

## PLAN & PROFILE DRAWINGS

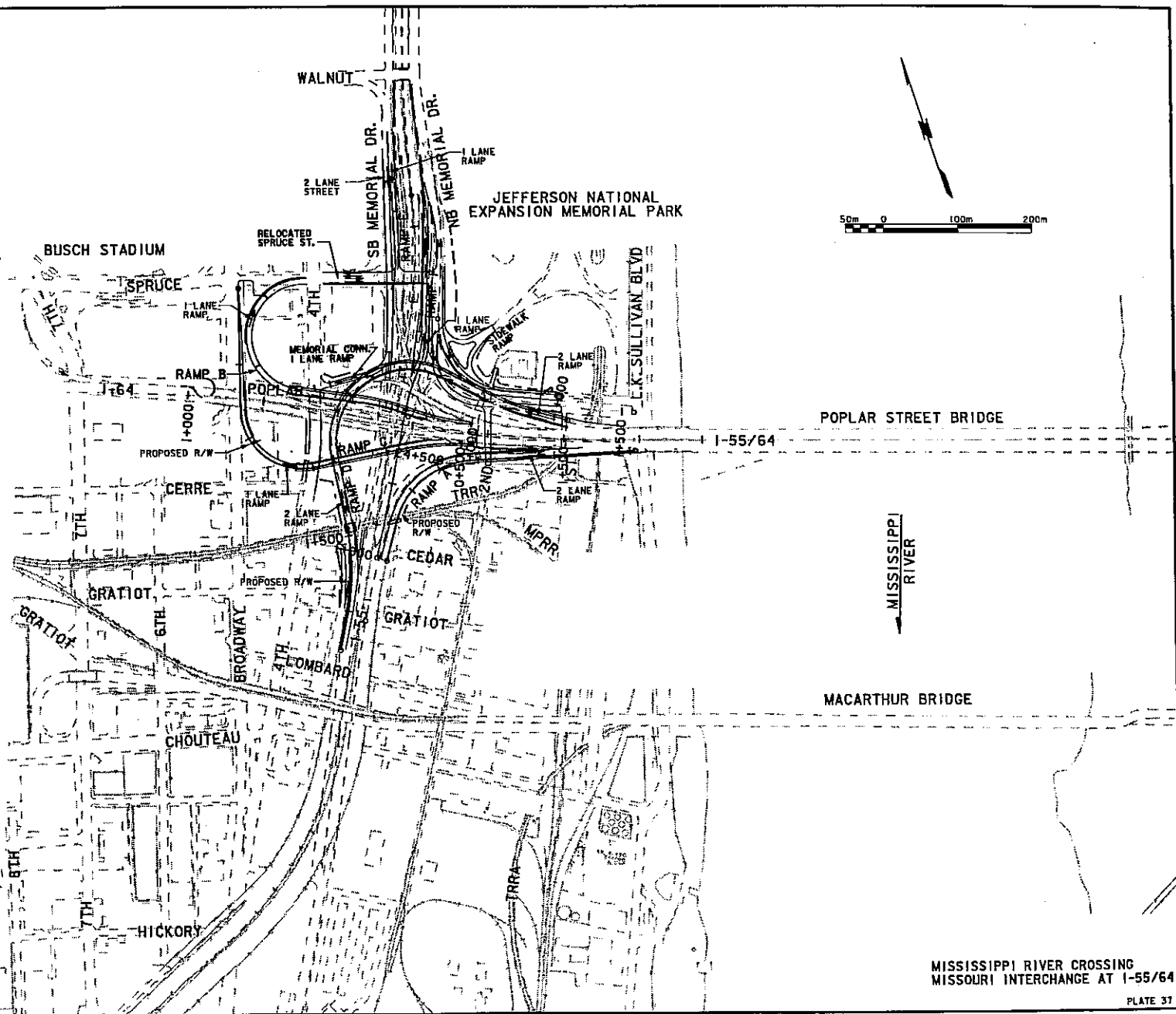
The plan and profile drawings included in this Appendix are based on preliminary engineering and are subject to change.

### Plan & Profile Drawings List

Missouri Interchange at I-55/64  
Relocated I-70 Sta. 28+950 to 30+800  
Relocated I-70 Sta. 30+800 to 32+600  
Relocated I-70 Sta. 32+600 to 34+400  
Relocated I-70 Sta. 34+400 to 36+200  
Relocated I-70 Sta. 36+200 to 37+390.683  
I-64 Connector Plan Sta. 9+406.839 to 11+000  
I-64 Connector Profiles Sta. 9+406.839 to 11+000  
I-64 Connector Sta. 11+000 to 12+500  
I-64 Connector Plan Sta. 12+500 to 14+068  
I-64 Connector Profiles Sta. 12+500 to 14+070

CURVE DATA			
RAMP A R = 110m	RAMP B R = 295m R = 295m R = 69m	RAMP C R = 80m R = 295m	RAMP D R = 295m R = 105m R = 295m
RAMP F R = 295m R = 91m	EB POPLAR R = 57m	WB POPLAR R = 98m	NB MEMORIAL R = 200m R = 225m
MEMORIAL CONN R = 35			

NOTE:  
ALL RAMP STATIONING IS IN THE DIRECTION OF TRAFFIC.



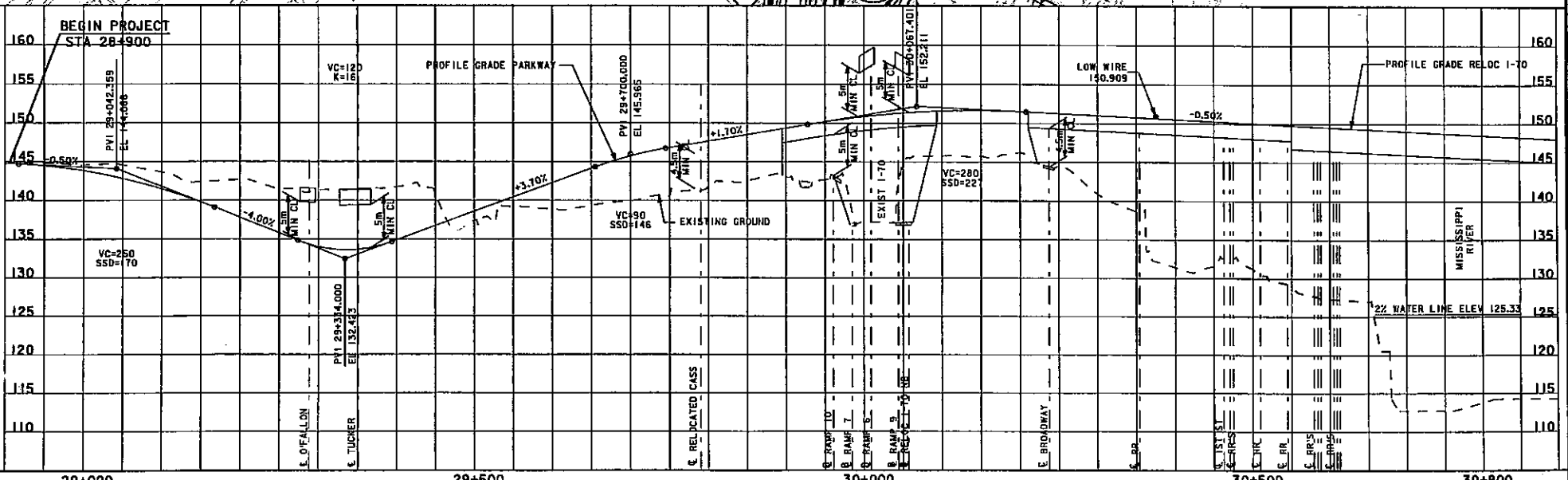
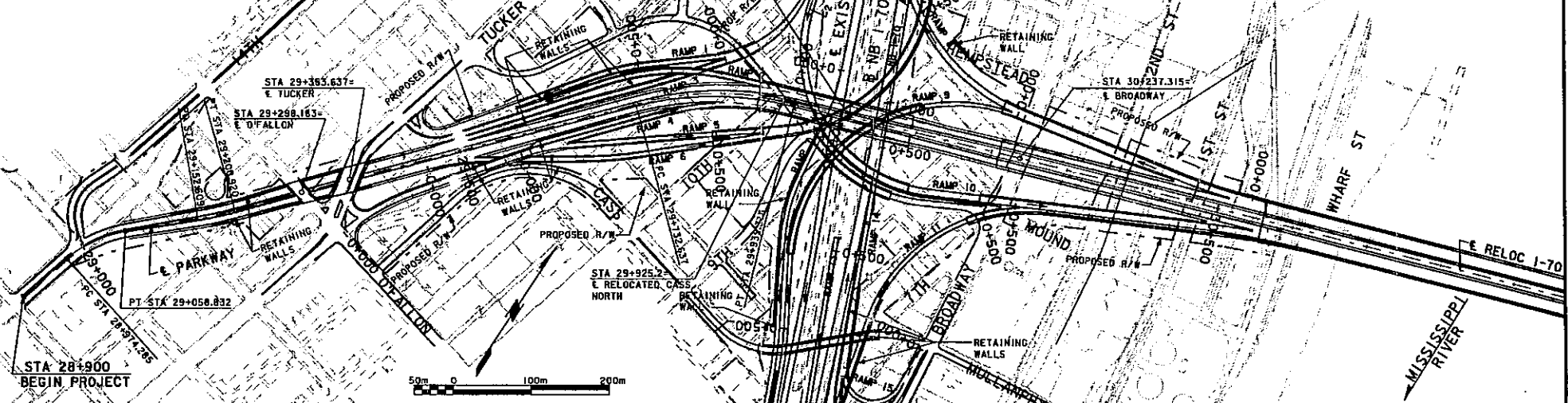
MISSISSIPPI RIVER CROSSING  
MISSOURI INTERCHANGE AT I-55/64

