

## **CHAPTER 5: TRANSPORTATION**

### **Introduction**

Residents of Missouri and Regional Planning Commissions working on behalf of local governments—have a real and meaningful role to play in transportation planning. The development and implementation of Missouri Department of Transportation’s (MoDOT) Transportation Planning Framework made local governments a partner at the decision-making table. This has been an eye-opening experience, as we recognize the vast transportation needs that Missouri has both locally and statewide with the limited amount of funds available for addressing them. We have come to realize the monumental and enormous challenges that the Missouri Department of Transportation faces, and we are now a partner in that process. As we work in partnership with the Missouri Department of Transportation, we have the opportunity to offer new and different information as well as local perspectives that should be brought to bear on transportation decisions. As local users of the systems, we are able to offer considerations previously missing from the process.

With this opportunity comes responsibility. As a partner in the decision-making process, we must also be willing to share the responsibility of the decision-making and support the final outcome. We cannot make decisions in a vacuum. We must represent the views of our local elected officials and their constituents; therefore it is imperative that the Regional Planning Commission and the Transportation Advisory Committee have a strong connection to one another. As planners, we must be able to identify—and bring to the forefront—the information that is necessary for local elected officials, transportation advisory members and staff to make sound, prudent and defensible recommendations.

Therein lies the need for the Regional Transportation Plan. The goal of any transportation plan is the efficient and safe movement of goods, services and people from one place to another. This needs to occur with minimal impact to communities and the environment. With such limited resources for addressing needs, we must strive to spend each and every dollar wisely. To do that, we must use information and data, rather than emotion, to make those recommendations and

decisions. To date, Regional Planning Commissions across Missouri, through their partnership with MoDOT, have been focusing on the state highways system and prioritization of those needs and projects. That work will continue. To better serve all transportation customers, this emphasis needs to expand to consider all modes of transportation and all systems, including those owned and maintained by counties and municipalities. It is important to consider how the different systems work together, now and in the future.

This plan will include results of all planning efforts of the Meramec Regional Planning Commission, the Meramec Transportation Advisory Committee, local plans and any information about the region that supports formation of the plan and implementation of it. The information will be used to make recommendations and decisions that enable the wisest use of limited resources.

## **Goals and Objectives**

The following goals and objectives were approved by both the TAC and the MRPC Board on December 13, 2012.

The Meramec Regional Planning Commission has set forth the following regional goals and objectives:

1. Provide safe, efficient and environmentally safe movement of goods, people and services through and around the Meramec Region.
  - Identify policies to make more efficient use of the existing transportation system to accommodate current and future travel demands, and specify facilities which should function as part of the integrated transportation system.
  - Maintain and improve road, bridge and highway systems.
  - Improve safety in transportation systems.
2. Develop a coordinated and comprehensive multimodal transportation system.

- Encourage alternate forms of transportation to the automobile, including bicycle, pedestrian, public transit, air travel, rail, barge and other modes.
3. Ensure the orderly development of the region's cities and counties and connectivity within and outside the region.
    - Integrate local transportation plans into a regional plan, coordinating existing public land use and development plans.
  4. Continue being involved in the regional planning effort with MoDOT in the state wide priorities and projects of the region.
    - Encourage development of statewide corridors serving the region.
  5. Promote and encourage public involvement in local and statewide transportation planning.
    - Monitor legislative and regulatory issues that impact transportation.
    - Educate the citizens of the region on transportation issues and encourage their input.
  6. Support efforts to maintain adequate funding for federal and state initiatives.
    - Keep elected officials aware of transportation needs that will benefit the region's transportation system.
    - Support federal initiatives that will bring additional funding to the state.

## EXISTING TRANSPORTATION FACILITIES

### **State System**

Missouri has the seventh largest highway system in the nation, with more miles than Iowa, Nebraska and Kansas' systems combined. According to MoDOT, there are now 33,702 miles of highways in Missouri, including about 1,200 miles of interstate, 5,504 miles of major highways which accounts for 75 percent of the vehicle miles traveled within the state and 28,198 minor

highways which accounts for 25 percent of the vehicle miles traveled within the state. Missouri has a total of 10,405 bridges across the state and has 53 major river bridges, more than any other state

## **Transportation Assets in the Meramec Region**

Figure 5.1 shows the state and federal transportation assets in the Meramec Region, including roads, airports, railroads and bridges. A list of major highway and airport facilities are listed in Table 5-1, indicating proximity to cities in the region.

### **Highways**

Highway transportation is one of the keys to past and future economic development for the Meramec Region. There are about 8,000 miles of state and federal highways in the region. The region is served by Interstate 44 and two major corridors—Highways 50 and 63. Interstate 44 bisects the region in a northeast to southwest direction and is the major highway between St. Louis and Springfield. There are 156.6 miles of interstate in the region. Population and economic growth have increased faster along the I-44 corridor, especially toward St. Louis. U.S. 63 intersects Highway 50 in Osage County, connecting the cities of Westphalia, Freeburg, Vienna and Rolla with Jefferson City, and U.S. 50 runs east-west in the middle of Gasconade and Osage counties. The majority of highways within the region are Missouri state highways; these include both lettered and numbered highways.

Historic Route 66 cuts across the Meramec Region through Crawford, Phelps and Pulaski Counties. This highway brings thousands of tourists into the region. It is currently classified as a state scenic byway however; efforts are underway to obtain designation as a National Scenic Byway.

### **Airports**

#### **Publicly-Owned**

The publicly-owned airports in the region are listed in Table 5-2 and locations are shown on Figure 5-1. Runway lengths range from 2,998 feet to 6,038 feet, with a majority of runway

surface being asphalt. Two airports have runways that exceed 5,000 feet: Rolla/Vichy and Waynesville-St. Robert Regional at Forney Field. Airport improvements noted over the past year include runway seal coating at the Sullivan Airport and a new hanger that will house eight planes at Forney Field in Pulaski County. New runway lights were installed at the Rolla/Vichy airport in 2008, along with runway repairs, including resealing, painting and marking. Also, in 2008 the Salem Municipal Airport, with funding through FAA and MoDOT, completed a taxiway connection reconstruction from the apron to the runway, as well as reconstruction of the apron.

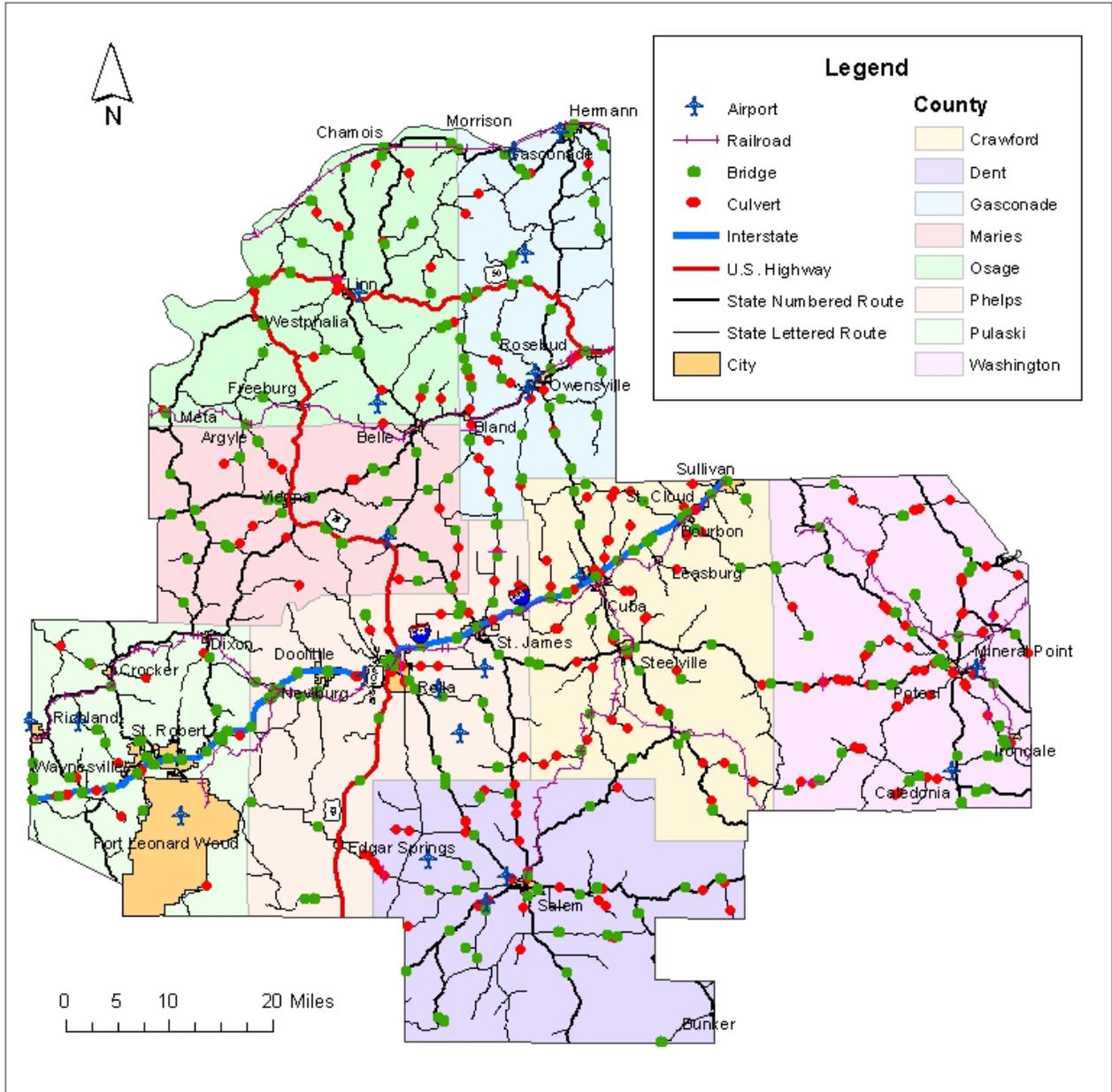
Airports located outside of, but providing service to the region include Columbia Regional, Jefferson City, Springfield, and St. Louis.

### **Privately-Owned**

Privately-owned airports or heliports are listed in Table 5-3. There are currently 15 privately-owned airports/heliports in the region. Most are turf runways, with lengths ranging from 1,200 feet to 3,000 feet.

Figure 5-1

# Regional Transportation Assets



## Meramec Regional Transportation Plan

Meramec Regional Planning Commission  
 4 Industrial Drive  
 St. James, MO 65559  
 573.265.2993



This map was created by the Meramec Regional Planning Commission Planning Department. To the best of the author's knowledge, the data presented here is true and correct. However, no responsibility is assumed by the author or the Meramec Regional Planning Commission for the accuracy of the information displayed on this map.

May 2013

**TABLE 5-1 - MAJOR HIGHWAY AND AIRPORT TRANSPORTATION FACILITIES**

<b>CRAWFORD COUNTY</b>	<b>Bourbon</b>	<b>Cuba</b>	<b>Leasburg</b>	<b>Steelville</b>	<b>Sullivan</b>
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy
Miles to Airport	35	25	45	35	43
Nearest Interstate	I-44	I-44	I-44	I-44	I-44
Miles to Interstate	1	1	3	8	1
U.S. Highways within 10 miles		US 63			
State Highways within 10 miles	Mo. 185	Mo. 19	Mo. 185	Mo.8	Mo. 185
	Mo. 19	Mo. 8	Mo. 19	Mo. 19	
			Mo. 8	Mo. 49	

<b>DENT COUNTY</b>	<b>Salem</b>			
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy			
Miles to Airport	35			
Nearest Interstate	I-44			
Miles to Interstate	25			
U.S. Highways within 10 miles				
State Highways within 10 miles	Mo. 68			
	Mo. 72			
	Mo. 19			
	Mo. 32			

<b>GASCONADE COUNTY</b>	<b>Bland</b>	<b>Gasconade</b>	<b>Hermann</b>	<b>Morrison</b>	<b>Owensville</b>
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy	Columbia	Columbia	Columbia	Rolla/Vichy
Miles to Airport	20	65	60	75	25
Nearest Interstate	I-44	I-70	I-70	I-70	I-44
Miles to Interstate	27	25	15	30	19
U.S. Highways within 10 miles					US 50
State Highways within 10 miles	Mo. 19	Mo. 100	Mo. 100	Mo. 100	Mo. 19
	Mo. 28	Mo. 19	Mo. 19	Mo. 89	Mo. 28
	Mo. 89	Mo. 94	Mo. 94	Mo. 94	
		Mo. 89			

<b>MARIES COUNTY</b>		<b>Belle</b>	<b>Vienna</b>		
Nearest airport with a runway of 5,000 ft. or more		Rolla/Vichy	Rolla/Vichy		
Miles to Airport		10	10		
Nearest Interstate		I-44	I-44		
Miles to Interstate		24	25		
U.S. Highways within 10 miles			US 63		
State Highways within 10 miles		Mo. 42	Mo. 42		
		Mo. 28	Mo. 28		
		Mo. 89	Mo. 89		
			Mo. 133		

<b>OSAGE COUNTY</b>	<b>Argyle</b>	<b>Chamois</b>	<b>Freeburg</b>	<b>Linn</b>	<b>Meta</b>
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy	Jefferson City	Rolla/Vichy	Jefferson City	Rolla/Vichy
Miles to Airport	23	39	24	21	37
Nearest Interstate	I-44	I-70	I-44	I-70	I-44
Miles to Interstate	35	35	34	43	45
U.S. Highways within 10 miles	US 63		US 63	US 50	
State Highways within 10 miles	Mo. 133	Mo. 100		Mo. 100	Mo. 133
		Mo. 89		Mo. 89	Mo. 52

<b>PHELPS COUNTY</b>	<b>Doolittle</b>	<b>Newburg</b>	<b>Rolla</b>	<b>St. James</b>	<b>Edgar Springs</b>
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy
Miles to Airport	20	20	15	15	35
Nearest Interstate	I-44	I-44	I-44	I-44	I-44
Miles to Interstate	1	3	1	1	20
U.S. Highways within 10 miles	US 63	US 63	US 63	US 63	US 63
State Highways within 10 miles	Mo. 72	Mo. 72	Mo. 68	Mo. 72	
	Mo. 28	Mo. 28	Mo. 8	Mo. 68	
			Mo. 72		

<b>PULASKI COUNTY</b>	<b>Crocker</b>	<b>Dixon</b>	<b>Richland</b>	<b>Waynesville</b>	<b>St. Robert</b>
Nearest airport with a runway of 5,000 ft. or more	Waynesville/ St. Robert	Waynesville/ St. Robert	Waynesville/ St. Robert	Waynesville/ St. Robert	Waynesville / St. Robert
Miles to Airport	15	17	15	4	2
Nearest Interstate	I-44	I-44	I-44	I-44	I-44
Miles to Interstate	12	12	8	1	1
U.S. Highways within 10 miles					
State Highways within 10 miles	Mo. 133	Mo. 28	Mo. 133	Mo. 17	Mo. 17
	Mo. 17	Mo. 133	Mo. 7	Mo. 28	Mo. 28

<b>WASHINGTON COUNTY</b>	<b>Caledonia</b>	<b>Irondale</b>	<b>Mineral Point</b>	<b>Potosi</b>
Nearest airport with a runway of 5,000 ft. or more	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy	Rolla/Vichy
Miles to Airport	83	81	74	69
Nearest Interstate	I-44	I-44	I-44	I-44
Miles to Interstate	50	46	37	34
U.S. Highways within 10 miles		US 67		
State Highways within 10 miles	Mo. 32	Mo. 32	Mo. 8	Mo. 8
	Mo. 21	Mo. 21	Mo. 21	Mo. 21
	Mo. 8	Mo. 8	Mo. 47	Mo. 185
		Mo. 47	Mo. 185	Mo. 47

**TABLE 5-2 - Publicly-Owned Airports in the Meramec Region**

<b>Official Airport Name</b>	<b>City</b>	<b>Runway Length</b>	<b>Surface</b>	<b>Elevation</b>	<b>Contact Info</b>	<b>Overnight Hangar</b>
Cuba Municipal	Cuba	3420 ft	Asphalt	1023	Fred Goodwin 1312 Highway DD Cuba, MO 65453 573-885-2479	No
Hermann Municipal	Hermann	3198 ft	Asphalt	507	Gary Geisler 228 E 1st Street Hermann, MO 65401 573-486-3370	No
Linn State Technical College	Linn	3400 ft	Concrete	952	Robert Holtmeyer One Technical Dr. Linn, MO 65051 573-897-5100	No
Richland Municipal	Richland	3000 ft	Asphalt	1110	Unattended	No
Rolla Downtown Airport	Rolla	3028 ft	Asphalt	987	Maxine Dickman 13720 CR 7040 Rolla, MO 65401 573-341-2994	No
Rolla National	Rolla/Vichy	5500 ft	Asphalt	1148	Wesley Faulkner PO Box 505 Vichy, MO 65580 573-299-4498	No
Salem Memorial	Salem	2998 ft	Asphalt	1241	Benny Bryson 400 N. Iron Salem, MO 65560 573-729-5900	No
Sullivan Regional	Sullivan	4500 ft	Concrete	933	Larry Cuneio 345 N. Church Sullivan, MO 63080 573-468-2631	No
Washington County	Potosi	4000 ft	Asphalt	959	Patrick Campbell 10351 Airport Rd Mineral Point, MO 63660 573-438-3582	No

Waynesville-St. Robert Regional at Forney Field	Ft. Leonard Wood	6038 ft	Asphalt	1159	Gary Chick Forney Army Airfield Ft. Leonard Wood, 65473 573-596-0165	No
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Sources: [http://www.globalair.com/airport/Airports\\_in\\_Missouri.aspx](http://www.globalair.com/airport/Airports_in_Missouri.aspx) Missouri Department of Transportation, Multimodal Operations, Aviation Section: *Missouri 2010-2011 Airport Directory*

**TABLE 5-3 - Privately Owned Airports in the Meramec Region**

Official Airport Name	City	Runway Length	Surface	Elevation	Contact Info	Overnight Hangar
Miller Farm	Bay	1800	Turf	630	Michael Miller 1136 White Lake Dr. St. Charles, Mo 63301 573-946-7338	No
Stickle Cattle Farms	Belle	3000	Turf	700	A. W. Stickle 2236 Croydon Walk Frontenac, MO 63131 314-432-8095	No
Short-N-Ruff	Caledonia	1200	Turf	950	James R. Smith Rt. 1 Box 27 Caledonia, MO 63631 573-779-3535	No
Eu-Wish	Hermann	1700	Turf	920	Karl H. Paubel Rt 2 Box 147B Hermann, MO 65041 573-486-3215	No
Hermann Area Hospital Heliport	Hermann	N/A		610	Dan McKinney PO Box 470 Hermann, MO 65041 573-486-2191	No
Domeyer	Lenox	2000	Turf	1260	Richard Domeyer Rt. 1 Box 272 Salem, MO 65560 573-729-4663	No

Winter Field	Owensville	1800	Turf	960	Milfred Winter 220 Circle Dr. Owensville, MO 65066 573-437-2156	No
Owensville Ambulance District Heliport	Owensville	N/A		900	Karen Hubenthal  PO Box 139 Owensville, MO 65066 573-437-4353	No
Harrison PVT	Rolla	2750	Turf	1050	Steve Harrison 18810 CR 4110 Rolla, MO 65401 573-364-0700	No
Morgan	Rolla	2560	Turf	1018	Ray Morgan 13000 CR 3160 Rolla, MO 65401 573-364-1311	No
Phelps County Regional Medical Center Heliport	Rolla	N/A	Concrete	Unknown	Joyce Evans 1000 W. 10th Street Rolla, MO 65401 573-458-7808	No
Salem Memorial Hospital Heliport	Salem	N/A	Concrete	1170	Ken Conaway Highway 72 N, Box 774 Salem, MO 65560 573-729-6626	No
Green Airfield	St. James	2200	Turf	1068	Gary & Carol Green PO Box 490 Rolla, MO 65402 573-364-1647	No
Lifeline 2 Airport Helipad	Saint Roberts	N/A	Concrete	1059	St. John's Lifeline Air Med Svc 1235 E. Cherokee Springfield, MO 65804 573-336-3789	No
Taylor Field	Waynesville	2313	Turf	1022	William Taylor 19151 Lynn Lane Waynesville, MO 65583 573-774-2665	No

Source: [http://www.globalair.com/airport/Airports\\_in\\_Missouri.aspx](http://www.globalair.com/airport/Airports_in_Missouri.aspx)  
Missouri Department of Transportation, Multimodal  
Operations,  
Aviation Section: Missouri 2010-2011 Airport Directory

## State Bridges

As shown on *Figure 5-1*, there are 282 bridges in the Meramec Region and 233 culverts.

They are located as follows:	<u>Total</u>	<u>Bridges</u>	<u>Culverts</u>
Crawford County	84	37	47
Dent County	59	29	30
Gasconade County	62	29	23
Maries County	45	28	17
Osage County	46	28	18
Phelps County	75	51	24
Pulaski County	50	32	18
Washington County	94	38	56

*Figure 5-2: Overall Bridge Conditions*, indicates the condition of bridges across the region. According to MoDOT, every bridge has three condition ratings; one for the bridge deck, one for the substructure and one for the superstructure. The deck bridge condition rates the overall condition of the bridge deck on a scale of “1” through “9,” with “1” being the worst condition and “9” being the best condition. The substructure bridge condition rates the physical condition of piers, abutments, piles, fenders, footings and other components using the same scale. The superstructure bridge condition rates the condition of structural members, using the same “1” through “9” scale. Bridge condition is scored using a composite of the worst bridge condition rating of the three types (deck, substructure or superstructure) and an average of the remaining two bridge condition ratings. Bridges are closed at a rating of 2.

In 2004, about 53 percent of the bridges across the region were in “fair condition”. Some 29 percent were in “good condition”. However, about 13 percent fell into the “poor condition” category.

In 2008, MoDOT initiated its *800 Better Bridges* program. Once complete, this program was to improve 802 of MoDOT’s most worn-out bridges in five years. As of November 8, 2012 the program was completed six months ahead of schedule at a cost of \$685 million.

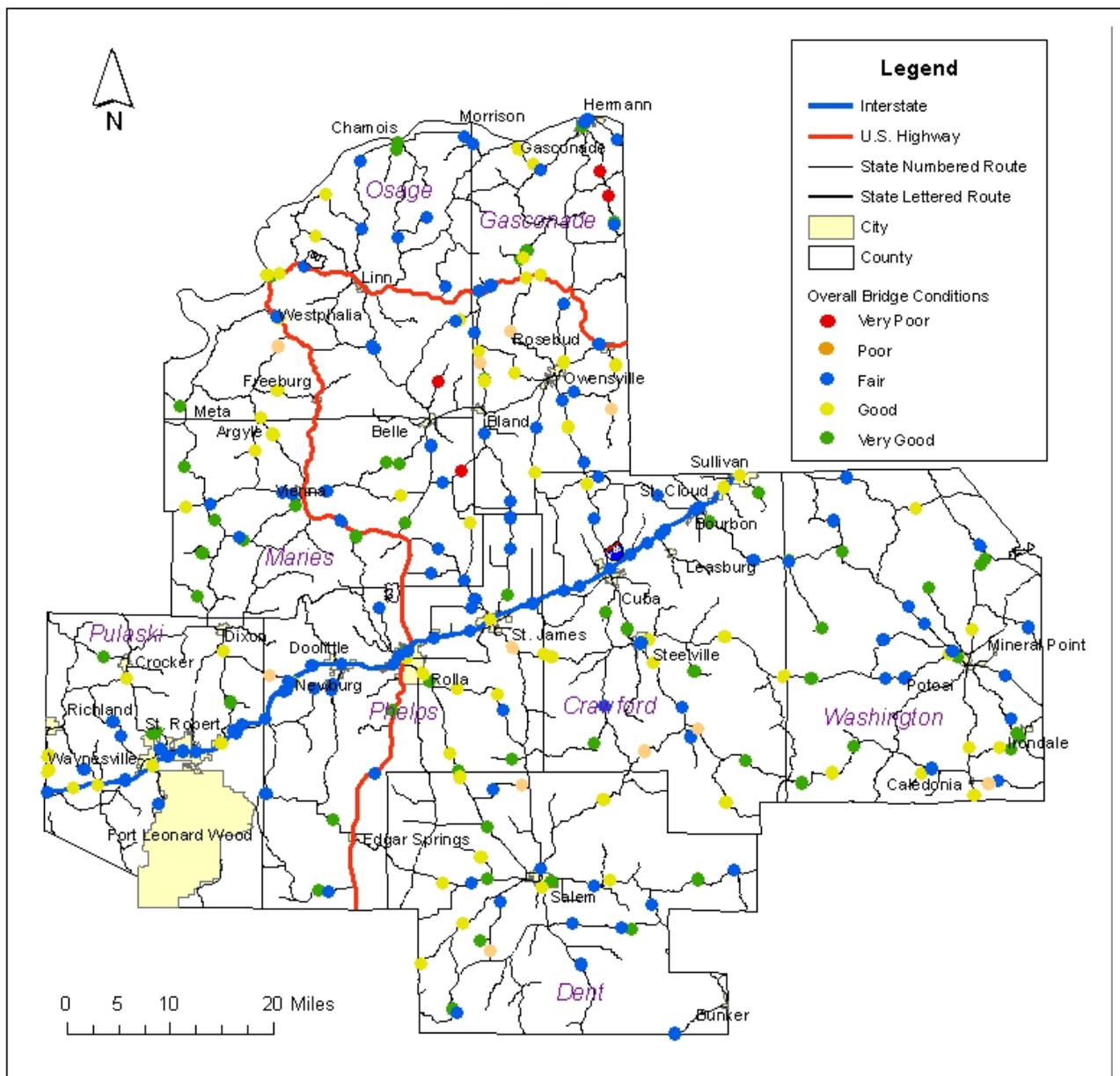
In 2012, 5 percent of bridges in the region are in “poor condition”, 48 percent are in “fair condition”, and 47 percent are in “good condition”. The following table shows bridges that were completed in the Meramec Region as part of this program.

**TABLE 5-4**

<b>County</b>	<b>Bridge Upgrade Completed</b>	<b>Bridge Number</b>
<b>Crawford</b>	Rt. M over Meramec River	9792
	Rt. N over Bourbon River	8776
	Rt. O over Pine Branch	7245
	Rt. BB over Cherry Valley Creek	8034
<b>Dent</b>	Rt. H over Dry Fork	8647
	Highway 32 over Spring Creek	5305
	Rt. NN over Dry Fork	8072
<b>Gasconade</b>	Rt. W over Second Creek	9431
	Rt. W over Puncheon Creek	6799
<b>Maries</b>	Rt. 42 over Mills Spring	9420
	Rt. 42 over Mills Spring	9421
	Rt. V over Little Flag Creek	8096
	Rt. BB over Little Maries River	9442
	Rt. A over Spring Creek	7543
	Highway 28 over Dry Fork	5189
<b>Osage</b>	Highway 133 over Sugar Creek	8863
	Rt. HH over Fork of Bailey’s Cr.	9461
	Rt. K over Doolings Creek	9684
<b>Phelps</b>	Rt. K over Spring Creek	361
	Rt. B over Robinson Creek	8151
	Rt. JJ over Norman Creek	6785
	Rt. M over Corn Creek	1570
<b>Pulaski</b>	Rt. U over Unnamed branch	9956
<b>Washington</b>	Rt. 185 over Indian Creek	549
	Rt. W over Brazil Creek	8361
	Rt. U over Big River	308
	Rt. M over Mill Creek	9119
	Rt. M over Wallen Creek	9118

Source: <http://safeandsoundmap.modot.mo/gov/flex/SafeAndSound.html>

Figure 5-2 Overall Bridge Conditions  
2013



**Meramec Regional  
Transportation Plan**

Meramec Regional  
Planning Commission  
4 Industrial Drive  
St. James, MO 65559  
573.265.2993



This map was created by the Meramec Regional Planning Commission Planning and Development Department. To the best of the author's knowledge, the data presented here is true and correct. However, no responsibility is assumed by the author or the Meramec Regional Planning Commission for the accuracy of the information displayed on this map.



May 2013

## **Railroads**

The Meramec Region is served by four railroads (*Figure 5-1*). The Missouri Pacific serves northern Gasconade and Osage Counties, and the cities of Hermann, Gasconade, Morrison, Chamois, and Osage City. The Union Pacific serves Washington County, Potosi, Irondale, Mineral Point and the Pea Ridge Iron Ore Mine in Washington County. Rosebud and Owensville, in the southern half of Gasconade County, are served by the Missouri Central Railroad. Amtrak now provides daily passenger service from St. Louis to the city of Hermann in Gasconade County. The Hermann station, located at Wharf and Guttenberg streets, has a sheltered platform. The station has no ticket office, QuickTrak machine or baggage check. The Burlington Northern Railroad operates the majority of the track miles in the region. It roughly cuts the region in half, following the general route of Interstate 44 through Crawford, Phelps and Pulaski counties. It also branches toward the south-southeast from Cuba and travels into Iron County. Meramec communities along this rail line are Sullivan, Bourbon, Cuba, Leasburg, St. James, Rolla, Newburg, Dixon, Crocker, Richland, Steelville and Cherryville.

**Abandonments** - Several miles of track have been abandoned by railroads in the region. The Missouri Central abandoned track from just west of Owensville that served Bland, in Gasconade County, Belle in Maries County, and points further west. Burlington Northern has abandoned track from south of Steelville that ran to Salem. Both companies cited lack of revenue from these lines as justification for abandonment.

## **Waterways and Ports**

Navigable water transportation is provided at three locations in the Meramec Region on the Missouri River at Gasconade, Chamois and Hermann. However, transportation is limited because there are no ports at these locations.

## **Public Transportation**

Three public transportation systems serve the Meramec Region. OATS, Incorporated is a private, not-for-profit transportation service provider serving 87 of Missouri's 114 counties. The OATS provides service to those people who may have little or no alternative means of transportation. Transportation is provided for medical, shopping, business and nutrition purposes. OATS'

corporate offices are located in Columbia, Missouri at 2501 Maguire Blvd., Ste. 101. The mid Missouri operation, serving Osage, Gasconade, Maries and Pulaski counties in the Meramec Region, is located at the same address. OATS' door-to-door services are prioritized for seniors and persons with disabilities.

Southeast Missouri Transportation System (SMTS), located in Fredericktown, MO, provides services throughout south central and southeast Missouri. SMTS is a non-governmental, non-profit organization governed by an elected board and administered by a full time executive director. SMTS provides a wide variety of "curb-to-curb" passenger transportation services to all age groups throughout south central and southeast Missouri. Services include local service which is used to fulfill basic transportation needs such as shopping, medical appointments, nutrition, recreation and personal business and long distance medical service, linking rural residents with state-of-the-art medical technology in St. Louis, Springfield and Columbia. SMTS also provides transportation for groups and organizations on a contract basis. SMTS is funded through direct grants from MoDOT and contracts for service with southeast Missouri Area Agency on Aging. SMTS serves Dent, Crawford, Phelps and Washington counties in the Meramec Region. Its address is 700 E. Highway. 72, PO Box 679, Fredericktown, MO 63645.

Sheltered Industries of Meramec Valley, located at 104 Airport Road, Sullivan, MO 63080 provides multiple-shift transportation services for their disabled employees as well as transportation to medical appointments during working hours in three of the region's eight counties –Crawford, Gasconade and Washington. This program is funded through MoDOT 5317 New Freedom program. Current clients range in age from 16 to 70. Agency phone number is 573-468-3888.

### **Buses and Shuttles:**

Private transportation providers in the region include Greyhound Bus and USA Express. Greyhound has two terminals in the region:

CTB Management Co.  
 718 Missouri Avenue  
 St. Robert, MO 65584  
 Main: 573-336-5913  
 Baggage: 573-336-5913  
 Greyhound Package Express: 573-336-5913  
 Greyhound Charter: 800-454-2487

Bus Stop Behind McDonalds  
 1106 Kingshighway  
 Rolla, MO 65401  
 Main: 573-364-2348  
 Greyhound Charter: 800-454-2487

USA Express offers an airport shuttle service to St. Louis Lambert Airport from most locations in central Missouri, including Fort Leonard Wood. Services are offered seven times daily with a 48-hour notice. Contract phone number is 1-800-872-9399.

