 0+389.535 ℄ N. OUTER RD.
PC STA 0+631.063
PC STA 0+379.354
PT STA 0+124.386
PT STA 0+462.479
PT STA 0+763.389
PC STA 0+489.199
PT STA 16+563.799
STA 0+800.000 ℄ CENTRAL SCHOOL RD. = STA 16+517.579 ℄ RTE. 364
PC STA 0+000.000 ℄ RAMP 9 = STA 16+516.146 ℄ RTE. 364
21.900 m LT
STA 0+175.000
5.4 m HORIZ. SHIFT
S 79° 18' 07" W
N 60° 00' 09" E
N 53° 54' 22" E
S 15° 21' 58" E
1:30
16+359 END TAPER
16+431 BEGIN TAPER
NEW R/W
NO ACCESS R/W
TEMP ESM'T (CONST.)
RET. WALL
NORMAL R/W
EXIST. R/W
EXIST. ENT. (D.N.D.)
HARVEST RD. NEW R/W
MATCH LINE RTE. 364 STA 16+300
MATCH LINE RTE. 364 STA 16+650
MATCH LINE
℄ RTE. 364
℄ N. OUTER RD.
℄ SECTION LINE
SECTION 18
SECTION 17
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
BLOCK 1
BLOCK 2
101
104
105
111
117
117b
118
119
120
121
122
0+200
0+300
0+400
0+500
16+400
16+500
16+600
+656.754 C.E. W=9 m (30') -5.00% GR. TYPE III SURF. 250 mm (10") ASPH. NO PIPE
+304.859 C.E. W=9 m (30') +1.25% GR. TYPE III SURF. 250 mm (10") ASPH. NO PIPE
900 mm (24") RCP
RIGHT-OF-WAY PLAN
STA 16+300.000 TO STA 16+650.00
SHEET 2 OF 11
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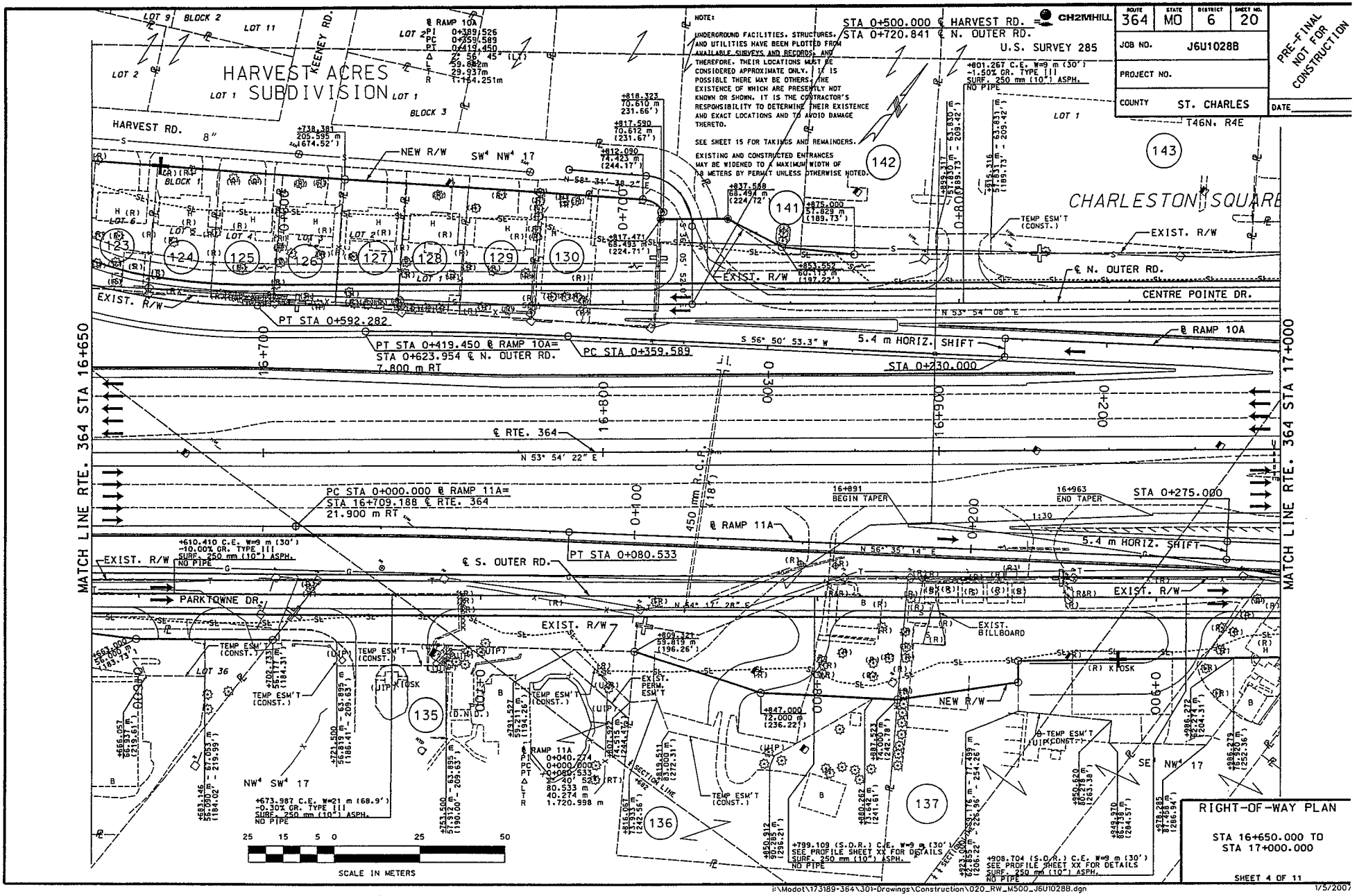
1/5/2007



CH2MHILL

ROUTE	STATE	DISTRICT	SHEET NO.
364	MO	6	20

JOB NO. J6U1028B

PROJECT NO.