ms-zfp6

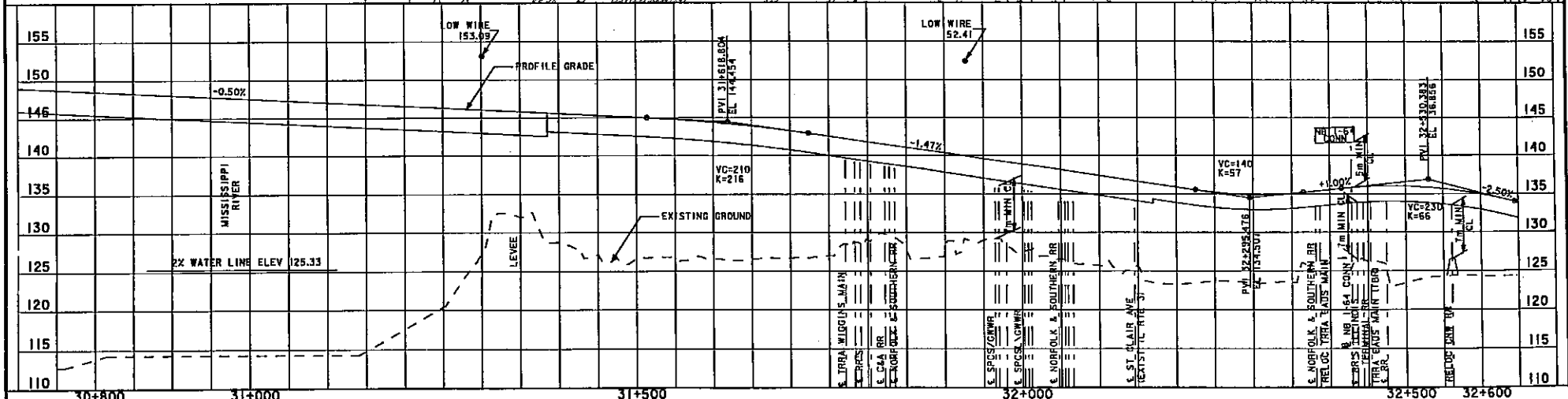
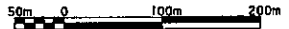
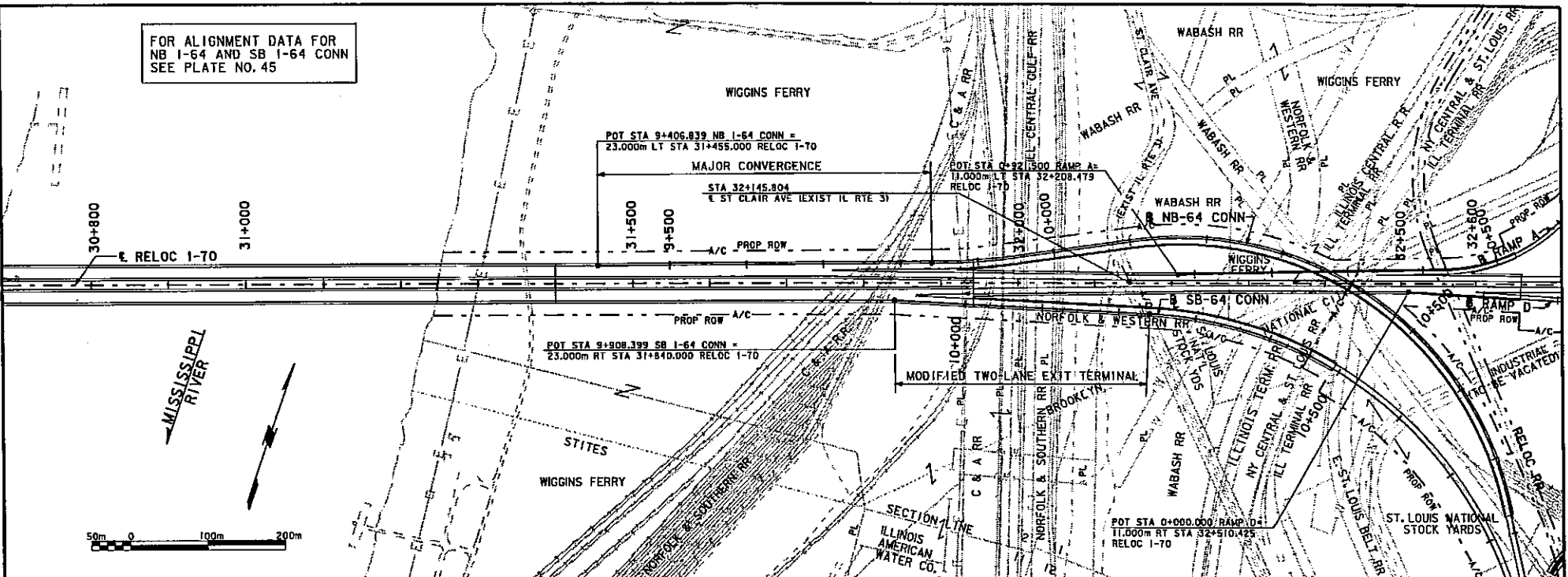
**CURVE DATA PARKWAY**  
 (14th ST. CONN.)  
 PI STA 29+017.714  
 N 218,671.278  
 E 697,335.800  
 $\Delta = 32^{\circ}17'40.51''$  RT  
 R = 150.000m  
 SE = 6.0%

**CURVE DATA PARKWAY**  
 (14th ST. CONN.)  
 PI STA 29+176.183  
 N 218,780.354  
 E 697,454.738  
 $\Delta = 5^{\circ}32'09.98''$  LT  
 R = 500.000m  
 SE = 6.0%

**CURVE DATA PARKWAY**  
 PI STA. 29+838.223  
 N 219,272.388  
 E 697,896.311  
 $\Delta = 28^{\circ}55'51.89''$  RT  
 R = 410.000m  
 SE = 6.0%