**Carpools:**

MoDOT operates commuter parking lots across the state that allows people to park their personal automobiles at a single location and share a ride with a group. Parking of all trucks over six tons, and all trailers are prohibited in the lots. The following commuter parking lots are located in the Meramec Region:

**TABLE 5-5 - Commuter Parking Lots**

<b>Location</b>	<b>County</b>	<b>City</b>	<b>Surface Type</b>	<b>Number of parking spaces</b>	<b>Lighting</b>
I-44 & E	Phelps	Rolla	Gravel	50	No
I-44 & 19	Crawford	Cuba	Gravel	35	No
I-44 & C	Crawford	Bourbon	Gravel	29	No
63 & E	Osage		Gravel	24	No
63 & 133	Osage		Gravel	25	No
50 & 63	Osage		Gravel	32	No
28 & Kosark	Gasconade	Owensville	Gravel	48	No
Rt. 100 & Guttenberg	Gasconade	Herman	Gravel	40	No

**Functional Classifications**

MoDOT has developed a roadway classification system that balances movement of traffic with access to properties. This system was necessary to the process of defining access management

guidelines. The following information on functional classifications was taken from the Missouri Department of Transportation Access Management Guidelines of September 12, 2003:

*Highways must be classified based upon their intended function so that access can be managed appropriately. Highways whose main purpose is to serve through traffic—such as interstates, freeways, and principal arterials—should play a limited role in direct property access. These are routes where the Highway and Transportation Commission purchases rights of access from landowners and allows for access only at appropriate points. Access management on these routes should be stricter than on other routes such as collectors and local roads and streets. The main purpose of collectors is to provide direct access to property, although they may carry some through traffic.*

*Each roadway under MoDOT jurisdiction is classified according to the functional hierarchy of roadways system, as follows:*

- *Interstate/Freeway*
- *Principal Arterial—Some of the guidelines for this classification will be a range of values. The high end of the range should be applied to Principal Arterial routes that are intended to serve long-distance trips at relatively high speeds.*
- *Minor Arterial*
- *Collector—Includes both major collectors and minor collectors.*

*Routes classified as interstate/freeway or principal arterial are intended to carry long-distance, high-speed travel and will have a high level of access control. Routes classified as minor arterials and collectors will make up the bulk of the miles of the system, serve more local destination traffic, and have a lower level of access control.*

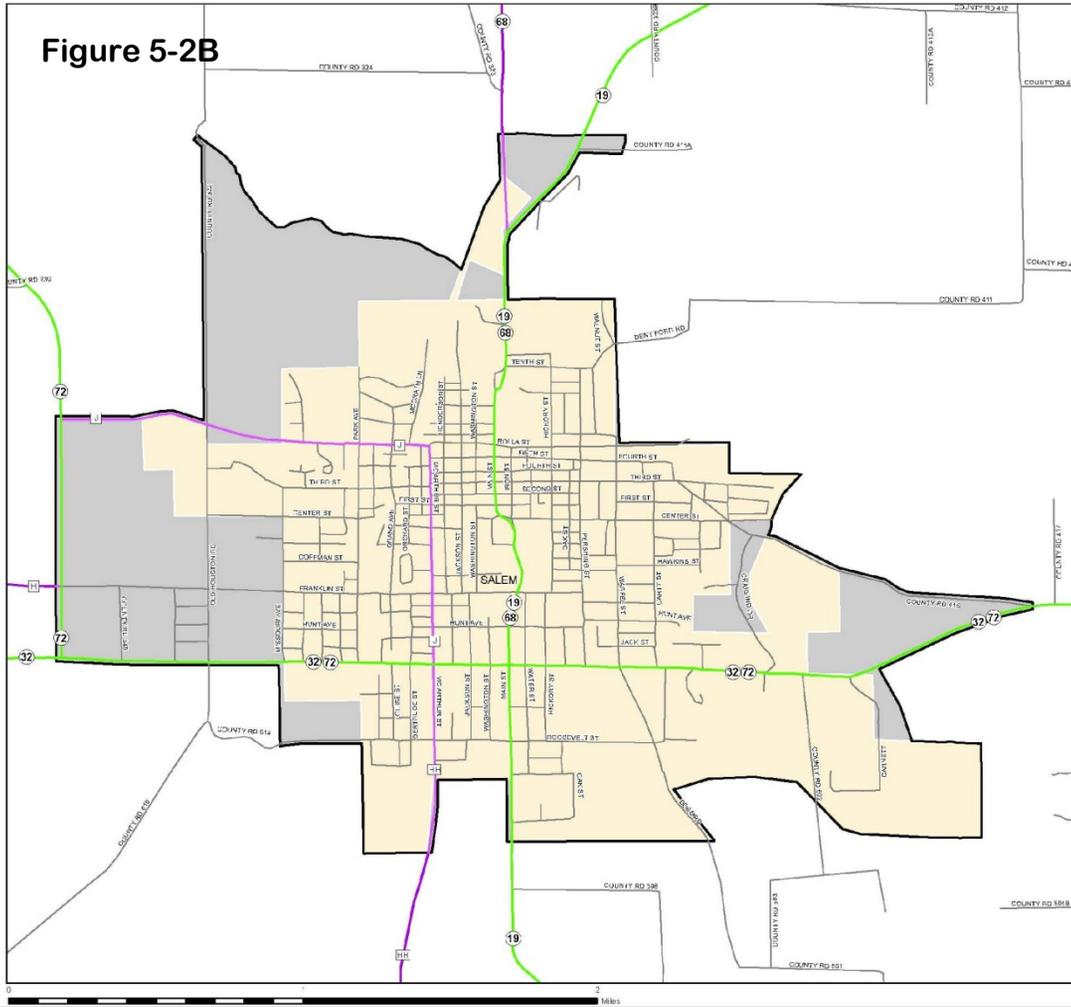
MoDOT does not have jurisdiction for local roads and streets. These are controlled by cities and counties. Routes on the MoDOT system that serve a local road or street function should be transferred to a local jurisdiction.

Figures 5-2A through 5-2L show functional classifications for each county in the Meramec Region as well as the urban areas within the region.





Figure 5-2B



# Functional Classification System

**SALEM**

Dent County  
Missouri



FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
<b>Principal Arterial</b>			
Interstate	0		
Other Freeway and Expressway	0		
Other Principal Arterial	0		
<b>Principal Arterial Sub-Total</b>	<b>0</b>	<b>0</b>	<b>5-10</b>
<b>Minor Arterial</b>			
	6.735		
<b>All Arterial Sub-Total</b>	<b>6.735</b>	<b>12.08</b>	<b>15-25</b>
<b>Collector</b>			
	2.999	5.38	5-10
<b>Local</b>			
	46.042	82.55	65-80
<b>Total Urban</b>	<b>55.776</b>		

\*Uses East and West Junctions used in mileage estimates. Est makes include proposed mileage

CITY

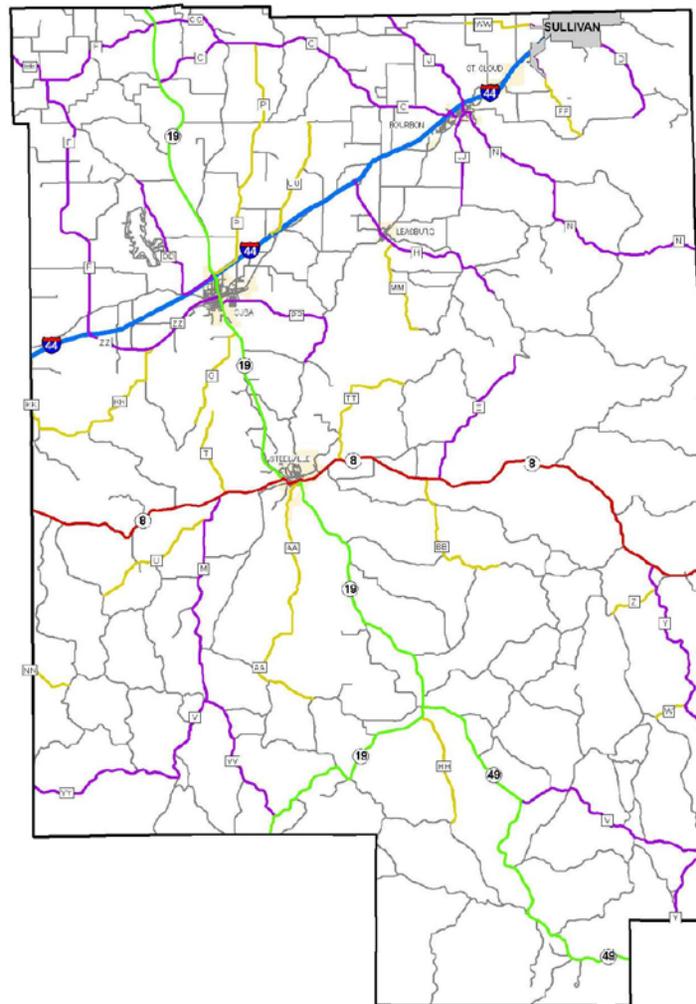
URBAN AREA

**MoDOT**  
Transportation Planning  
2217 St. Mary's Blvd.  
Jefferson City, MO 65103  
Phone (573) 526-6255  
Fax (573) 526-9032

Approved April 28, 2008

\\smdot01\salet\GIS\MapServer\Classes\Functional\_Class\_Salem\_P1.mxd

Figure 5-2C



## Rural Functional Classification

### Crawford County

Missouri



**Legend**

**FUNCTIONAL CLASS**

- Interstate —
- Other Principal Arterial —
- Minor Arterial —
- Major Collector —
- Minor Collector —
- Local —

**CITY**

**URBAN AREA**

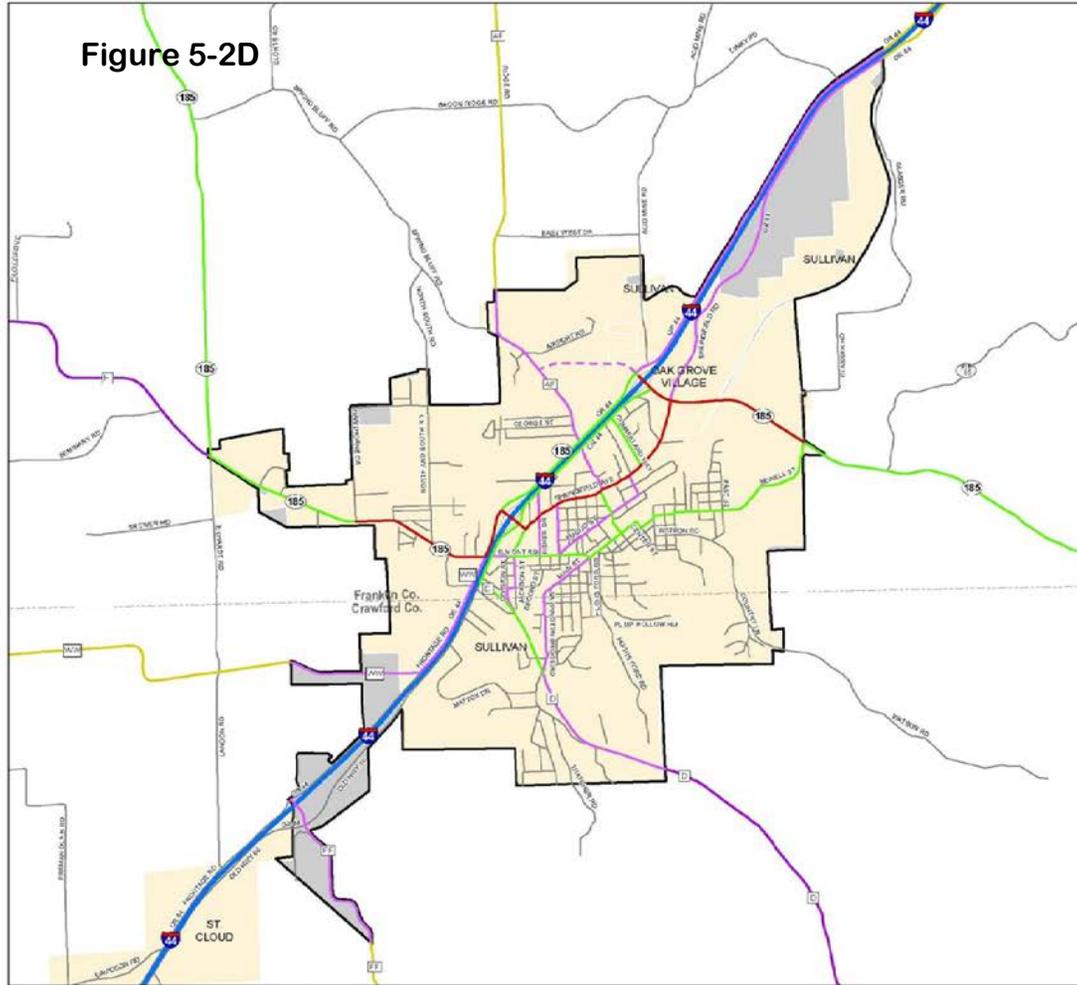


**Transportation Planning**  
 22<sup>nd</sup> St. Mary's Blvd.  
 Jefferson City, MO 64501  
 Phone (573) 526-2059  
 Fax (573) 526-0952

Approved April 28, 2008

\\mo-dot\07\work\GIS\MapFunctionalClass\_SF\_CDF\functional\_class\_map.mxd

Figure 5-2D



## Functional Classification System

### SULLIVAN

Crawford County  
Franklin County  
Missouri



FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
<b>Principal Arterial</b>			
Interstate	6.426		
Other Freeway and Expressway	0		
Other Principal Arterial	4.090		
<b>Principal Arterial Sub-Total</b>	<b>10.516</b>	<b>11.16</b>	<b>5-10</b>
<b>Minor Arterial</b>			
<b>All Arterial Sub-Total</b>	<b>18.805</b>	<b>19.96</b>	<b>15-25</b>
Collector	15.005	15.93	5-10
Local	80.380	84.10	65-80
<b>Total Urban</b>	<b>94.190</b>		

\*This E and G data includes projected mileage additions. E-G miles include proposed mileage.  
Note: District mileage is posted by DMS/CS.

CITY  
 URBAN AREA



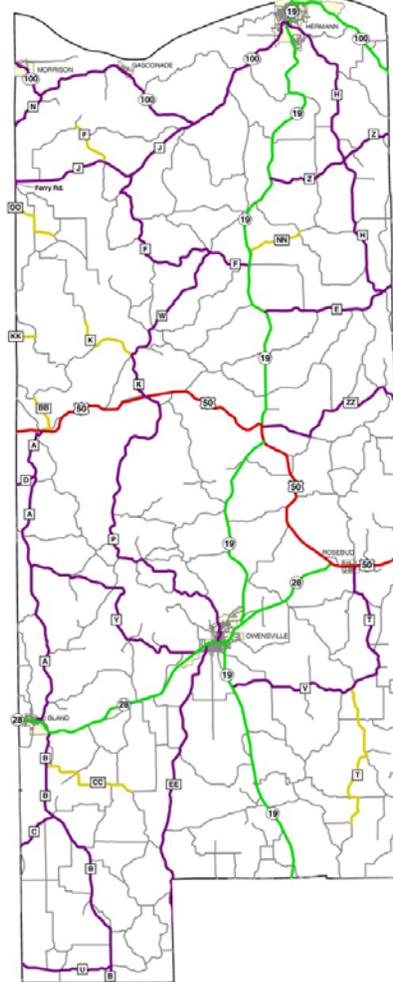
Transportation Planning  
2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone (877) 1-26-8-356  
Fax (573) 526-8652

Approved April 28, 2008

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Figure 5-2E



# Rural Functional Classification

Gasconade County  
Missouri

**Legend**

Functional Classification

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Urban Areas

Cities

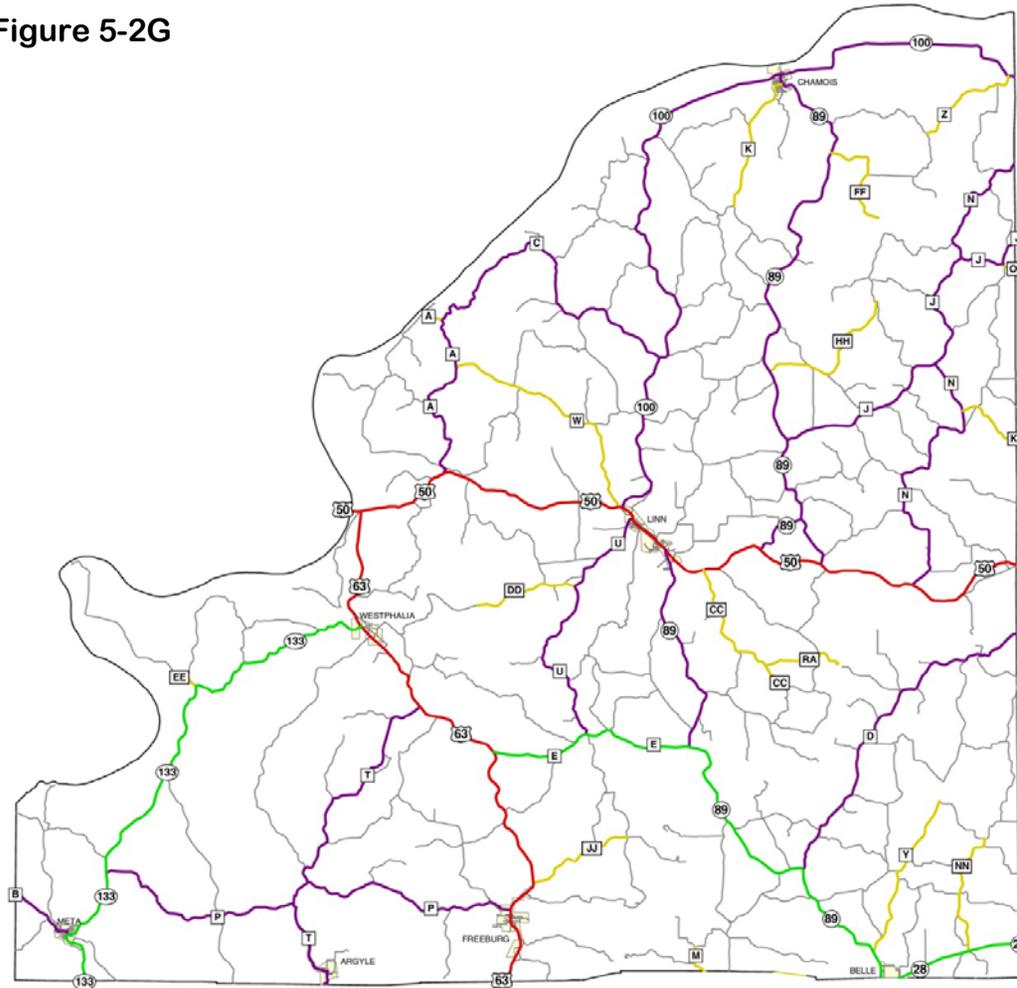


Transportation Planning  
2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone (573) 526-8058  
Fax (573) 526-8052

Approved November 27, 2002



Figure 5-2G



# Rural Functional Classification

Osage County  
Missouri

**Legend**

Functional Classification

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Urban Areas
- Cities



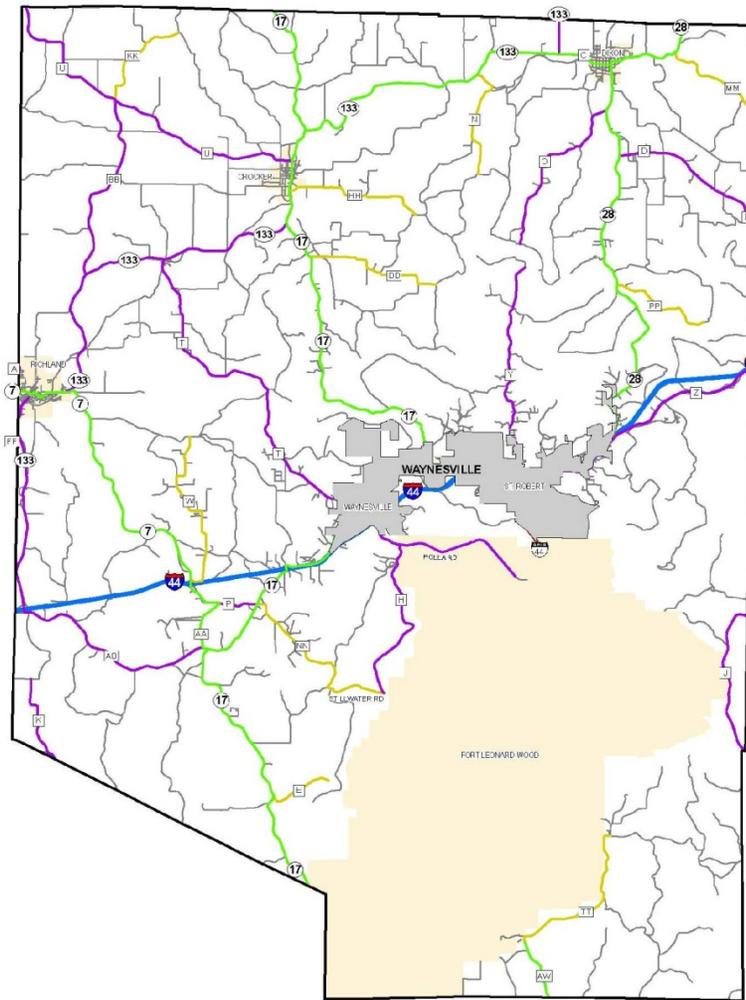
Transportation Planning  
2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone (573) 526-8058  
Fax (573) 526-8052

Approved November 27, 2002





Figure 5-2J



## Rural Functional Classification

### Pulaski County

Missouri



**Legend**

**FUNCTIONAL CLASS**

- Interstate —
- Other Principal Arterial —
- Minor Arterial —
- Major Collector —
- Minor Collector —
- Local —

- CITY
- URBAN AREA

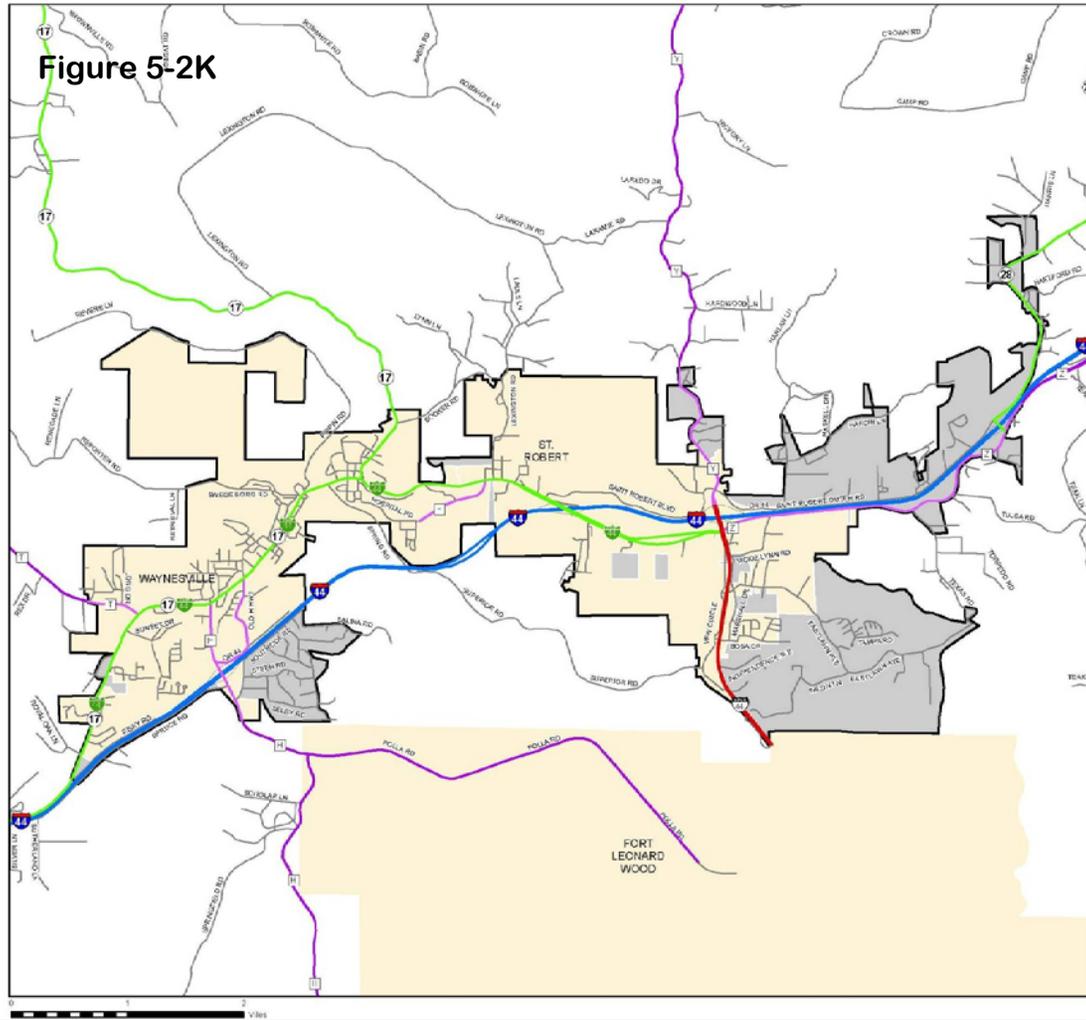


Transportation Planning  
 221 S. Main Street  
 Jefferson City, MO 65119  
 Phone (573) 526-8028  
 Fax (573) 526-9922

Approved April 28, 2008

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Figure 5-2K



## Functional Classification System

### WAYNESVILLE

Pulaski County  
Missouri



FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
<b>Principal Arterial</b>			
Interstate	7.451		
Other Freeway and Expressway	0		
Other Principal Arterial	2.21		
<b>Principal Arterial Sub-Total</b>	<b>9.661</b>	<b>9.97</b>	<b>5-10</b>
<b>Minor Arterial</b>			
	10.008		
<b>All Arterial Sub-Total</b>	<b>19.667</b>	<b>20.29</b>	<b>15-25</b>
Collector	7.704	7.95	5-10
Local	89.568	71.76	85-80
<b>Total Urban</b>	<b>96.939</b>		

\*To the East and South directions used in mileage estimates. Estimates include proposed mileage.

CITY  
 URBAN AREA



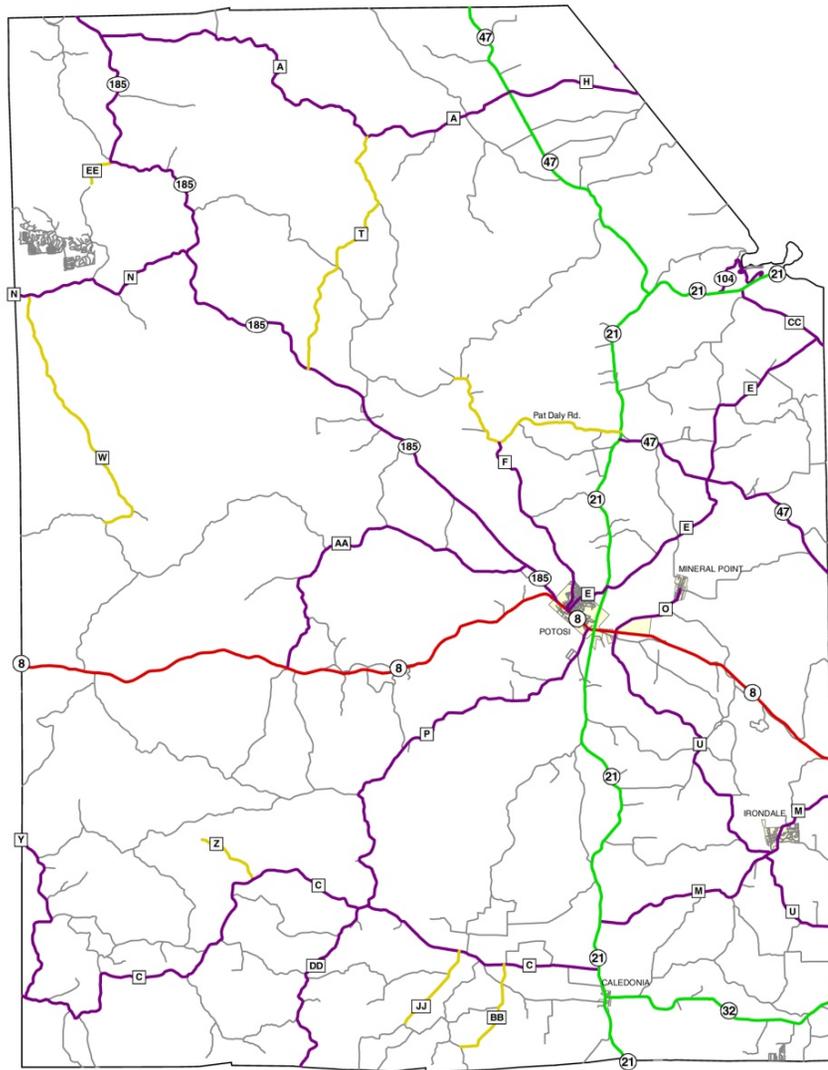
Transportation Planning  
2215 St. Marys Blvd.  
Jefferson City, MO 65108  
Phone (573) 219-3258  
Fax (573) 228-3802

Approved April 28, 2008

g:\pulsaski\m\map\GIS\Draw\FunctionClass\_07\_08\Fractional\_Class\_05-08\_Plan.mxd



Figure 5-2L



# Rural Functional Classification

Washington County  
Missouri

**Legend**

Functional Classification

- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Urban Areas

Cities



Transportation Planning  
2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone (573) 526-8058  
Fax (573) 526-8052

Approved October 17, 2002

## Vehicle and Truck Volumes

2011 annual average daily traffic counts (AADT) and truck volume on the region's highways are shown on *Figure 5-3*. (*Figure 5-3 may be viewed electronically at [http://www.modot.org/safety/documents/2011\\_Traffic\\_CD-District.pdf](http://www.modot.org/safety/documents/2011_Traffic_CD-District.pdf)*) Not surprisingly, as shown on the map, the greatest volume is found on I-44, followed by Highways 50 and 63 toward Jefferson City and Rolla.

I-44 AADT volumes average about 27,000 across the region. Volumes are the highest around Rolla and Waynesville/St. Robert.

Highway. 63 AADT volumes range from 3,744 in the southern part of Phelps County to a high of 14,626 at the Highway. 50/63 junction in Osage County. Volumes in Phelps and Maries counties run in the 3,500-6,000 range and volume picks up in Osage County, which generally runs 7,000-8,000.

Highway. 50 AADT volumes range from around 2,000 in areas around Drake and Rosebud in Gasconade County and the Osage/Gasconade border to almost 15,000 at the Highway. 50-63 intersection. The high in Gasconade County is 6,904 AADT, close to the eastern county line.

As the prevalence of railroads decreased, truck freight increased, ensuring the timely transfer of materials and products. I-44 truck volumes in the region run about 9,400 per day. Truck volumes on Highway. 63 run around 600. Truck volumes along Highway 50 range from a low of about 270 around Mt. Sterling to a high of about 711 close to Highway. 50/63 intersection. With the exception of some sections of roadway in the incorporated areas, truck volumes are below 300/day on the region's roads. Several trucking companies and motor freight lines serve the Meramec Region. Table 5-2 lists these companies and the location of their operating offices.