COUNTY ST. CHARLES

DATE

PRE-FINAL NOT FOR CONSTRUCTION

RIGHT-OF-WAY PLAN

STA 16+650.000 TO STA 17+000.000

SHEET 4 OF 11

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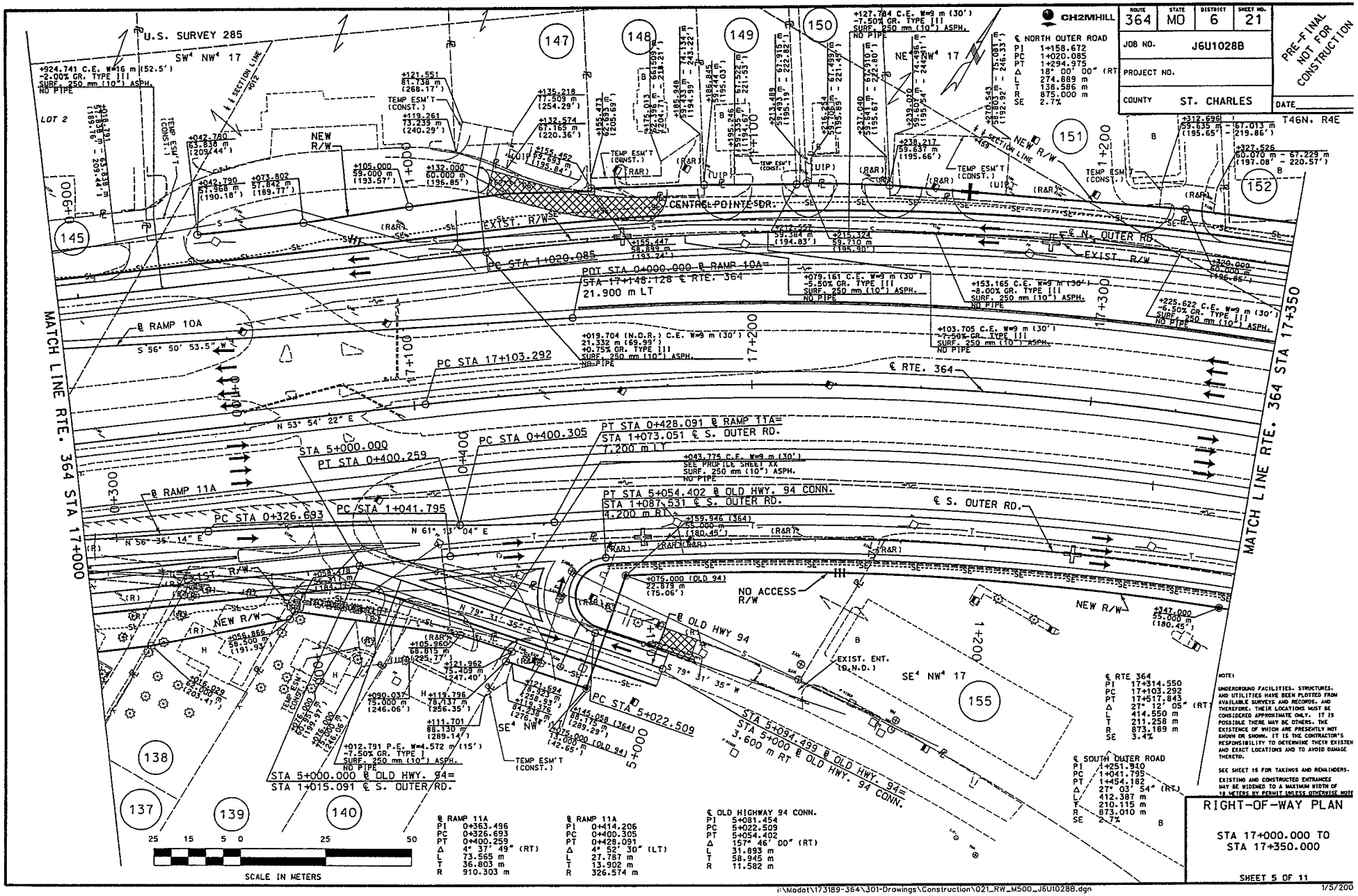
1/5/2007