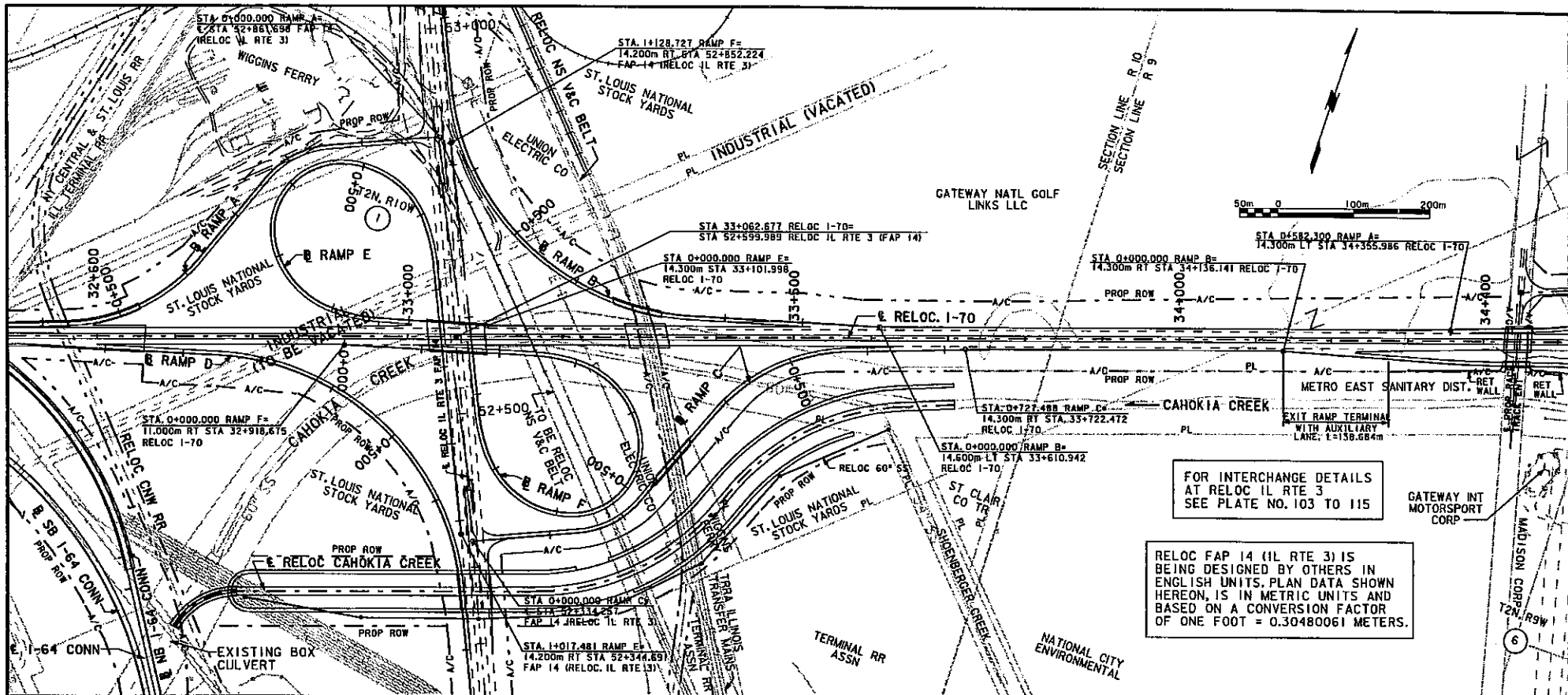


FOR ALIGNMENT DATA FOR  
NB I-64 AND SB I-64 CONN  
SEE PLATE NO. 45



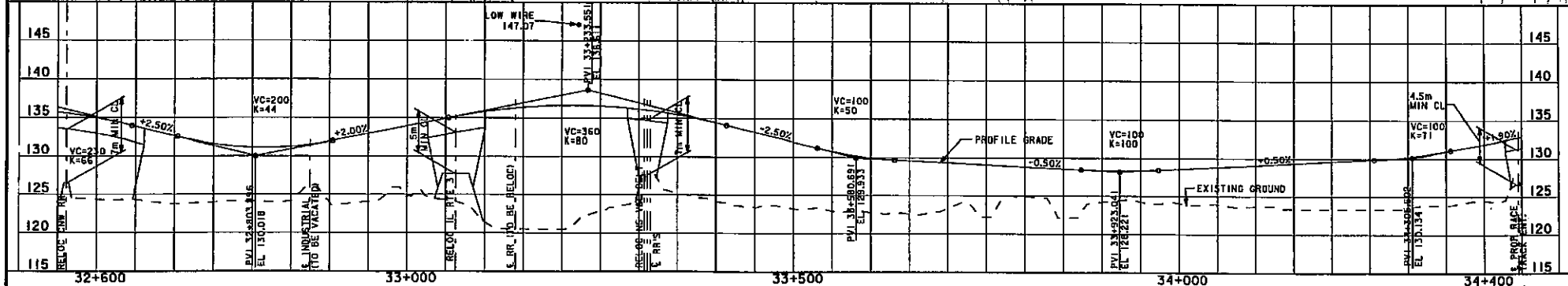
MISSISSIPPI RIVER CROSSING  
RELOCATED I-70  
STA. 30+800 TO 32+600  
PLATE 41

nr\*x2pp2



FOR INTERCHANGE DETAILS  
AT RELOC IL RTE 3  
SEE PLATE NO. 103 TO 115

RELOC FAP 14 (IL RTE 3) IS  
BEING DESIGNED BY OTHERS IN  
ENGLISH UNITS. PLAN DATA SHOWN  
HEREON, IS IN METRIC UNITS AND  
BASED ON A CONVERSION FACTOR  
OF ONE FOOT = 0.30480061 METERS.



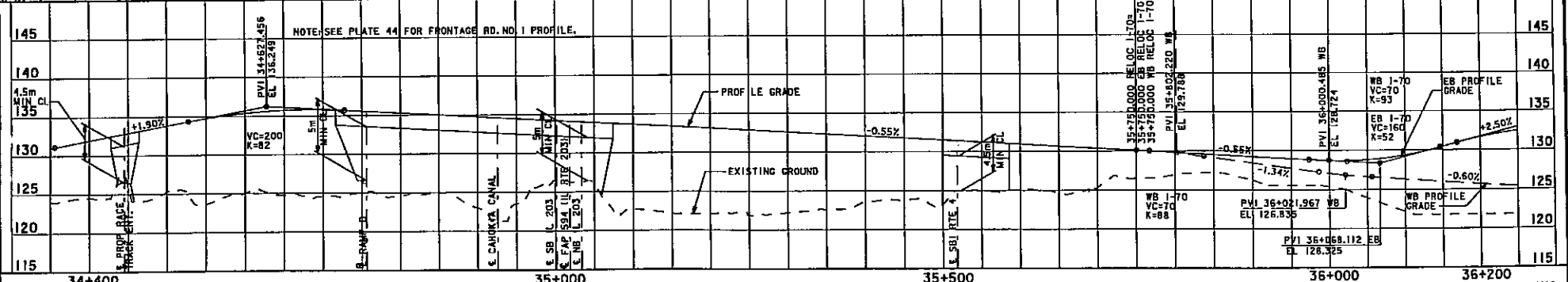
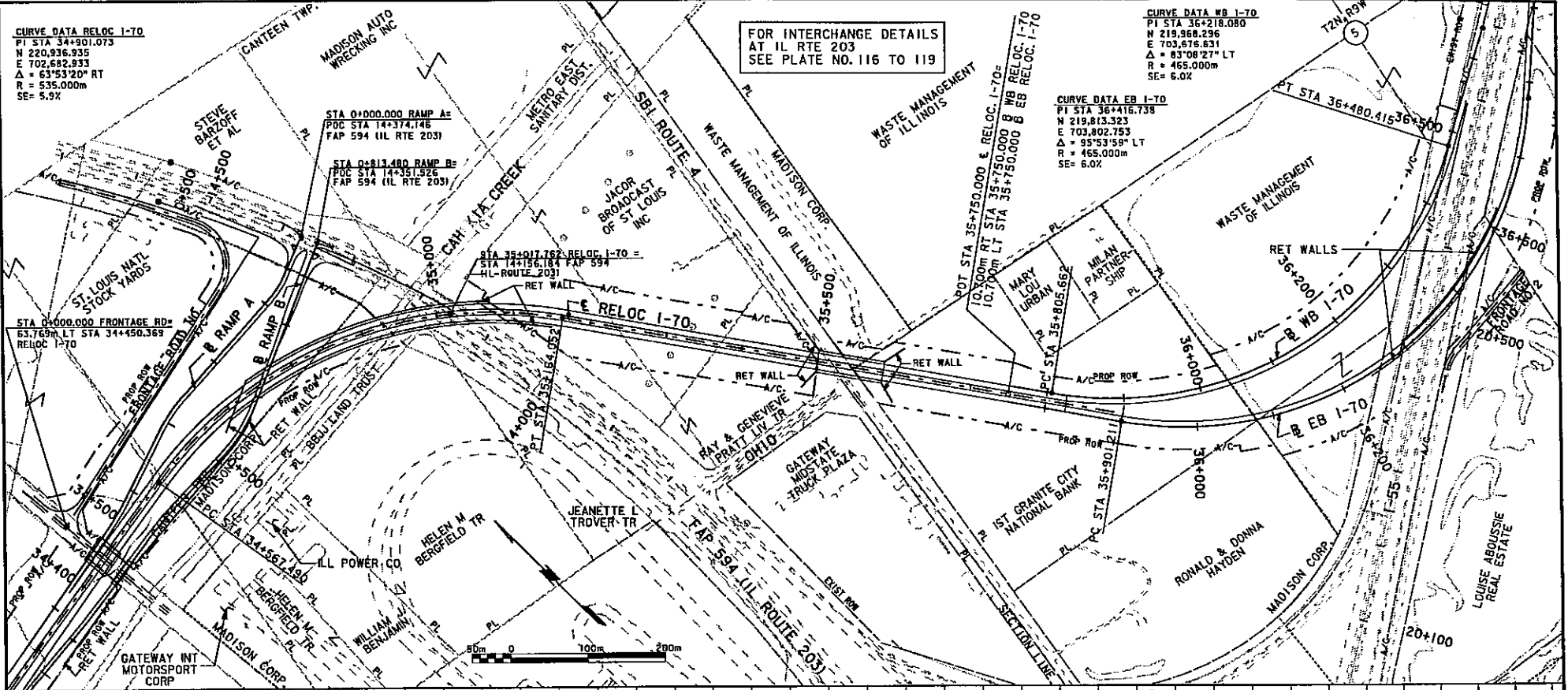
MT-X2003

