Appendix A
Exhibits

Exhibit 1 Natural Resources
Exhibit 2 Human Resources
Exhibit 3 Community Resources
Exhibit 4 Reasonable Alternative 1/1a
Exhibit 5 Reasonable Alternative 2/2a
Exhibit 6 Preferred Alternative Roadway Configuration
Exhibit 1 Natural Resources
Legend

- Composite Footprint for all Reasonable Alternatives
- Important Natural Resource Location
- Perennial Stream
- Intermittent Stream
- 100-Year Floodplain

National Wetland Inventory
- Freshwater Emergent Wetland
- Freshwater Wetland
- Forested/Shrub Wetland
- Freshwater Pond
- Riverine

Scale in Feet

Sheet Legend
1. I-70/I-270 Interchange
2. St. Charles Rock Road
3. Route 370 interchange
4. McDonnell Boulevard
5. Lindbergh Boulevard
6. I-170 Interchange
7. S. New Florissant Road
8. Washington/Elizabeth
9. West Florissant Avenue
10. New Halls Ferry Road
11. Route 367 Interchange
12. Lilac Avenue
13. Chain of Rocks Bridge
Legend

Composite Footprint for all Reasonable Alternatives
Important Natural Resource Location
Perennial Stream
Intermittent Stream
100-Year Floodplain
National Wetland Inventory
Freshwater Emergent Wetland
Freshwater Pond
Riverine

I-270 NORTH ENVIRONMENTAL ASSESSMENT
NATURAL RESOURCES MAP
SHEET 12 OF 13

Sheet Legend
1: I-70/I-270 Interchange
2: St. Charles Rock Road
3: Route 370 interchange
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Exhibit 1
Legend
- Composite Footprint for all Reasonable Alternatives
- Matchlines
- ESA Screening Site
- Noise Study Areas
- Bridges and Culverts that may require Section 106 Evaluation
- National Register of Historic Places Site
- Archaeological Site with Moderate Potential for Intact Resources
- Important Business Resource
- Municipal Boundary
- Perennial Stream
- Intermittent Stream

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Map Sheet 8
Map Sheet 6

Updated on 7/3/2014
Dellwood

Ferguson

West Florissant Ave.

New Halls Ferry Rd

Map Sheet 8

Map Sheet 10

Legend

Composite Footprint for all Reasonable Alternatives

ESA Screening Site

Noise Study Areas

Bridges and Culverts that may require Section 106 Evaluation

National Register of Historic Places Site

Archaeological Site with Moderate Potential for Intact Resources

Important Business Resource

Municipal Boundary

Perennial Stream

Intermittent Stream

Tributary to Maline Creek

Tributary to Maline Creek

Legend

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Sheet Legend

Exhibit 2
This exhibit shows the footprint and impacts for the Preferred Alternative. The Preferred Alternative is composed of Reasonable Alternative 1 with variation 1a. A complete listing of reconfiguration of the corridor is available in Chapter 3. Depictions of the proposed roadway improvements (interchanges, overpasses, lane changes) are shown on Appendix E. The major elements of the Preferred Alternative include:

**Area 1: I-70 to McDonnell Boulevard**
- Add auxiliary lanes in order to maintain the operation of the I-270 lanes
- Reconstruct St. Charles Rock Road Interchange as a Diverging Diamond Interchange
- Improve Route 370 interchange by separating Missouri bottom movements
- Reconstruct McDonnell Boulevard Interchange as a Diverging Diamond Interchange

**Area 2: McDonnell Boulevard to Hanley/Graham**
- Rebuild Lindbergh Interchange as a Partial Cloverleaf
- Add auxiliary lane on I-270, from McDonnell Boulevard to I-170
- Remove westbound to southbound loop ramp at Lindbergh and replace with a direct connection
- Relocate Dunn Road under Lindbergh Boulevard

**Area 3: Hanley/Graham to Old Halls Ferry Road**
- Reconstruct Dunn Road and Pershall Road in a one-way configuration
- Reconstruct interchanges as Split Diamonds (entrances and exits configured as slip ramps)
- Add lanes on I-270 to manage consolidated ramp configurations
- Add additional ramps, U-turn lanes and overpasses to I-270

**Area 4: Old Halls Ferry Road to Chain of Rocks Bridge**
- Maintain Dunn Road and Pershall Road in their existing locations/configurations
- Add lanes on I-270 to manage proposed ramp configurations
- Reconstruct Route 367 interchange as a Partial Cloverleaf interchange
- Reconstruct Bellefontaine Road interchange as a Diamond Interchange with Dunn Road relocated
- Reconstruct Lilac Avenue and Riverview Drive interchanges as a Diamond Interchanges with extended ramp speed-change lanes east of Riverview (when Chain of Rocks Bridge is relocated)
Legend

- Existing Right-of-Way
- Preferred Alternative
- Preferred Alternative
- Preferred Alternative
- Property Acquisition
- Residential
- Detached Garage
- Commercial
- Matchlines
- Perennial Stream
- Intermittent Stream
- Municipal Boundary
- ESA Screening Site
- Noise Study Areas
- National Register of Historic Places Site