CH2MHILL
ROUTE 364 | STATE MO | DISTRICT 6 | SHEET NO. 21
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N. R4E
U.S. SURVEY 285
SW¼ NW¼ 17
NE¼ NW¼ 17
SE¼ NW¼ 17
LOT 2
NEW R/W
EXIST. R/W
CENTRAL POINTE DR.
℄ N. OUTER RD.
℄ S. OUTER RD.
℄ RTE. 364
℄ RAMP 10A
℄ RAMP 11A
℄ OLD HWY 94
NO ACCESS R/W
EXIST. ENT. (TO N.O.)
TEMP ESM'T (CONST.)
MATCH LINE RTE. 364 STA 17+000
MATCH LINE RTE. 364 STA 17+350
PC STA 1+020.085
PDT STA 0+000.000 ℄ RAMP 10A= STA 17+148.128 ℄ RTE. 364 21.900 m LT
PC STA 17+103.292
PC STA 0+400.305
PT STA 0+400.259
PC STA 0+326.693
PC STA 1+041.795
PT STA 0+428.091 ℄ RAMP 11A= STA 1+073.051 ℄ S. OUTER RD. 7.200 m LT
PT STA 5+054.402 ℄ OLD HWY. 94 CONN. STA 1+087.531 ℄ S. OUTER RD. 4.200 m RT
PC STA 5+022.509
STA 5+000.000 ℄ OLD HWY. 94= STA 1+015.091 ℄ S. OUTER/RD.
STA 5+094.499 ℄ OLD HWY. 94= 3.600 m RT ℄ OLD HWY. 94 CONN.
SEE PROFILE SHEET XX
NO PIPE
SURF. 250 mm (10") ASPH.
SCALE IN METERS
25 15 5 0 25 50
℄ RAMP 11A
PI 0+363.496
PC 0+326.693
PT 0+400.259
Δ 4° 37' 49" (RT)
L 73.565 m
T 36.803 m
R 910.303 m
℄ RAMP 11A
PI 0+414.206
PC 0+400.305
PT 0+428.091
Δ 4° 52' 30" (LT)
L 27.787 m
T 13.902 m
R 326.574 m
℄ OLD HIGHWAY 94 CONN.
PI 5+081.454
PC 5+022.509
PT 5+054.402
Δ 157° 46' 00" (RT)
L 31.893 m
T 58.945 m
R 11.582 m
℄ RTE 364
PI 17+314.550
PC 17+103.292
PT 17+517.843
Δ 27° 12' 05" (RT)
L 414.550 m
T 211.258 m
R 873.189 m
SE 3.4%
℄ SOUTH OUTER ROAD
PI 1+251.910
PC 1+041.795
PT 1+454.182
Δ 27° 03' 54" (RT)
L 412.387 m
T 210.115 m
R 873.010 m
SE 2.7%
℄ NORTH OUTER ROAD
PI 1+158.672
PC 1+020.085
PT 1+294.975
Δ 18° 00' 00" (RT)
L 274.889 m
T 138.586 m
R 875.000 m
SE 2.7%
NOTE:
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SEE SHEET 15 FOR TAKEINS AND REMAINDERS.
EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 18 METERS BY PERMIT UNLESS OTHERWISE NOTED
RIGHT-OF-WAY PLAN
STA 17+000.000 TO STA 17+350.000
SHEET 5 OF 11
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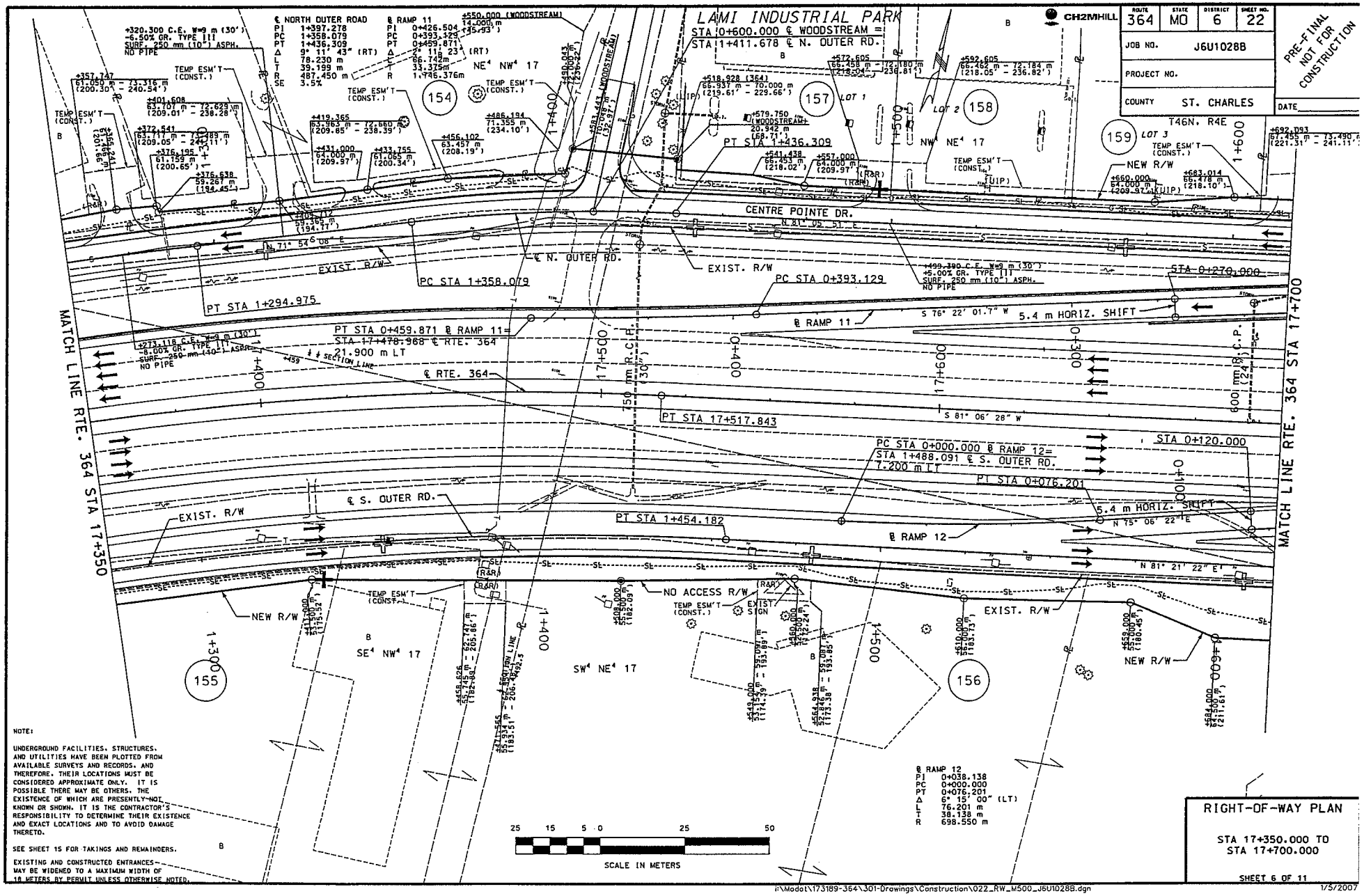
LAMI INDUSTRIAL PARK
CH2MHILL
ROUTE 364 | STATE MO | DISTRICT 6 | SHEET NO. 22
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N, R4E
℄ NORTH OUTER ROAD
PI 1+397.278
PC 1+358.079
PT 1+436.309
Δ 9° 11' 43" (RT)
L 78.230 m
T 39.199 m
R 487.450 m
SE 3.5%
℄ RAMP 11
PI 0+426.504
PC 0+393.129
PT 0+459.871
Δ 7° 11' 23" (RT)
L 66.742m
T 33.375m
R 1,746.376m
STA 0+600.000 ℄ WOODSTREAM =
STA 1+411.678 ℄ N. OUTER RD.
CENTRE POINTE DR.
N 81° 05' 51" E
EXIST. R/W
℄ N. OUTER RD.
PC STA 1+358.079
PT STA 1+294.975
PC STA 0+393.129
PT STA 0+459.871 ℄ RAMP 11=
STA 17+478.968 ℄ RTE. 364
21.900 m LT
℄ RTE. 364
PT STA 17+517.843
S 81° 06' 28" W
PC STA 0+000.000 ℄ RAMP 12=
STA 1+488.091 ℄ S. OUTER RD.
7.200 m LT
PT STA 0+076.201
℄ S. OUTER RD.
PT STA 1+454.182
℄ RAMP 12
5.4 m HORIZ. SHIFT
S 76° 22' 01.7" W
N 75° 06' 22" E
N 81° 21' 22" E
NO ACCESS R/W
NEW R/W
EXIST. R/W
TEMP ESM'T (CONST.)
MATCH LINE RTE. 364 STA 17+350
MATCH LINE RTE. 364 STA 17+700
SE¼ NW¼ 17
SW¼ NE¼ 17
NW¼ NE¼ 17
LOT 1
LOT 2
LOT 3
154
155
156
157
158
159
℄ RAMP 12
PI 0+038.138
PC 0+000.000
PT 0+076.201
Δ 6° 15' 00" (LT)
L 76.201 m
T 38.138 m
R 698.550 m
25 15 5 0 25 50
SCALE IN METERS
NOTE:
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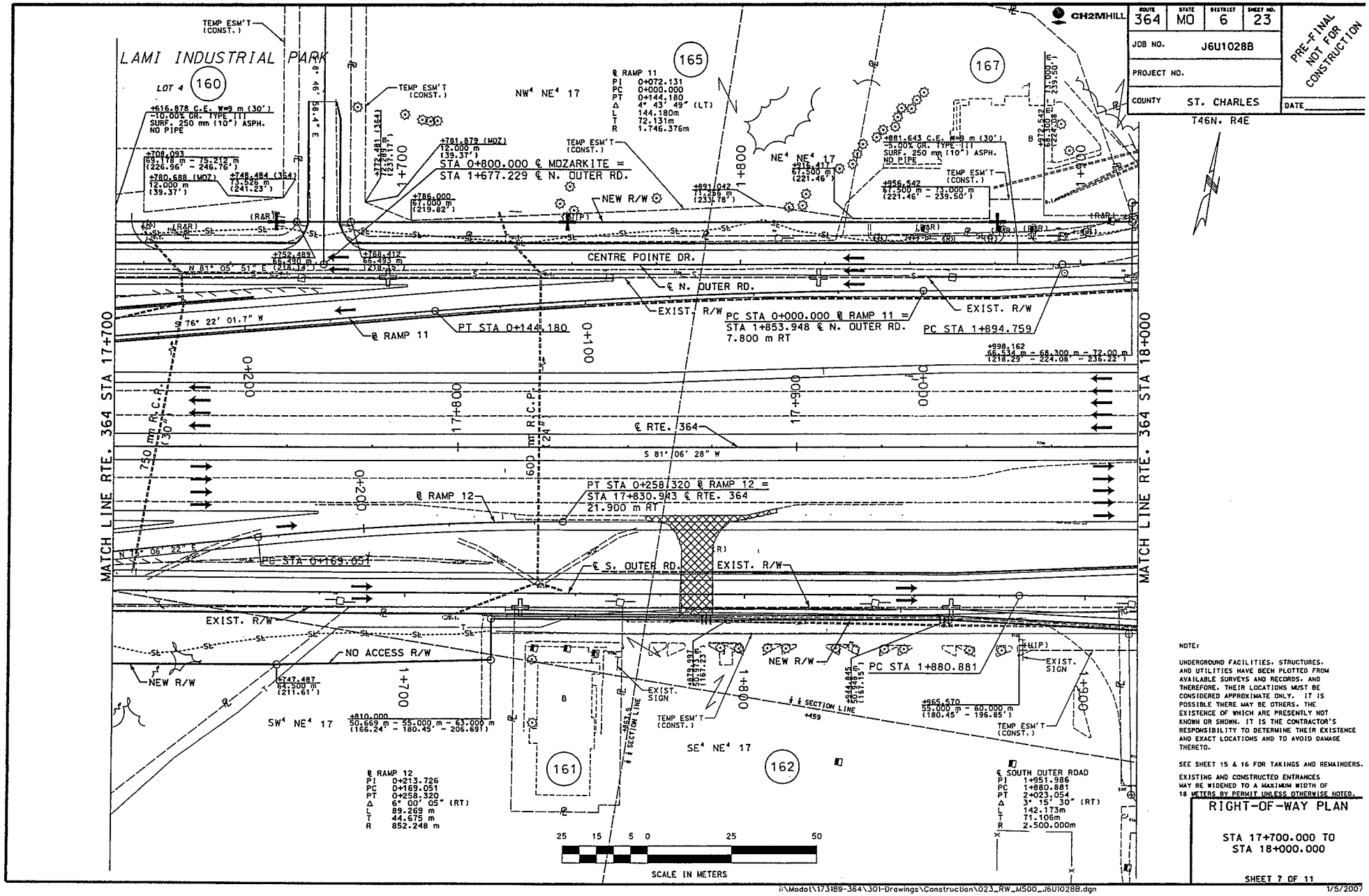
RIGHT-OF-WAY PLAN
STA 17+350.000 TO STA 17+700.000
SHEET 6 OF 11
P:\Modot\173189-364\301-Drawings\Construction\022_RW_M500_J6U1028B.dgn
1/5/2007



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SEE SHEET 15 & 16 FOR TAKINGS AND REMAINDERS.