**CURVE DATA RELOC 1-70**  
 PI STA 34+901.073  
 N 220,936.935  
 E 702,682.933  
 A = 63°53'20" RT  
 R = 535.000m  
 SE = 5.3%

FOR INTERCHANGE DETAILS  
 AT IL RTE 203  
 SEE PLATE NO. 116 TO 119

**CURVE DATA WB 1-70**  
 PI STA 36+218.080  
 N 219,968.296  
 E 703,676.631  
 Δ = 83°08'27" LT  
 R = 465.000m  
 SE = 6.0%

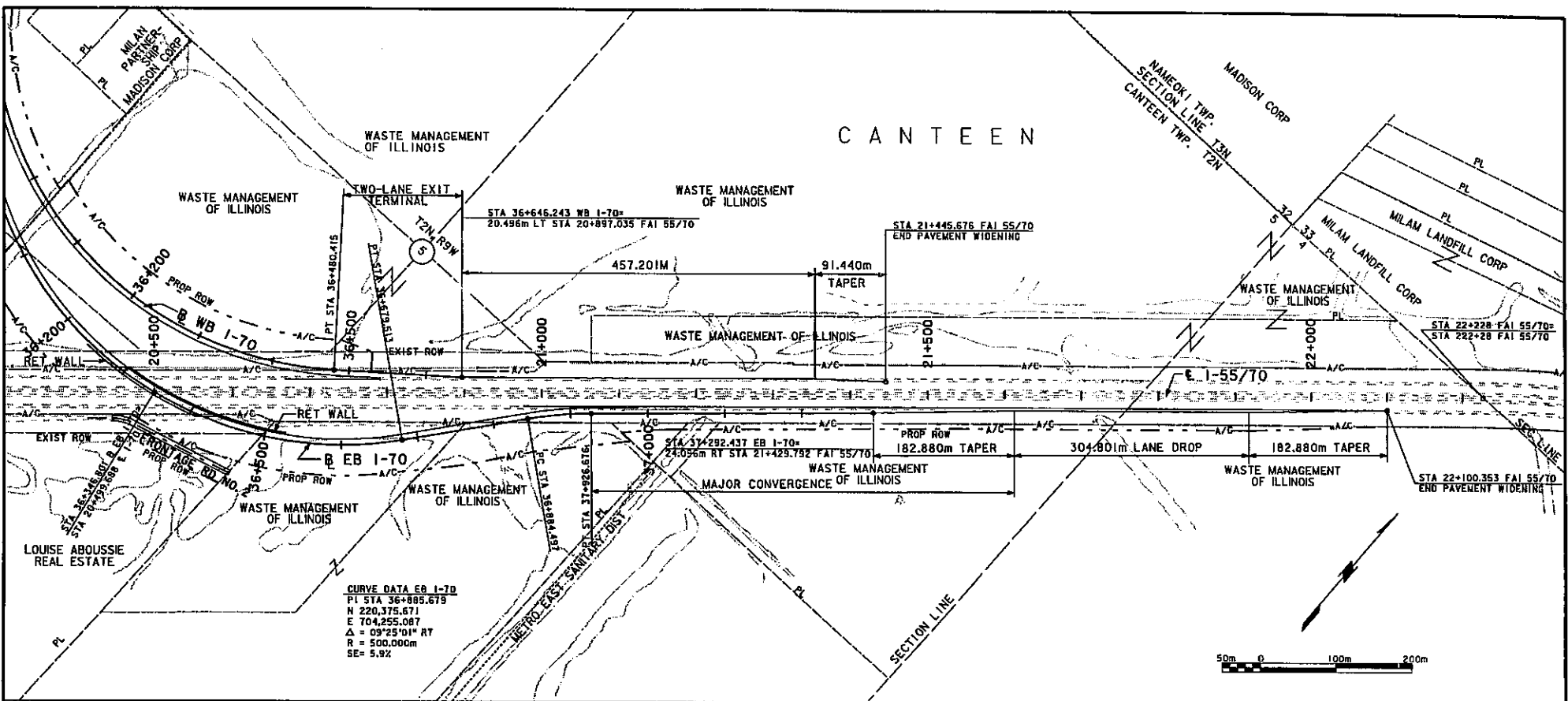
**CURVE DATA EB 1-70**  
 PI STA 36+416.738  
 N 219,813.323  
 E 703,802.753  
 Δ = 95°53'58" LT  
 R = 465.000m  
 SE = 6.0%



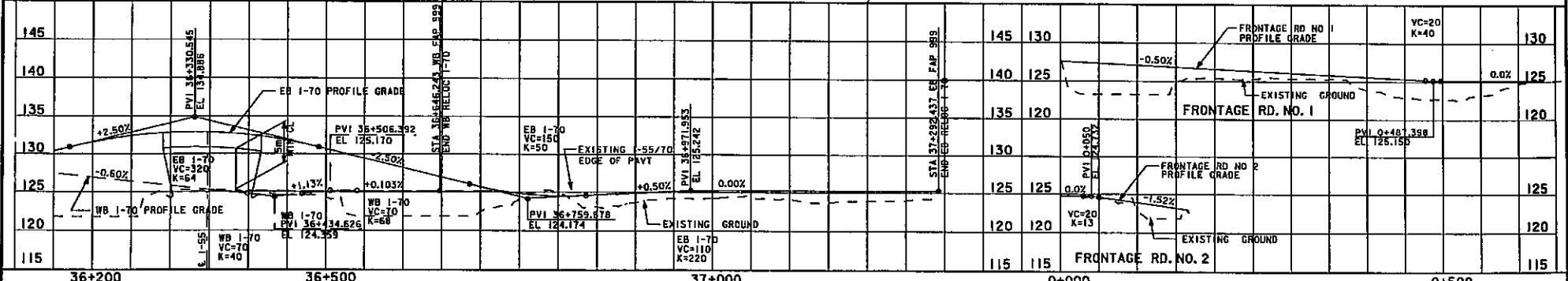
NOTE: SEE PLATE 44 FOR FRONTAGE RD. NO. 1 PROFILE.

