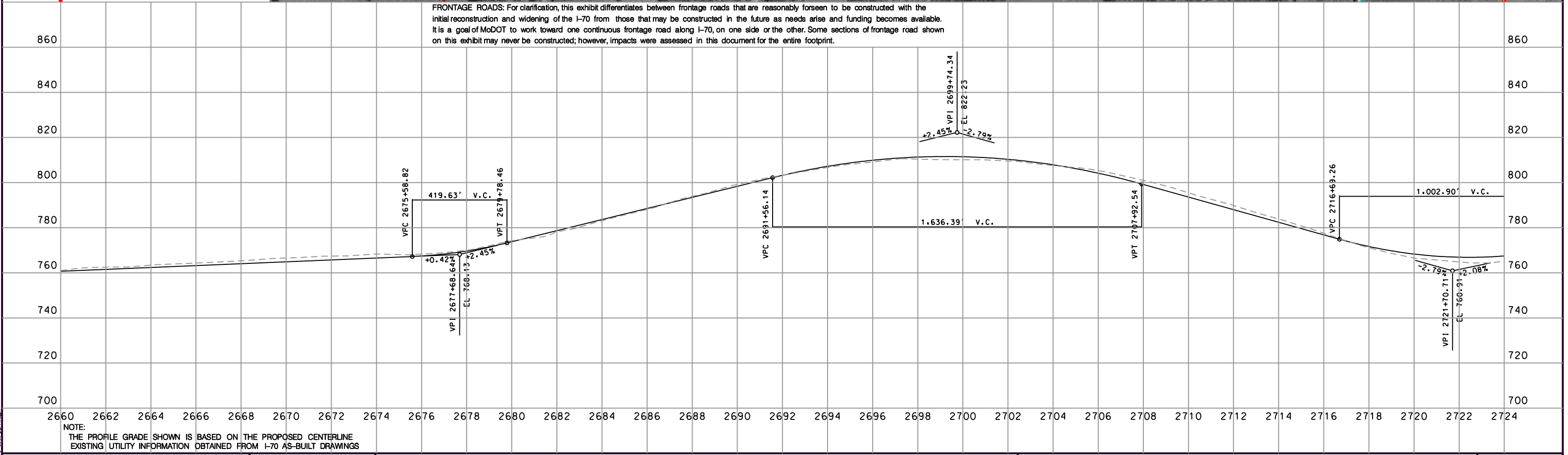
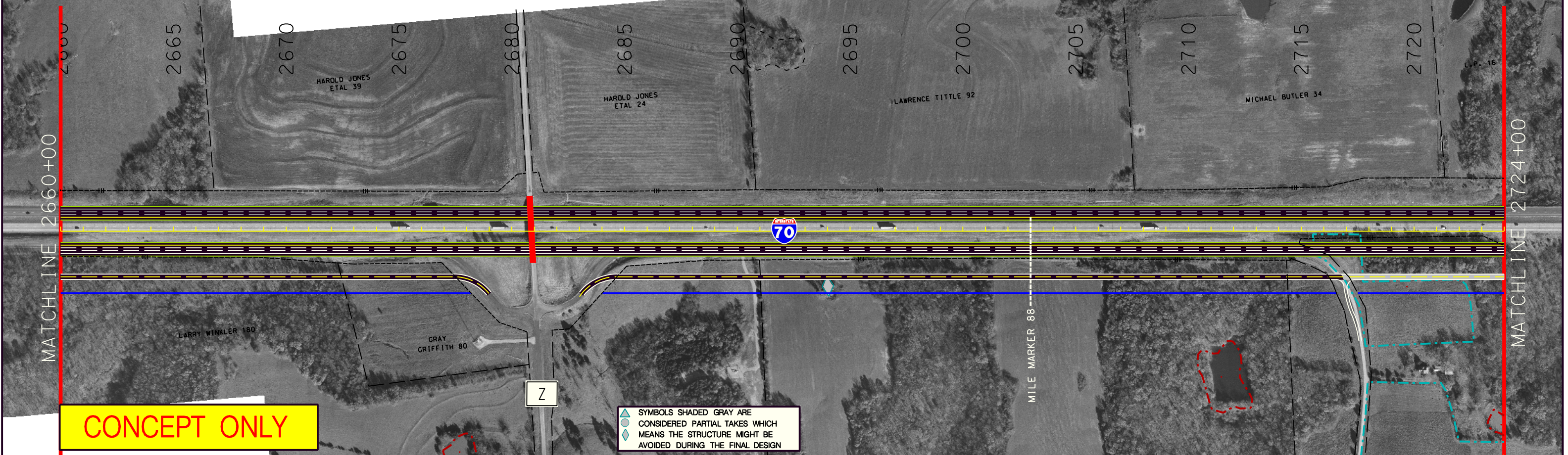