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RIGHT-OF-WAY PLAN

STA 17+700.000 TO STA 18+000.000

SHEET 7 OF 11

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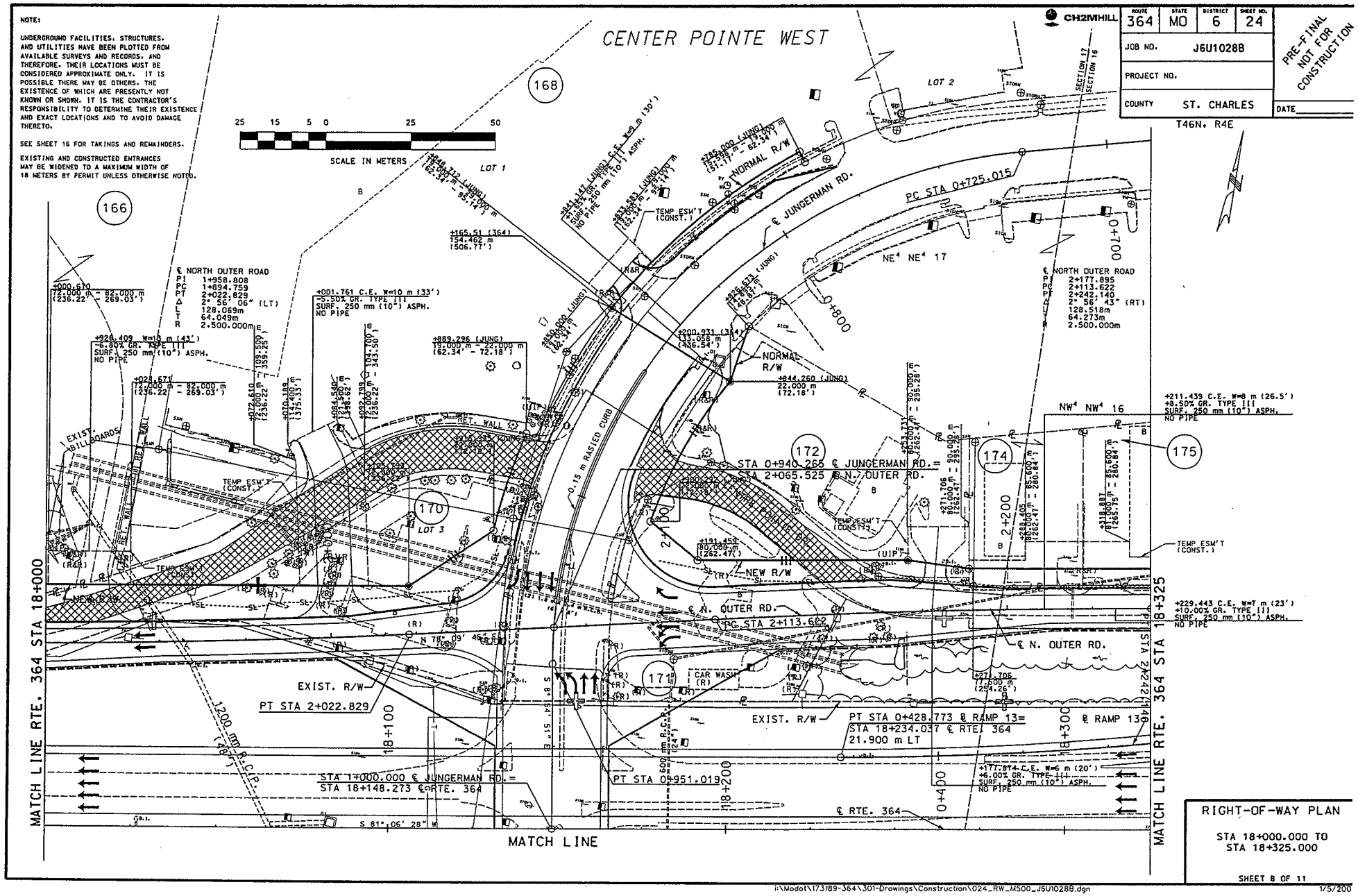
CENTER POINTE WEST
NOTE:
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SEE SHEET 16 FOR TAKINGS AND REMAINDERS.
EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 18 METERS BY PERMIT UNLESS OTHERWISE NOTED.
CH2MHILL
ROUTE 364 | STATE MO | DISTRICT 6 | SHEET NO. 24
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N. R4E
SCALE IN METERS
25 15 5 0 25 50
LOT 1
LOT 2
LOT 3
166
168
170
171
172
174
175
NORMAL R/W
NEW R/W
EXIST. R/W
℄ JUNGERMAN RD.
℄ N. OUTER RD.
℄ NORTH OUTER ROAD
PI 1+958.808
PC 1+894.759
PT 2+022.829
Δ 2° 56' 06" (LT)
L 128.069m
T 64.049m
R 2.500.000m
PC STA 0+725.015
PC STA 2+113.622
STA 0+940.265 ℄ JUNGERMAN RD. =
STA 2+065.525 ℄ N. OUTER RD.
PT STA 2+022.829
PT STA 0+951.019
STA 1+000.000 ℄ JUNGERMAN RD. =
STA 18+148.273 ℄ RTE. 364
PT STA 0+428.773 ℄ RAMP 13=
STA 18+234.037 ℄ RTE. 364
21.900 m LT
℄ RAMP 13
℄ RTE. 364
MATCH LINE RTE. 364 STA 18+000
MATCH LINE RTE. 364 STA 18+325
MATCH LINE
RIGHT-OF-WAY PLAN
STA 18+000.000 TO STA 18+325.000
SHEET 8 OF 11
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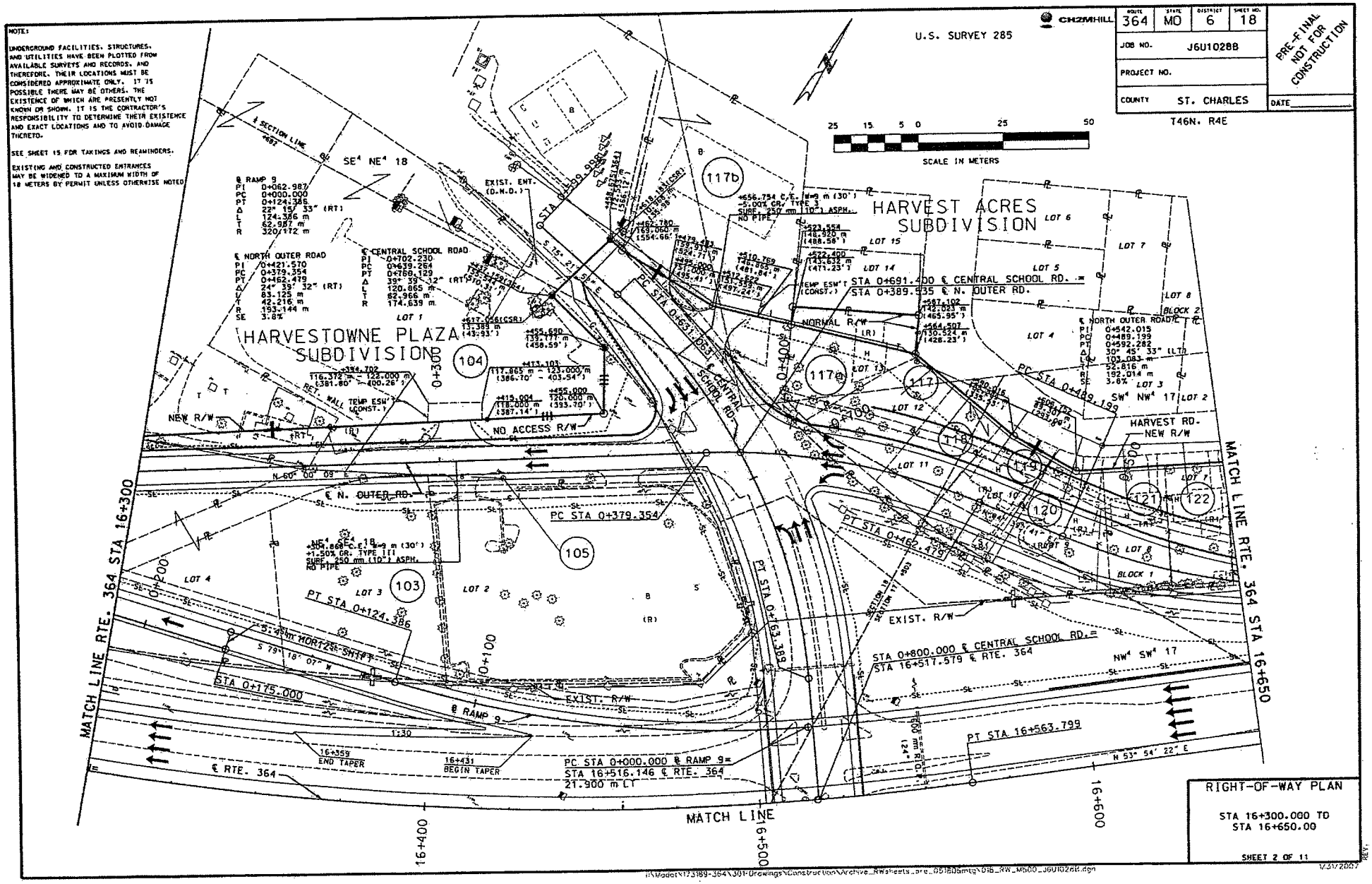
Before