MISSISSIPPI RIVER CROSSING  
 RELOCATED 1-70  
 STA. 34+400 TO 36+200  
 PLATE 43

cr:2024



**CURVE DATA EB I-70**  
 P1 STA 36+865.679  
 N 220.375.871  
 E 704.255.087  
 $\Delta = 09^{\circ}25'01''$  RT  
 R = 500.000m  
 SE = 5.9%



MISSISSIPPI RIVER CROSSING  
 RELOCATED I-70  
 STA. 36+200 TO 37+390.683

CURVE DATA NB I-64 CONN.  
 PT STA 10+509.463  
 N = 220,270.235  
 E = 700,427.578  
 $\Delta = 85^{\circ}21'12''$  RT  
 R = 439.997m  
 E = 6.0%

ST. CLAIR  
 HOUSING AUTH

CURVE DATA NB I-64 CONN.  
 PT STA 9+898.850  
 N = 219,991.033  
 E = 699,884.337  
 $\Delta = 07^{\circ}41'10''$  LT  
 R = 875.000m  
 SE = 4.6%

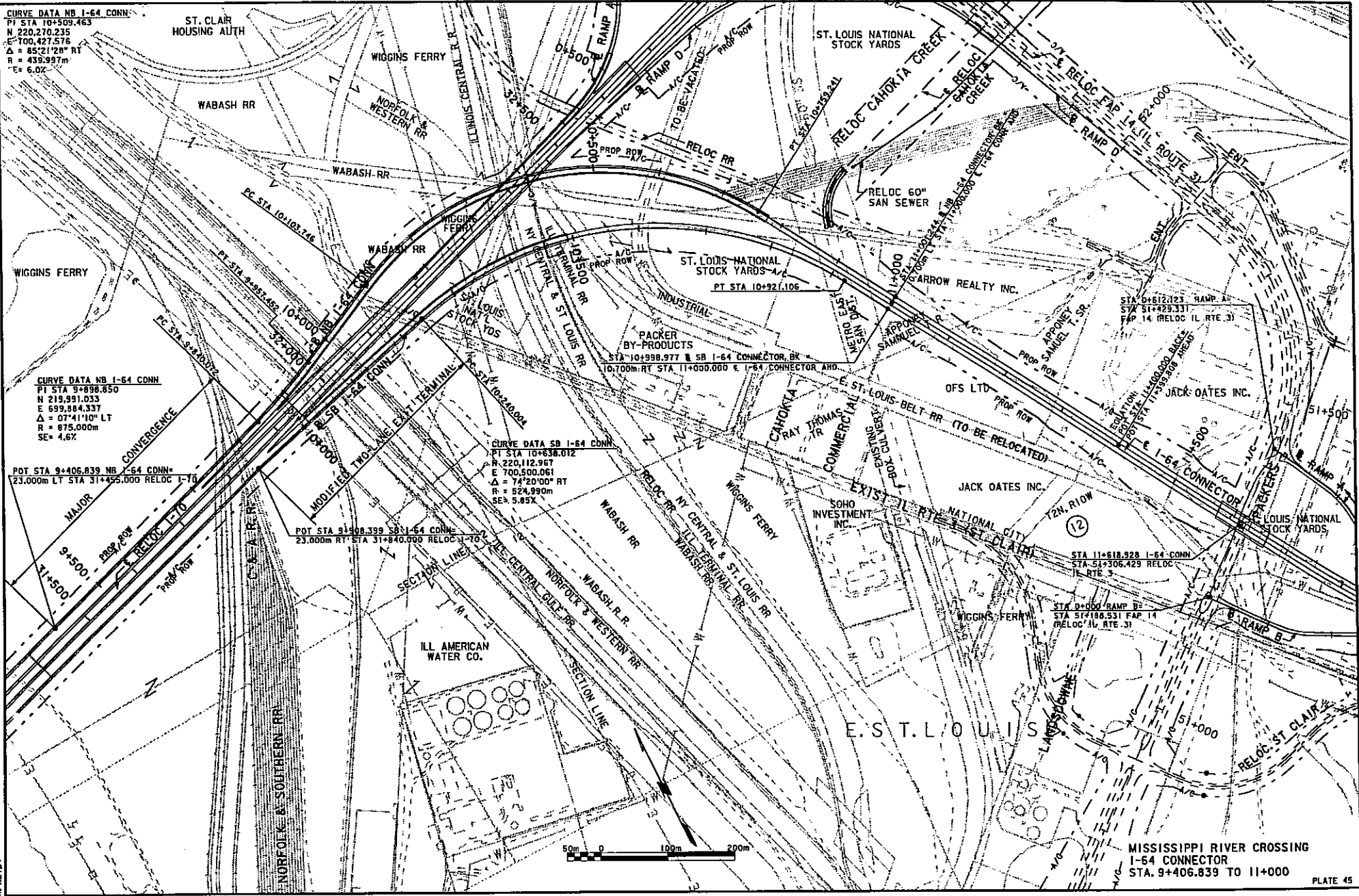
POT STA 9+406.839 NB I-64 CONN.  
 23.000m LT STA 31+456.000 RELOC I-70

POT STA 9+408.399 SB I-64 CONN.  
 23.000m RT STA 31+840.000 RELOC I-70

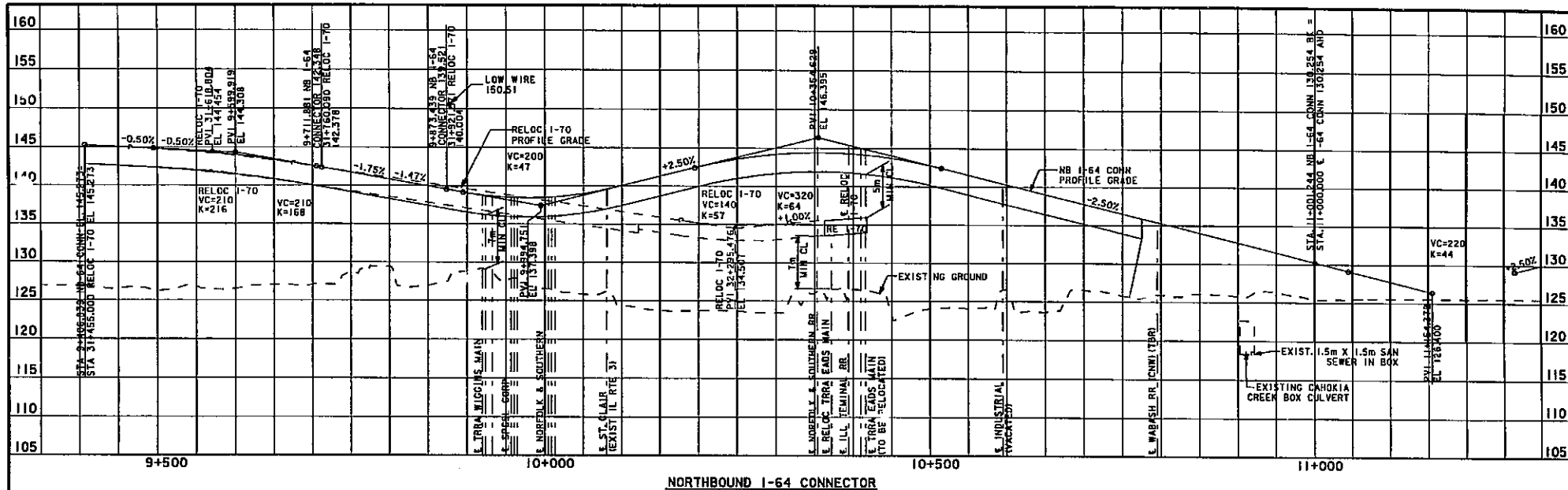
CURVE DATA SB I-64 CONN.  
 PT STA 10+836.012  
 N = 220,112.957  
 E = 700,500.061  
 $\Delta = 74^{\circ}20'00''$  RT  
 R = 524,990m  
 SE = 5.85%