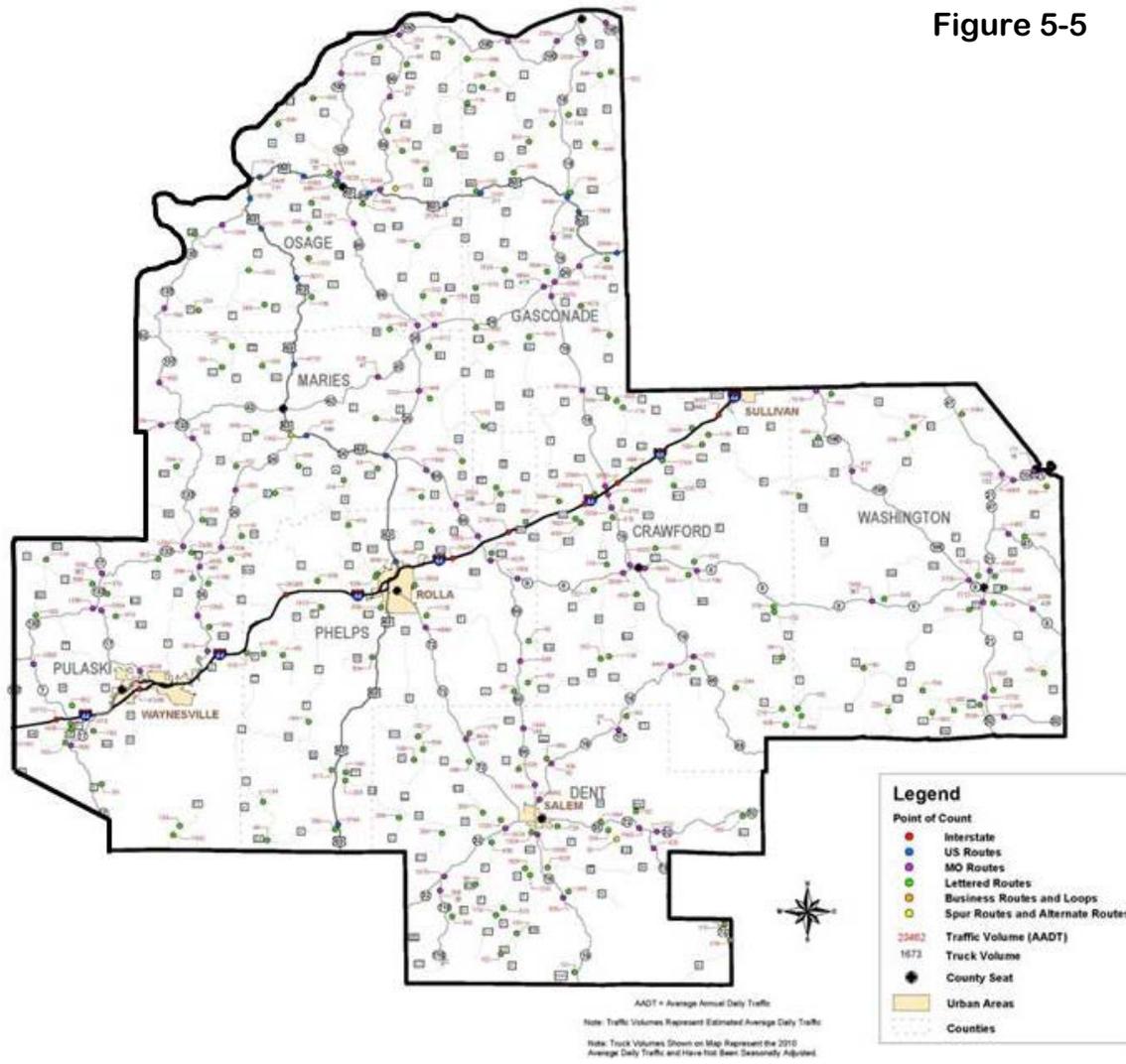


Missouri Department of Transportation  
**2011**  
 Meramec Region  
 Traffic Volume and Commercial  
 Vehicle Count Map

Missouri Department of Transportation  
 Transportation Planning  
 400 N. Tucker Ave.  
 Jefferson City, MO 65102  
 Phone: 1-800-455-4527  
 Fax: 573-526-4902  
 www.modot.org

This map was prepared by the Missouri Department of Transportation, Planning and Policy Division, using data provided by the Missouri Department of Transportation, Planning and Policy Division, and the Missouri Department of Transportation, Planning and Policy Division. The Missouri Department of Transportation, Planning and Policy Division is not responsible for any errors or omissions on this map.

Figure 5-5



**TABLE 5-6****Trucking Companies in the Meramec Region  
(all area codes 573)**Liquid / Dry Bulk / Dump Trucking

Coleman Trucking	Mineral Point	562-2723
Dake Trucking	St. Robert	528-5083
Daniels Construction	Rolla	364-1285
Davis Dump Trucking	Rolla	364-1951
Gray Trucking	St. James	265-7758
Haefnerr Trucking	Hermann	486-2894
Holt Excavating	St. James	265-7457
Mid County Materials	Waynesville	433-9610
Parsons Dump Trucking	St. James	368-6485
Rehagen Walter	Freeburg	455-2526
Reliable Excavating	St. James	265-8779
Show-me Dump Trucking	Rolla	578-8710
SLC Trucking Inc.	Mineral Point	436-0340
Stephan Brothers Hauling and Excavating	Hermann	486-2065
Tri-County Trucking	Hermann	486-3322
Walters Trucking	Richland	736-2190
Wes Poulson Trucking, LLC	Richland	736-5483
Yoakum Trucking	Rolla	341-8588
York Trucking	Dixon	759-6023

Heavy Hauling

Big D's Trucking	Sullivan	627-3230
Bizzle Trucking company	Sullivan	468-3933
Caltry Trucking	Sullivan	468-7798
Elrod Trucking	Rolla	341-7379
Huellinghoff Trucking Inc.	Owensville	437-8401
Quality Tansport	Belle	859-3155
Sisco Trucking	Salem	729-5719
Sm Pickett Trucking Inc.	Cuba	855-7360
Stewart, Don Trucking	Cuba	885-7065
Steven's Distributor	Rolla	368-3475
Stratman Trucking	Vienna	422-3319
TKB Trucking	Sullivan	927-2300
Tri-County Trucking	Hermann	486-3322
Westco	Belle	859-6919
Woody Bogler Trucking Company	Rosebud	764-3700

### Motor Freight

B & B Enterprises	Steelville	775-2992
Butler, J. & Sons Trucking	Belle	859-6265
C T D Transportation	Salem	729-5700
Case CDL	St. James	265-4235
Central Missouri Transport	St. James	265-1246
Con-Way Freight	Rolla	368-4515
Dake Trucking	St. Robert	528-5083
D & K Truck Brokerage	Rolla	364-3525
David Wren Trucking	Steelville	775-5793
Dawson Freight Agency	Dixon	759-9084
Dunham Truck Line	Cuba	885-1560
FXL, LLC	Rolla	364-2501
Hatcher Trucking	St. James	265-7246
Huellinghoff Trucking	Owensville	437-8401
I-44 Express	Cuba	885-6369
J & J Trucking	Salem	729-6995
J & S Contract Carriers	Salem	729-3195
Kallmeyer Bros.	Hermann	486-5714
La Trucking	St. James	699-4645
Lazy B Trucking	Bland	437-8628
MTrans	St. Robert	336-3411
Natxn	Sullivan	468-6288
Overnite Transportation	Rolla	368-4127
Owensville Express	Owensville	437-7100
Pursley Trucking	Crocker	736-2594
R & L Trucking	Dixon	759-3317
Robinson & Son Trucking LLC	Cuba	885-1409
S & S Trucking	Steelville	775-5876
Sample Trucking	Cuba	885-2051
St. James Transport	St. James	265-1246
Stephan Brothers Trucking	Hermann	486-2065
Triple J Trucking	Salem	729-5822
Walters Trucking	Richland	736-5483
Yellow Freight	Rolla	341-2349

SOURCE: Fidelity and Yellow Book Phone Books, May 2013

## **Bicycle and Pedestrian Paths**

### **State Efforts:**

MoDOT works with planning partners to create transportation facilities that work for all users, as it values bicycle and pedestrian travel. Accommodating bicyclists or pedestrians may be as simple as providing a well-designed road that all users share, or as complex as a separate-grade structure, such as a bridge. Facility Design depends on such factors as right-of-way, projected traffic counts and adjacent roadway design speeds. In March of 1998, the Missouri Highway Commission approved the creation of the Bicycle and Pedestrian Advisory Committee (BPAC). Through this group, MoDOT has built a statewide network of partners that are moving bicycle and pedestrian issues forward.

### **Local Bicycle and Pedestrian Paths:**

The cities of Rolla, St. James and Crocker offer bicycle and/or pedestrian trails for use within city limits. The Mark Twain National Forest also offers over 400 miles of multiple use trails where mountain biking is relatively unrestricted. Additionally, Hermann offers the new Missouri River bike-friendly bridge for those wanting to access the Katy Trail, a 225 mile bike path stretching across most of the state of Missouri.

### **Rolla Bike and Pedestrian Path**

The City of Rolla has utilized funds received from Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA21 grants from the Missouri Department of Transportation (MoDOT) for a multi-phase project intended to provide a comprehensive bike and pedestrian sidewalk network for the citizens of Rolla.

The first phase, completed in 1997, consisted of the installation of approximately 1.6 miles of sidewalk from the Visitor Center on Bridge School Road to and around the University of Missouri Rolla Golf Course. The second phase, completed in 2000, saw the addition of another two miles of eight foot sidewalk from Green Acres Park to Highway 72 along the Dutro Carter Creek and included a pedestrian footbridge, wildlife food plots, an interpretive forest, and off street parking. The third phase of the project, completed in 2003, consisted of the construction of

approximately 3.9 miles of sidewalk connecting the previously constructed phases I and II, creating a 7.5 mile long walking / biking path. A series of five-foot walks were built through the urbanized portions of the community.

Phase IV, a .95 mile stretch of sidewalk completed in 2003, connects the southeast portion of town to the previous three phases of the bike path and runs southeasterly along Highway 72 to Osage Drive. Phase V, currently in the design process, will run east from the intersection of Tenth Street and Forum Drive along the south side of Tenth to its intersection with Lovers Lane. This fifth phase will add an additional .75 miles of eight foot walk, for a total of 9.2 miles.

In 2008, the city began work on Phase I of the Coventry Trail Pedestrian/Bikepath Facility. This facility will provide a connecting link between developed parkland containing several athletic fields, two local schools and will connect an additional portion of the east side of town to the existing pedestrian/biking facility. The adjacent residential neighborhood will have better access to Coventry Park as well as a safer, more direct pedestrian route for school children. When completed, the path will be 3,005 feet long, paralleling Burgher Creek.

### **St. James Bike and Pedestrian Path**

The St. James Bike and Pedestrian path offers residents over five-miles of trail between Nelson Hart Park, located on the southeast side of town, through town, along the south side of the Missouri Veterans Home, continuing to the Industrial Park on the west side of town, then south toward Boys & Girl Town of Missouri. The path consists of 10,250 feet of bicycle and pedestrian path, 5,055 feet of new curb and 75 curb ramps. This path is American Disability Act (ADA) compliant, runs through beautiful, tree-lined areas and allows bicyclists and pedestrians access to commonly-used community facilities.

### **Pedestrian Paths**

The cities of Crocker, Dixon, Waynesville, St. Robert, Bland and Owensville have walking trails in their community parks.

The cities of Sullivan, Potosi, Waynesville, Cuba, St. Robert, and Hermann are currently working on development of bike and/or pedestrian paths in their communities.

Figure 5-7

Rolla Bicycle Trail

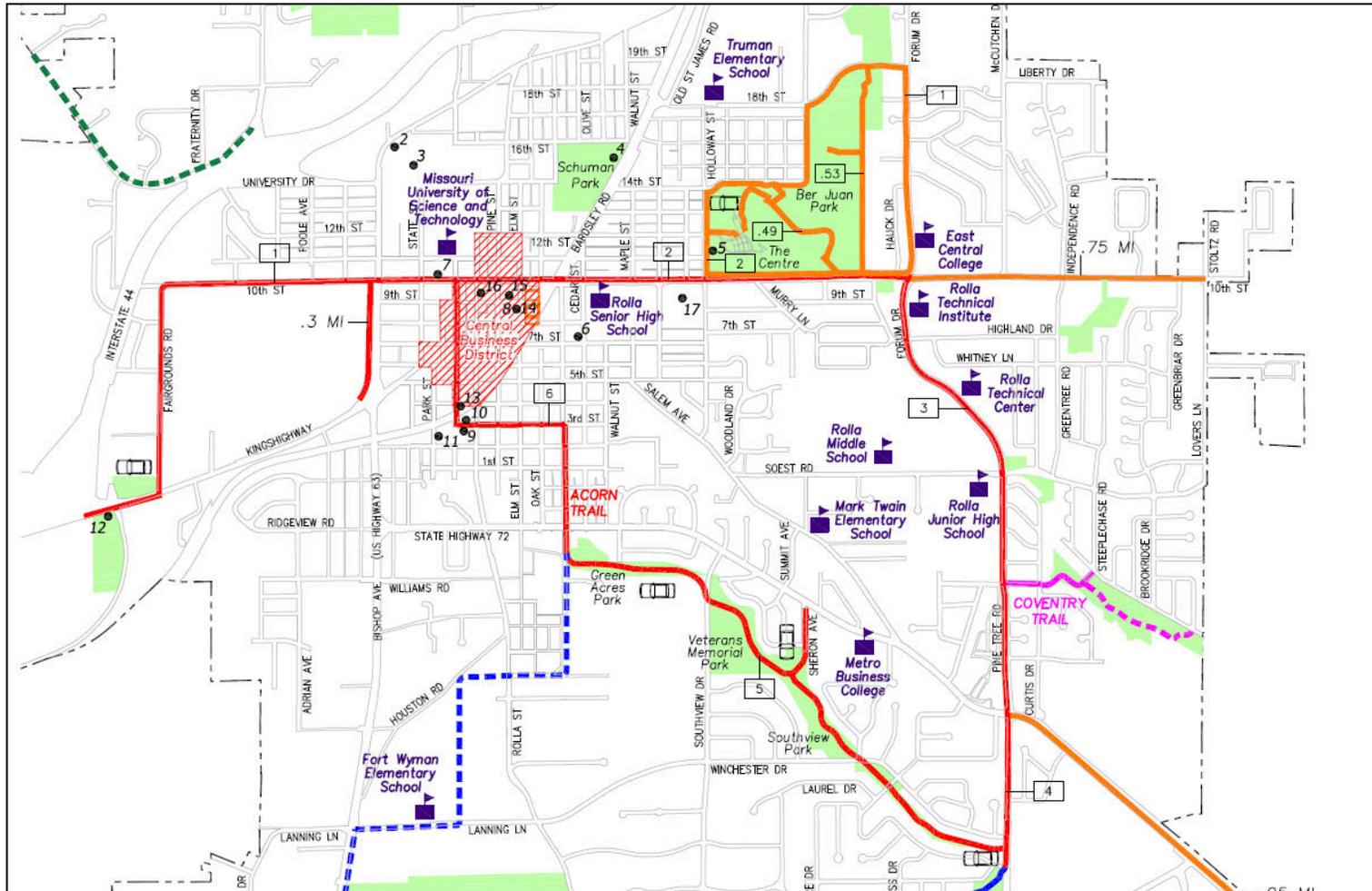
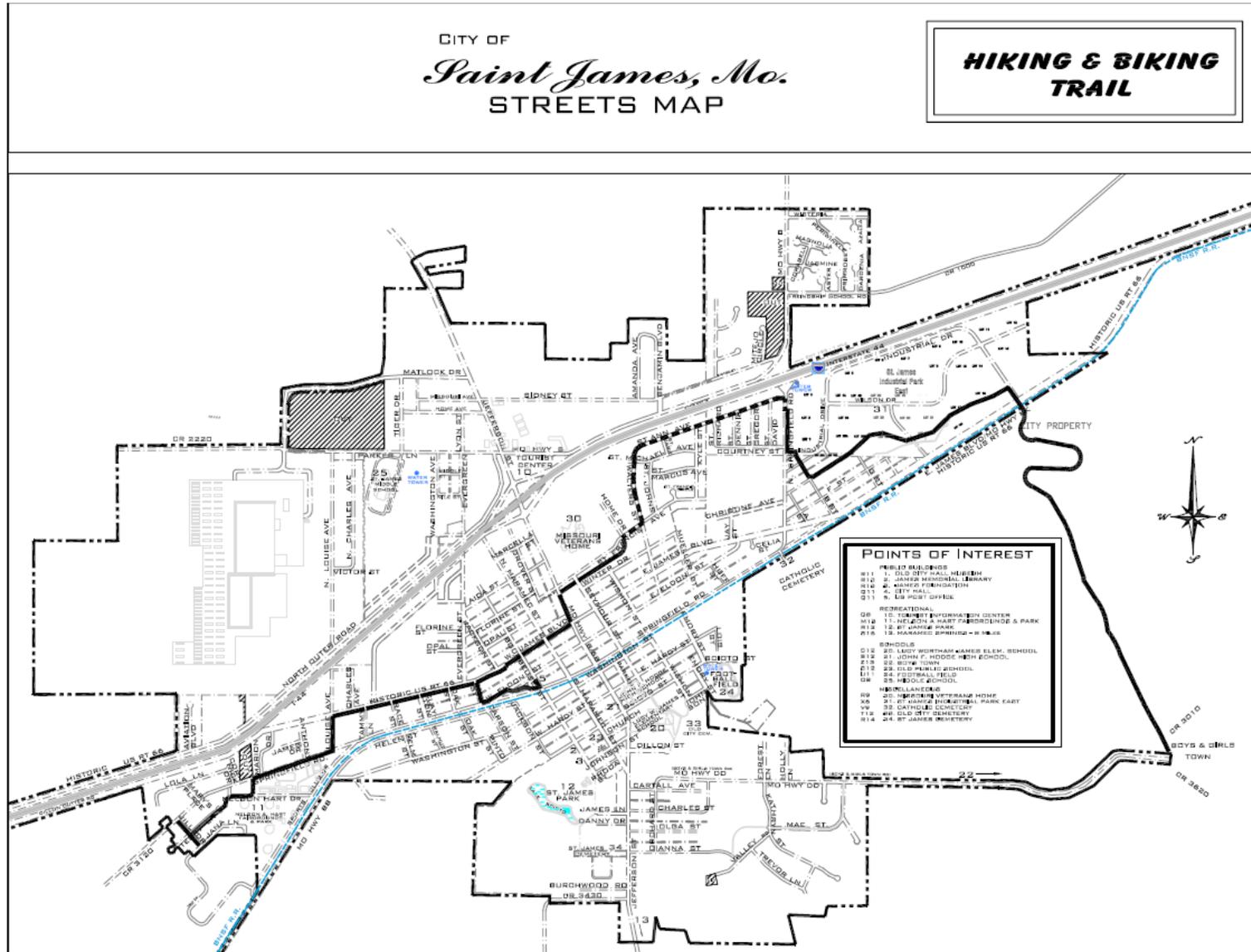


Figure 5-8

St. James Bicycle Trail



## **Assets by County**

### **Crawford County**

Crawford County is dissected by Interstate 44 from its northern boundary to its western boundary. Cities located along this route include Sullivan, Bourbon, Leasburg and Cuba. As stated earlier in this document, these cities are seeing the most growth in the region. Scenic Highway 19 provides a north-south route across the county. This highway was the first Scenic Highway designated by the Missouri Legislature. Highway 19 runs through the heart of the Ozark Heritage Region, an area characterized by clear, spring-fed streams. The Meramec River and a couple of major parts of its system, Huzzah and Courtois Creeks, drain the northern part of this section of Highway 19. The county has about 85 state bridges and culverts. Most of the bridges are rated in fair condition. About 5 percent of the bridges are rated poor.

The county maintains 500 miles of gravel roadway and 100 miles of paved roadway. It maintains 37 bridges and 235 low-water crossings. The budget for Fiscal Year (FY)2007 was \$2,524,300. There are no special road districts in the county. There are many problem intersections. According to county officials, 75 percent of intersections have low visibility. Transportation maintenance and improvements in the county are financed through property, sales and transportation taxes—including a road/bridge capital improvements tax—grants, BRO and BEAP funds.

Crawford County is home to two publicly owned airports. The Cuba Municipal Airport has a 3,420 ft. asphalt runway. Sullivan Regional Airport has a 4,500 ft. asphalt runway.

SMTS provides the only public transportation in the county. Sheltered Industries of the Meramec Valley, located in Sullivan, provides off-shift transportation services to disabled persons. Additional services are needed for senior citizens.

MoDOT operated commuter parking lots are located at I-44 and Highway C in Bourbon and I-44 and Highway 19 at Cuba.

There is no county road classification system in place and no county-wide transportation studies or plans exist.

The Burlington Northern Railroad cuts through the county, following the general path of Interstate 44. The train runs approximately 30 times per day. There are 12 crossings in the county, nine on gravel roads and three on paved roads. The crossing located on Lick Creek Road near Leasburg is in need of improvements. The crossing has steep elevation changes which prohibits the safe travel of school busses.

The southeast corner of Crawford County lies within the Mark Twain National Forest (MTNF). The MTNF transportation system includes a network of public and private roads and trails, rail-lines, waterways, pipelines and utility rights-of-way. When the Forest Service purchased the lands, the existing road system came with these lands. The National Forest System roads serve a wide variety of resource management and access needs of recreation, timber, range, minerals, water production, geology, general multiple use and private property for economic, social and natural resource reasons.

### **City of Bourbon**

The city of Bourbon maintains 11 miles of paved roadway. Its FY 2012 budget was \$137,638. Maintenance and improvements are financed through sales and transportation taxes.

The intersection of Highway C and North Service road west as a problem intersection in need of improvements.

The city of Bourbon has approximately 14,050 linear feet (2.7 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located along N. Old U.S. Highway 66 and E. Pine Street.

One track of Burlington Northern Railroad runs through the town, with trains running seven to ten times daily. There are two crossings, one maintained by MoDOT and the other maintained by

the city. Crossing arms are needed at the Cedar Street crossing. The city has no transportation plan or study.

## **City of Cuba**

The city of Cuba maintains approximately 37 miles of predominately asphalt paved roadway. The budget for FY 2012 was \$262,810. Cuba has no special road districts. Transportation is financed through sales and transportation taxes.

The city is home to the Cuba Municipal Airport which has a 3,420 ft. asphalt runway and has a current airport plan. Improvements needed are apron expansion and additional hangers. All improvements are funded through MoDOT and FAA grants.

The Burlington Northern Railroad runs through Cuba, with trains running six times per day. There are four crossings in town, one with a guard and lights and five with lights but no guards. Improvements needed at the Main and Smith Street crossings are the addition of guard arms.

The city of Cuba has approximately 57,900 linear feet (11 miles) of existing sidewalks. The majority of the sidewalks are considered to be in poor condition. Most of the good sidewalks are located in the downtown area and along Franklin Street. The city has a designated 7.7 miles of 10feet wide asphalt bike path that runs from a sports complex on the north side of town, south to Tanglecreek Park, turning east just north of Hood Park.

The city lists one box culvert located on Beldon Ave and two low water crossings located on Florence Ave and Maiden Lane as future priority projects due to flooding multiple times each year and high cost of annual maintenance.

Other than SMTS, the city has no public transportation system, nor does the city have a road classification system. The Cuba Comprehensive Plan, completed in 2003 has a transportation component, including public transportation.

## **Village of Leasburg**

The Village of Leasburg has all gravel roads and no sidewalks.

## **City of Steelville**

The city of Steelville maintains one mile of gravel roadway, along with the paved roadway in the city, two low-water crossings and four bridges. The budget for 2012 was \$47,586 and completed \$9,000 in capital improvements by paving a portion of Church Street. Transportation maintenance and improvements are financed through sales tax.

The city identifies the intersection of Highway 19 and Spring Street as a problem intersection needing improvements.

Although the Burlington Northern Railroad runs through the city, it is now inactive. There are eight street crossings.

The city of Steelville has approximately 13,675 linear feet (2.6 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located along main thoroughfares. The city has a one mile of pedestrian path, Greenway Trail that runs from town to the park. There are no current plans for other trails.

SMTS provides public transportation for the city.

The city lists one pedestrian bridge located behind Country Mart and bridges located on Industrial Drive and 3<sup>rd</sup> Street as future priority projects due to flooding multiple times each year.

The city has no road classification system or transportation study/plan in place.

## **City of Sullivan**

The city of Sullivan maintains one mile of concrete roadway and 74 miles of asphalt roadway. The budget for FY 2012 was \$1,869,734. Special projects included in that budget were: E. Vine

Street Phase 1, E. Springfield Street and W. Springfield Street improvements. The city finances transportation maintenance and improvements through property, sales and transportation taxes. The city has one special road district.

Needs of the city are identified as the installation of lighting on the overpass located at exit 185. The overpass was constructed by the state and designed for lighting which was dropped from the project. Other indicated improvements are to E. Vine Street, which has a blind curve and elevation issues, causing storm water issues and sewer issues.

Sullivan Regional Airport has a 4,500 ft. asphalt runway. Recent improvement was the addition of a new beacon light. This improvement was funded through MoDOT. Additional improvements needed include acquisition of additional property for runway expansion, additional hangers, fueling system and storage.

One track of Burlington Northern Railroad runs through Sullivan, with trains running four to eight times per day. There are three gated crossings. The city indicates improvements are needed at each crossing to correct issues of road settling.

The city has no public transportation other than OATS.

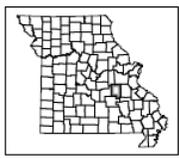
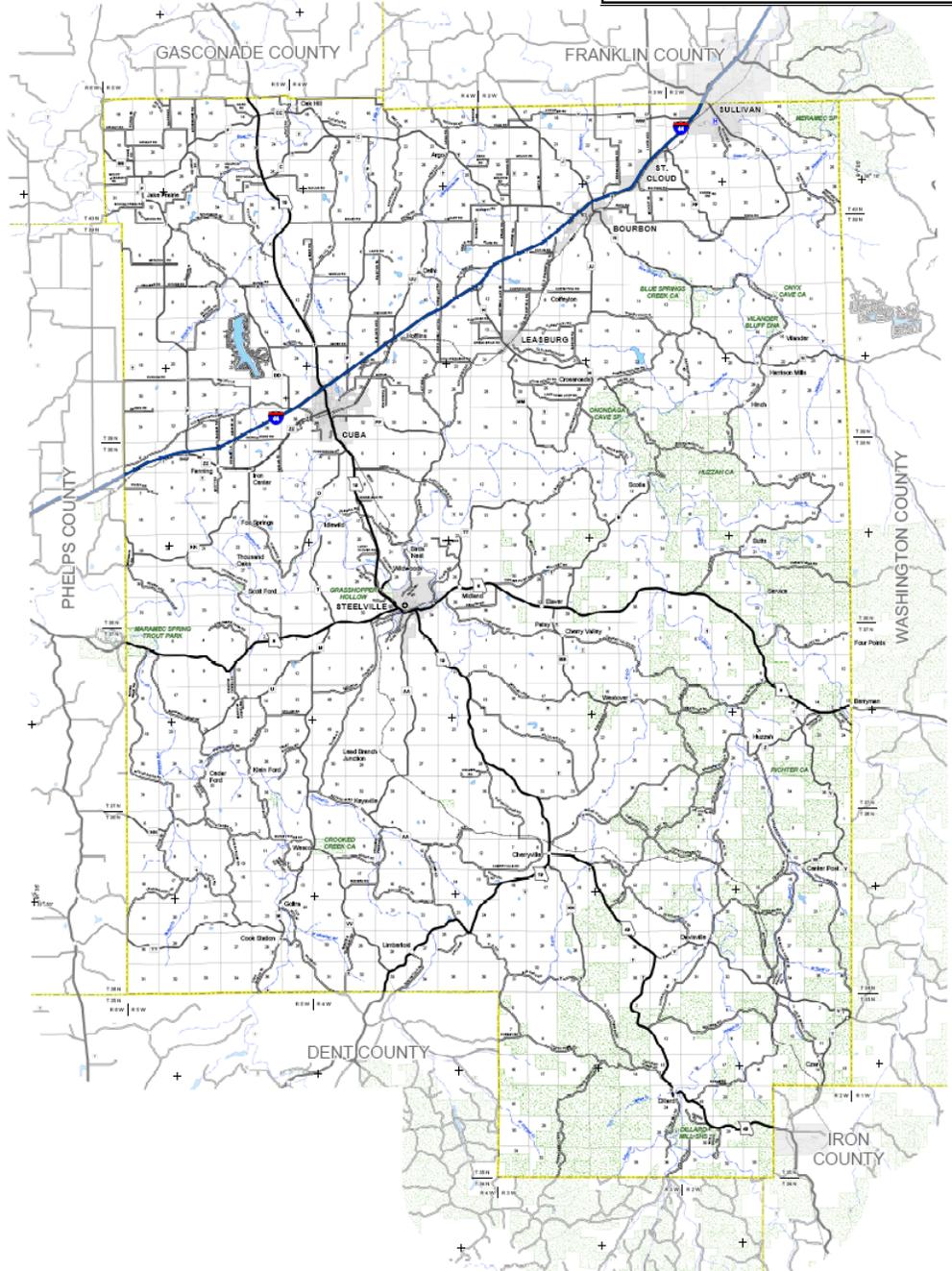
The city of Sullivan has approximately 111,700 linear feet (21.2 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located on the north side of town or along main thoroughfares. The city indicates a bike path is needed within the community as well as a sidewalk to the middle school.