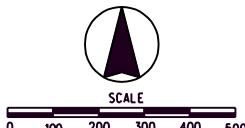


LEGEND

Proposed Right-Of-Way	Existing Underground Gas	Cemeteries/Churches	NWI Emergent
Existing Right-Of-Way Line	Existing Underground Telephone	Conservation Areas	NWI Forested
Existing Property Lines	New Pavement on Existing Pavement Location	CRP	NWI Scrub/Shrub
Overpass	New Pavement	Hazardous Waste	WRP
Proposed Centerline	Frontage Road	NRCS Wetlands	Residential Displacement
Proposed Edge of Shoulder	Future Frontage Road	Ponds	Business Displacement
Existing Overhead Power		Potential Architectural Resources	Outbuildings/Other Structures Displacement

Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML12

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LEGEND

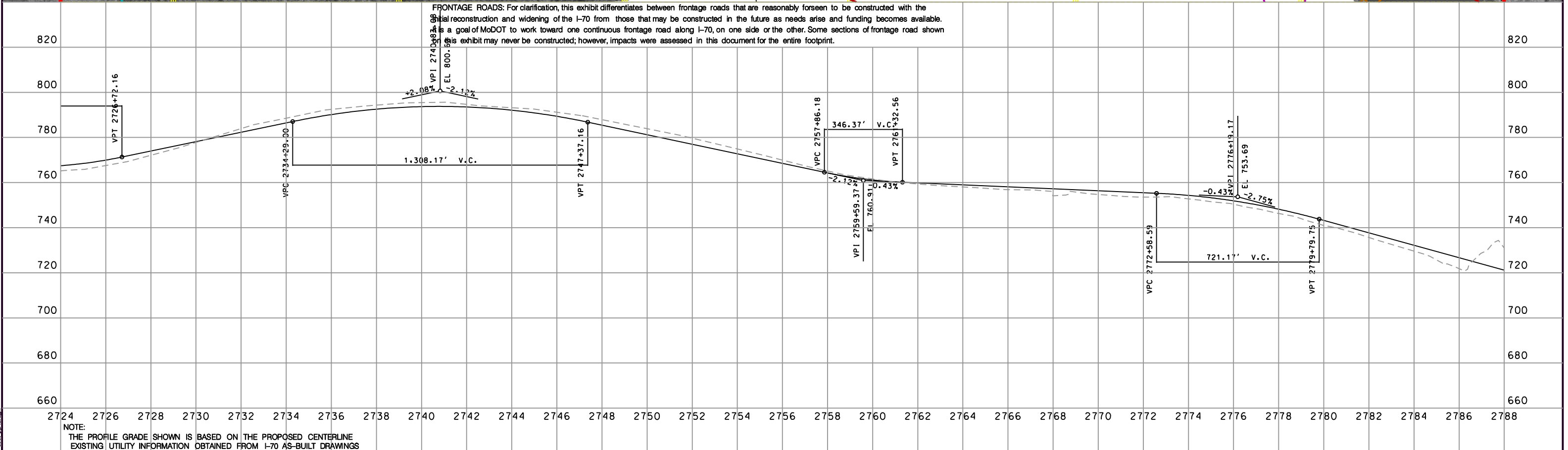
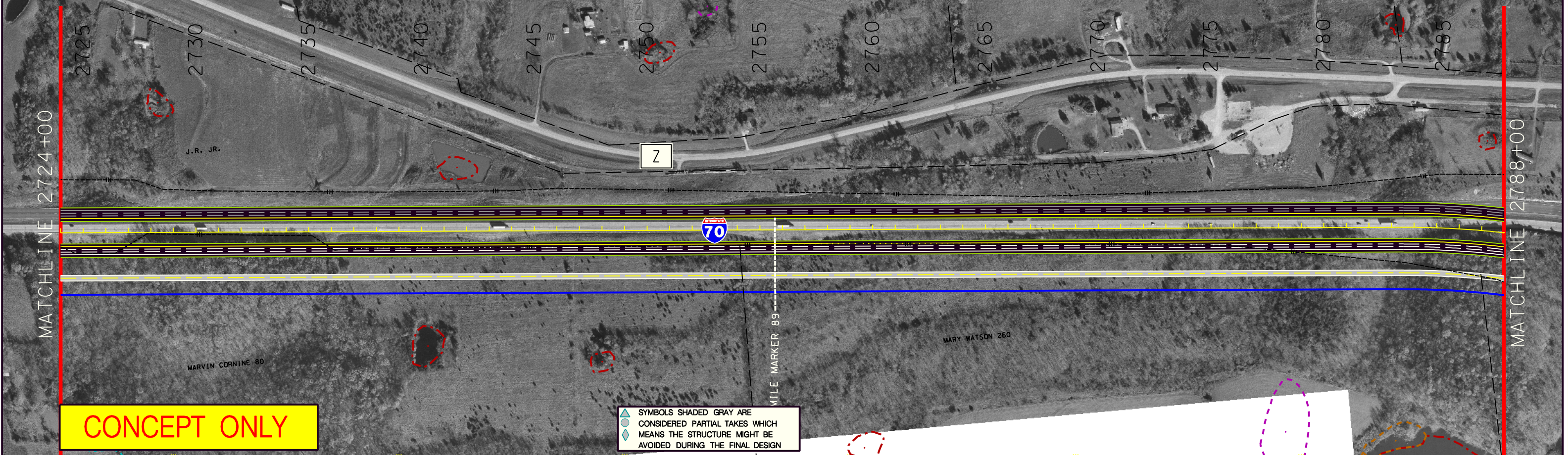
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Existing Underground Gas	Existing Underground Telephone	New Pavement on Existing Pavement Location	New Pavement	Frontage Road	Future Frontage Road	
Cemeteries/Churches	Conservation Areas	CRP	Hazardous Waste	NRCS Wetlands	Ponds	Potential Architectural Resources
NWI Emergent	NWI Forested	NWI Scrub/Shrub	WRP	Residential Displacement	Business Displacement	Outbuildings/Other Structures Displacement