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CH2MHILL
ROUTE 364
STATE MO
DISTRICT 6
SHEET NO. 18
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N, R4E
U.S. SURVEY 285
SCALE IN METERS
HARVEST ACRES SUBDIVISION
HARVESTOWNE PLAZA SUBDIVISION
℄ RAMP 9
PI 0+062.987
PC 0+000.000
PT 0+124.386
Δ 22° 15' 33" (RT)
L 124.386 m
T 62.987 m
R 320.172 m
℄ NORTH OUTER ROAD
PI 0+421.570
PC 0+379.354
PT 0+462.479
Δ 24° 39' 32" (RT)
L 83.125 m
T 42.216 m
R 193.144 m
SE 3.8%
℄ CENTRAL SCHOOL ROAD
PI 0+702.230
PC 0+639.264
PT 0+760.129
Δ 39° 39' 12" (RT)
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T 62.966 m
R 174.639 m
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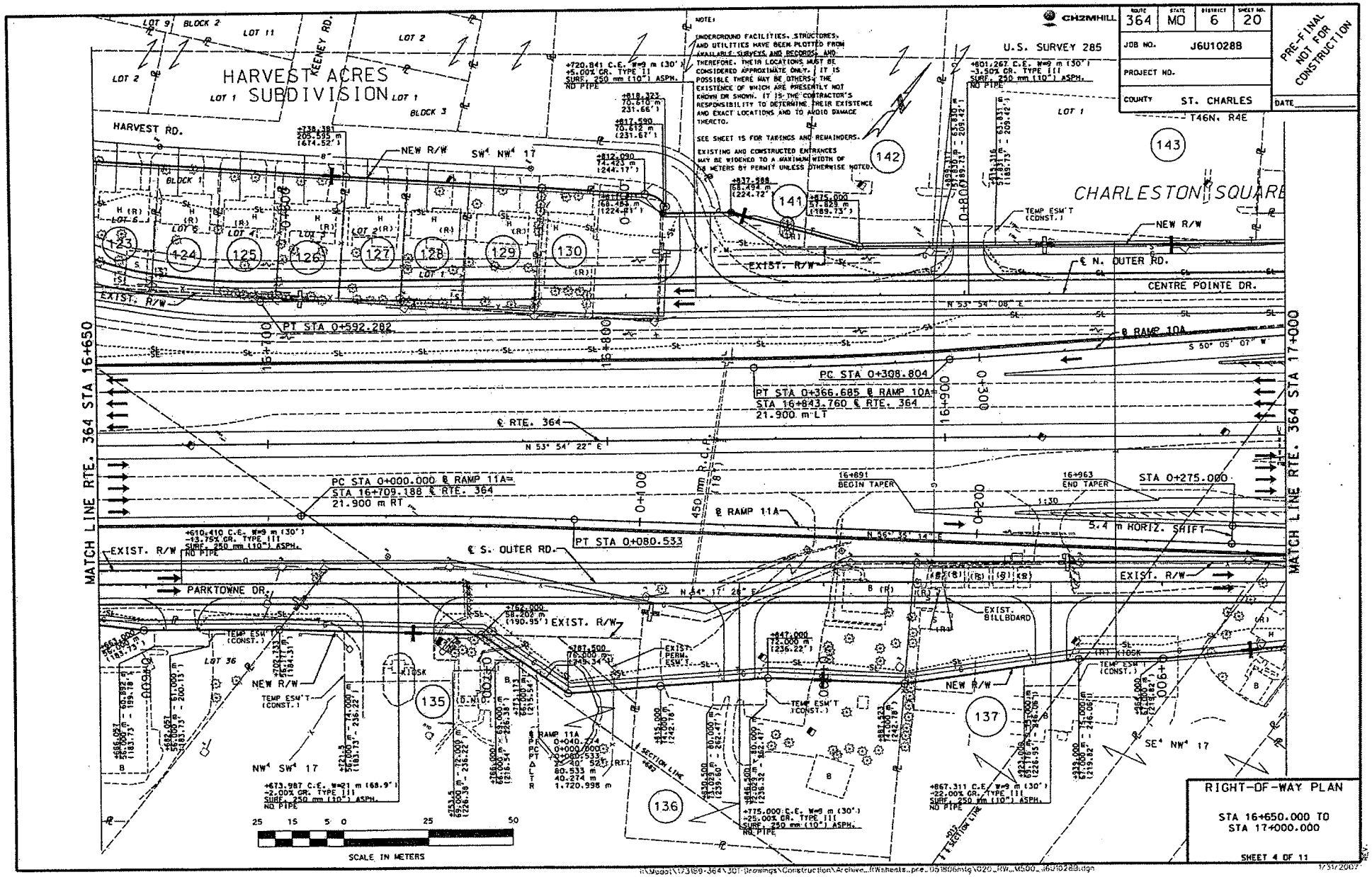
STA 0+800.000 ℄ CENTRAL SCHOOL RD. = STA 16+517.579 ℄ RTE. 364
PC STA 0+000.000 ℄ RAMP 9 = STA 16+516.146 ℄ RTE. 364
21.900 m LT
PT STA 16+563.799
PC STA 0+379.354
PT STA 0+124.386
PT STA 0+462.479
PC STA 0+489.199
PT STA 0+763.389
STA 0+175.000
NO ACCESS R/W
NEW R/W
HARVEST RD. NEW R/W
EXIST. R/W
NORMAL R/W
TEMP ESM'T (CONST.)
EXIST. ENT. (D.N.D.)
℄ RAMP 9
℄ RTE. 364
16+359 END TAPER
16+431 BEGIN TAPER
MATCH LINE RTE. 364 STA 16+300
MATCH LINE RTE. 364 STA 16+650
MATCH LINE
16+400
16+500
16+600
RIGHT-OF-WAY PLAN
STA 16+300.000 TO STA 16+650.00
SHEET 2 OF 11