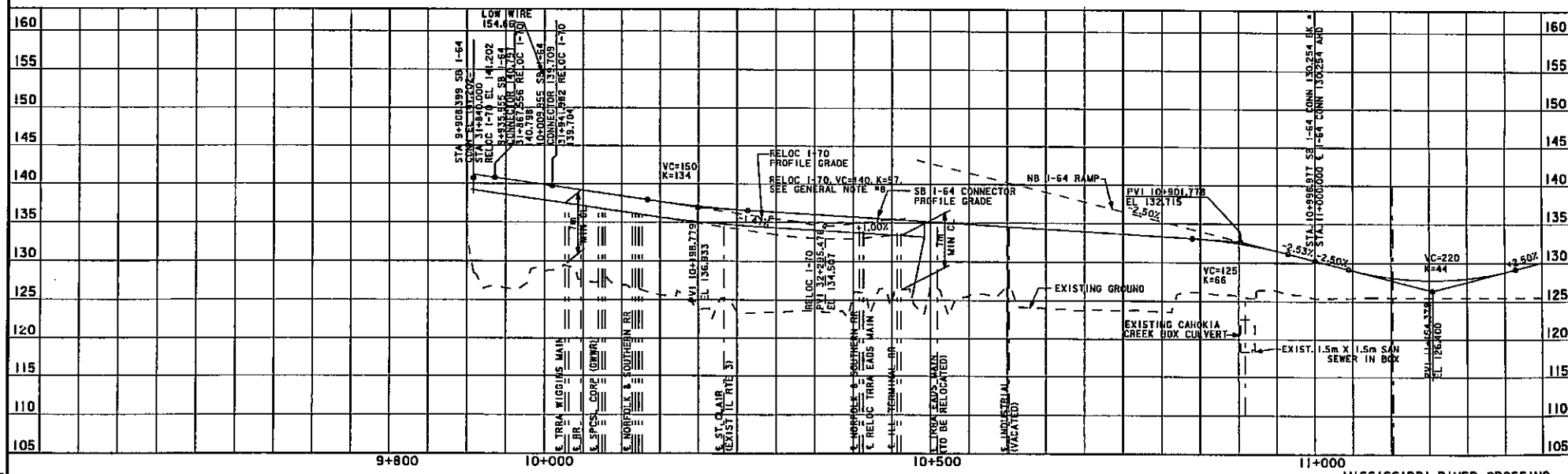
MISSISSIPPI RIVER CROSSING  
 I-64 CONNECTOR  
 STA. 9+406.839 TO 11+000





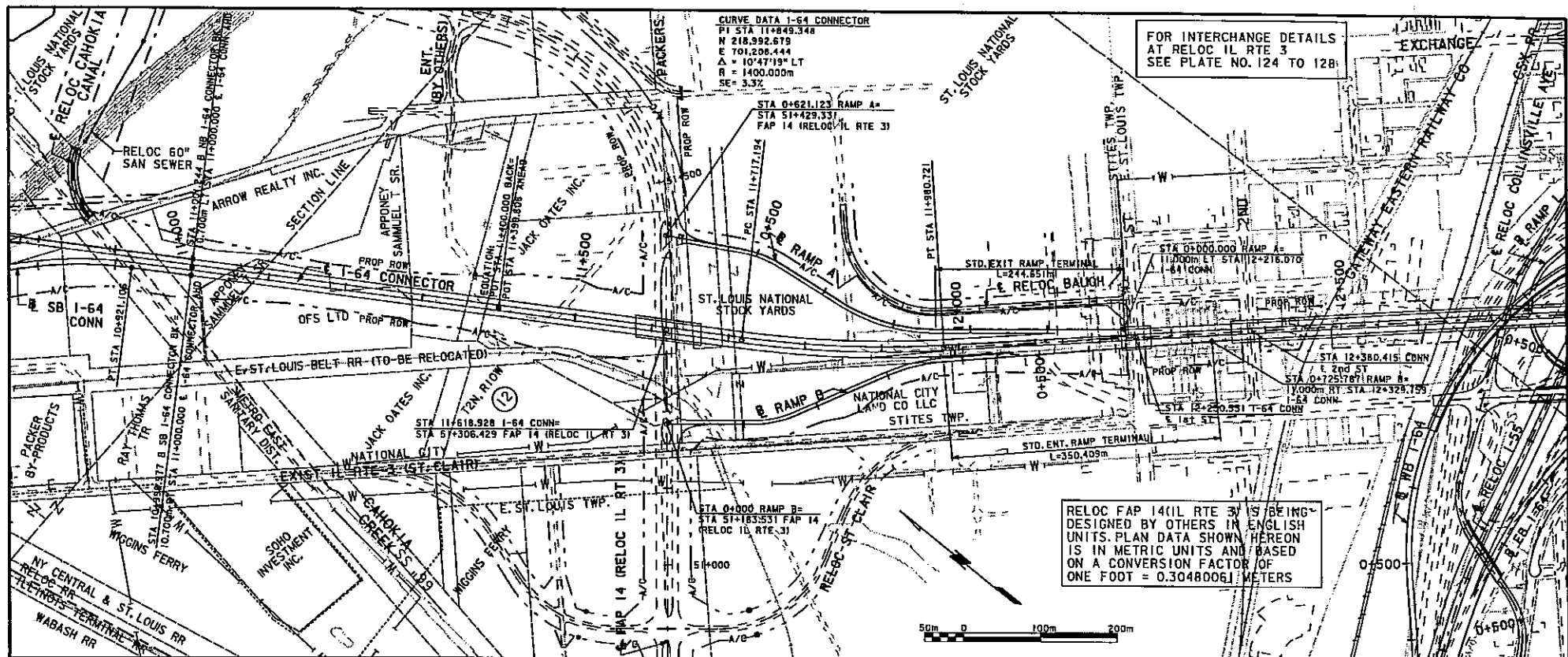


NORTHBOUND I-64 CONNECTOR



SOUTHBOUND I-64 CONNECTOR

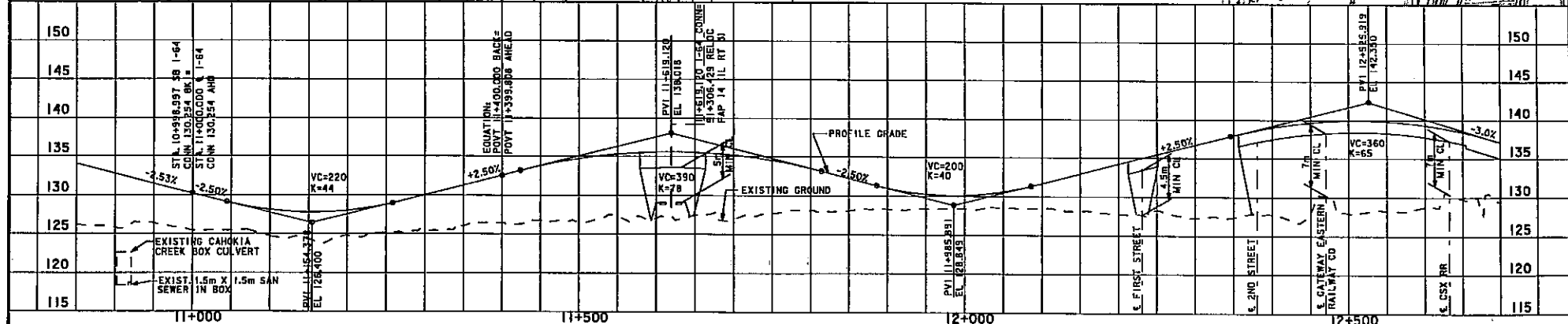
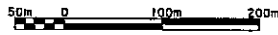
MISSISSIPPI RIVER CROSSING  
I-64 CONNECTOR  
STA. 9+406.839 TO 11+000



CURVE DATA 1-64 CONNECTOR  
 PI STA 11+849.348  
 N 218.992.679  
 E 701.206.444  
 $\Delta = 107^{\circ}19' LT$   
 $R = 1400.000m$   
 $SE = 3.32\%$