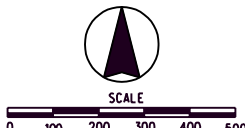


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LEGEND

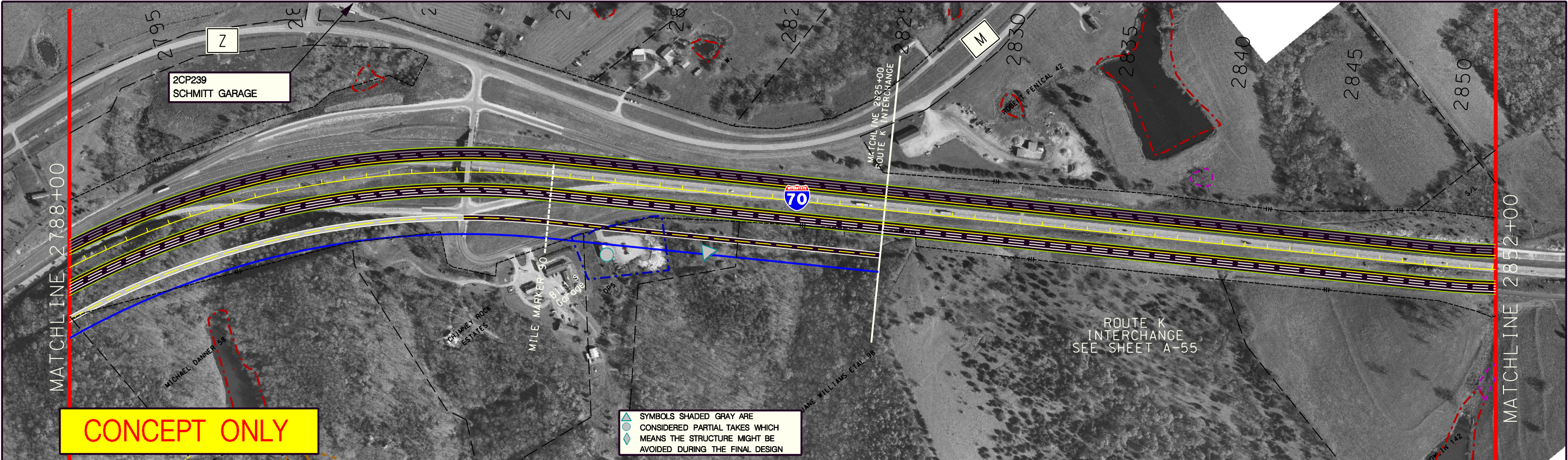
Proposed Right-Of-Way	Existing Underground Gas	Cemeteries/Churches	NWI Emergent
Existing Right-Of-Way Line	Existing Underground Telephone	Conservation Areas	NWI Forested
Existing Property Lines	New Pavement on Existing Pavement Location	CRP	NWI Scrub/Shrub
Overpass	New Pavement	Hazardous Waste	WRP
Proposed Centerline	Frontage Road	NRCS Wetlands	Residential Displacement
Proposed Edge of Shoulder	Future Frontage Road	Ponds	Business Displacement
Existing Overhead Power		Potential Architectural Resources	Outbuildings/Other Structures Displacement

Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML12

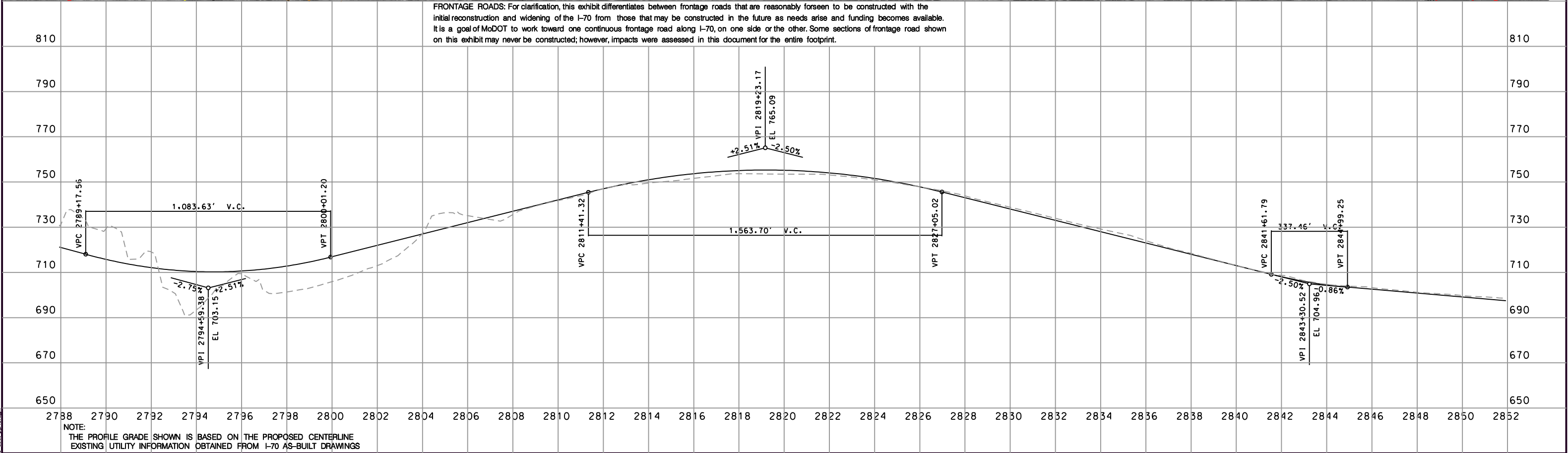
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FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



NOTE:
THE PROFILE GRADE SHOWN IS BASED ON THE PROPOSED CENTERLINE
EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS



LEGEND

Proposed Right-Of-Way	Existing Underground Gas	Cemeteries/Churches	NWI Emergent
Existing Right-Of-Way Line	Existing Underground Telephone	Conservation Areas	NWI Forested
Existing Property Lines	New Pavement on Existing Pavement Location	CRP	NWI Scrub/Shrub
Overpass	New Pavement	Hazardous Waste	WRP
Proposed Centerline	Frontage Road	NRCS Wetlands	Residential Displacement
Proposed Edge of Shoulder	Future Frontage Road	Ponds	Business Displacement
Existing Overhead Power		Potential Architectural Resources	Outbuildings/Other Structures Displacement