CH2MHILL
ROUTE 364
STATE MO
DISTRICT 6
SHEET NO. 20
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
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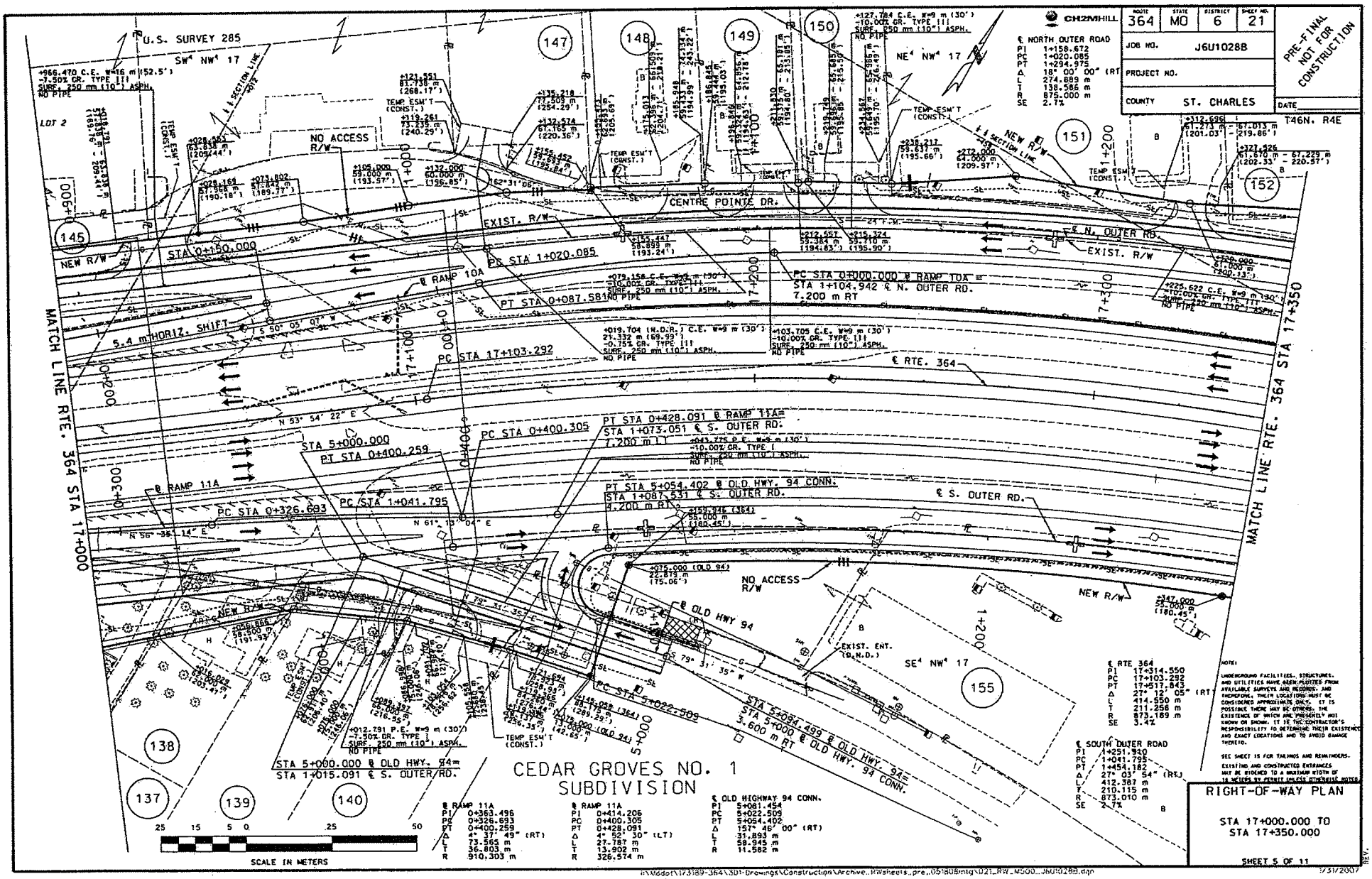
HARVEST ACRES SUBDIVISION
U.S. SURVEY 285
T46N, R4E
CHARLESTON SQUARE
HARVEST RD.
KEENEY RD.
NEW R/W
SW¼ NW¼ 17
EXIST. R/W
℄ N. OUTER RD.
CENTRE POINTE DR.
PT STA 0+592.282
℄ RAMP 10A
PC STA 0+308.804
PT STA 0+366.685 ℄ RAMP 10A=
STA 16+843.760 ℄ RTE. 364
21.900 m LT
℄ RTE. 364
PC STA 0+000.000 ℄ RAMP 11A=
STA 16+709.188 ℄ RTE. 364
21.900 m RT
℄ RAMP 11A
PT STA 0+080.533
℄ S. OUTER RD.
PARKTOWNE DR.
STA 0+275.000
5.4 m HORIZ. SHIFT
16+891 BEGIN TAPER
16+963 END TAPER
EXIST. BILLBOARD
MATCH LINE RTE. 364 STA 16+650
MATCH LINE RTE. 364 STA 17+000
NW¼ SW¼ 17
SE¼ NW¼ 17
SCALE IN METERS
RIGHT-OF-WAY PLAN
STA 16+650.000 TO STA 17+000.000
SHEET 4 OF 11