Existing Right-of-Way

Remaining Right-of-Way

Preferred Alternative

Property Acquisition

Residential

Detached Garage

Commercial

Matchlines

Perennial Stream

Intermittent Stream

Municipal Boundary

ESA Screening Site

Noise Study Areas

National Register of Historic Places Site

I-270 NORTH ENVIRONMENTAL ASSESSMENT

PREFERRED ALTERNATIVE

AND IMPACTS

(Reasonable Alternative)

SHEET 6 OF 13

Sheet Legend

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St. Louis Airport/ Hazelwood Futura Coatings Site (FUSRAP ROD Boundary)

Map Area 2

Map Area 3

Map Sheet 5

Map Sheet 6

Map Sheet 7

Coldwater Creek

St. Louis Airport/ Hazelwood Futura Coatings Site (FUSRAP ROD Boundary)
This exhibit shows the footprint and impacts for the Reasonable Alternatives not selected as the Preferred Alternative (2/2a). A complete listing of reconfiguration of the corridor is available in Chapter 3. Depictions of the proposed roadway improvements (interchanges, overpasses, lane changes) are shown on Appendix E.

The major elements of Reasonable Alternative 2 include:

**Map Area 1: I-70 to McDonnell Boulevard**

The existing numbers of I-270 lanes is maintained with auxiliary lanes added to accommodate the operation of the I-270. Shoulder and other ancillary lane characteristics will be improved. At Saint Charles Rock Road, the existing diamond interchange will be modified. The existing road will be widened and dedicated left-turn lanes added. At McDonnell Boulevard, a Partial Cloverleaf Interchange will be added. An additional new one-way outer road between Missouri Bottom and McDonnell Boulevard will also be added near Anglum Road. In addition, a new underpass will connect the new one-way outer road.

**Map Area 2: McDonnell Boulevard to Hanley/Graham**

The only alternative at the existing cloverleaf Lindbergh Boulevard interchange is a partial cloverleaf configuration. It will add an additional lane on I-270, east of Lindbergh. It will remove the WB-to-SB loop ramp at Lindbergh with a direct connection to the north. Dunn Road will be extended through (under) the interchange. An auxiliary lane will be added on EB-I-270 between Lindbergh and I-170.

**Map area 3: Hanley/Graham to Old Halls Ferry**

The focus of Reasonable Alternative 2 is retaining the existing two-way outer road system. Like Reasonable Alternative 1, an addition through lane on I-270 will be constructed. The interchange ramps will also be consolidated, into a split diamond configuration. Variation 2a will extend the split diamond configuration from West Florissant to Old Halls Ferry. Variation 2 will limit the split diamond to between West Florissant to New Halls Ferry (the opposite of Reasonable Alternative 1). The two-way configuration of Dunn and Pershall will be retained, although some sections of both roads would be relocated. An overpass at Lafayette Street will be added. The New Florissant and Washington/Elizabeth interchange is essentially a single interchange. The West Florissant and the Halls Ferries interchange is essentially a single interchange.

**Map Area 4: East of Old Halls Ferry Road to Chain of Rocks Bridge**

The only alternative at the existing cloverleaf MO 367 interchange is a partial cloverleaf configuration. It will use a flyover ramp for the EB-to-NB movement. It will straighten the ramp from WB 270 to MO 367. It will transform the exit ramp on SB 367 to transition from freeway to arterial. At the Bellefontaine Road interchange, the existing diamond interchange will be converted into a partial cloverleaf interchange. At the Lilac Road interchange, the existing diamond interchange will be converted into a partial cloverleaf interchange. At the Riverbend Drive interchange, the existing diamond configuration will be converted into a partial cloverleaf interchange.
Map Sheet 6

Map Sheet 7

Map Sheet 5

Legend
- Matchlines
- Perennial Stream
- Intermittent Stream
- Municipal Boundary
- Freeway/Ramps
- One-Way Local/Connector Road
- Two-Way Local/Connector Road
- Bridge
- Wall

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Sheet Legend
- Matchlines
- Perennial Stream
- Intermittent Stream
- Municipal Boundary
- Freeway/Ramps
- One-Way Local/Connector Road
- Two-Way Local/Connector Road
- Bridge
- Wall

2 > One-Way - Number of Lanes
< 3 > Two-Way - Number of Lanes
0 > Signalized Intersection
9 > Removal of Existing Pavement

Updated on 8/26/2016

Exhibit 6
Map Area 3

Legend
- Matchlines
- Perennial Stream
- Intermittent Stream
- Municipal Boundary
- Freeway/Ramps
- One-Way Local/Connector Road
- Two-Way Local/Connector Road
- Bridge
- Wall

2 > One-Way - Number of Lanes
< 3 > Two-Way - Number of Lanes
 Signalized Intersection
 Removal of Existing Pavement

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Updated on 8/26/2016