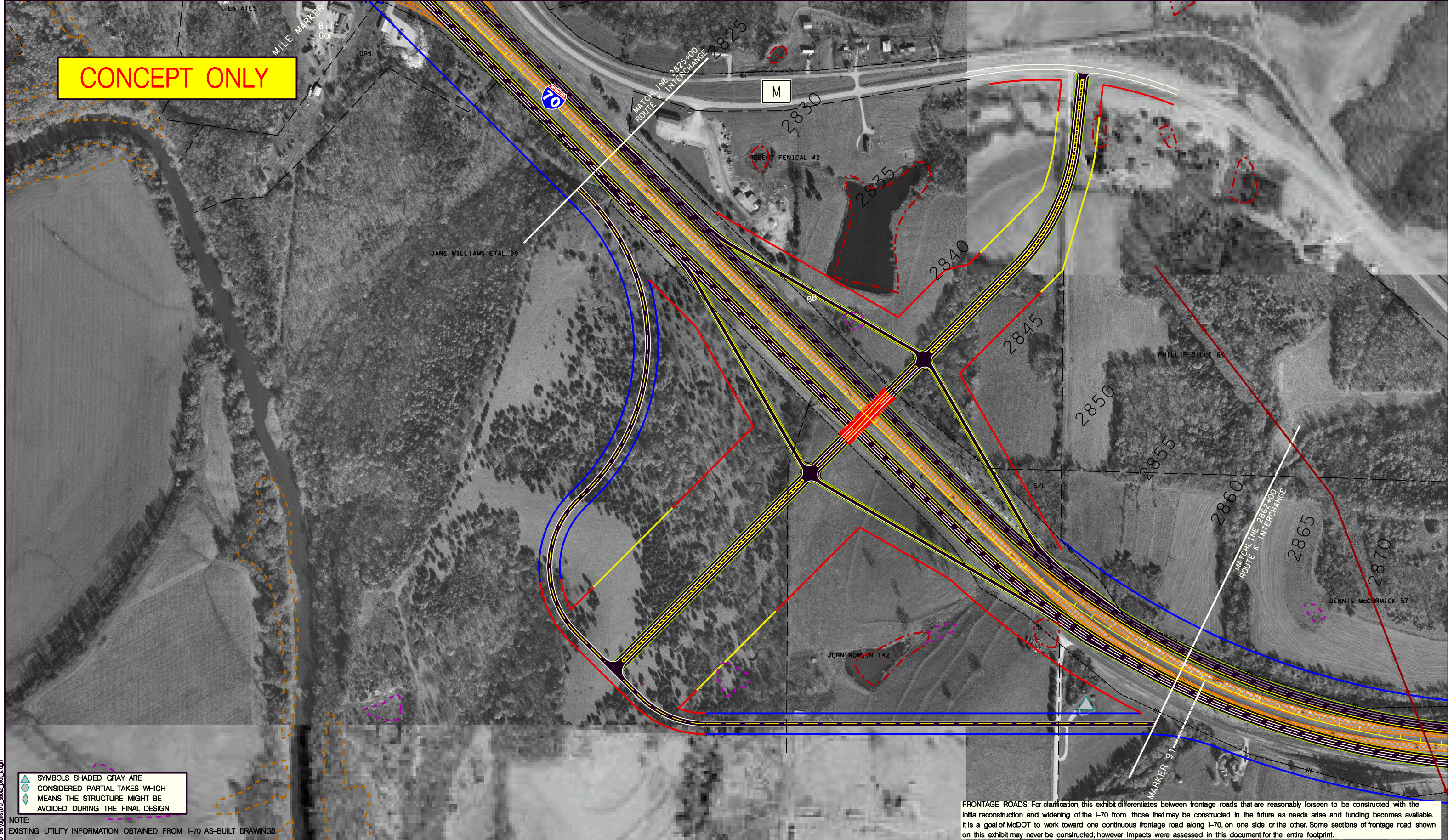
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Route K Interchange

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SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

NOTE:
EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS

MoDOT **IMPROVE i70**

SCALE
0 100 200 300 400 500

LEGEND

	Access Controlled Right-Of-Way		Culvert (Plan View Only)		Cemeteries/Churches		NWI Emergent
	Limited Access Right-Of-Way		Existing Overhead Power		Conservation Areas		NWI Forested
	Normal Access Right-Of-Way		Existing Underground Gas		CRP		NWI Scrub/Shrub
	Overpass		Existing Underground Tele		Hazardous Waste		WRP Residential Displacement
	Pavement Obliteration		New Pavement on Existing Pavement Location		NRCS Wetlands		Business Displacement
	Existing Right-Of-Way Line		New Pavement		Ponds		Outbuildings/Other Structures Displacement
	Existing Property Lines		Frontage Road		Potential Architectural Resources		
	Proposed Centerline						
	Proposed Edge of Shoulder						

FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.

Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Route K Interchange

SHEET **A-55**
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