CH2MHILL
ROUTE 364 | STATE MO | DISTRICT 6 | SHEET NO. 21
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N. R4E
U.S. SURVEY 285
SW¼ NW¼ 17
NE¼ NW¼ 17
SE¼ NW¼ 17
MATCH LINE RTE. 364 STA 17+000
MATCH LINE RTE. 364 STA 17+350
CENTRE POINTE DR.
EXIST. R/W
NEW R/W
NO ACCESS R/W
℄ RAMP 10A
℄ RAMP 11A
℄ OLD HWY 94
℄ RTE. 364
℄ N. OUTER RD.
℄ S. OUTER RD.
℄ NORTH OUTER ROAD
PI 1+158.672
PC 1+020.085
PT 1+294.975
Δ 18° 00' 00" (RT
L 274.889 m
T 138.586 m
R 875.000 m
SE 2.7%
℄ RTE 364
PI 17+314.550
PC 17+103.292
PT 17+517.843
Δ 27° 12' 05" (RT
L 414.550 m
T 211.258 m
R 873.189 m
SE 3.4%
℄ SOUTH OUTER ROAD
PI 1+251.930
PC 1+041.795
PT 1+454.182
Δ 27° 03' 54" (RT)
L 412.387 m
T 210.115 m
R 873.010 m
SE 2.7%
PC STA 1+020.085
PT STA 0+087.581
PC STA 17+103.292
PT STA 0+400.259
PC STA 0+400.305
PT STA 0+428.091 ℄ RAMP 11A=
STA 1+073.051 ℄ S. OUTER RD.
7.200 m LT
PC STA 0+326.693
PC STA 1+041.795
PT STA 5+054.402 ℄ OLD HWY. 94 CONN.
STA 1+087.531 ℄ S. OUTER RD.
4.200 m RT
PC STA 5+022.509
STA 5+054.499 ℄ OLD HWY. 94=
STA 5+000.000 ℄ OLD HWY. 94 CONN.
3.600 m RT
STA 5+000.000 ℄ OLD HWY. 94=
STA 1+015.091 ℄ S. OUTER RD.
PC STA 0+000.000 ℄ RAMP 10A =
STA 1+104.942 ℄ N. OUTER RD.
7.200 m RT
NO ACCESS R/W
EXIST. ENT. (N.D.)
TEMP ESM'T (CONST.)
5.4 m HORIZ. SHIFT
CEDAR GROVES NO. 1 SUBDIVISION
℄ RAMP 11A
PI 0+363.496
PC 0+326.693
PT 0+400.259
Δ 4° 37' 49" (RT)
L 73.565 m
T 36.803 m
R 910.303 m
℄ RAMP 11A
PI 0+414.208
PC 0+400.305
PT 0+428.091
Δ 4° 52' 30" (LT)
L 27.787 m
T 13.902 m
R 326.574 m
℄ OLD HIGHWAY 94 CONN.
PI 5+061.454
PC 5+022.509
PT 5+054.402
Δ 157° 46' 00" (RT)
L 31.893 m
T 58.945 m
R 11.582 m
NOTE:
UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. AND INCREPTONE. THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS. THE EXISTENCE OF WHICH ARE PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO.
SEE SHEET 15 FOR TAILINGS AND REMAINDERS.
EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 14 METERS BY PERMIT UNLESS OTHERWISE NOTED.
RIGHT-OF-WAY PLAN
STA 17+000.000 TO STA 17+350.000
SHEET 5 OF 11
SCALE IN METERS
25 15 5 0 25 50
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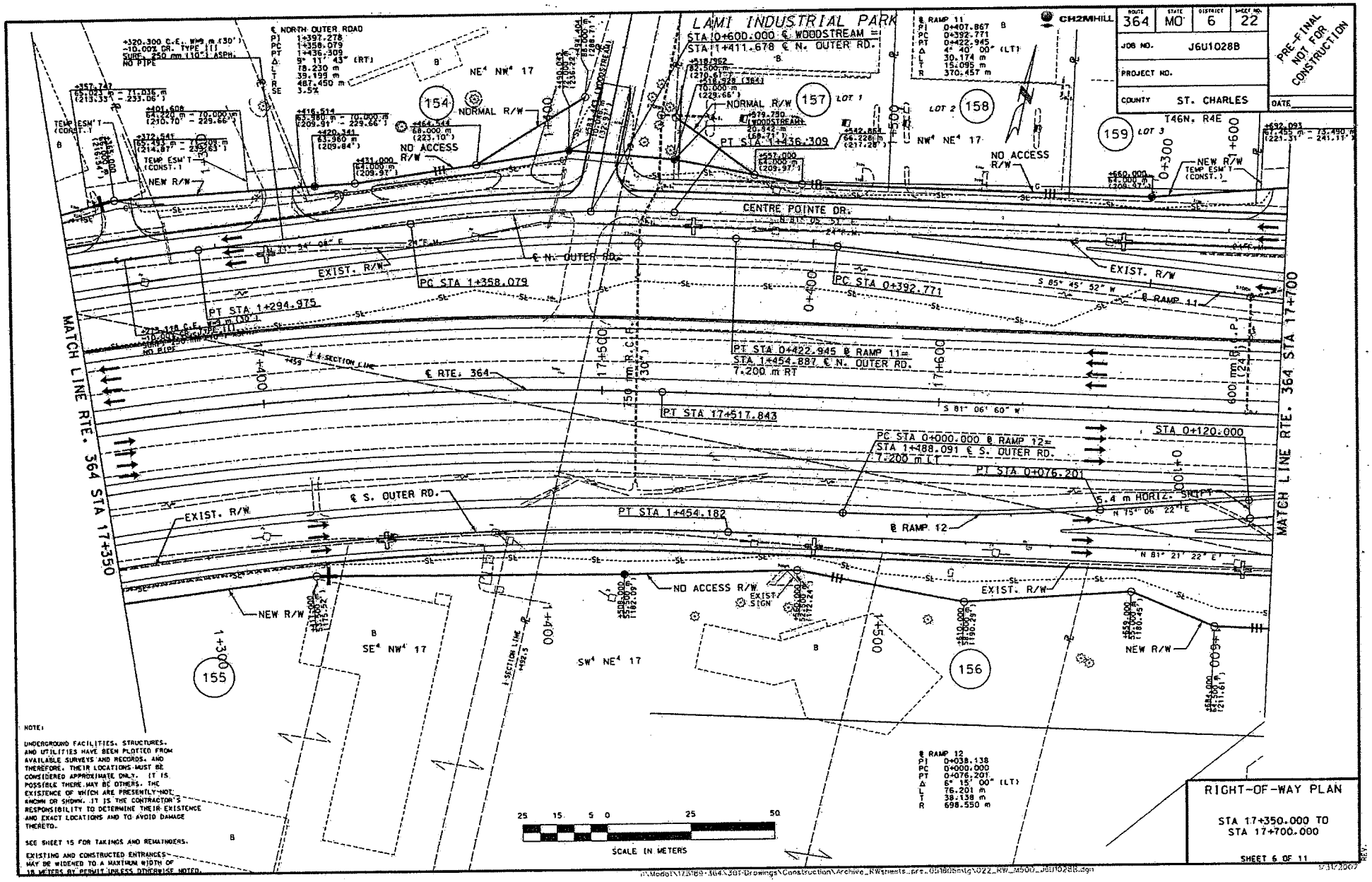
1/31/2007



ROUTE	STATE	DISTRICT	SHEET NO.
364	MO	6	22

JOB NO. J6U1028B

PROJECT NO.

COUNTY ST. CHARLES

DATE

PRE-FINAL NOT FOR CONSTRUCTION

CH2MHILL

NOTE:

UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH ARE PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO.

SEE SHEET 15 FOR TAKINGS AND REMAINDERS.

EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 18 METERS BY PERMIT UNLESS OTHERWISE NOTED.

RIGHT-OF-WAY PLAN

STA 17+350.000 TO STA 17+700.000

SHEET 6 OF 11

REV.

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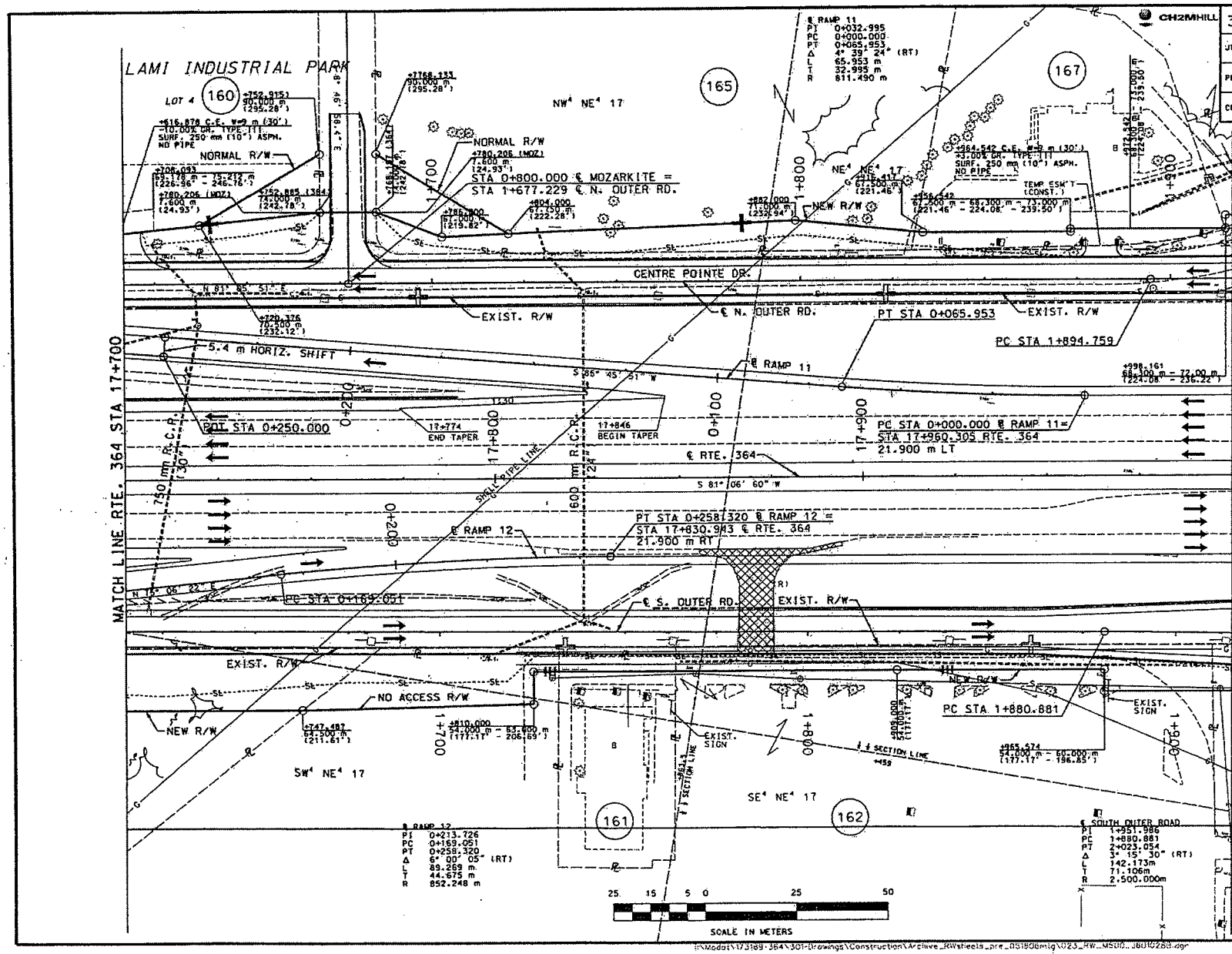
3/12/2009