**Figure 5-10**

**Legend**

	INTERSTATE		PRIVATE OR OTHER ROAD		AIRPORT
	INTERSTATE LOOP		KATY TRAIL		HOSPITALS
	US HIGHWAY		RAILROAD		CEMETERY
	US HIGHWAY (DIVIDED)		RIVER OR STREAM		OTHER CITIES AND TOWNS
	STATE NUMBERED HIGHWAY		SECTION LINE		MOOCH SHED
	STATE LETTERED HIGHWAY		COUNTY BOUNDARY		STATE CAPITOL
	COUNTY ROAD		CITY LIMIT		COUNTY SEAT
	US LOOP, SPUR OR ALT. RT.		LAKE OR POND		
	CITY STREET		FOREST OR PARK		



**GENERAL HIGHWAY MAP  
CRAWFORD COUNTY**  
 Prepared by MoDOT  
 Office of Transportation Planning

Scale  
 0 1 2 3 4  
 Miles

Revised - February 2005

Figure 5-10A  
City of Bourbon

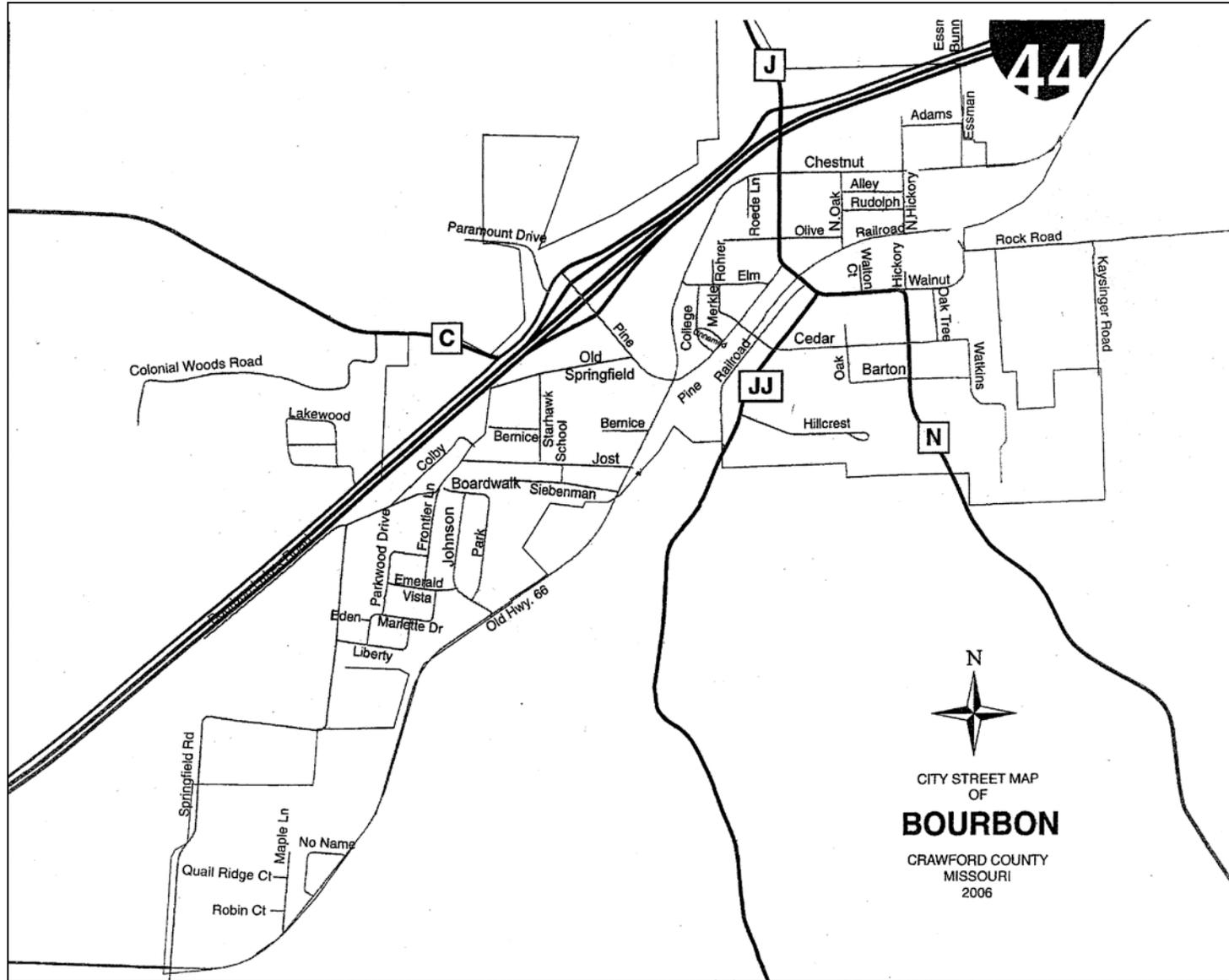
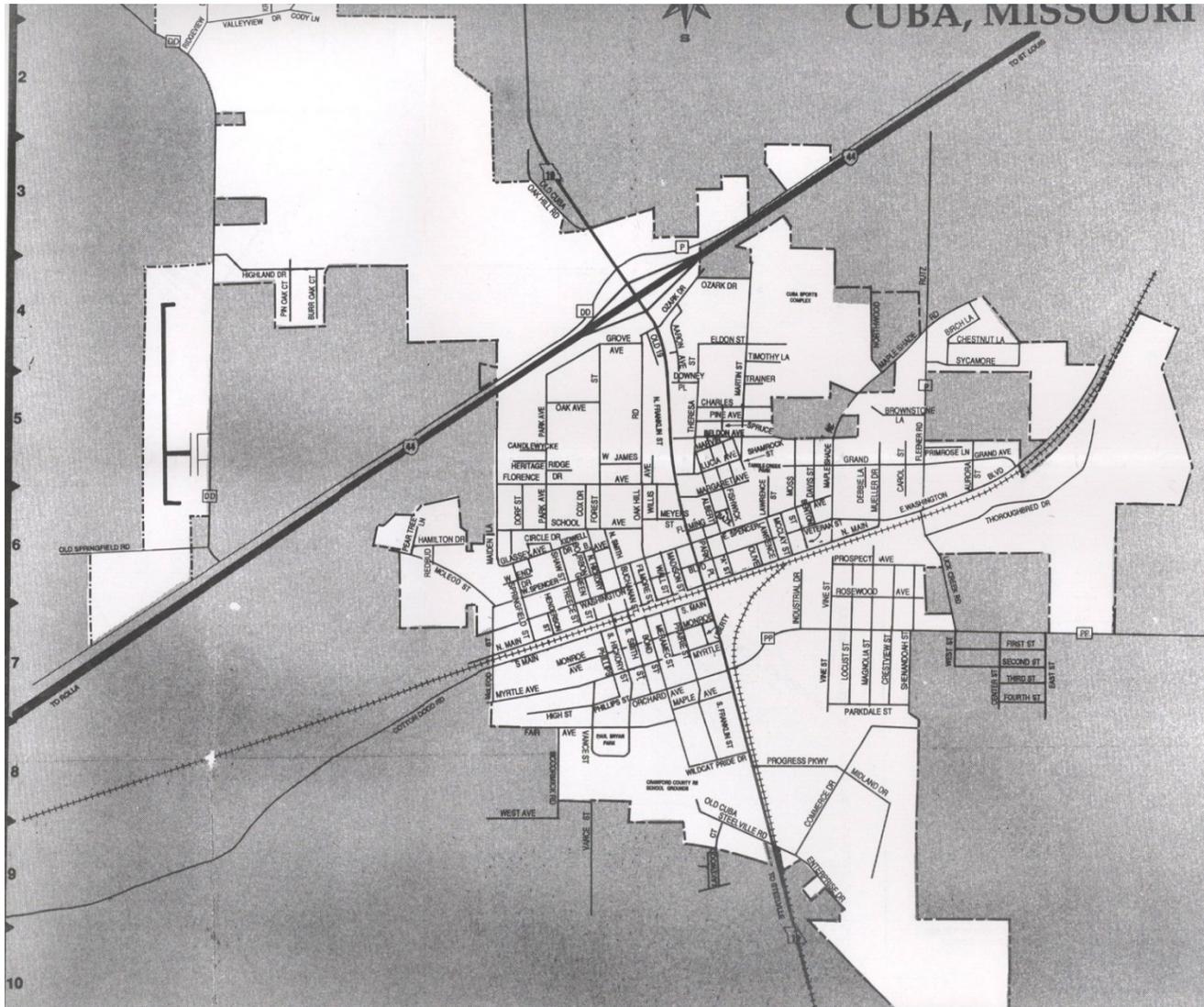
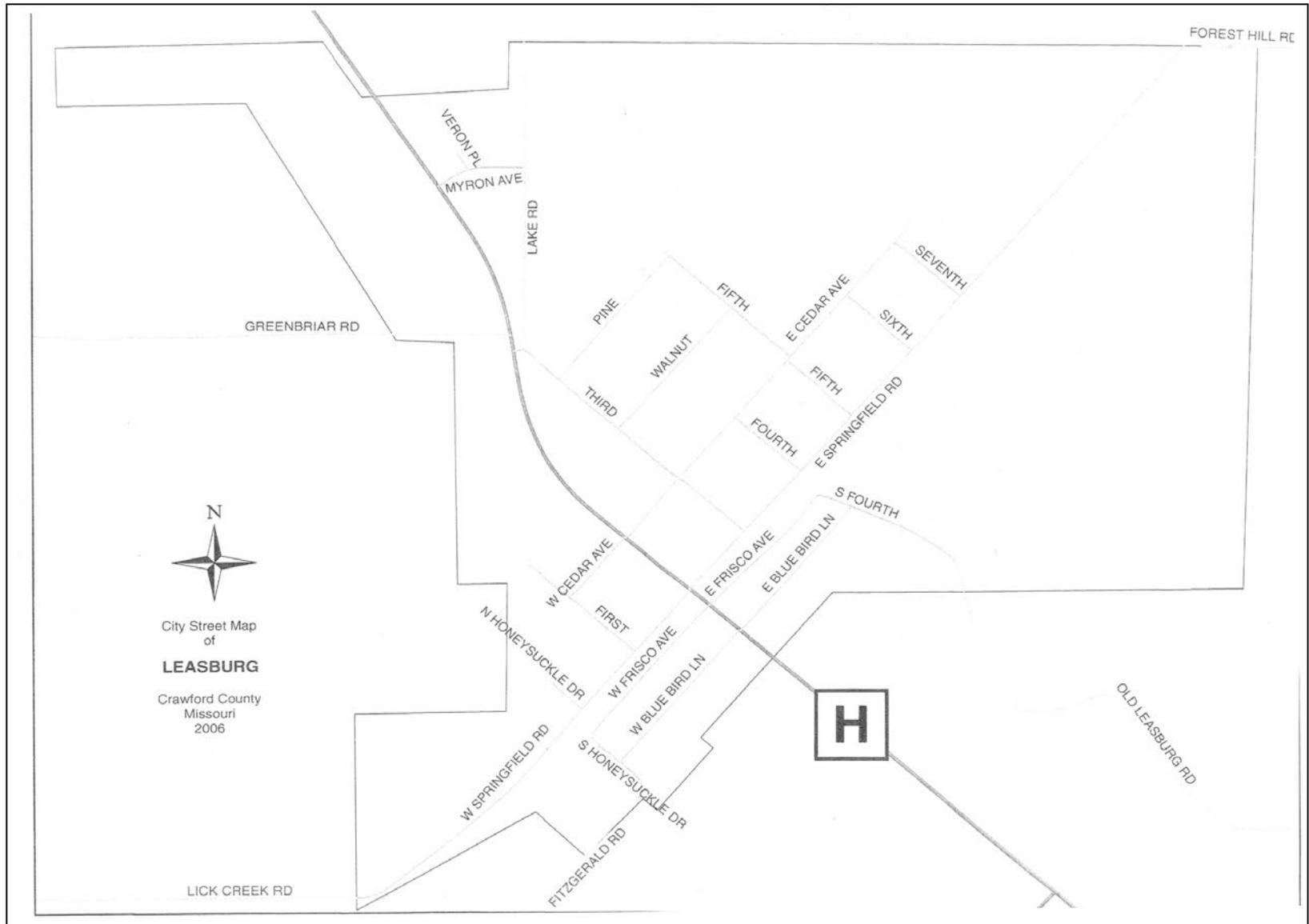


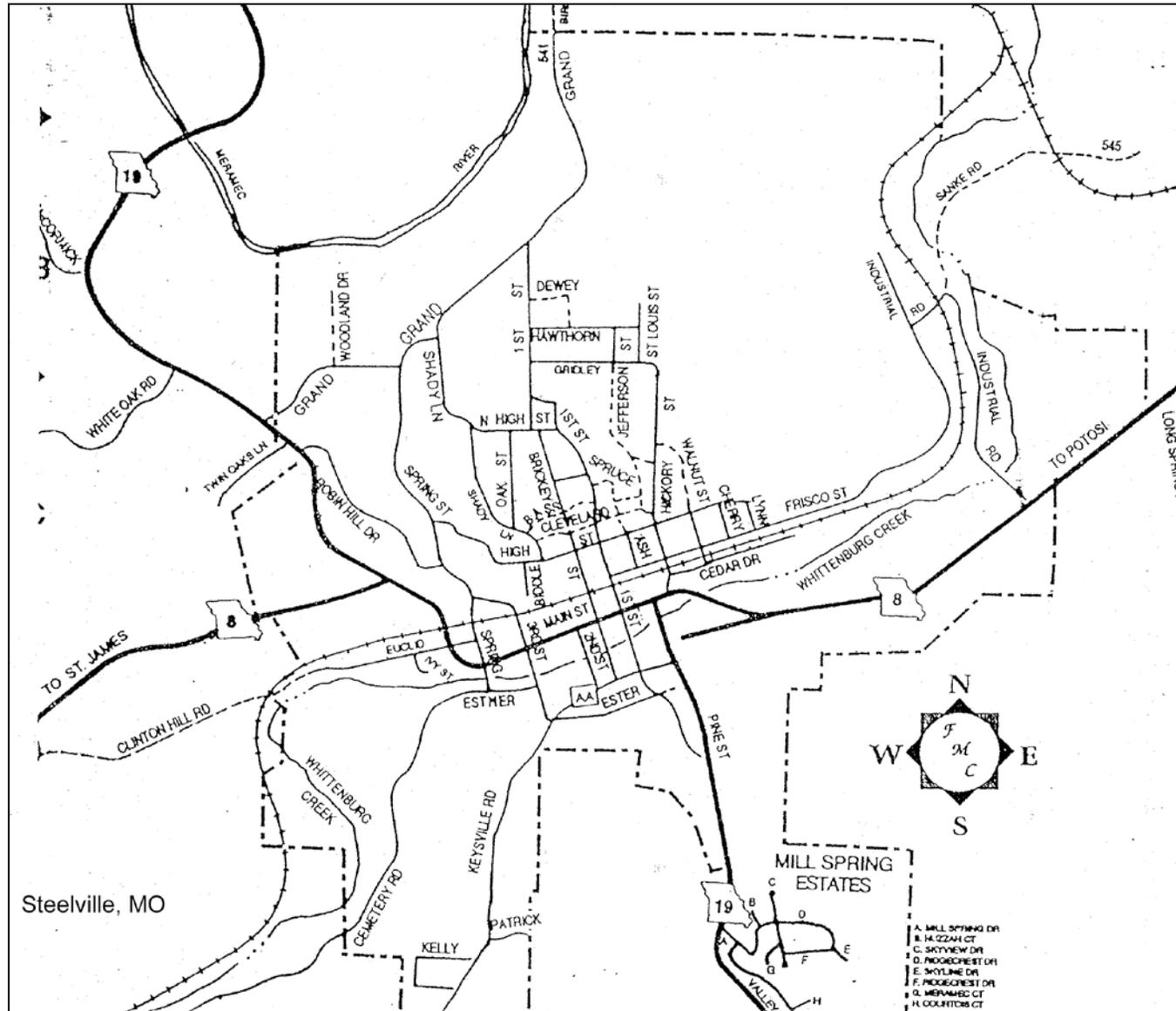
Figure 5-10B  
City of Cuba



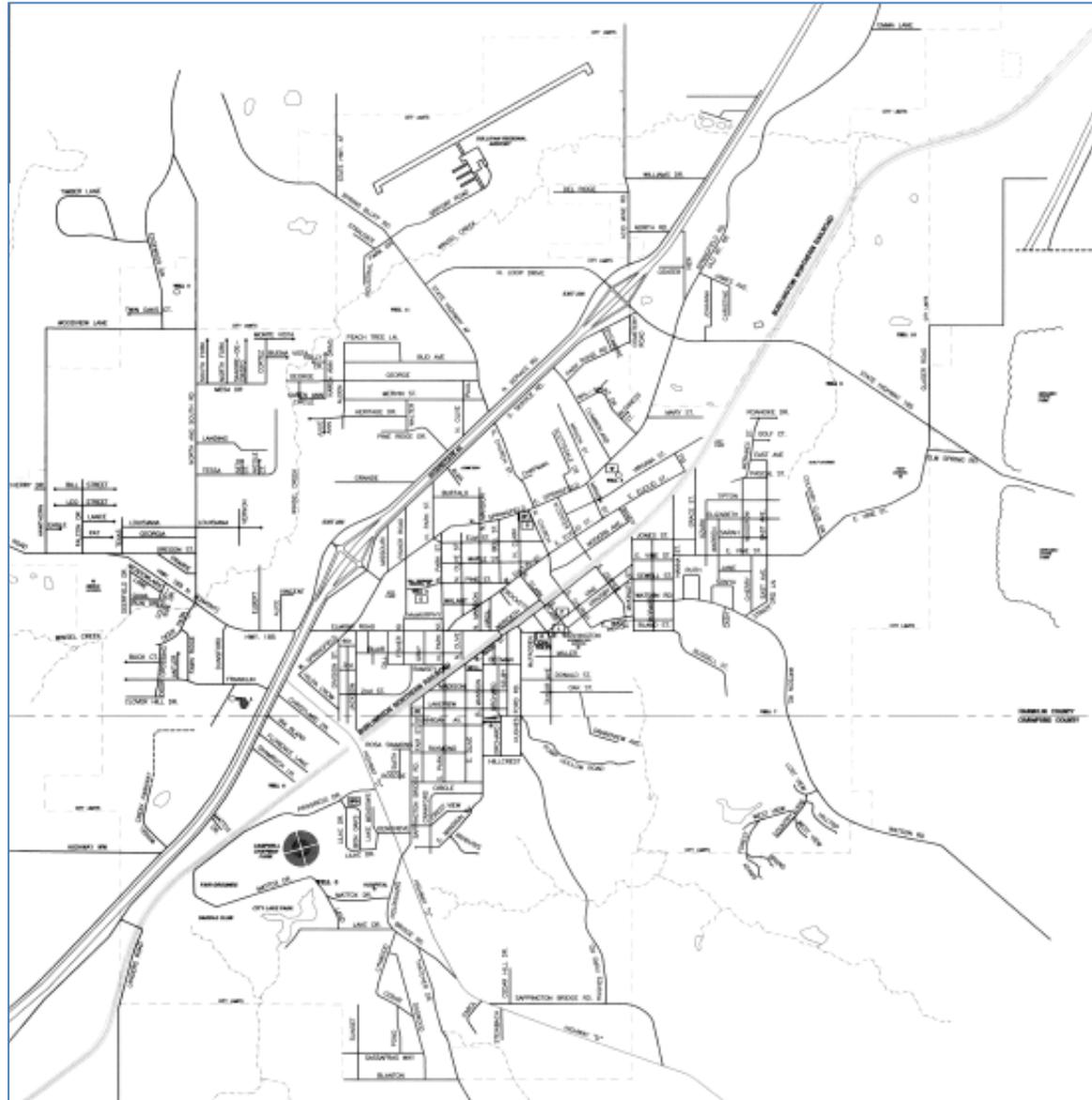
**Figure 5-10C**  
**City of Leasburg**



**Figure 5-10D**  
**City of Steelville**



**Figure 5-10E**  
**City of Sullivan**



## **Dent County**

Salem, the only incorporated city in Dent County, is a hub spoke by Highways 32, 72, 68 and 19. Recent improvements to Highway 72 from Salem to Rolla have provided a good connection to I-44 to the north. Some 50 miles of Scenic Highway 19 run through the county. This highway, although scenic in nature, has no shoulders and many dangerous curves. The county has about 60 state bridges and culverts, with most of the bridges in fair condition. The eastern one quarter of the county lies within the Mark Twain National Forest.

The county maintains 615 miles of gravel roadway and 50 miles of paved roadway, along with 8 bridges and 140 low-water crossings. The county has no road classification system and no transportation study/plan in place. The county is under current funding shortfalls and is unable to replace worn out equipment and asphalt heavily used roads. Instead, the county is using chip and seal to repair the asphalt roads. The county is in the process of building a new bridge on County Road 3210.

The county lists eleven low water crossings as future priority projects due to flooding multiple times each year.

The county has one publicly owned airport, Salem Memorial Airport, which has a 2,998 ft. asphalt runway. The county does not have a current airport plan. Domeyer Airfield with a 2000 foot runway located at Lenox is the only privately owned airfield in the county. Salem Memorial Hospital also has a concrete heliport.

Burlington Northern has abandoned railroad track from south of Steelville that once ran to Salem, citing lack of revenue as justification for abandonment.

The county is served by SMTS public transportation and is not in need of additional services.

## **City of Salem**

The city of Salem maintains three miles of gravel and 20 miles of paved roadway, along with 9 bridges and two low water crossings. Transportation maintenance and improvements are financed through property and sales tax and sale of electricity. The city has no road classification system or transportation study/plan in place.

Salem is home to the Salem Memorial Airport, which has a 2,998 ft. asphalt runway. The city has a current airport plan. Needed improvements include runway crack sealing.

The city of Salem has approximately 131,670 linear feet (24.9 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. The good sidewalks are located throughout town.

Figure 5-10F  
Dent County

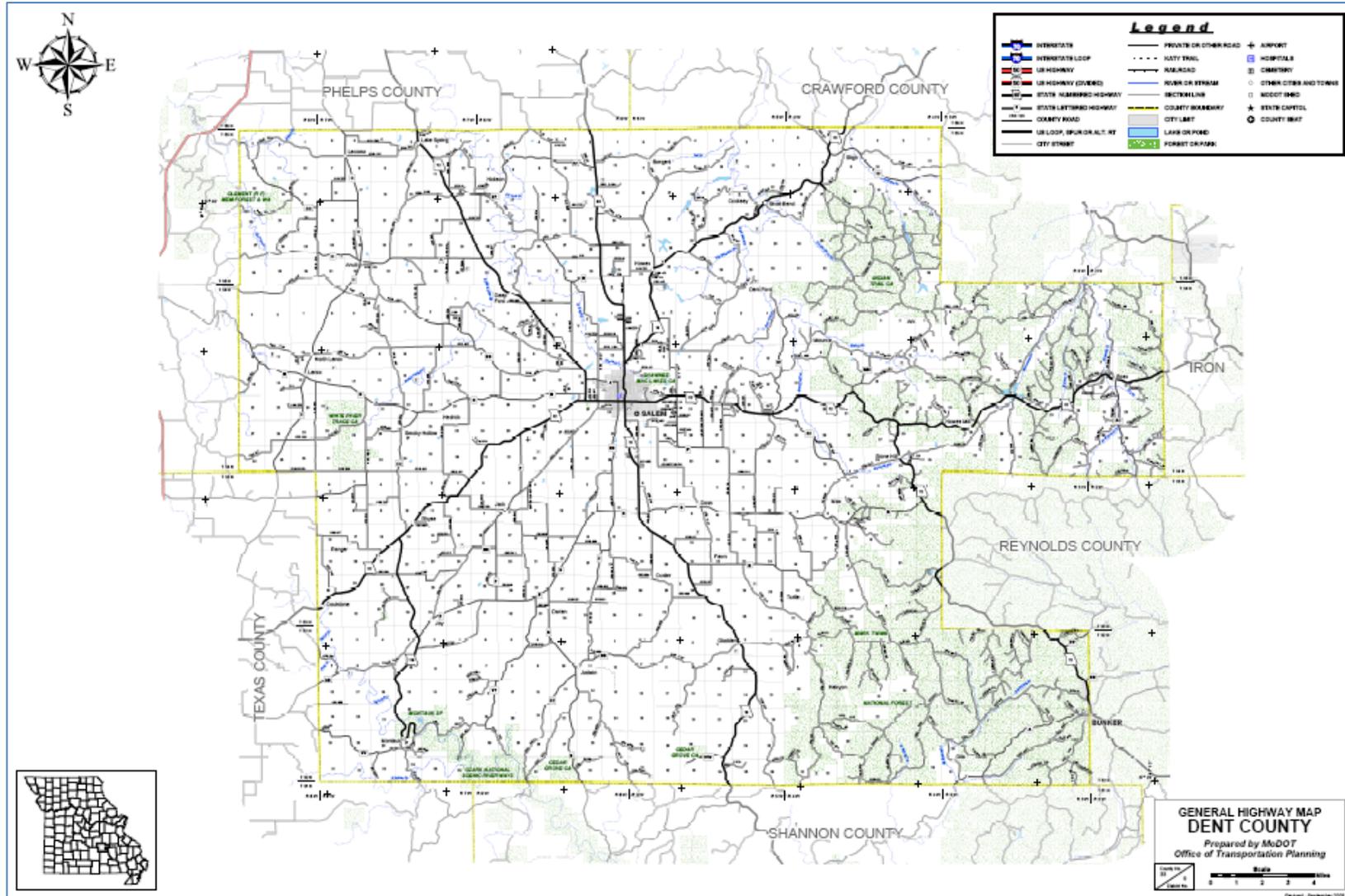
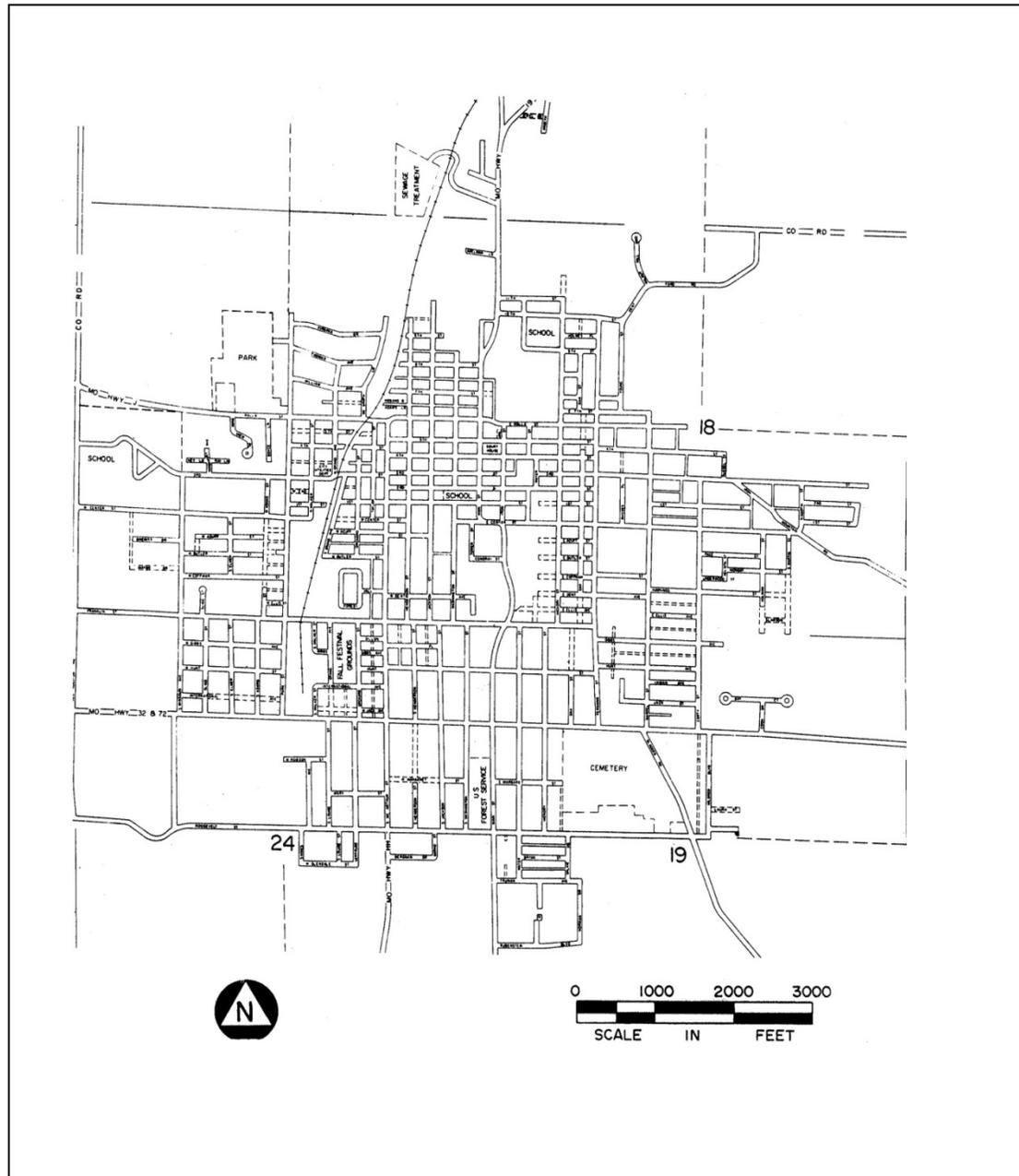


Figure 5-10G

City of Salem



## **Gasconade County**

Gasconade County's major north/south roadway is Scenic Highway. 19. As in the other counties, Highway 19 has many curves and lacks shoulders. Highway 28 is another minor arterial that runs northeast/southwest across the county. Highway 50 crosses the county in an east/west direction at its middle. The northernmost boundary of the county is along the Missouri River. The cities of Hermann, Morrison and Gasconade lie on the Missouri River. Gasconade County has about 63 state bridges and culverts. Most of the bridges are in good or fair condition.

The county maintains 446 miles of gravel and 10 miles of asphalt and 11.5 miles of chip seal roadway, along with 91 low-water crossings, 190 box culverts less than ten foot spans and 63 Off-System Bridge Replacement and Rehabilitation Program (BRO) bridges with over 60 foot spans. The FY 2012 budget was \$2,205,175. Special projects included in the budget were: BRO project on Bowen's Cemetery Road. Maintenance and improvements are financed through property and sales tax and CART funds. The county has a road classification system and one special road district, #4, a small portion maintained near Morrison and Gasconade. A transportation need of the county is a bridge or ferry to cross the Gasconade River.

The county lists one box culvert located on Stolpe Road and one low water crossing located on County Road 404 at Valentine Ford as future priority projects due to flooding multiple times each year and high cost of annual maintenance.

The Union Pacific Railroad serves northern Gasconade County and the cities of Hermann and Gasconade, Morrison, Chamois and Osage City. Amtrak now provides daily passenger service from St. Louis to the city of Hermann. The Missouri Central abandoned track from just west of Owensville that served Bland.

Airports located in the county include:

- the publicly owned Hermann Municipal Airport, which has a 3,198 ft. asphalt runway;
- the privately-owned Winter Field in Owensville with a 1,800 ft. turf runway;

- the privately-owned Eu-Wish airport near Hermann with a 920 ft. turf runway;
- the Hermann Area Hospital Heliport located in Hermann;
- the Miller Farm in Bay with a 1800 foot turf runway; and
- the Owensville Ambulance Heliport located in Owensville.

Transportation services are provided to the county by the Older Adult Transportation System (OATS) Inc. Additionally, shelter Industries of the Meramec Valley, located in Sullivan, provides off-shift transportation services to the disabled. A MoDOT operated commuter parking lot is located at Highway 28 and Kosark in Owensville.

### **City of Bland**

The city of Bland maintains 2.5 miles of gravel and 4.5 miles of paved roadway. The FY 2012 budget was \$64,200. There are no special road districts. Maintenance and improvements are financed through property, sales and transportation taxes. The city has no road classification system or transportation study/plan in place.

One track of Ameren UE-owned railroad runs through Bland. It is inactive. There are three signed crossings with no improvements needed.

The city has identified the connector road between Highway 28 and Highway A as needing improvements as well as Kansas City Street, Gray Street and S. Frost Street.

### **City of Hermann**

The city of Hermann maintains 10 miles of gravel and 52 miles of paved roadway, along with five bridges. The FY 2012 budget was \$400,000. The city also has a barge unloading area. Maintenance and improvements are financed through property and sales taxes. The city considers the boat dock on the Missouri River an asset to the community.

The city lists one steel and concrete bridge located on Gutenberg Street as a priority project due to flooding multiple times each year.

Hermann is home to the Hermann Municipal Airport, which has a 3,198 ft. asphalt runway. The city has a current airport plan. Funding for improvements has been approved by the MoDOT Aviation Grant program. The city has received \$100,000 in MoDOT grant funds for runway improvements.

The Union Pacific Railroad serves northern Gasconade County and the city of Hermann. The train runs 60 times per day. There is one standard crossing. Improvements needed include the need for a quiet zone. Amtrak provides daily passenger service from St. Louis to the city of Hermann. The city has no ticket office but are considering the installation of a ticket kiosk.

The city has a sidewalk plan and has received MoDOT Enhancement funding to complete one phase of the planned system. Additional funding is being sought. The city of Hermann has approximately 51,880 linear feet (9.8 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. The good sidewalks are located throughout town. The fair and poor sidewalks are scattered throughout the town and do not represent whole streets or sections.

The city is served by OATS and the Hermann Express for public transportation. The city is in need of taxis to transport the many visitors throughout the year.

### **City of Owensville**

The city of Owensville maintains 25 miles of paved roadway and six bridges. The FY 2012 budget was \$413,100. There are no special road districts in Owensville. Maintenance and improvements are financed through property, sales and transportation taxes. The city has no road classification system, but does have a transportation plan.

Of concern to the community is the junction of Highway 28 and Highway 19, MoDOT has installed a flashing yellow left turn arrow at this intersection and it is causing confusion with the traveling public.

The privately owned Winter Field is located in Owensville and has a 1,800 ft. turf runway.

The city of Owensville has approximately 89,050 linear feet (16.9 miles) of existing sidewalks. The majority of the sidewalks are considered to be in fair condition. Most of the good sidewalks are located south of Highway 28 and west of Highway 19. The city has a paved pedestrian path in the city park. Plans are to expand the system if funding can be obtained.

The Owensville Express, funded by MoDOT and private donations, provides public transportation to the city of Owensville, as does OATS.

### **City of Rosebud**

The city of Rosebud maintains approximately six miles of chip seal roadway. Road improvements and maintenance are financed through sales tax. The budget for FY 2012 was \$23,000. Rosebud has no road classification system and no transportation study/plan in place.

Although the Ameren UE-owned railroad runs through Rosebud, it is inactive. There is one remaining crossing.

The city is served by OATS and for public transportation.