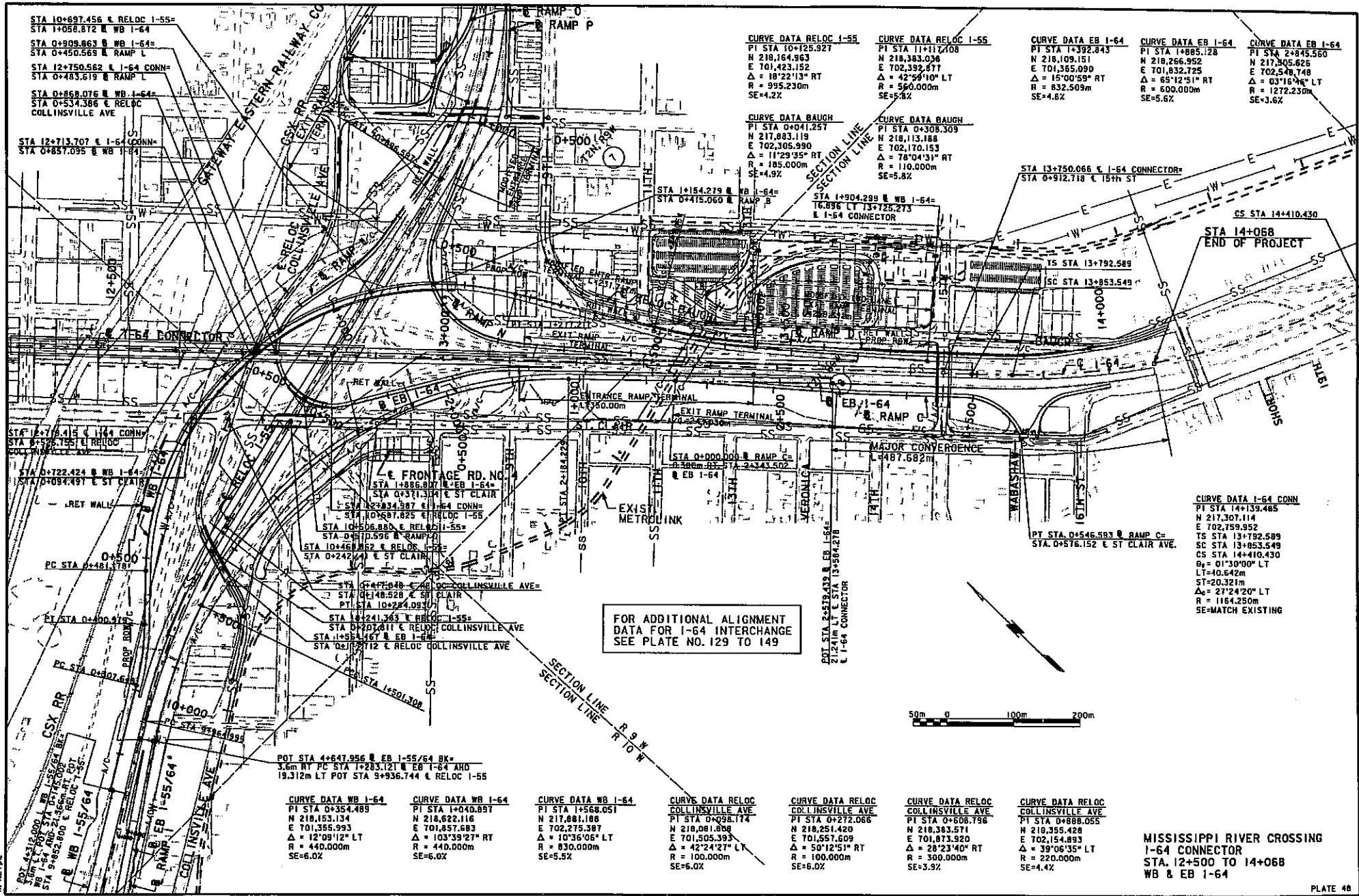
FOR INTERCHANGE DETAILS  
 AT RELOC IL RTE 3  
 SEE PLATE NO. 124 TO 128

RELOC FAP 14 (IL RTE 3) IS BEING  
 DESIGNED BY OTHERS IN ENGLISH  
 UNITS. PLAN DATA SHOWN HEREON  
 IS IN METRIC UNITS AND BASED  
 ON A CONVERSION FACTOR OF  
 ONE FOOT = 0.30480061 METERS



MISSISSIPPI RIVER CROSSING  
 1-64 CONNECTOR  
 STA. 11+000 TO 12+500

cmx22006



STA 10+697.456 & RELOC I-55=  
 STA 1+058.872 & WB I-64  
 STA 0+909.863 & WB I-64=  
 STA 0+450.569 & RAMP I  
 STA 12+750.562 & I-64 CONN=  
 STA 0+483.619 & RAMP L  
 STA 0+868.076 & WB I-64=  
 STA 0+534.386 & RELOC  
 COLLINSVILLE AVE

STA 12+713.707 & I-64 CONN=  
 STA 0+857.095 & WB I-64

STA 12+713.416 & I-64 CONN=  
 STA 0+772.759 & RELOC  
 COLLINSVILLE AVE

STA 0+722.424 & WB I-64=  
 STA 0+094.497 & ST CLAIR

PC STA 0+481.878

PT STA 0+400.970

PC STA 0+507.618

POT STA 4+647.956 & EB I-55/64 BK=  
 3.6m RT PC STA 1+283.121 & EB I-64 AND  
 19.312m LT POT STA 9+936.744 & RELOC I-55

**CURVE DATA WB I-64**  
 PI STA 0+354.489  
 N 218,153.134  
 E 701,355.993  
 $\Delta = 12^{\circ}09'12''$  LT  
 R = 440.000m  
 SE=6.02

**CURVE DATA WB I-64**  
 PI STA 1+040.897  
 N 218,622.116  
 E 701,857.683  
 $\Delta = 103^{\circ}39'27''$  RT  
 R = 440.000m  
 SE=6.0X

**CURVE DATA WB I-64**  
 PI STA 1+568.051  
 N 217,881.188  
 E 702,275.387  
 $\Delta = 103^{\circ}06'58''$  RT  
 R = 830.000m  
 SE=5.5X

**CURVE DATA RELOC  
 COLLINSVILLE AVE**  
 PI STA 0+098.174  
 N 218,081.888  
 E 701,505.393  
 $\Delta = 42^{\circ}24'27''$  LT  
 R = 100.000m  
 SE=6.0X

**CURVE DATA RELOC  
 COLLINSVILLE AVE**  
 PI STA 0+272.068  
 N 218,251.420  
 E 701,557.609  
 $\Delta = 50^{\circ}12'51''$  RT  
 R = 300.000m  
 SE=6.0X

**CURVE DATA RELOC  
 COLLINSVILLE AVE**  
 PI STA 0+608.796  
 N 218,383.571  
 E 701,873.920  
 $\Delta = 28^{\circ}23'40''$  RT  
 R = 220.000m  
 SE=3.9X

**CURVE DATA RELOC  
 COLLINSVILLE AVE**  
 PI STA 0+888.055  
 N 218,355.428  
 E 702,154.893  
 $\Delta = 39^{\circ}06'35''$  LT  
 R = 220.000m  
 SE=4.4X

**CURVE DATA RELOC I-55**  
 PI STA 10+125.927  
 N 218,164.963  
 E 701,423.152  
 $\Delta = 18^{\circ}22'13''$  RT  
 R = 935.230m  
 SE=4.2X

**CURVE DATA RELOC I-55**  
 PI STA 11+111.708  
 N 218,383.036  
 E 702,392.877  
 $\Delta = 42^{\circ}59'10''$  LT  
 R = 590.000m  
 SE=5.8X

**CURVE DATA EB I-64**  
 PI STA 1+392.843  
 N 218,109.151  
 E 701,365.090  
 $\Delta = 15^{\circ}00'59''$  RT  
 R = 832.509m  
 SE=4.8X

**CURVE DATA EB I-64**  
 PI STA 1+885.128  
 N 218,266.952  
 E 701,832.725  
 $\Delta = 65^{\circ}12'51''$  RT  
 R = 600.000m  
 SE=5.6X