CH2MHILL

ROUTE	STATE	DISTRICT	SHEET NO.
364	MO	6	23

JOB NO. J6U1028B

PROJECT NO.

COUNTY ST. CHARLES

T46N, R4E

PRE-FINAL NOT FOR CONSTRUCTION

DATE

NOTE:

UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH ARE PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO.

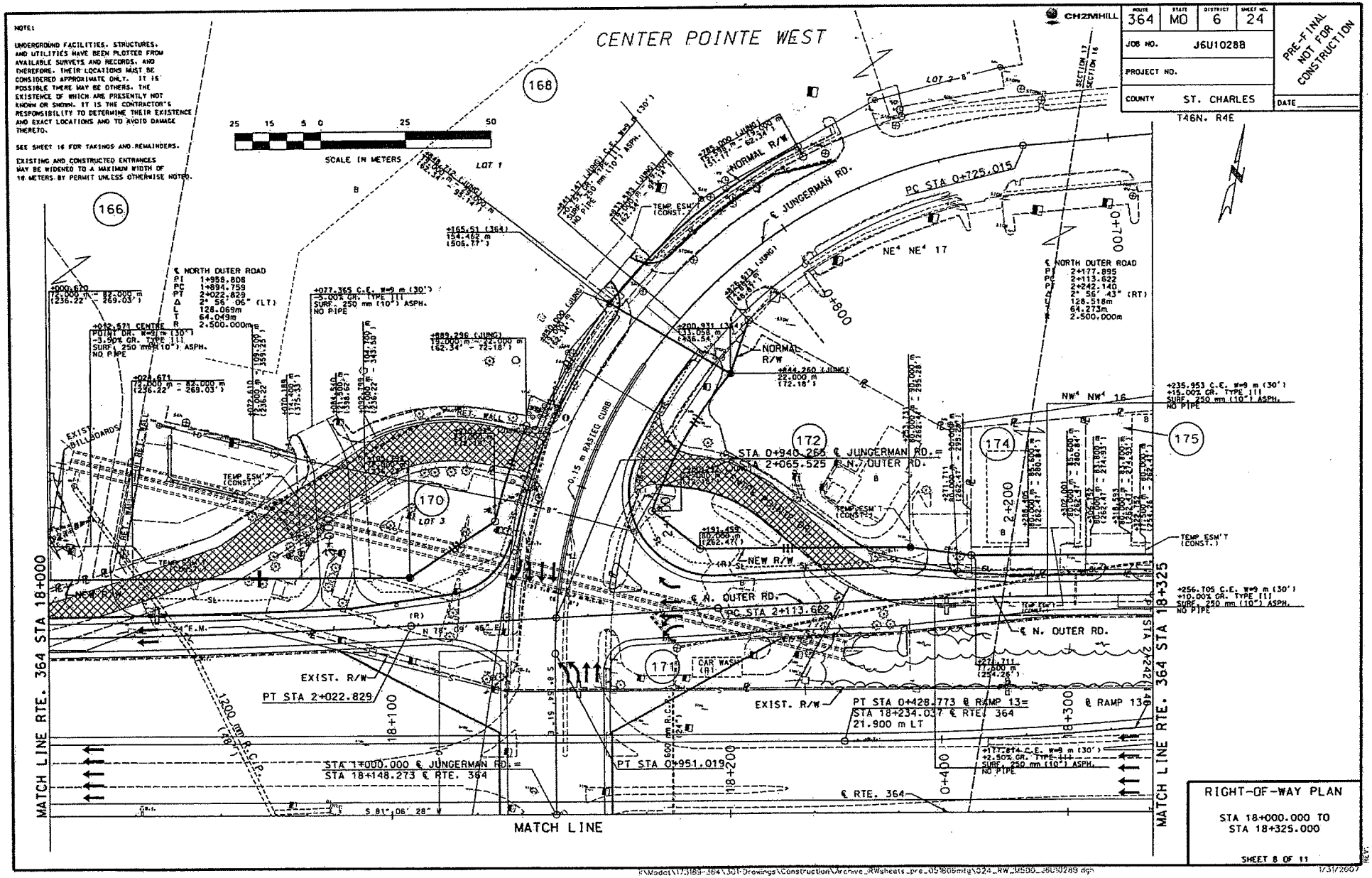
SEE SHEET 15 & 16 FOR TAKINGS AND REMAINDERS.

EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 18 METERS BY PERMIT UNLESS OTHERWISE NOTED.

RIGHT-OF-WAY PLAN

STA 17+700.000 TO
STA 18+000.000

SHEET 7 OF 11



CENTER POINTE WEST
CH2MHILL
ROUTE 364
STATE MO
DISTRICT 6
SHEET NO. 24
JOB NO. J6U1028B
PROJECT NO.
COUNTY ST. CHARLES
DATE
PRE-FINAL NOT FOR CONSTRUCTION
T46N. R4E
NOTE:
UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS. THE EXISTENCE OF WHICH ARE PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO.
SEE SHEET 16 FOR TAKINGS AND REMAINDERS.
EXISTING AND CONSTRUCTED ENTRANCES MAY BE WIDENED TO A MAXIMUM WIDTH OF 16 METERS BY PERMIT UNLESS OTHERWISE NOTED.
SCALE IN METERS
25 15 5 0 25 50
168
166
170
172
174
175
171
LOT 1
LOT 2
LOT 3
℄ NORTH OUTER ROAD
PI 1+958.808
PC 1+894.759
PT 2+022.829
Δ 2° 56' 06" (LT)
L 128.069m
T 64.049m
R 2,500.000m
℄ NORTH OUTER ROAD
PI 2+177.895
PC 2+113.622
PT 2+242.140
Δ 2° 56' 43" (RT)
L 128.518m
T 64.273m
R 2,500.000m
℄ JUNGERMAN RD.
PC STA 0+725.015
NE⁴ NE⁴ 17
NW⁴ NW⁴ 16
NORMAL R/W
NEW R/W
EXIST. R/W
PT STA 2+022.829
STA 1+000.000 ℄ JUNGERMAN RD. =
STA 18+148.273 ℄ RTE. 364
PT STA 0+951.019
STA 0+940.265 ℄ JUNGERMAN RD. =
STA 2+065.525 ℄ N. OUTER RD.
℄ N. OUTER RD.
PC STA 2+113.622
PT STA 0+428.773 ℄ RAMP 13=
STA 18+234.037 ℄ RTE. 364
21.900 m LT
℄ RAMP 13
℄ RTE. 364
0.15 m RAISED CURB
MATCH LINE RTE. 364 STA 18+000
MATCH LINE RTE. 364 STA 18+325
MATCH LINE
RIGHT-OF-WAY PLAN
STA 18+000.000 TO
STA 18+325.000
SHEET 8 OF 11