Figure 5-10H

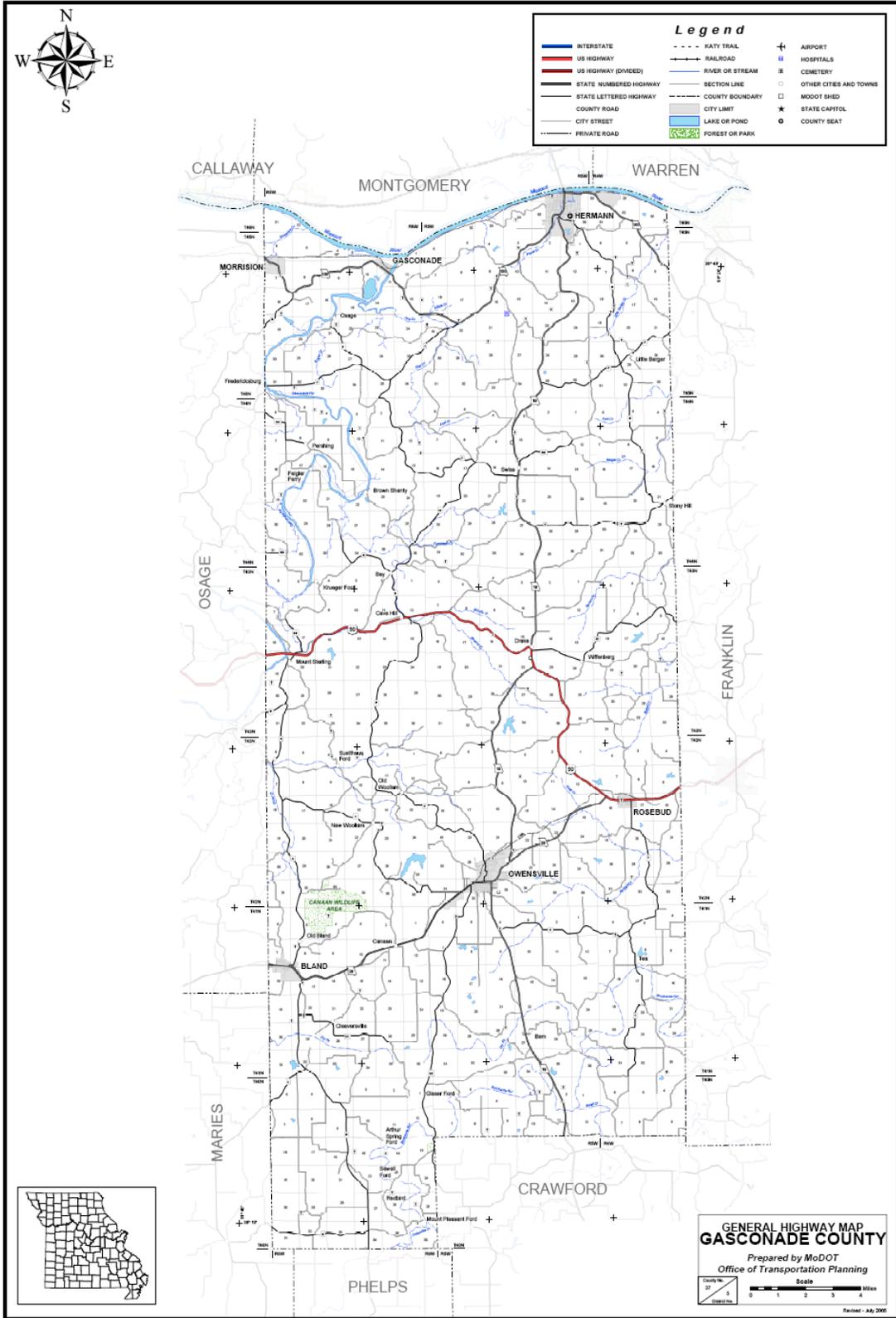


Figure 5-10I

City of Bland

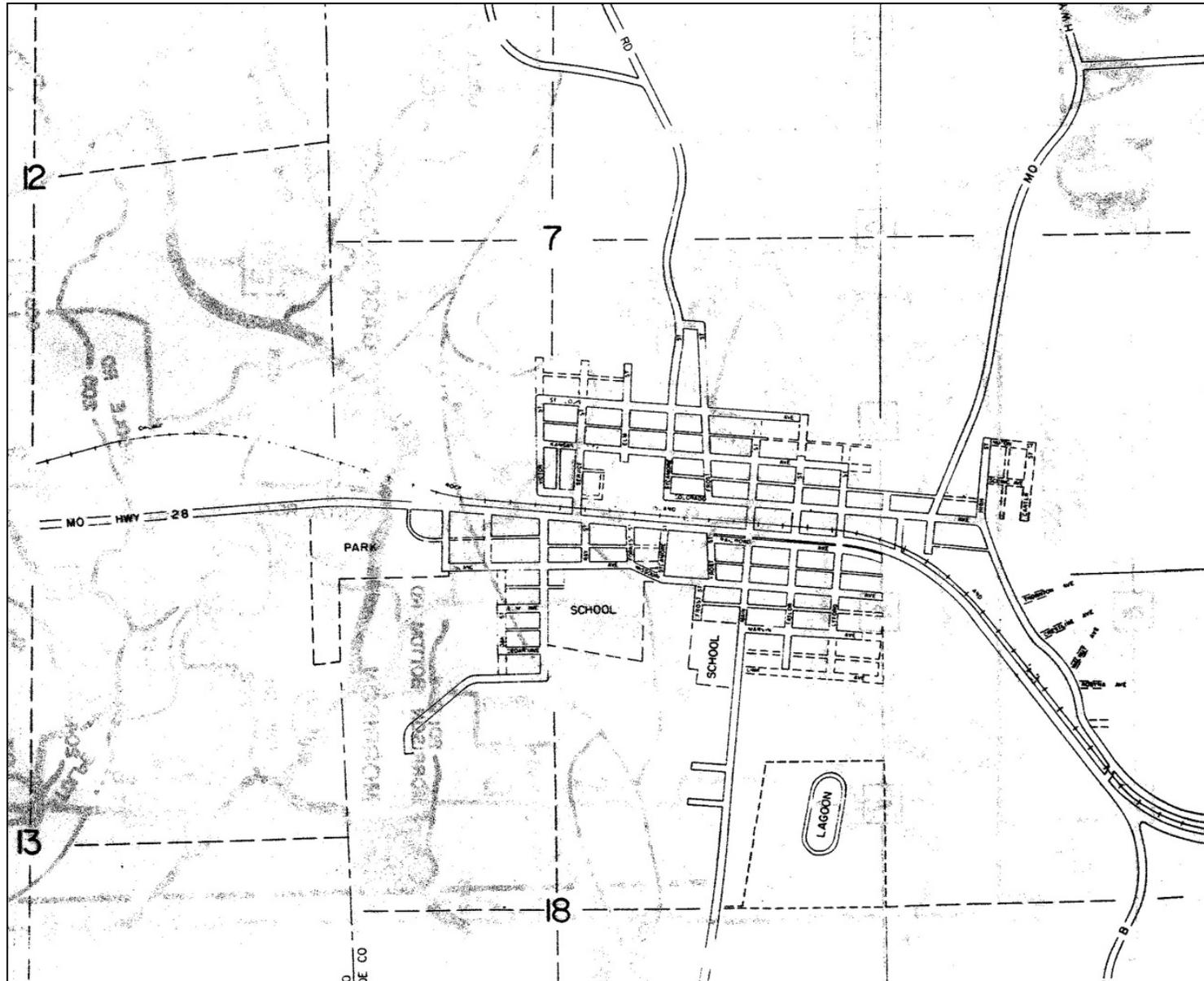


Figure 5-10J  
City of Hermann

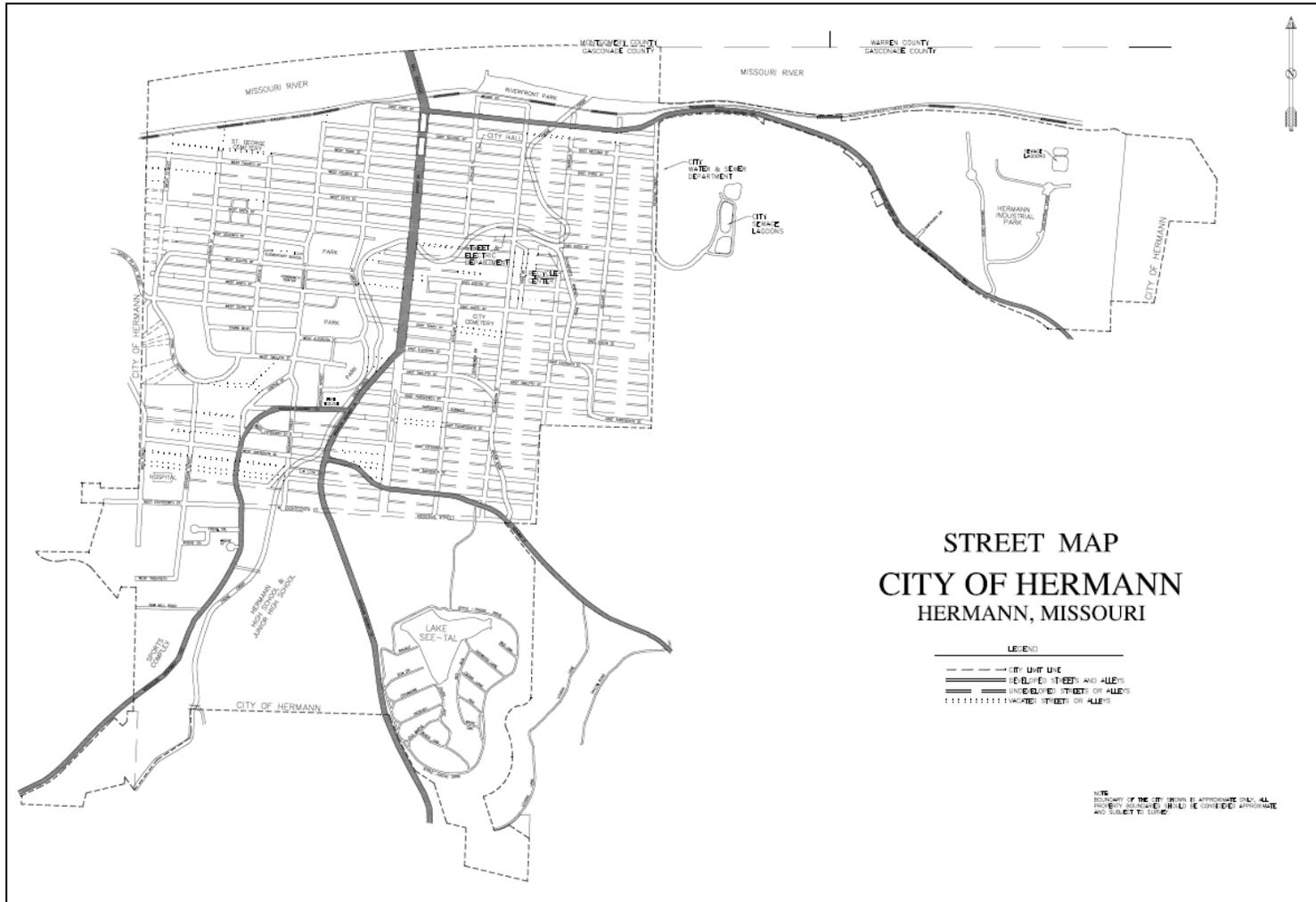


Figure 5-10K

**City of  
Owensville**

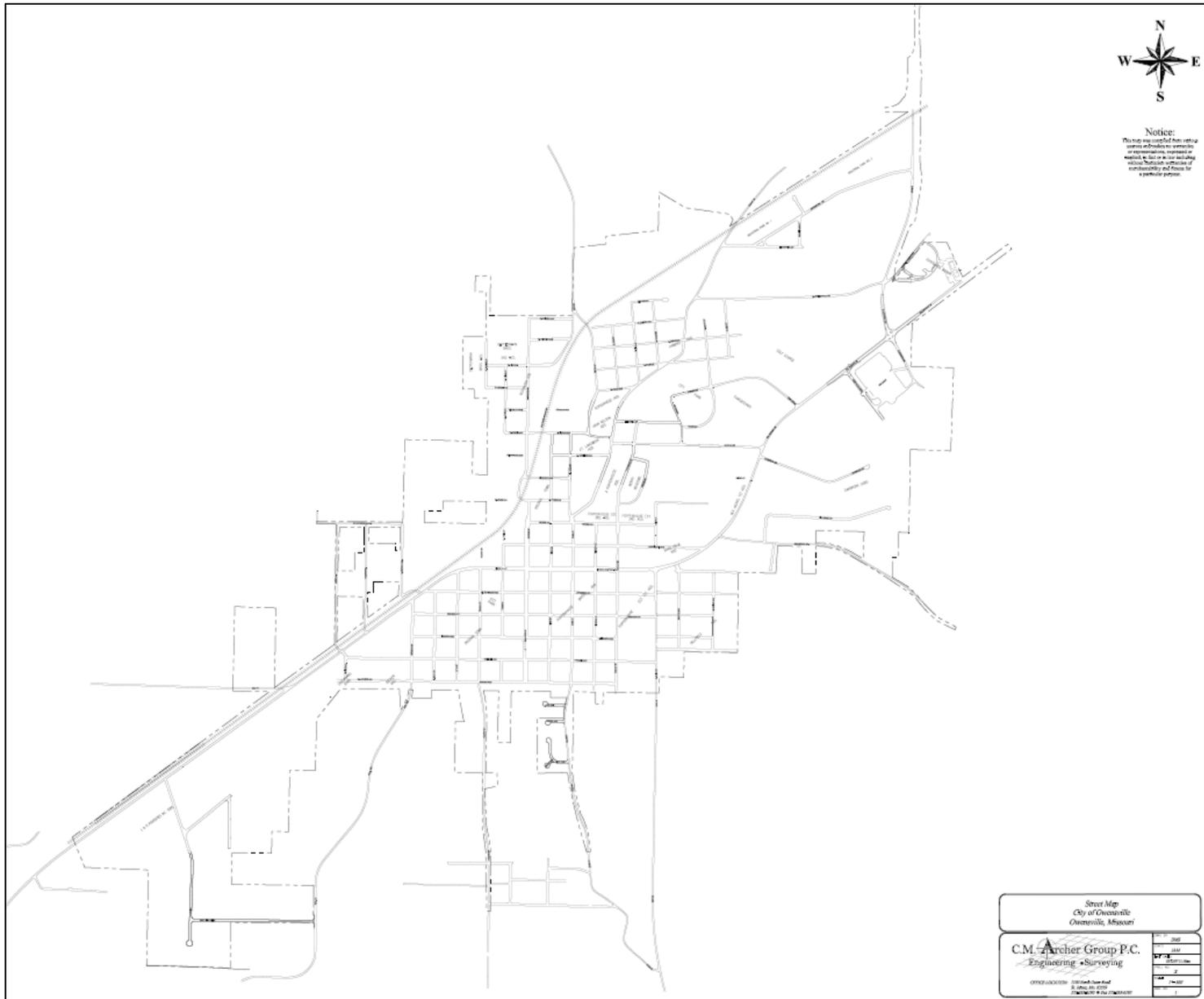


Figure 5-10L  
City of Rosebud

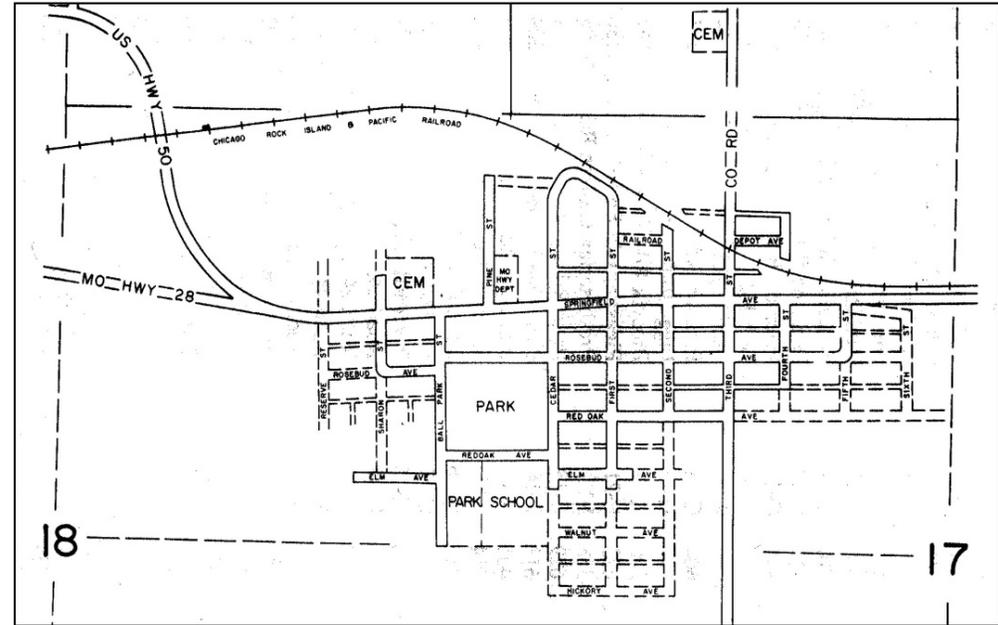
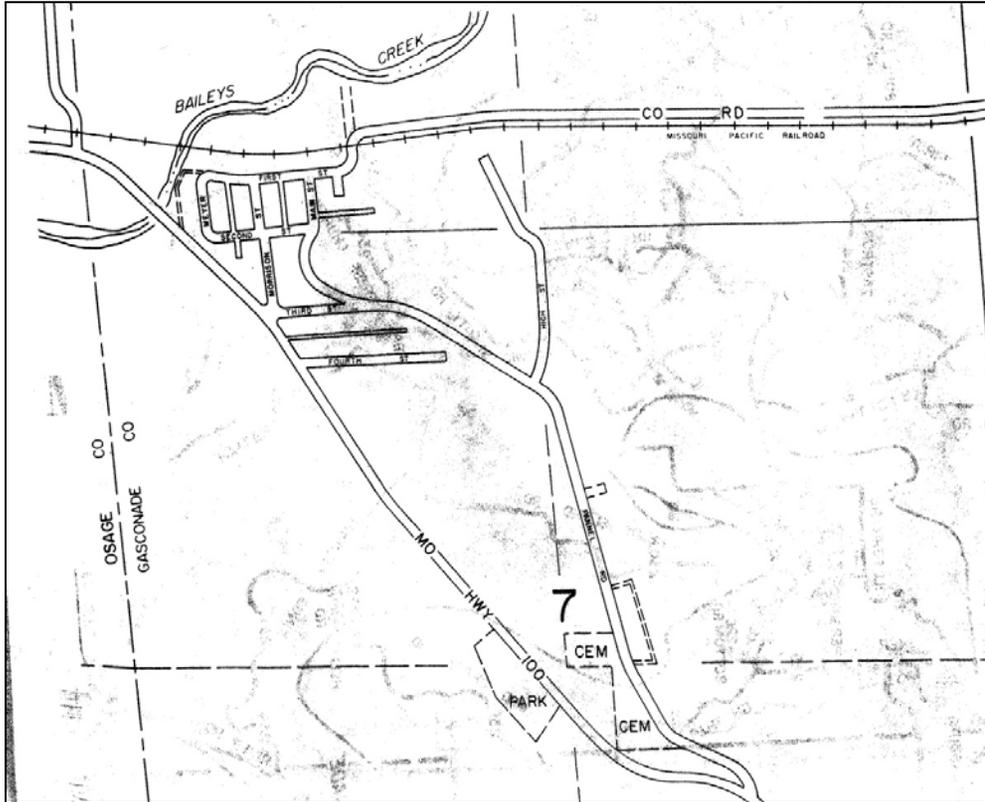


Figure 5-10M  
City of Morrison

## **Maries County**

Maries County's major north/south route is Highway 63, critical for Maries County's economy as a large portion of the labor force commutes to other counties. Other important travel ways include Highways 42, 28 and 133. Maries County has about 45 state bridges and culverts. Most of the bridges are in good to fair condition, only one is classified as poor condition.

Maries County maintains about 400 miles of gravel and seven miles of paved roadway, along with 80 low water bridges. The county has no special road districts. Maintenance and improvements are financed through MoDOT bridge funds.

The Missouri Central Railroad abandoned track from just west of Owensville in Gasconade County to Belle in Maries County, and points further west.

One publically-owned airport is located in the county. The Rolla National Airport at Vichy, which is classified as E—uncontrolled air space with no control tower, is owned by the city of Rolla. It has a 5,500 ft. asphalt runway. The county has one privately-owned airport, Stickle Cattle Farms, located near Belle with a 3,000 ft turf runway. The county has no airport plan.

OATS provides public transportation for the county and meets the public transportation needs of the county.

## **City of Belle**

The city of Belle maintains ½ mile of gravel and 16 miles of paved roadway. The FY 2012 budget was \$61,093. Capital improvements completed in 2012 cost a total of \$45,760. The city has special road district #6. Maintenance and improvements are financed through sales and transportation taxes.

The city lists three concrete box culverts located on 5<sup>th</sup> Street, 2<sup>nd</sup> Street and Bland Avenue as priority projects due to flooding multiple times each year and the high cost of annual maintenance.

Although one tract of the Ameren UE-owned Railroad runs through Belle, it is inactive. There are four crossings in the city.

The city of Belle is in need of a lighted walking trail which is currently under development. The city of Belle has approximately 21,415 linear feet (4 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. The good sidewalks are scattered throughout town, but are most consistently found along the main roads near the school and downtown areas.

The city is also considering the addition of a helipad in the next few years for air-evac service.

### **City of Vienna**

The city of Vienna maintains 13 miles of asphalt roadway. The FY 2012 budget was \$133,500. \$100,989 of the budget was spent to pave around the court house and a portion of Main Street. There is one special road district in the city—Road District #8. Maintenance and improvements are financed through property, sales, use and transportation taxes. The main focus of the city is to provide safer pedestrian walkways and to maintain the current streets by paving and sealing.

The city has plans for a pedestrian path from Highway. 63 to the city park.

Public transportation is provided by OATS.

During the paving of Highway 63 no attention was paid to the pavement transition at local street intersections. Several cars have received damaged from the sharp transition. The city of Vienna is in need of a turn lane at the intersection of Highways 63 and 42. Highway V also needs improvements to allow trucks better access to the Industrial Park.

Figure 5-10N

Maries County

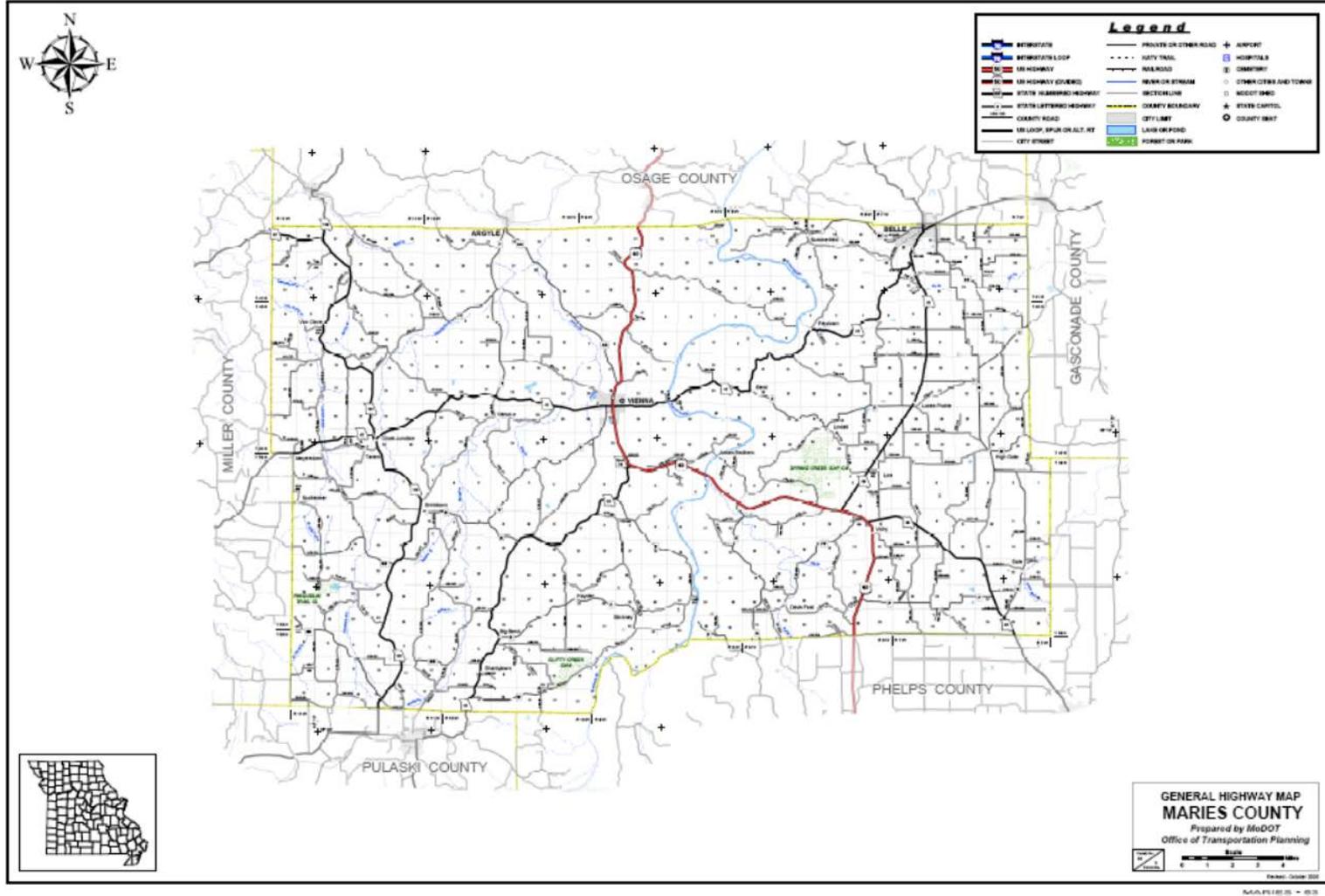


Figure 5-100  
City of Belle

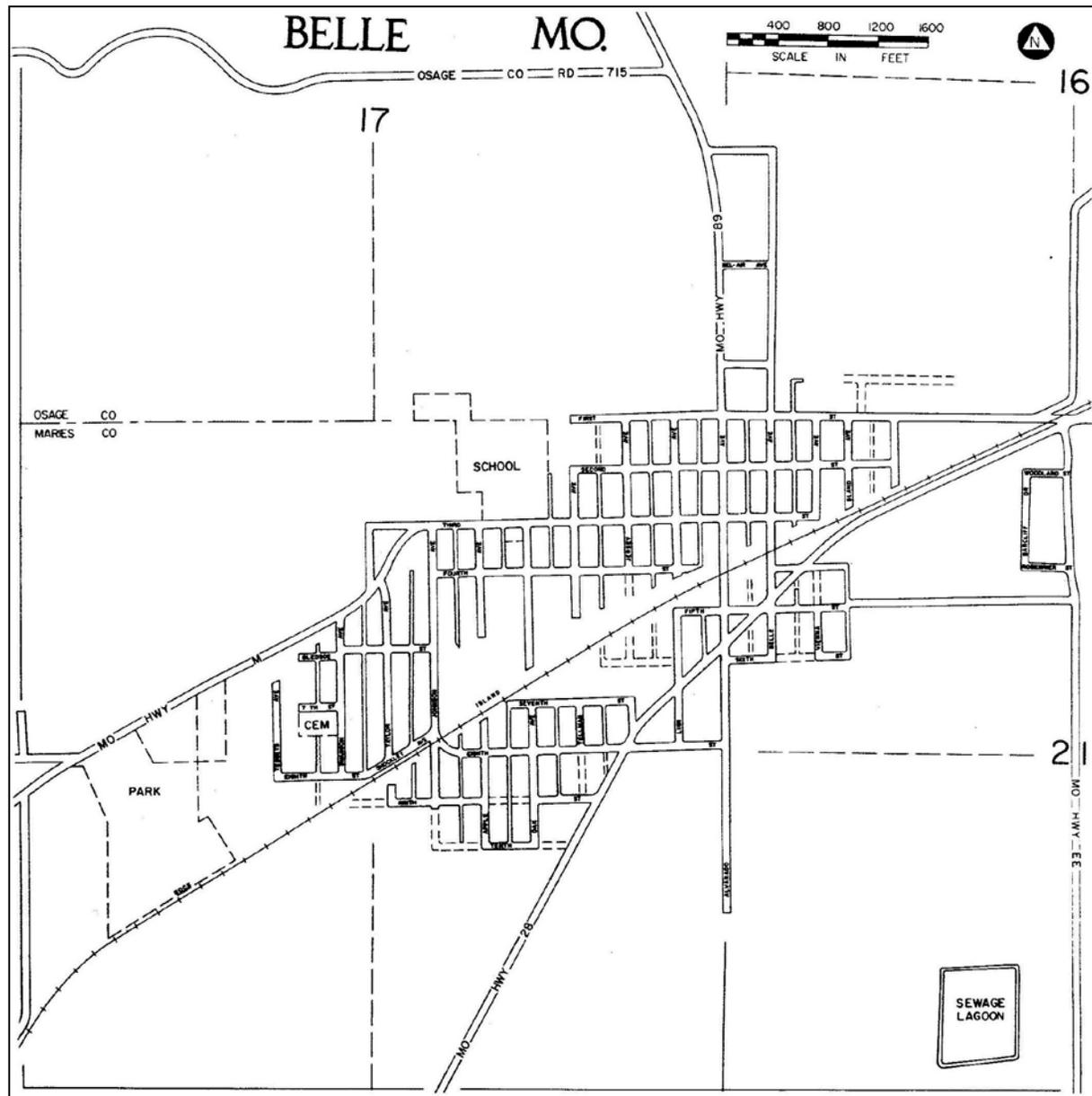
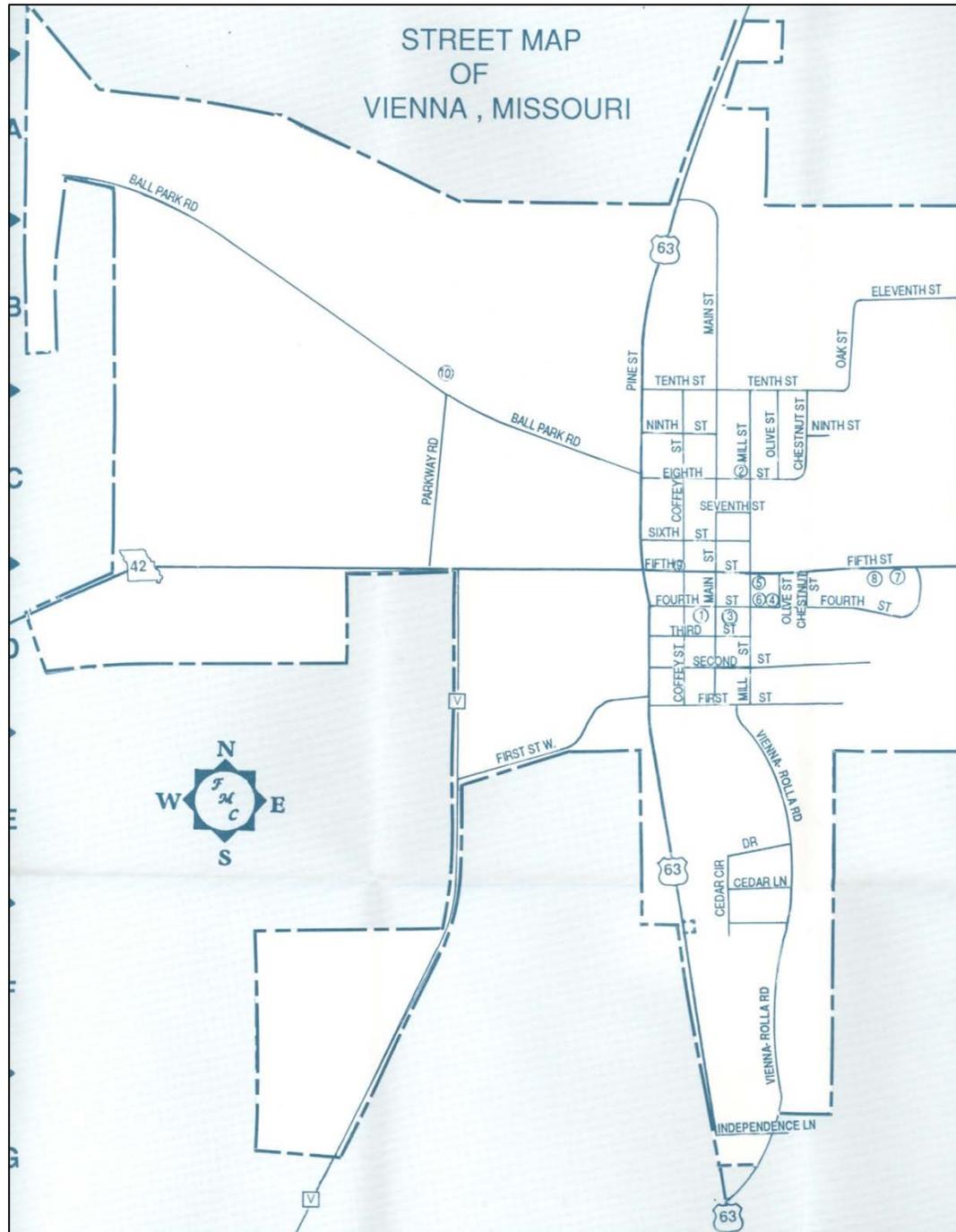


Figure 5-10P  
City of Vienna



## **Osage County**

The northern border of Osage County lies along the Missouri River. The city of Chamois is located on the river. Highway 50 runs east/west across the county, intersecting Highway 63 near Jefferson City. Both of these highways provide access to jobs in Cole and Phelps counties for many commuters. The county has about 45 state bridges and culverts. Bridges are in good to fair condition with one bridge considered very poor.

Osage County maintains 409 miles of gravel and 23 miles of chip seal roadway, along with 23 low water crossings, 22 bridges and 200 low water slabs. The FY 2012 budget was \$1,000,000, with an additional \$500,000 of BRO funding. The county has one special road district; Chamois Special District. Maintenance and improvements are funded through property taxes, MoDOT County Bridge funds and CART funds. Osage County has no transportation study or plan and no road classification system.

The county is home to one publicly owned airport—Linn State Technical College Airport, with a 3,400 ft. concrete runway. The county has no airport plan.