**CURVE DATA EB I-64**  
 PI STA 2+845.560  
 N 217,905.626  
 E 702,548.748  
 $\Delta = 03^{\circ}16'44''$  LT  
 R = 1272.230m  
 SE=3.6X

**CURVE DATA BAUGH**  
 PI STA 0+041.257  
 N 217,883.119  
 E 702,305.990  
 $\Delta = 11^{\circ}29'35''$  RT  
 R = 185.000m  
 SE=4.9X

**CURVE DATA BAUGH**  
 PI STA 0+308.309  
 N 218,113.188  
 E 702,170.153  
 $\Delta = 78^{\circ}04'31''$  RT  
 R = 110.000m  
 SE=5.8X

STA 13+750.066 & I-64 CONNECTOR=  
 STA 0+912.718 & 15th ST

STA 1+904.299 & WB I-64=  
 16.896 LT 73+725.273  
 & I-64 CONNECTOR

TS STA 13+792.589  
 SC STA 13+853.549

CS STA 14+410.430  
 STA 14+068  
 END OF PROJECT

**FRONTAGE RD. NO. 1**  
 STA 1+886.887 & EB I-64  
 STA 0+351.334 & ST CLAIR  
 STA 1+886.887 & I-64 CONN=  
 STA 10+987.825 & RELOC I-55  
 STA 10+506.880 & RELOC I-55=  
 STA 0+410.596 & RAMP I  
 STA 10+468.852 & RELOC I-55  
 STA 0+242.440 & ST CLAIR

STA 1+477.048 & COLLINSVILLE AVE=  
 STA 0+148.528 & ST CLAIR  
 PT STA 10+294.097  
 STA 1+241.263 & RELOC I-55  
 STA 1+207.411 & RELOC COLLINSVILLE AVE  
 STA 1+554.167 & EB I-64  
 STA 0+112.912 & RELOC COLLINSVILLE AVE  
 STA 1+501.308

STA 1+554.167 & EB I-64  
 STA 0+112.912 & RELOC COLLINSVILLE AVE  
 STA 1+501.308

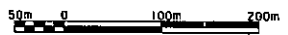
FOR ADDITIONAL ALIGNMENT  
 DATA FOR I-64 INTERCHANGE  
 SEE PLATE NO. 129 TO 149

STA 0+000.000 & RAMP C=  
 288.662 STA 2+343.502  
 & EB I-64

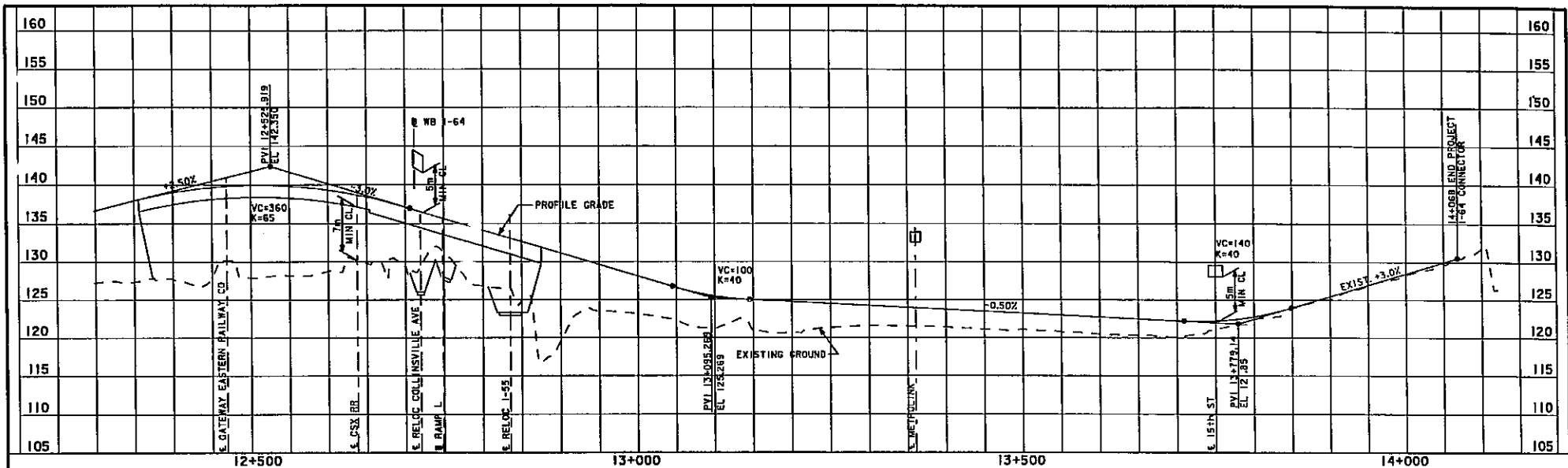
MAJOR CONVERGENCE  
 L=487.682m

PT STA 0+546.583 & RAMP C=  
 STA 0+576.152 & ST CLAIR AVE.

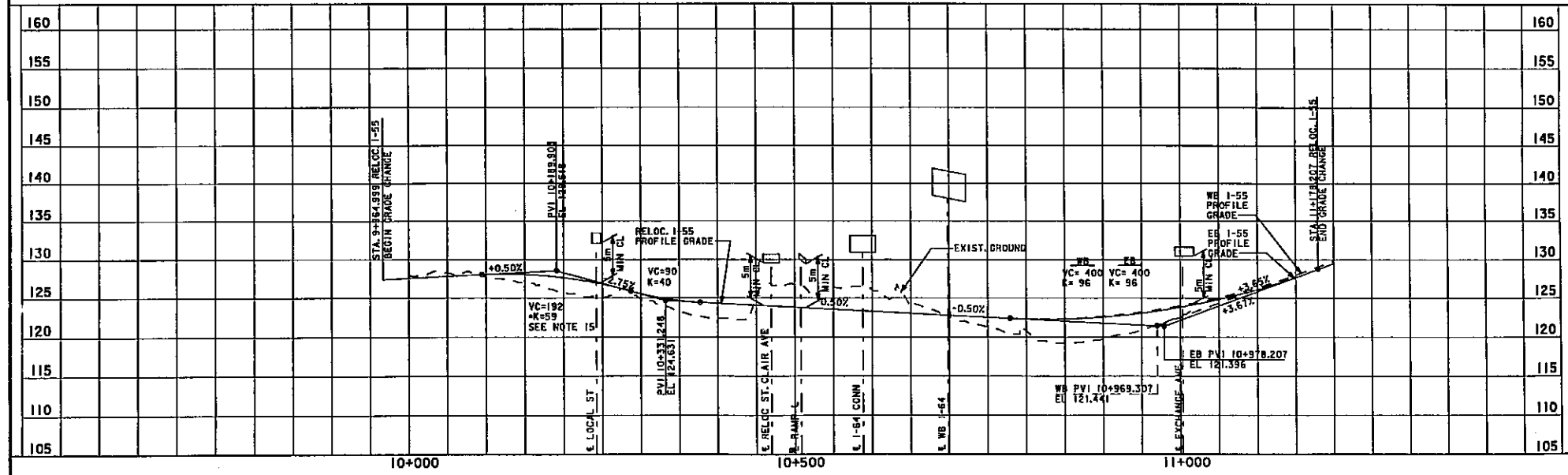
**CURVE DATA I-64 CONN**  
 PI STA 14+139.485  
 N 217,307.114  
 E 702,759.952  
 TS STA 13+792.589  
 SC STA 13+853.549  
 CS STA 14+410.430  
 $\theta_c = 01^{\circ}30'00''$  LT  
 LT=40.642m  
 ST=20.321m  
 $\Delta_c = 27^{\circ}24'20''$  LT  
 R = 1164.250m  
 SE=MATCH EXISTING



MISSISSIPPI RIVER CROSSING  
 I-64 CONNECTOR  
 STA. 12+500 TO 14+068  
 WB & EB I-64



I-64 CONNECTOR FROM STA 12+500 TO 14+070



RELOC I-55 STA 9+965 TO 11+178

msr2pr02