The Union Pacific Railroad serves northern Osage County. Two tracks run through the county, with trains running about 30 times per day. The county has about 25 crossings, all of which were modified in 2005. No crossings need improvements at this time.

OATS, Osage Handicapped Bus and Capital City Special Project provides public transportation to the county. There is a need for additional bus service to St. Louis and Kansas City. MoDOT operated commuter parking lots are located at Highway 63 and Route E; Highway 63 and Highway 133; and Highway 50 and Highway 63.

## **City of Argyle**

The City of Argyle needs to resurface roads in the business district, install grates on culverts and replace sidewalks from 1<sup>st</sup> Street to 2<sup>nd</sup> Street to the bank. Curb and guttering is needed on 3<sup>rd</sup> Street for storm water run-off.

## **City of Chamois**

The city of Chamois maintains five miles of asphalt roadway. There is one special road district—Chamois Special Road District. The FY 2012 budget was \$12,000. Transportation maintenance and improvements are financed with property and sales taxes. All road surfaces are in need of resurfacing, however funding is not available.

Two tracks of the Union Pacific Railroad run through Chamois. Trains run about 60 times daily. There is one crossing with signals and barricade. An additional crossing is needed approximately one mile from the existing crossing for use by emergency vehicles in case of emergency.

The city has identified an issue with the maintenance of state roads; pot holes are not filled in a timely manner and when complete repairs are temporary at best.

## **City of Freeburg**

The city of Freeburg maintains eight miles of paved roadway. Transportation maintenance and improvements are financed with property and sales taxes.

## **City of Linn**

The city of Linn FY 2012 road budget was \$100,552. Transportation maintenance and improvements are financed with property and sales taxes. One publicly owned airport is located in Linn at Linn State Technical College. The airport has a 3,400 ft. concrete runway. The city is currently making sidewalk improvements and needs curbs, guttering as well as asphalt on the streets.

The city has approximately 17,200 linear feet (3.25 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located in the downtown area and along U.S. Highway 50 as it runs through the city.

## **City of Meta**

The city of Meta maintains three miles of paved roadway, along with two low water crossings and one bridge. The budget for FY 2012 was \$18,232. Maintenance and improvements are financed through a motor fuel tax.

One track of Ameren UE-owned railroad runs through Meta. It is currently inactive. There are three crossings, none needing improvements.

Public transportation is provided by OATS, Inc.

## **City of Westphalia**

The city of Westphalia maintains four miles of paved roadway. There is one special road district in the city. Maintenance and improvements are financed through a franchise tax.

MoDOT Enhancement funding is currently funding sidewalk improvements.

The city is in need of a third lane on Highway 63 through town. The Pentecostal Bridge is in need of repair or replacement.

Figure 5-10Q  
Osage County

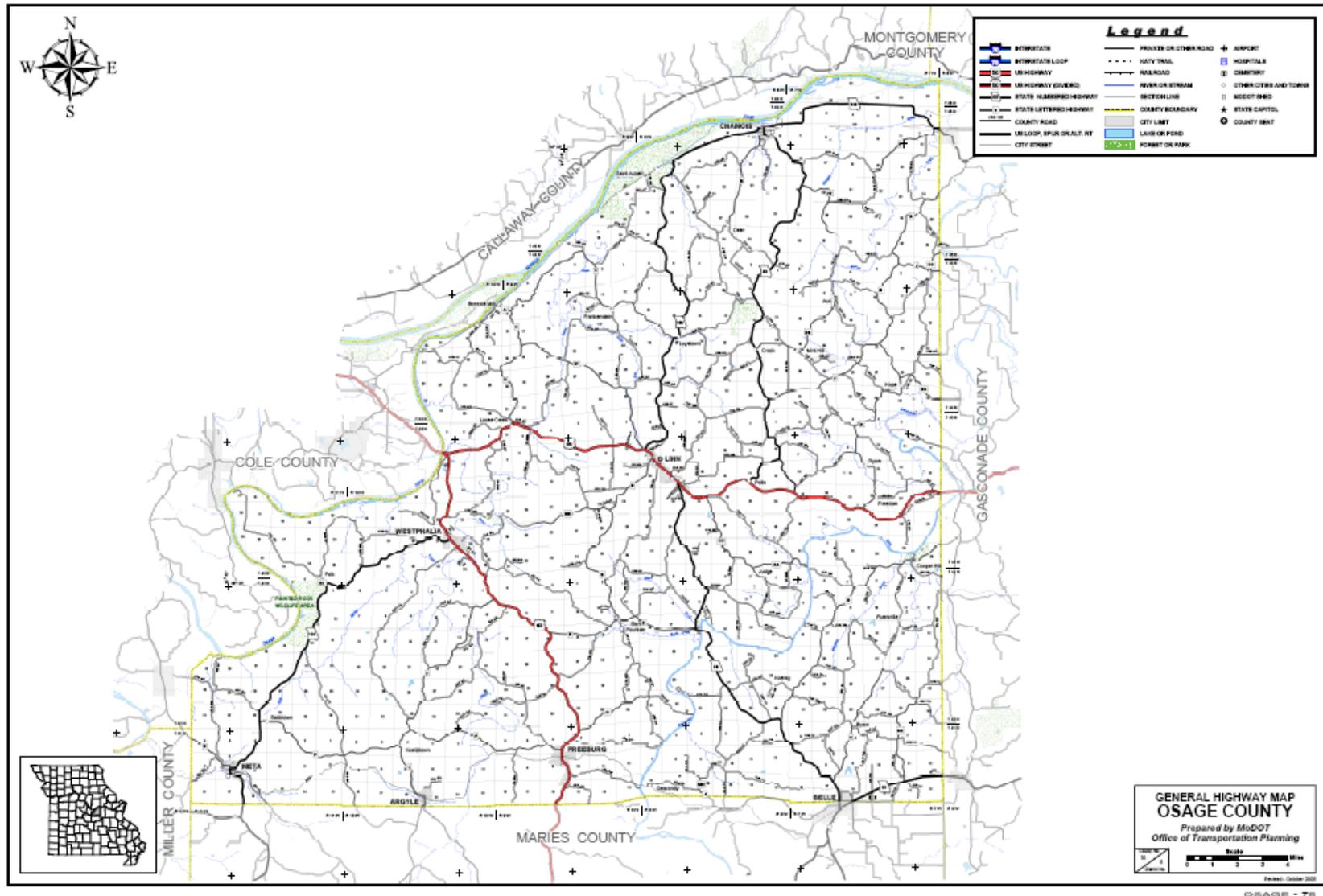


Figure 5-10R  
City of Argyle



Figure 5-10S

City of Chamois

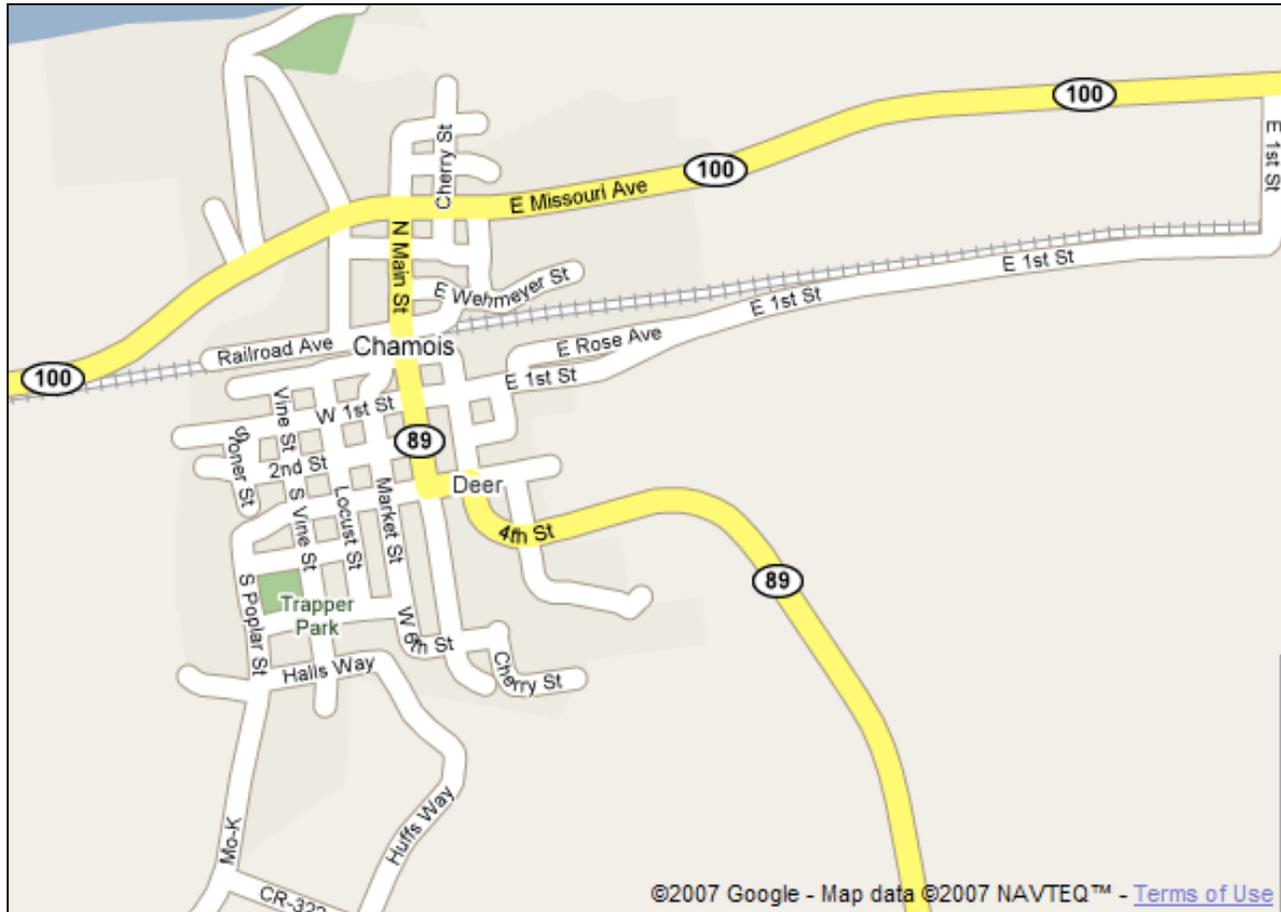


Figure 5-10T

**City of Freeburg**





Figure 5-10V

City of Meta

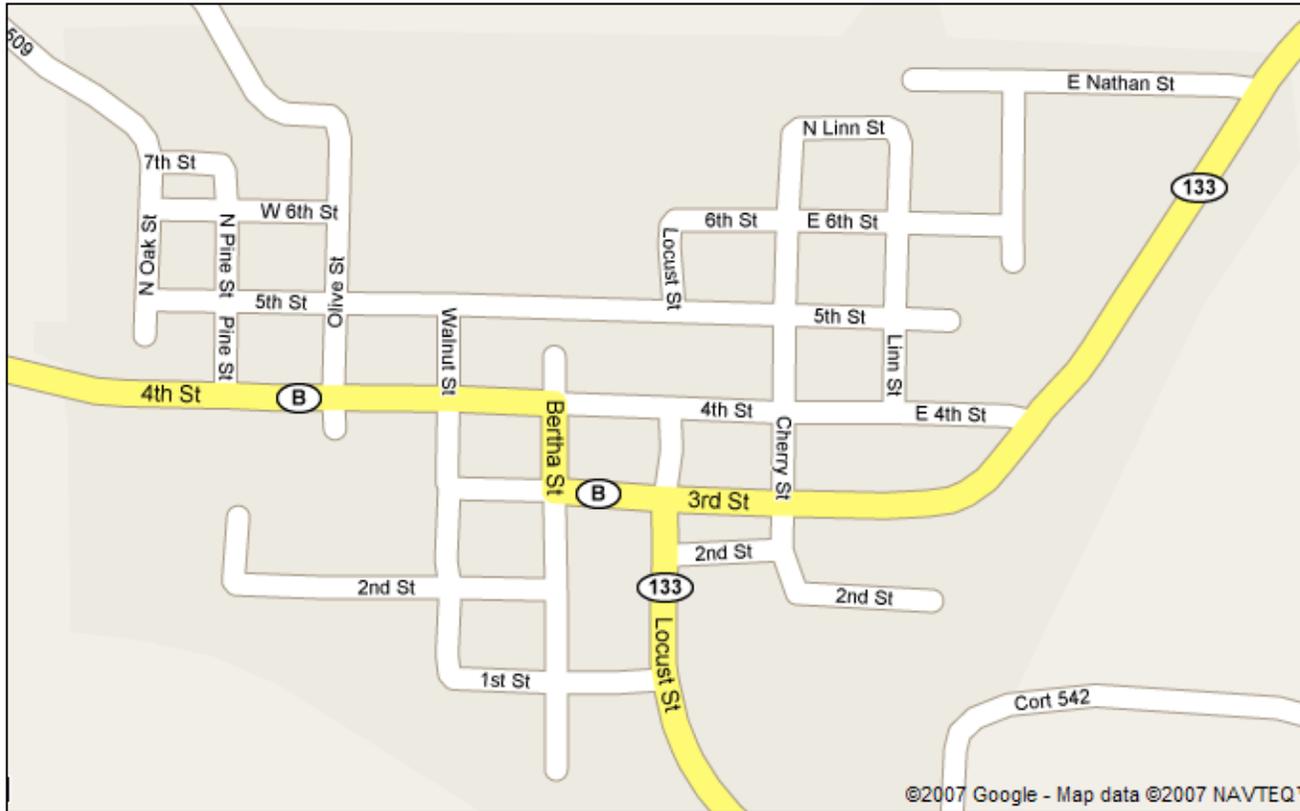
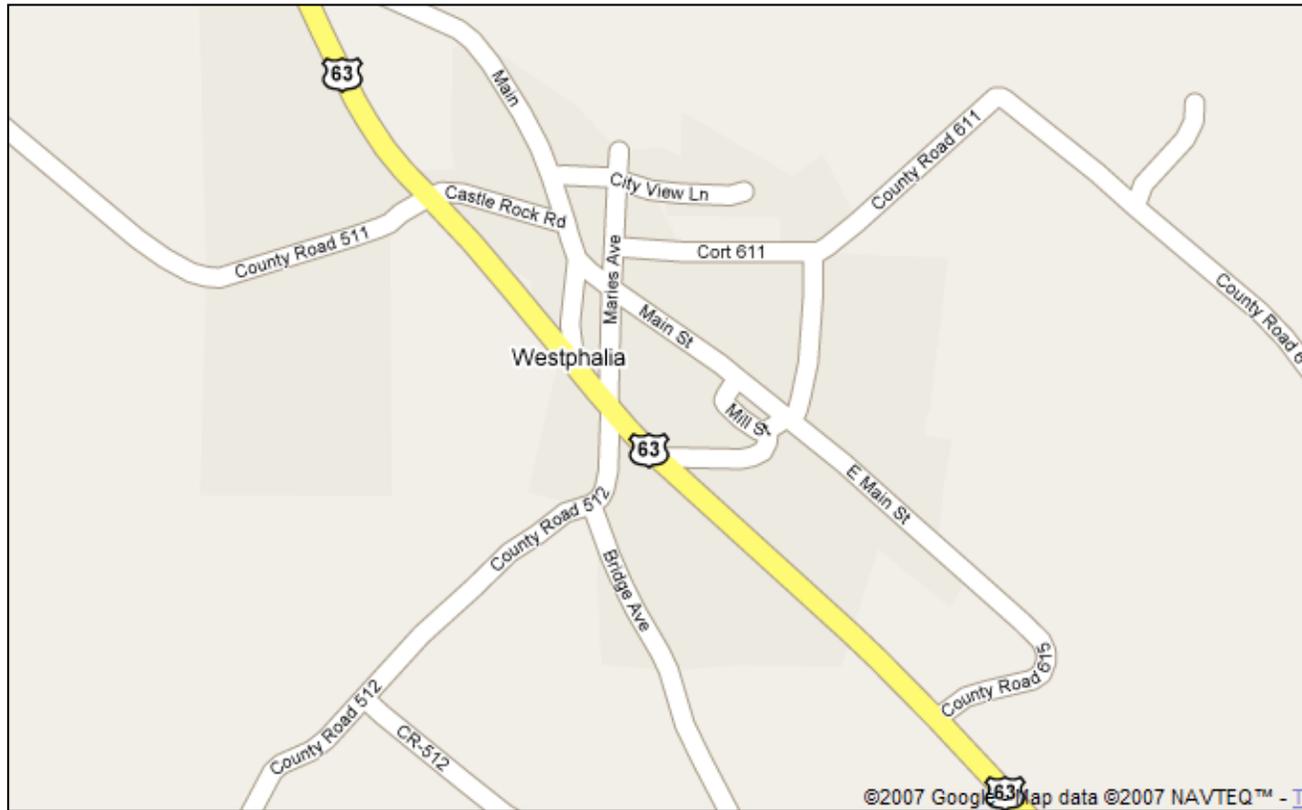


Figure 5-10W

**City of Westphalia**



## **Phelps County**

Interstate 44 cuts almost through the middle of Phelps County, as in Crawford County, the cities along I-44 are experiencing the most growth. Highway 63 provides a major north/south route to Jefferson City/Columbia and to the southern part of the state. Some sections of Highway 63 have been upgraded to Super 2. Additional work is needed to improve safety along this heavily-used highway. The county has about 75 state bridges and culverts. Most bridges are in fair to good condition.

Phelps County maintains 330 miles of gravel roads, 28 miles of asphalt and 230 miles of chip seal roadways, along with 27 low-water crossings, 100 substantial culverts and 49 bridges. The FY 2012 budget was \$2,900,000. A special project included in this budget was a federal bridge project for \$230,311. There are no special road districts in the county. Transportation maintenance and improvements are financed through property and sales taxes and CART funds as well as MoDOT bridge funds. Identified needs include paint striping of several high use roads.

The county is served by the following public airports:

- Rolla National Airport located in Vichy with a 5,500 ft. asphalt runway;
- Rolla Downtown Airport located in Rolla with a 3,028 asphalt runway.

The county has four privately-owned airports:

- Harrison PVT located near Rolla with a 2,750 ft. turf runway;
- Morgan Airfield located near Rolla with a 2,560 turf runway;
- Green Airfield located near St. James with a 2,200 turf runway; and
- Phelps County Regional Medical Center Heliport in Rolla.

The Burlington Northern Railroad cuts through the county, generally following the path of I-44. There are 15 crossings in the county, including one bridge, two lighted and eight with surface warning signals. Improvements in the form of cross arms are needed on 10 crossings.

SMTS provides public transportation for the county. A MoDOT operated commuter parking lot is located at I-44 and Route E in Rolla.

The west/southwest portion of the county lies in the Mark Twain National Forest.

### **City of Doolittle**

The city of Doolittle maintains 15 miles of roadway, along with one low-water crossing. The FY 2012 budget was \$13,877. Maintenance and improvements are financed through property, sales and transportation taxes.

The city identifies a three mile stretch of Old Route 66 which needs paving. This is a MoDOT maintained roadway and maintenance is limited to filling potholes.

### **City of Edgar Springs**

The city of Edgar Springs maintains 5 miles of asphalt roadway.

The city has identified all roads within the community need paving and pothole repair but is unable to fund the projects.

### **City of Newburg**

The city of Newburg maintains three miles of gravel road and six miles of paved roadway, along with one low-water crossings and two bridges. The FY 2012 budget was \$20,030. Transportation maintenance and improvements are financed through use and transportation taxes.

The city identified the intersection of Wolf Pride and Highway T as a problem intersection due to flooding since a state bridge was replaced. The city has identified all roads are in need of paving but are unable to fund the project.

Two tracks of Burlington Northern Railroad run through Newburg, with trains running about ten times daily. There is one arm-type crossing. No rail improvements are needed.

OATS provides the only public transportation for the city of Newburg. A taxi service is needed.

## **City of Rolla**

The city of Rolla maintains 0.5 miles of concrete, 100 miles of asphalt, two miles of chip seal and two miles of gravel roadway. The FY 2012 budget was \$4,172,023. Special projects in this budget included nine miles of surface seals, two miles of asphalt overlays and one mile of reconstruction. Routine maintenance is becoming more difficult as the city's revenues are not keeping pace with the rising cost of construction and construction materials.

Transportation maintenance and improvements are financed through a ½ cent local transportation sales tax and ½ cent local capital improvement sales tax which generate 90 percent of all revenue. The remaining ten percent is state distribution sales tax and vehicle fees collected by the state.

The city has been approved for a new cost share project to be constructed during 2013. The reconstruction of Route V and Hypoint Boulevard is designed to rectify a problem intersection.

The city is served by Rolla National Airport (public), located in Vichy with a 5,500 ft. asphalt runway; Morgan Airport (private), located in Rolla with a 2,560 turf runway; and Rolla Downtown Airport (public), located in Rolla with a 3,145 asphalt runway. The city has a current airport plan. Improvements needed to the Vichy Airport include improvements to all paved surfaces, a ten unit T-hanger and a new flight center.

One track of Burlington Northern Railroad runs through Rolla, with trains running about 12 times per day. There are eight crossings, six with signals and barricade, one overpass and one underpass. No crossing improvements are needed at this time.

The city of Rolla has approximately 380,688 linear feet (72.1 miles) of existing sidewalks and an additional 92,400 linear feet (17.5 miles) of walking bike path. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located in the downtown area. The city has 13 miles of eight foot wide biking trail, with plans of a 22 mile expansion of

on street bike route. Newly established ADA standards are requiring improvements to 1,193 non-compliant handicap ramps, with an estimated cost of \$3 million.

SMTS provides public transportation for the city of Rolla. However, the city needs a system which provides transportation to the S&T campus as well as the entire community but funds are not available for implementation.

The city's comprehensive plan includes a major thoroughfare plan along with a Rolla West master plan update.

The city is in need of Amtrak service.

The city has a road classification system.

The city needs are the completion of the Ridgeview Extension at a cost of \$8,000,000, and the 5<sup>th</sup> Interchange (U.S. 63 & I-44) at a cost of \$25,000,000.

## **St. James**

The city of St. James maintains 65 miles of paved roadways and 15 bridges. The FY 2012 budget was \$250,000. Special projects in this budget included \$150,000 asphalt project. Transportation maintenance and improvements are financed through property, sales and transportation taxes, CDBG and Department of Natural Resources (DNR).

A need of the community is to replace the bridge on N. Meramec St.

Two tracks of Burlington Northern Railroad run through St. James, with trains running about 12 times per day. There are seven crossings, four with signals and barricades and three unimproved. These three need to be widened and signals/barricades installed.

The city is in need of a public transportation system to allow the local residents to get to work and local businesses.

The city of St. James has approximately 67,350 linear feet (12.75 miles) of existing sidewalks and an additional 27,456 linear feet (5.2 miles) of paved walking/bike path. The overall condition of the sidewalks is poor. Additionally, an asphalt walking trail is available at the St. James Visitor Center for citizens and visitors. The city is looking into the feasibility of completing additional SRTS projects.

Figure 5-10X  
Phelps County

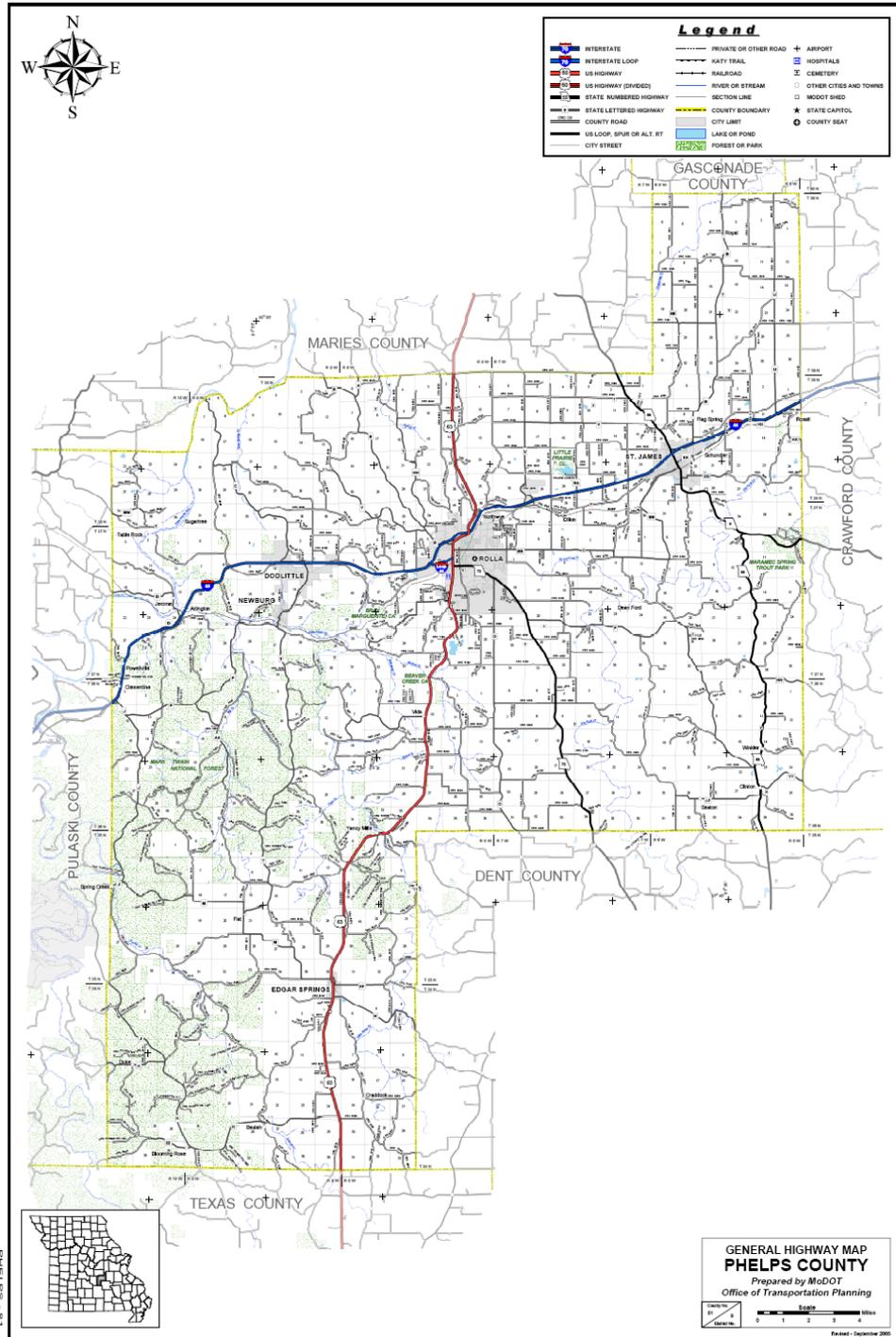


Figure 5-10Y  
**City of Doolittle**

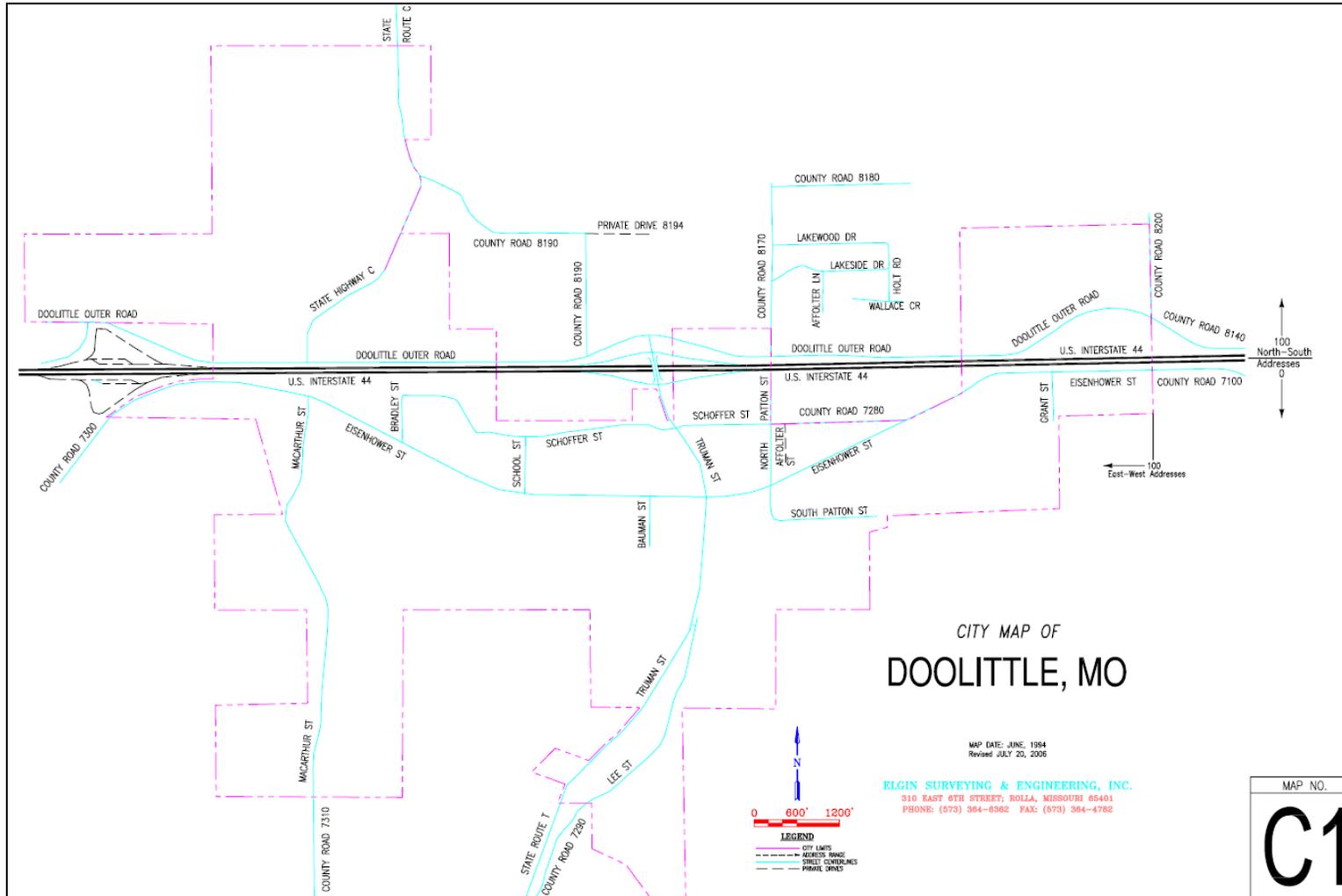


Figure 5-10Z

City of Edgar Springs

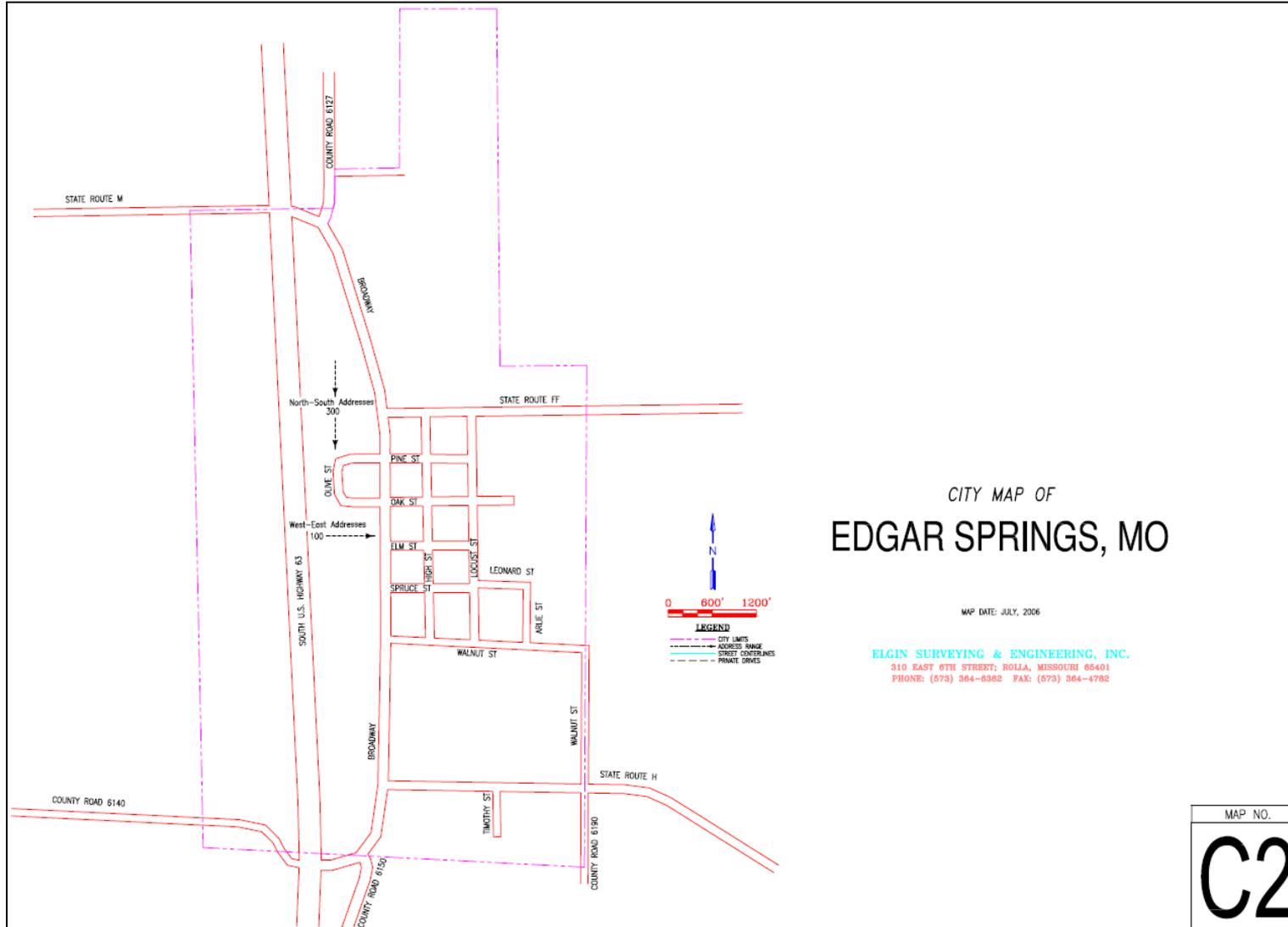


Figure 5-10a

**City of Newburg**

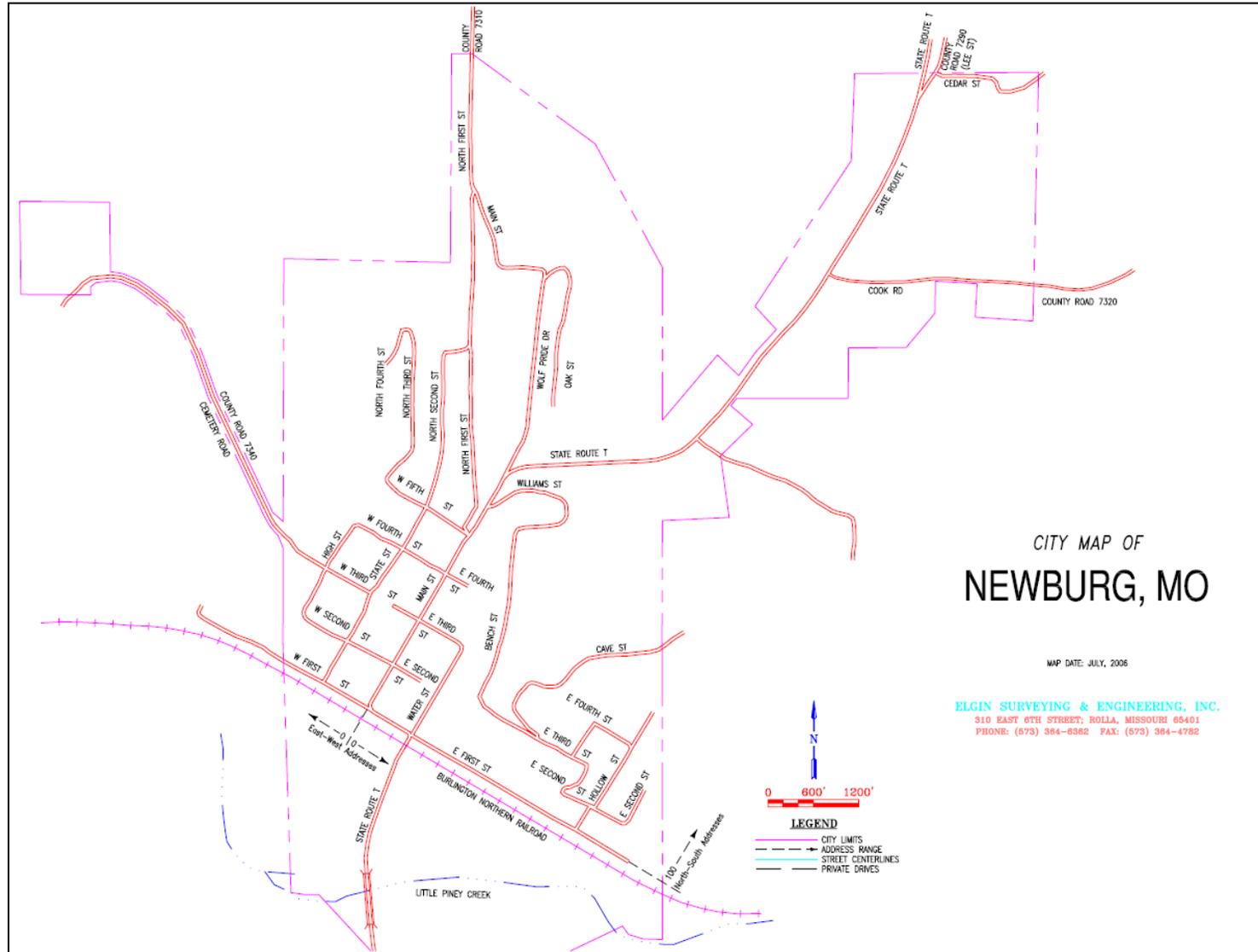


Figure 5-10b  
 City of Rolla

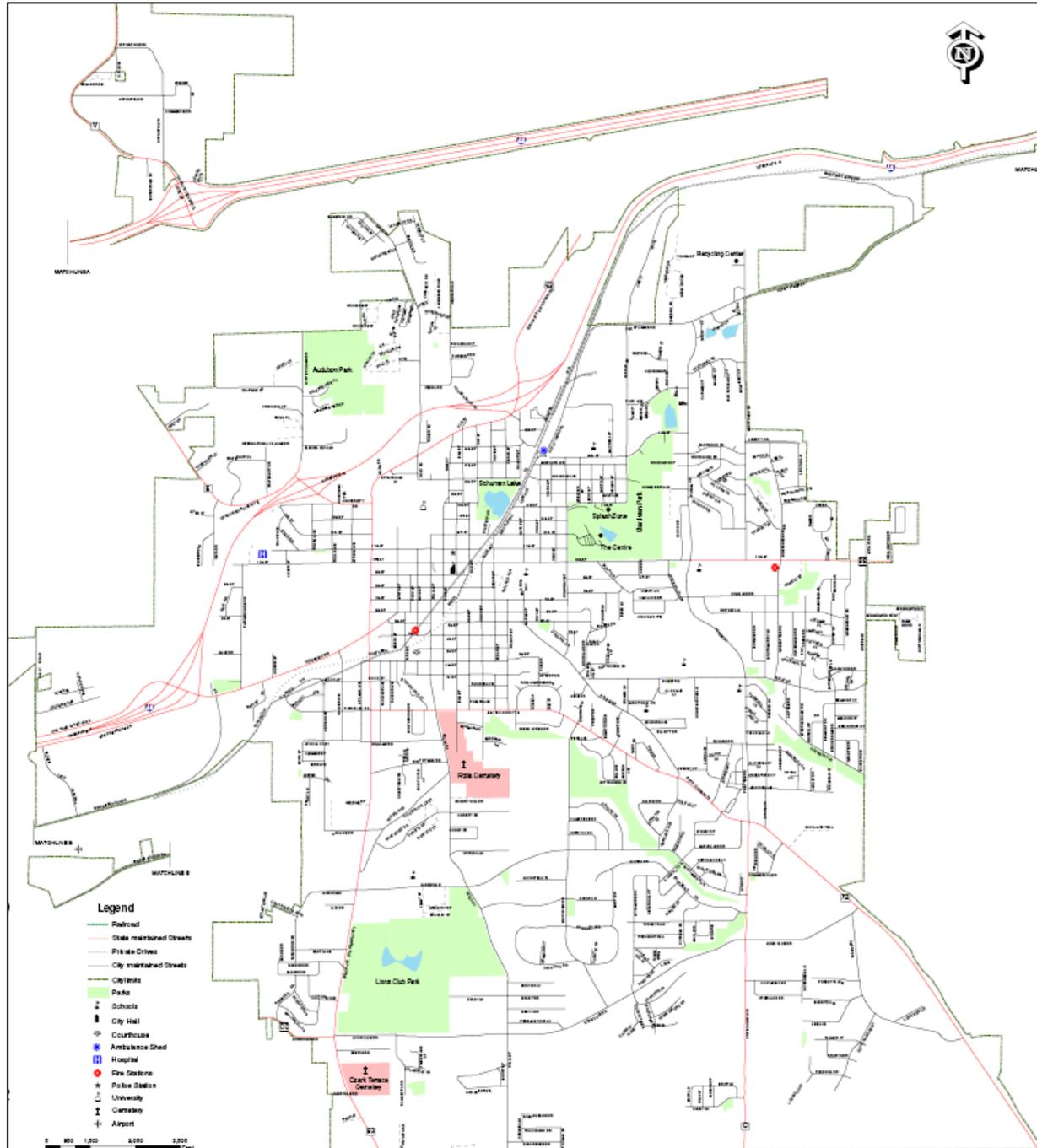
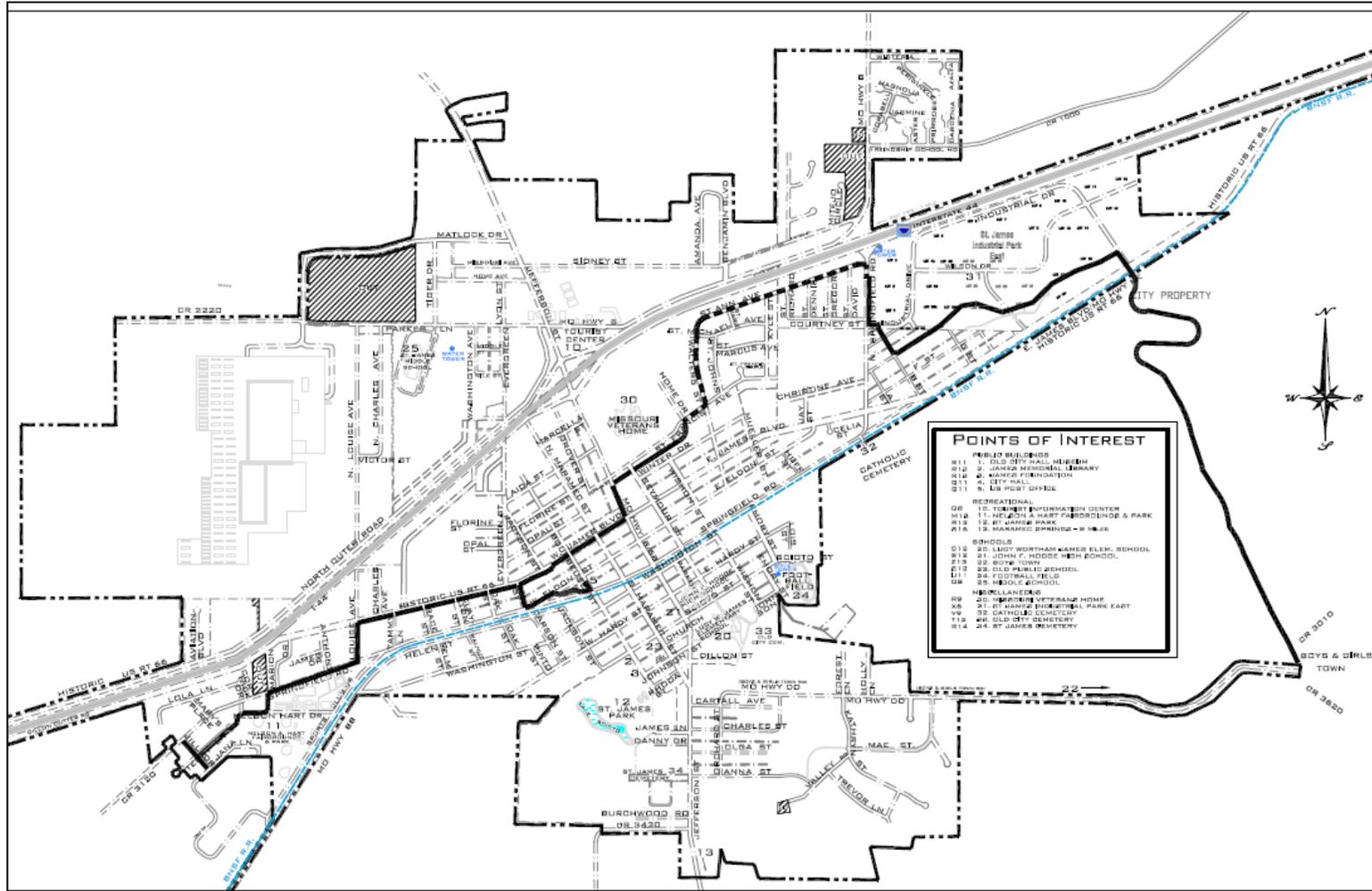


Figure 5-10c

City of St. James



## **Pulaski County**

Pulaski County is dissected in an east/west direction by Interstate 44. The cities of St. Robert and Waynesville lie on I-44. Highway. 17 connects the north and south parts of the county.

The county has around 50 state bridges and culverts. Most bridges are in fair condition.

Pulaski County maintains 445 miles of gravel road and 53 miles of paved roadway, along with 56 low-water crossings, 34 bridges and 54 box culverts. The FY 2007 budget was \$1,359,242. Problem intersections in the county include: Highway T and Raleigh Road; Highway T and Ridge Rd; Highway 28 and North Outer Road in St. Robert; Highway Z and Highway 28; and Highway 17 and Longview.

The county has three Transportation Development Districts (TDDs):

- Interstate Plaza / North Town TDD – St. Robert Boulevard to West Business Route 66, north of I-44
- Farris Family TDD – Hidden Valley Shopping Center
- Bowman TDD – Ichord Center (off of Route H near Orscheln Farm and Home in Waynesville.

Transportation maintenance and improvements are financed through property taxes, Neighborhood Improvement Districts, MoDOT Enhancement and MoDOT bridge funding.

The county is home to the following airports:

- the publicly owned Waynesville Regional Airport located on Fort Leonard Wood at Forney Field, with a 6,038 asphalt runway;
- the publicly owned Richland Municipal Airport located near Richland, with a 3,000 ft. asphalt runway;
- the privately owned Taylor Field located near Waynesville, with a 2,313 ft. turf runway; and
- the privately owned Lifeline 2 Airport Helipad located at St. Roberts.

The county has a current airport plan.

The Burlington Northern Railroad runs across the northern part of the county, serving the cities of Crocker, Dixon and Richland. Trains run about eight times per day.

Pulaski County's public transportation needs are currently served by OATS.

Both southeast and southwest portions of the county lie in the Mark Twain National Forest.

### **City of Crocker**

The city of Crocker maintains 5.8 miles of gravel road and 8.38 miles of paved roadway and three substantial culverts. The FY 2012 budget was \$83,450. Maintenance and improvements are financed through sales (1/2 cent sales tax for transportation) and transportation taxes. The city needs additional funding for repaving of streets.

Problem intersections include Highway 17 and intersections of 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> streets. These streets have buildings on each side which gives limited visibility. The intersection of School Street and Highway 17 needs to be widened.

One track of Burlington Northern Railroad runs through Crocker with trains running three to five times daily. There are two crossings, both with lights and warning bells. Crossing improvements are scheduled for in 2013 for one crossing.

The city has one-half mile of lighted walking trail in Crocker Community Park. However, the trail needs to be resurfaced. The city has approximately 10,400 linear feet (2.0 miles) of existing sidewalks. The majority of the sidewalks are considered to be in fair condition. Most of the good sidewalks are located from downtown along North Commercial Street to the intersection of York Street.

The city is served by OATS Transit System. The city is investigating the possibility of passenger service. The city would like to see the railroad reestablish passenger service with a

stop in Crocker, carrying passengers between St. Louis and Springfield. Also, the city needs a taxi service.

The city has no transportation study or plan.

The city needs a passenger stop and ticket office for the railroad, local cab service and a shuttle service.

### **City of Dixon**

The city of Dixon maintains one mile of gravel road and 11 miles of paved roadway and three low water crossings. The FY 2012 budget was \$111,312. Maintenance and improvements are financed through sales, use and transportation taxes.

Three tracks of Burlington Northern Railroad run through Dixon. The number of trains per day varies. There are two crossings, one with lights and barricade and one unimproved.

The city has one-quarter mile of walking track in the Lion's Park. The city of has approximately 31,450 linear feet (6 miles) of existing sidewalks. The majority of the sidewalks are considered to be in poor condition. The good sidewalks are located on the south side of E. 3<sup>rd</sup> Street.

OATS provides public transportation to the city of Dixon.

### **City of St. Robert**

The city of St. Robert maintains 27.24 miles of asphalt roadway. The FY 2012 budget was \$3,561,670 and included funding for St. Robert Boulevard Walking Trail (\$429,118) and the rebuild of Eastlawn Ave (\$342,590). Problem intersections include Zeigerbien Road and Old Route 66. There is a high volume of traffic turning onto congested Old Route 66. The state will not allow signalized intersection due to alignment and stacking space concerns. Maintenance and improvements are financed through sales taxes and a transportation development districts. The city has three special road district—Interstate Plaza/Norhttown Village Transportation Development District (TDD), Farris Family Transportation Development District and Erhardt Transportation Development District.

The city is served by the publicly owned Waynesville St. Robert Regional airport located on Fort Leonard Wood, with a 6,038 asphalt runway. This facility is co-owned with the city of Waynesville. The city has a current airport plan. Recent improvements include a runway expansion to allow for larger aircraft, improvement was funded through MoDOT and local funds.

The intersection of St Robert Blvd and Missouri Ave has an issue with newer asphalt breaking away from the older asphalt causing potholes. Also where new Marshall Drive and Old Marshall Drive were connected during the Missouri Ave project the asphalt is separating, causing gaps in the driving lanes.

St. Robert has an eight and a half foot wide 9,200 ft. long path in the city with plans for expansion. The city has approximately 104,910 linear feet (19.9 miles) of existing sidewalks. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located on the north side of town or along main thoroughfares. Current expansion is to construct a pedestrian bridge across I44 to tie the sidewalk network together. Please see

The city has taxi service, but is in need of additional services for the elderly.

### **City of Waynesville**

The city of Waynesville maintains six miles of gravel road and 33 miles of paved roadway, along with two bridges. The FY 2007 budget was \$373,000. Problem intersections include Historic Route 66 and Lynn Street which is too close to the stoplight and causes traffic backup; Historic Route 66 and Oak Street where the street floods due to improper drainage; Historic Route 66 and Phippen Street where the road right of way has eroded.

Maintenance and improvements are financed through property, sales and transportation taxes, Transportation Development District, Tax Increment Financing, Federal Aviation Administration Airport Improvement Program funds, and partnership/debt financing.

The city is served by the publicly-owned Waynesville Regional airport located on Fort Leonard Wood, with a 6,038 asphalt runway. This facility is co-owned with the city of St. Robert. The city has a current airport plan. Recent improvements include ground site improvements for hangers, storm sewers and new water lines. The project was funded through MoDOT and military grants. There is still a need for more hangers and updated and expanded fueling capability.

The city has a path in the Roubidoux Park and plans to expand the existing trail and continue sidewalks down Route 66. The city of Waynesville has approximately 17,000 linear feet (3.2 miles) of existing sidewalks, as well as 2,350 linear feet (.45 mile) of unpaved walking trail. The majority of the sidewalks are considered to be in good condition. Most of the good sidewalks are located around or adjacent to the downtown area.

The city of Waynesville has a current transportation plan as part of its newly-completed comprehensive plan.

Figure 5-10d  
Pulaski County

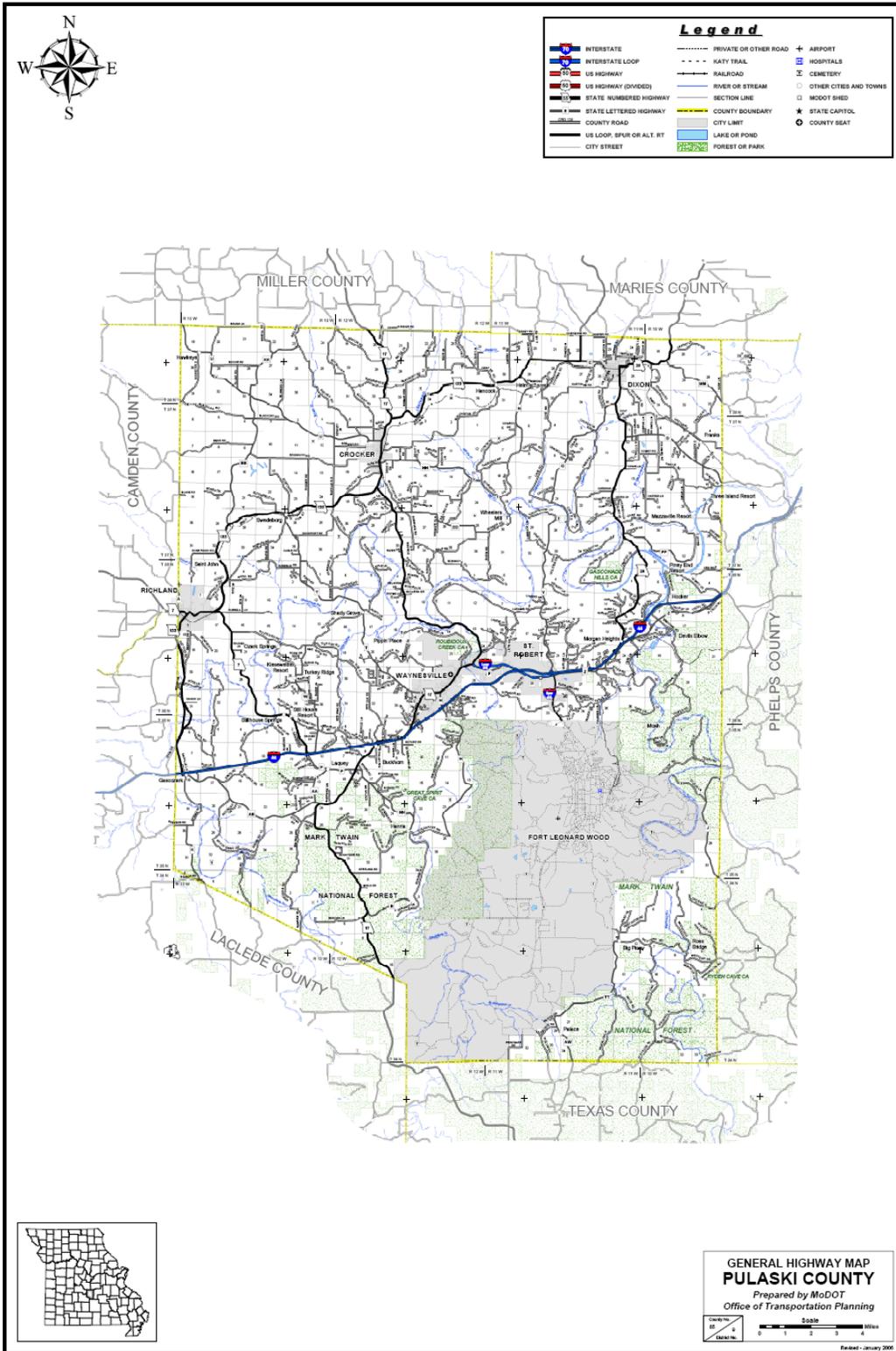


Figure 5-10e

**City of  
Crocker**

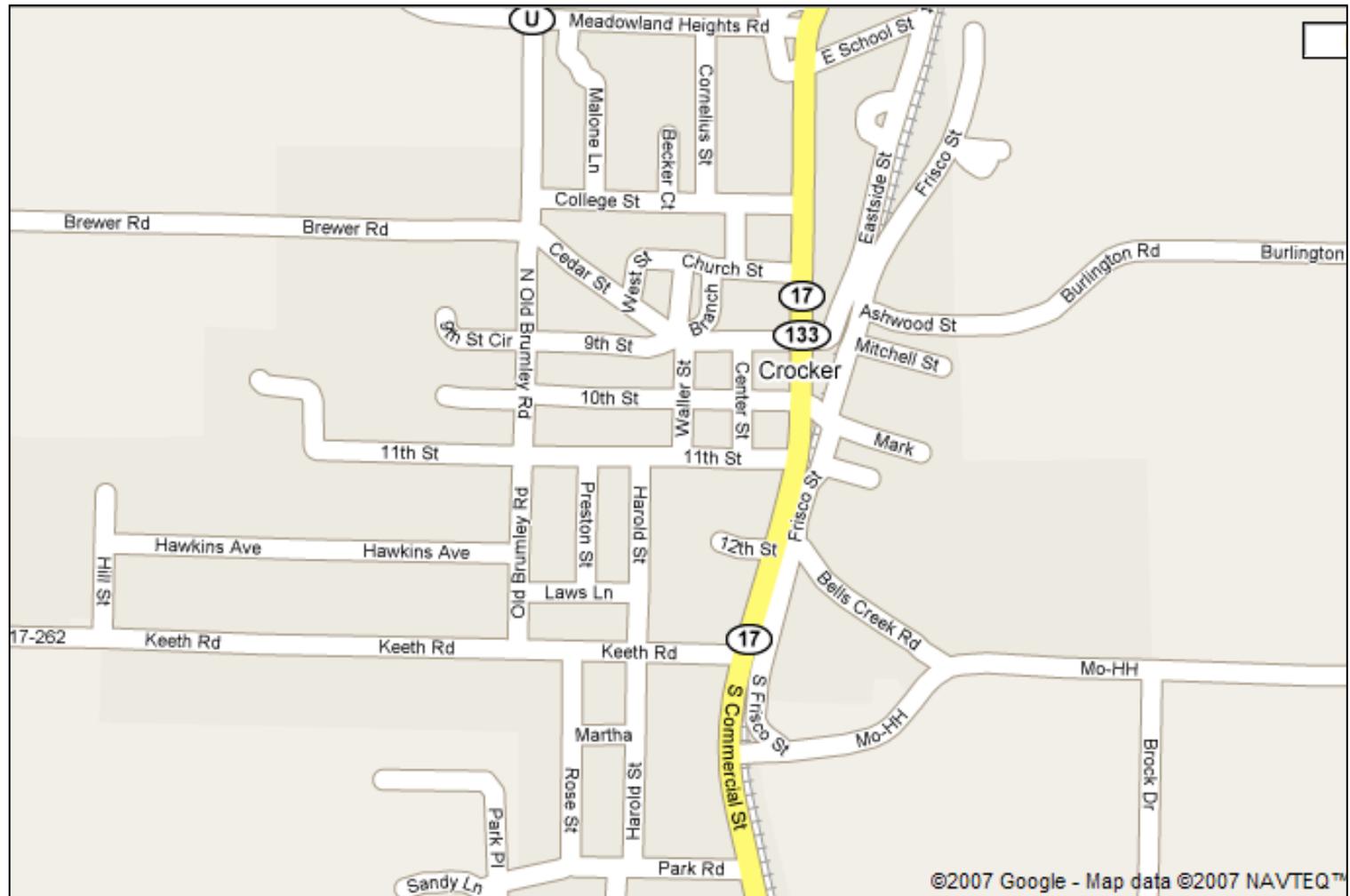
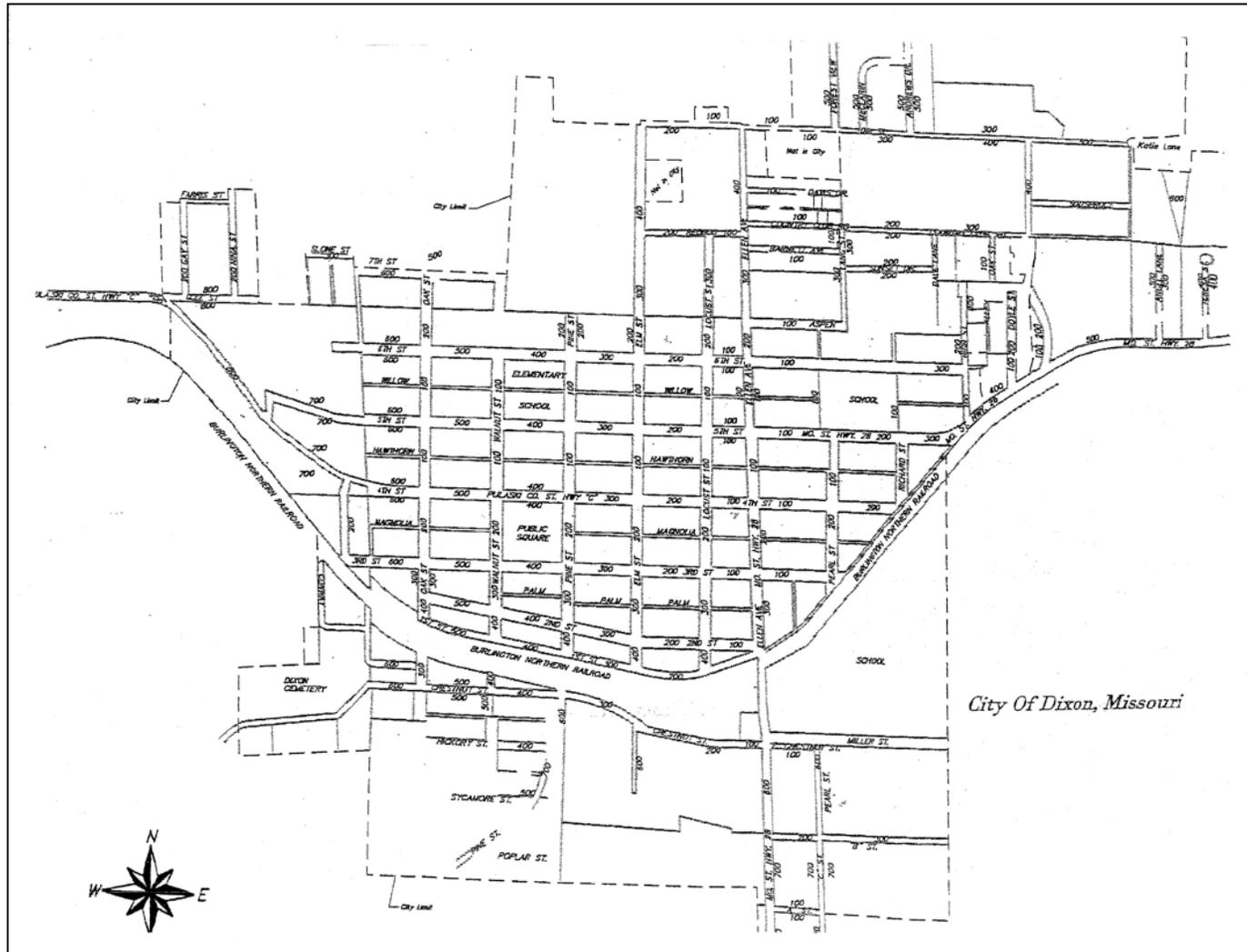


Figure 5-10f  
City of Dixon







## **Washington County**

Highways 8, 185 and 21 are the major roadways in Washington County. A large section of the county—the southwest corner—is located in the Mark Twain National Forest. Potosi, the largest city in the county, is connected to I-44 by both Highway 185 and Highway 8. U.S. 67 is about 15 miles to the east of Potosi.

The county has about 95 state bridges and culverts. Most bridges are in fair to good condition.

The county maintains 281.4 miles of gravel road and 136.3 miles of paved roadway, along with 34 low-water crossings and 24 bridges. The FY 2008 budget was \$2,353,484. Maintenance and improvements are financed through property and sales taxes, MoDOT bridge funds, Economic Development Administration (EDA), United States Department of Agriculture – Rural Development (USDA RD) and Delta Regional Authority (DRA). The county needs additional funding to replace bridges and pave roads. Shoulders are also needed on Route 8 from State Route AA to the city of Potosi.

There are no special road districts in the county. The county identified no problem intersections where local roads meet state roadways.

The county is served by a publicly-owned airport, Washington County Airport, located in Potosi. It has a 4,000 ft. asphalt runway. Recent improvements include sealing of the runway. No other improvements are needed. Short-n-Ruff Airfield near Caledonia is the county's only privately-owned airfield. The county has a current airport plan.

The Union Pacific Railroad serves Washington County, Potosi, Irondale, Mineral Point and the Pea Ridge Iron Ore Mine in Washington County.

SMTS provides transportation services to the county. Additionally, Sheltered Industries of the Meramec Valley, located in Sullivan, provides off-shift transportation services to the disabled.

The county has no transportation study or plan nor a road classification system.

## **City of Caledonia**

The city needs public parking, sidewalks that are handicap accessible. There are also two bridges that need concrete floors and abutments repaired. The city also needs a pedestrian crossing; flashing light at the junction of Highways 21 and 32; shoulder repair on Highway 21, drainage system along Highway 21 where the state has paved over the grates and drainage pipes.

## **City of Irondale**

The city of Irondale maintains one mile of gravel and seven miles of paved roadway, along with one bridge. The FY 2009 budget was \$28,000. Problem intersections include N. Summit Street and Highway M—due to potholes where pavement connects. Maintenance and improvements are financed through property, sales and transportation taxes.

One track of Union Pacific Railroad runs through Irondale. Trains run about 12 times per day. There are four crossings—one tie crossing and three unimproved. One tie crossing needs maintenance and crossings at Ash Street, North Street and Pine Street need improvements.

The city needs the streets resurfaced as well as a new dump truck to haul the asphalt.

## **City of Mineral Point**

Information not available at this time

## **City of Potosi**

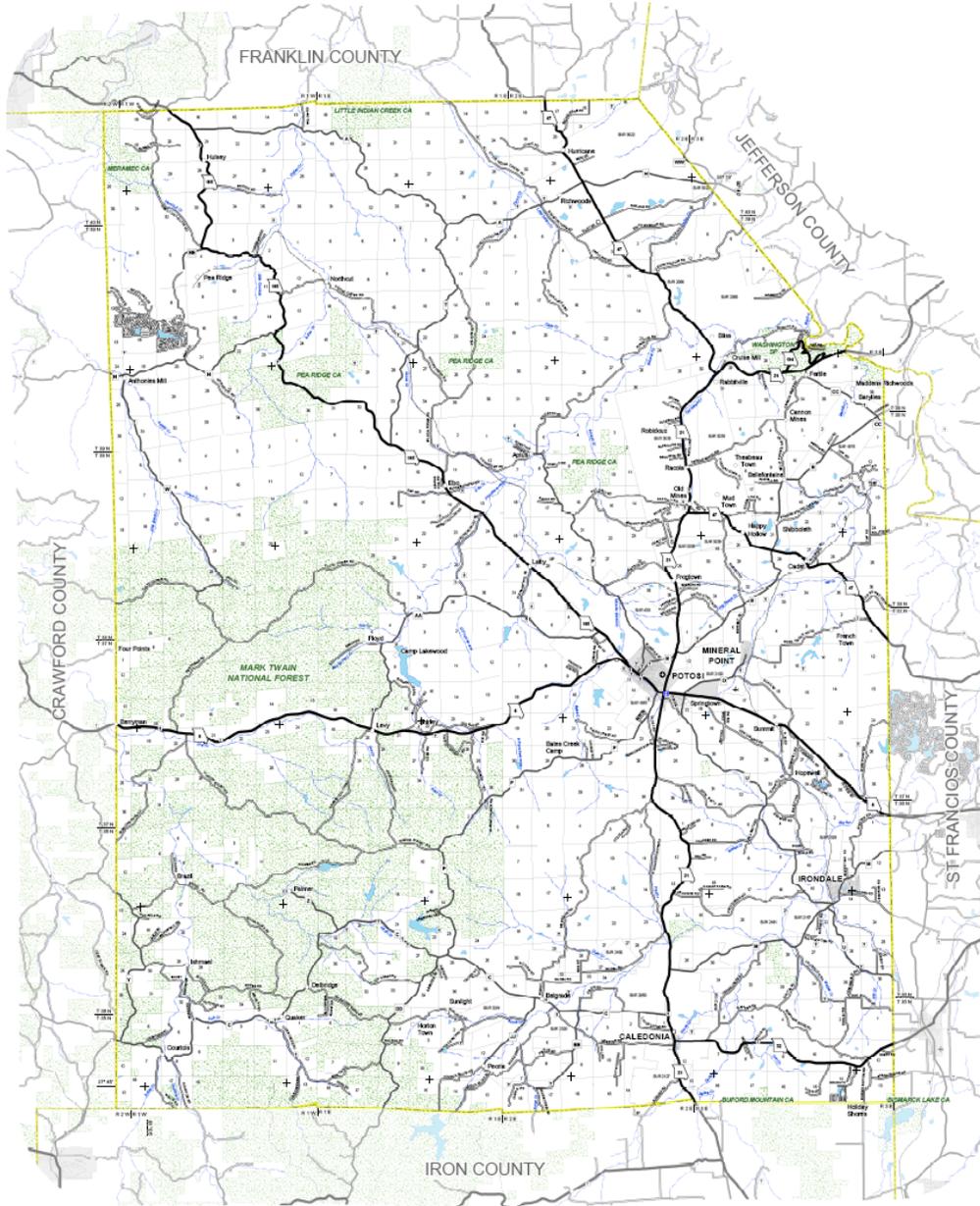
During 2012 the city completed a SRTS project. A problem intersection in the community is the intersection of Highway E and Highway 8. The city has two bridge issues on Mill Street and S. Water Street. Low water crossings on Hall Street, Mill Street, S. Water Street and Police Plaza are also a concern. Current special projects include Town Square and parking for downtown, and safe routes to school.



**Figure 5-10i**  
**Washington County**

**Legend**

	INTERSTATE		PRIVATE OR OTHER ROAD		AIRPORT
	INTERSTATE LOOP		KATY TRAIL		HOSPITALS
	US HIGHWAY		RAILROAD		CEMETERY
	US HIGHWAY (DIVIDED)		RIVER OR STREAM		OTHER CITIES AND TOWNS
	STATE NUMBERED HIGHWAY		SECTION LINE		MOODY SHED
	STATE LETTERED HIGHWAY		COUNTY BOUNDARY		STATE CAPITOL
	COUNTY ROAD		CITY LIMIT		COUNTY SEAT
	US LOOP, SPUR OR ALT. RT.		LAKE OR POND		
	CITY STREET		FOREST OR PARK		



041 - MOLENNH5VA



**GENERAL HIGHWAY MAP**  
**WASHINGTON COUNTY**  
Prepared by MoDOT  
Office of Transportation Planning

Scale: 1 inch = 10 miles

0 1 2 3 4 Miles

Printed - September 2005

Figure 5-10j  
City of Caledonia





Figure 5-101  
City of Mineral Point

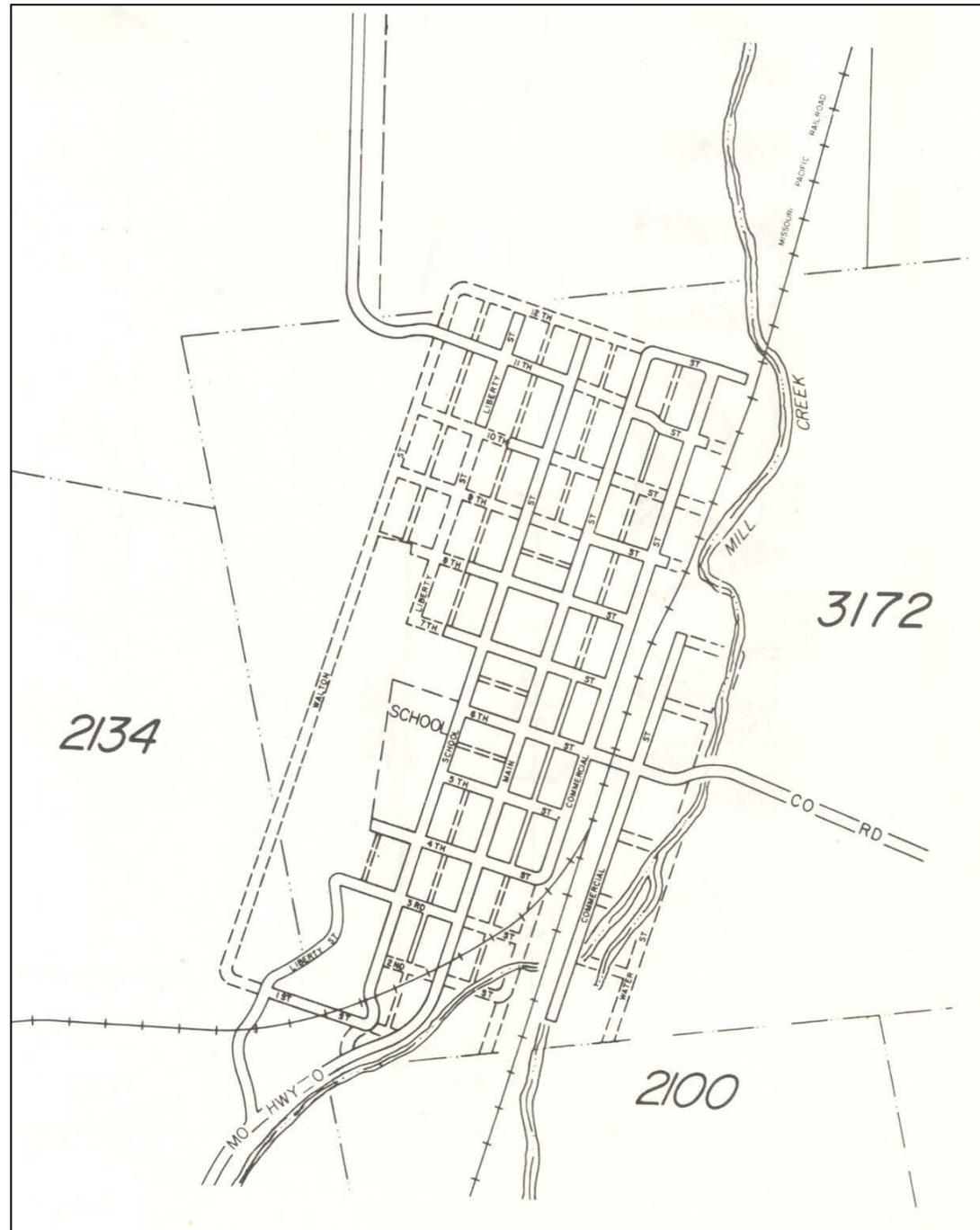
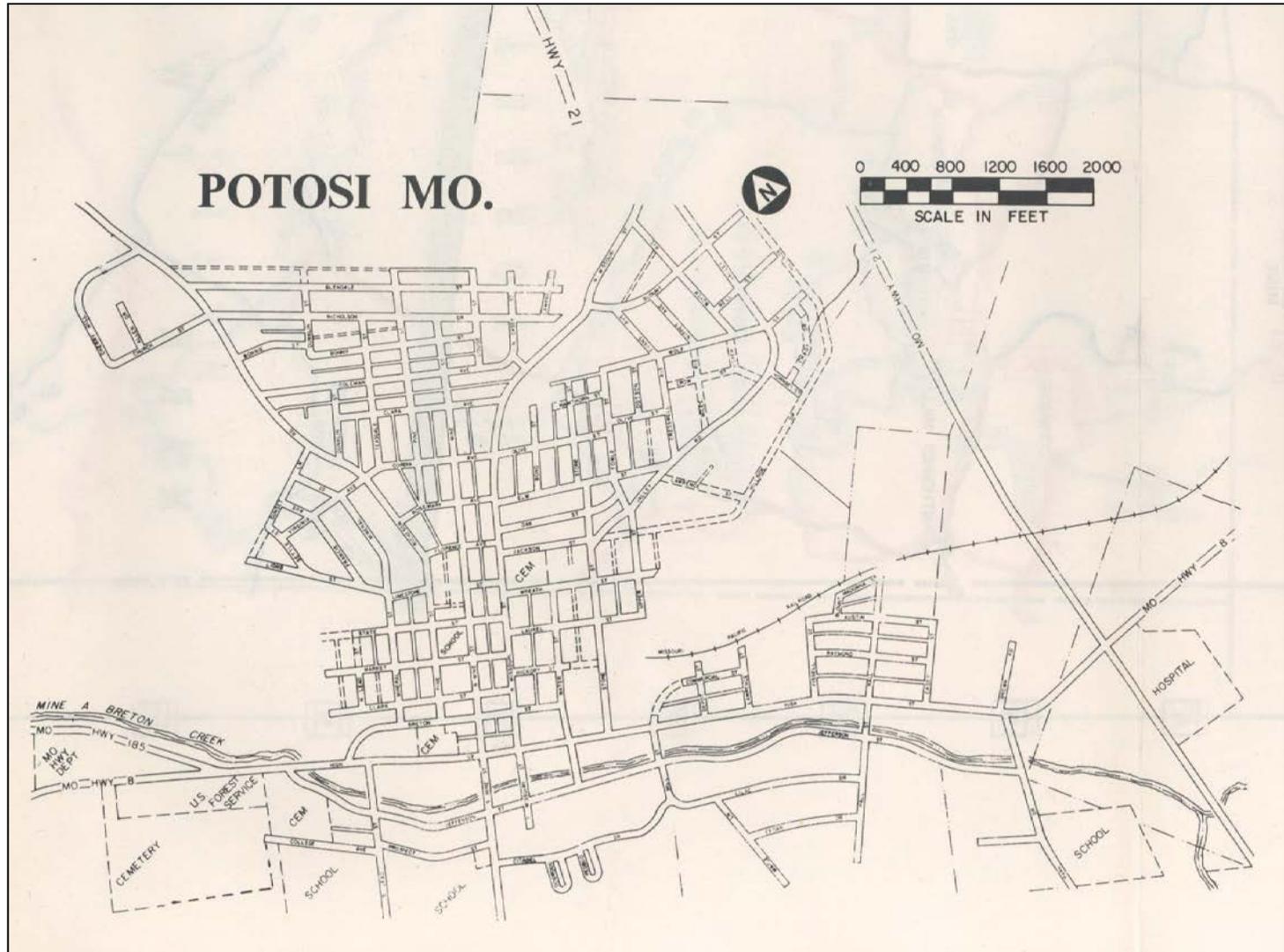


Figure 5-10m  
City of Potosi



## NEEDS IDENTIFICATION

### State System

During late 2012 representatives from MoDOT and MRPC met individually with each county commission within the region seeking each county's transportation needs. On October 11, 2012 the resulting 166 identified needs were reviewed by the TAC committee and prioritized. The top 23 needs were identified as priorities for the Meramec Region. Results of this prioritization are shown in the following table:

#### Identified Needs in the Region

##### TOP PRIORITY OF THE REGION

COUNTIES	DES	RTE	DIR	Location Description	Need Description	Rank
Gasconade and Osage	US	50	East	Major Project: US HWY 50 from about one mile west of Linn to the Gasconade /Franklin County line	Corridor improvements including widening to 4-lane. Shoulders and horizontal alignment improvements as well. (or any project that will advance the 4-laning of the corridor)	1
Osage, Maries, Phelps	US	63	South	Major Project: US 63 from US Hwy 50 in Osage County to the Phelps/Texas County line	Corridor improvements including widening to 4-lane. Shoulders and horizontal alignment improvements as well. (or any project that will advance the 4-laning of the corridor)	1

##### SMALLER SCOPE NEEDS ACROSS THE REGION

Overall Rank	County	DES	DES	DIR	Location Description	Need Description
3	Crawford	MO	19	South	Bridge No. H0732 over Crooked Creek about 3 N/O Dent County Line	Bridge need (safety concern)
3	Washington	MO	8	East	Crawford County Line to St. Francois County Line	roadway need (passing-lanes) - continued improvement
5	GASCONADE	RT	19	North	From 28 Junction to North City Limits on Hwy 19 near school	Add third lane on Hwy 19 by High School. From Hwy 28/Hwy 19 Junction to North City Limits sign.
6	Pulaski	MO	17		From Route T to Route H in Waynesville	Congestion / Safety. Add lanes.
7	OSAGE	US	50		Major Projects: System Expansion	Preliminary engineering for 4 lane roadway from Osage Co. line to Rte 89 at Linn. (Meramec RPC) (CAMPO) (Mid-MO RPC)
8	Dent	MO	19	South	Bridge No. G0537 over Gladden Creek	bridge need (narrow) - 20 ft wide minimum for 2 lanes. Structurally bridge is sound

Overall Rank	County	DES	DES	DIR	Location Description	Need Description
9	OSAGE	US	63	South	Entire route through county - Major Projects: System Expansion	Corridor improvements including widening to Super 2, shoulders and horizontal alignment building towards four-lane corridor. (Meramec RPC)
10	Pulaski	RT	Y	South	Entire Route	Safety improvements on Rte Y including geometrics (visibility at intersections)
11	MARIES	US	63	S	Entire route through county - Major Projects: System Expansion	Grading and paving to improve to 4 lane divided highway from Osage Co. line to Phelps Co. line. (Meramec RPC)
11	Phelps	US	63	South	I-44 to University Drive / overpass at I-44 in Rolla	roadway need (additional lanes) / traffic control need (congestion concern)
13	MARIES				County Road approaches at all the State Highways	Asphalt all the CR approaches along the state highways
14	GASCONADE	RT	T		Route T Bridge over Bourbeuse River	Bridge improvements
15	Pulaski	MO	28		Guardrail on Gasconade River Hill	Safety improvements
15	Washington	RT	U	South	S-curves just out of Potosi / and 4.5 miles out south of John Smith Road	Safety improvements /s-curves and dips in road drop off at Yonker Road . Widening of one-lane culvert just north of John Smith Road
17	GASCONADE	US	50	E	Major Projects: System Expansion. Entire Route	Corridor improvements on Rte 50 including widening to Super 2, shoulders, & horizontal align building towards four-lane corridor. (Meramec RPC)
18	Crawford	RT	H		Entire Route	Safety Improvements
18	Phelps	US	63		Entire Route in Phelps County	4 Lane and Corridor improvement
20	Phelps	US IS	63 44		Outer Road at Northwey and Hwy 63 - Develop continuous Outer Road North and South side of IS 44	Complete the connection at the Rte V outer road and Hwy 63 / Continuous Outer Road along I-44 East and West Bound
20	Washington	MO	185	South	Washington / Franklin County Line to Route 8	Roadway need and safety improvements (alignment, shoulders, widened)
22	Crawford	IS	44	West	Entire Crawford County section	Safety improvements / continuous outer road north and south/ economic development
23	Dent	MO	68	East	Phelps County Line to Route 19	Geometrics (alignment concern) and add shoulders

Overall Rank	County	DES	DES	DIR	Location Description	Need Description
23	Dent	RT	B	West	0.2 miles before County Road 539 (S) and entire route	Shoulder and alignment need (dangerous curve)
23	MARIES	US	63	S	Safety concerns at Paydown Rd and next county road to north (west side in curve)	Scoping for improvements to curve on Rte 63 at County Roads 209 & 302.
23	OSAGE	MO	133	S	Entire route through county - Functional /Safety Needs	Safety Improvements to Rte 133 across Osage County and add shoulders. (Meramec RPC)

Compiled by Meramec Regional Transportation Advisory Committee and approved by the MRPC Board, October 11, 2012.

## Highway 63 Prioritization

In December 2009, MoDOT presented information on Hwy. 63 segments. The TAC members were asked to prioritize the segments for future construction. The TAC ranking is as follows:

- 1 - **Project 7:** From south of Maries CR 443 to Phelps County Super 2. 8 mile stretch. AADT 5866. 113 crashes (6 fatalities, 7 disabling injuries, 22 minor injuries, 78 property damage only). Approx. cost \$17.7 Million
- 2 - **Project 1:** From Highway 50 to south of the bridge over Maries River at Westphalia. Approx. 5 mile stretch. AADT 7706. 89 crashes (0 fatalities, 6 disabling injuries, 18 minor injuries, 65 property damage only). Approx. cost \$23.1 Million
- 3 - **Project 2:** South of the bridge over Maries River at Westphalia to south of Osage CR 524. Approx. 7 mile stretch. AADT 5025. 104 crashes (2 fatalities, 11 disabling injuries, 20 minor injuries, 71 property damage only) Approx. cost \$32 Million
- 4 - **Project 3:** South of Osage CR 524 to south of Maries CR 332. 9 mile stretch. AADT 4260. 130 crashes (3 fatalities, 14 disabling injuries, 37 minor injuries, 76 property damage only). Approx. cost \$45.7 Million
- 5 - **Project 4:** South of Maries CR 332 to south of Maries CR 325. 5.5 mile stretch. AADT 5001. 169 crashes (3 fatalities, 9 disabling injuries, 48 minor injuries, 109 property damage only). Approx. cost \$23.4 Million
- 6 - **Project 5:** South of Maries CR 325 to just North of Hwy 68. 8 mile stretch. AADT 5814. 93 crashes (0 fatalities, 5 disabling injuries, 23 minor injuries, 65 property damage only). Approx. cost \$24 Million
- 7 - **Project 6:** Just North of Hwy 68 to south of Maries CR 443. 2 mile stretch. AADT 5433. 42 crashes (0 fatalities, 4 disabling injuries, 12 minor injuries, 26 property damage only). Approx. cost \$6.3 Million

## State System

The Statewide Transportation Improvement Program (STIP) is a five-year plan that is prepared annually by MoDOT. It includes all projects proposed for funding under the Moving Ahead for

Progress in the 21<sup>st</sup> Century (MAP-21), Vision 100-The Century Aviation Act and state revenue. The STIP covers highways, bridges, transit, aviation, rail, waterways, enhancements and other projects. It is a project-specific document that tells citizens what improvements to expect on their transportation system during the period.

### Needs for local transportation systems:

The following information was obtained by surveying the Meramec Region counties and cities, and from newspapers across the region.

### CRAWFORD COUNTY

#### Roadway Needs:

1. Crawford County has a large number of intersections that have poor visibility.
2. Crawford County needs wider right of ways on the county roads.
3. Highway expansion improvements to Hwy. 8, 68 and 19, north of Cuba.

#### Roadway and Bridge Needs Identified:

New #s	Old NEED ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
C-100	756	Crawford	MO	19	South	Bridge No. H0732 over Crooked Creek about 3 N/O Dent County Line	Bridge need (safety concern)
C-101	857	Crawford	RT	C	East	Rte C, at Argo road	Roadway needs (sight distance concern)
C-102	448	Crawford	RT	C	East	Bridge No. S0364 over Little Bourbouse River	bridge need (narrow)
C-103	502	Crawford	RT	N	East	Bridge No. A3354 over Meramec River	Roadway need (flooding concern) on Bourbon side
C-104	319	Crawford	MO	8	East	Phelps County Line to Washington County Line	roadway need (expressway) especially Steelville City Limits to Cedar Lane
C-105	298	Crawford	MO	49	South	Bridge No. S0421 over Dry Fork Creek	bridge need (neck down to one lane)
New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
C-106	28	Crawford	IS	44	West	Entire Crawford County section	safety improvements / continuous outer road north and south/ economic

							development
C-107	92	Crawford	MO	19	South	I-44 Cuba South City Limits, to Route O (including 19/O intersection)	geometrics (needs improvement)
C-108	297	Crawford	MO	49	South	Route 19 to Route 32	safety improvements (add shoulders)
C-109	22	Crawford	IS	44	East	Junction of Route FF	geometrics (add ramps) for economic development
C-110	87	Crawford	MO	19	South	Junction of Route CC/F	Safety need (sight distance concern) from Owensville side (southbound)
C-111	503	Crawford	RT	N	East	At Whites Creek	roadway need (flooding concern)
C-112	2012-New	Crawford	IS	44		Entire County	Add lanes.
C-113	2012-New	Crawford	RR			Cuba Amtrak Stop	Amtrak service to Cuba(from St. Louis to Springfield)
C-114	2012-New	Crawford	RT	H		Entire Route	Safety Improvements
C-115	2012-New	Crawford	RT	19		Sharp curve toward Steelville School	safety Improvements
C-116	2012-New	Crawford	RT	8		Hwy 8 Intersection with Dogwood Lane	Visibility issue pulling out of Dogwood Lane. Added barriers 9/10

Additional Bridge Needs:

1. Cherry Creek Bridge on Highway 19 is too narrow.

Parking Needs:

Railroad Needs:

1. Passenger rail to Springfield/St. Louis.

Airport Needs:

Public Transportation Needs:

1. Crawford County needs additional transportation services for the elderly.

Bike and Pedestrian Needs:

1. More pedestrian walkways

## **City of Bourbon**

### Roadway Needs:

1. The City of Bourbon has identified the intersection of Highway C and Highway N as a problem intersection due to poor alignment.

### Bridge Needs:

### Parking Needs:

### Railroad Needs:

### Airport Needs:

### Public Transportation Needs:

### Bike and Pedestrian Needs:

1. Both the Bourbon City Park and the Bourbon City Hall need improvements to their sidewalks/pathways in order to make them ADA accessible.

## **City of Cuba**

### Roadway Needs:

1. Most roads need improvement.

### Bridge Needs:

1. Box culvert on Beldon Ave floods multiple times per year and has a high maintenance cost per year.
2. Low water slab on Florence Ave floods multiple times per year.
3. Low water slab on Maiden Ave floods multiple times per year.

### Parking Needs:

Railroad Needs:

1. Crossings at Main and Smith need armed crossings.
2. The addition of an Amtrak stop is seen as a positive for the community.

Airport Needs:

1. City of Cuba needs improvements additional hangers as well as runway and apron expansion on their airport.

Public Transportation Needs:

Bike and Pedestrian Needs:

**Village of Leasburg**

Roadway Needs:

1. All roads are gravel and need to be asphalted or paved.

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

1. The city does not have any sidewalk infrastructure.

## **City of Steeleville**

### Roadway Needs:

1. Improvements to Highway 19 have re-directed water flow onto school property causing flooding and damage. Water needs to be redirected to stop the flooding and improve drainage.
2. All roads are in need of complete paving, no funding available.

### Bridge Needs:

1. Bridge on Industrial Drive needs replaced.
2. Pedestrian Bridge behind Country Mart needs replaced.
3. Bridge on 3<sup>rd</sup> Street needs replaced.

### Parking Needs:

### Railroad Needs:

### Airport Needs:

### Public Transportation Needs:

### Bike and Pedestrian Needs:

1. Greenway Trail needs gravel removed on both sides.
2. Extend Greenway Trail to Hwy. 8, crosswalk over and connect to proposed Hwy. 19
3. Sidewalk from Hwy. 19 (south of town) from Keysville Road to Pine Street.

## **City of Sullivan**

### **Roadway Needs:**

The City of Sullivan several roadway needs:

1. Hwy D & Sappington Bridge Road cross traffic is at a slight angle which causes poor visibility.
2. Hwy 185 and Dunsford are congested areas and need improvements to alleviate the problem.
3. Proper angled intersections
4. South Road has some flooding issues
5. Sullivan is currently working on a project to install lighting on Highway D using a grant from Delta Regional Authority. The mayor would also like to have underground lighting.
6. Overpass constructed by MoDOT at exit 185 needs to be lighted as originally designed.
7. Hill on E.Vine needs to be cut down due because of a blind curve and the current elevations are causing storm water draining issues and sewer issues.

### **Bridge Needs:**

### **Parking Needs:**

### **Railroad Needs:**

### **Airport Needs:**

1. City of Sullivan needs a seal coat on the airport runways and taxiways.
2. Needs runway expansion.
3. Needs additional hangers.
4. Needs fuel system storage.

Public Transportation Needs:

1. Sullivan would like to be considered for a passenger rail through Amtrak, providing the local community is in favor of the project.
2. All three crossings need improvements to correct settling issues.

Bike and Pedestrian Needs:

1. A bike path is needed.

## DENT COUNTY

### Roadway Needs:

1. Widen and add shoulders to Highway 32.

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
D-200	104	Dent	MO	19		Entire length of Rt. 19 in Dent County	roadway needs shoulders and to be widened
D-201	112	Dent	MO	19	South	Bridge No. G0537 over Gladden Creek	bridge need (narrow) - 20 ft wide minimum for 2 lanes. Structurally bridge is sound
D-202	880	Dent	RT	H	South	1/4 to 1/2 mile outside of Salem	Safety (steep Hill) Two hills back to back - creates safety concerns during winter weather.
D-203	747	Dent	MO	32		Route 32/72 east of Salem	roadway need - needs to be widened and shoulders added
D-204	667	Dent	MO	68	East	Phelps County Line to Route 19	geometrics (alignment concern) and add shoulders
D-205	340	Dent	MO	32		Salem Middle School	Pedestrian overpass needed
D-206	343	Dent	MO	32		Chilton Oil Plant	guardrail and widening of box culvert
D-207	881	Dent	MO	19	South	Intersection of MO 19 and Roosevelt Street	Safety need (dangerous intersection due to sight limitations)
D-208	870	Dent	MO	72		From RT 32 to RT 21	Shoulder and alignment needs
D-209	506/507	Dent	RT	B	West	0.2 miles before CRD 539 (S) and entire route	Shoulder and alignment need (dangerous curve)
D-210	509	Dent	RT	TT	East	Bridge No. R0808 over Crooked Creek	bridge need (flooding concern) / replace culvert with bridge
D-211	MoDOT 2	Dent	RT	19		intersection of Route 19 and Franklin Street	Safety improvements needed - several minor accidents
D-212	MoDOT 3	Dent	RT	FF		Route FF over Norman Creek	Bridge improvements
D-213	350	Dent/Iron	MO	32	East	Boss in Dent County Hwy 72 South Junction to Viburnum in Iron County	roadway need (shoulders)
D-214	2012-New	Dent	RT	K		Entire Route	Safety improvements / and shoulders
D-215	2012-New	Dent	RT	E		Entire Route	Safety improvements
New	Old	COUNTY	DES	RTE	DIR	Location Description	Need Description

#s	NEED_ID#						
D-216	2012-New	Dent	RT	VV		Entire Route	Safety improvements
D-217	2012-New	Dent	RT	A		Entire Route	Safety improvements
D-218	2012-New	Dent	RT	AC		Entire Route	Safety improvements
D-219	2012-New	Dent	RT	119		Entire Route	Safety improvements
D-220	2012-New	Dent	RT	HH		Entire Route (on 6180 at end of HH there are 2700 cars daily)	Safety improvements

Additional Bridge Needs:

1. Dent County has many low-water bridges that will need to be replaced in the near future. County funding is not available for these bridge replacements.
2. Repair bridge at Boss over Huzzah Creek on Highway 32.

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Salem**

Roadway Needs:

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

1. The City of Salem needs crack sealing at the local airport.

Public Transportation Needs:

Bike and Pedestrian Needs:

## GASCONADE COUNTY

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
G-300	58	GASCONADE	US	50	East	Major Projects: System Expansion. Entire Route	Corridor improvements on Rte 50 including widening to Super 2, shoulders, & horizontal align building towards four-lane corridor. (Meramec RPC)
G-301	62	GASCONADE	MO	19	South	Frene Creek Bridge - (Functional Need)	Improve drainage on Rte 19 in Hermann. This also includes Rte 19/6th St. Functional Needs (Meramec RPC)
G-302	250	GASCONADE	MO	100	East	Safety	Safety improvements at the intersection with Route J, 6.0 miles west of Hermann.
G-303		GASCONADE	MO	28/19		Hwy 28 and 19 Intersection	Add a third lane (turn lane) to Krausetown Road - safety improvement (Walmart to McDonald's)
G-304	MoDOT 1	GASCONADE	RT	T		Route T Bridge over Bourbeuse River	Bridge improvements
G-305	MoDOT 2	GASCONADE				Route P over Third Creek	Bridge improvements
G-306	MoDOT 3	GASCONADE				Route A over Crider Creek	Bridge improvements
G-307	MoDOT 4	GASCONADE				intersection of Route 19 and Route 50 (North of the Drake Shed)	Safety improvements
G-308	2012-New	GASCONADE	RT	28		From Osage County Line to Route 50	Safety improvements (add shoulders).
G-309	2012-New	GASCONADE	RT	100		From Osage County Line to Franklin County Line	Safety improvements (add shoulders).
G-310	2012-New	GASCONADE	RT	19		From Route 50 to Route CC in Crawford County	Safety improvements (add shoulders).
G-311	2012-New	GASCONADE	RT	B		From Route 28 to Phelps County	Safety improvements (add shoulders).
G-312	New	GASCONADE	RT	19	North	From 28 Junction to North City Limits on Hwy 19 near school	Add third lane on Hwy 19 by High School. From Hwy 28/Hwy 19 Junction to North City Limits sign.
G-313	2012-New	GASCONADE				All County Road Approaches	Pave all county road approaches to state roadways.

### Bridge Needs:

1. Gasconade County has two priority bridges in need of replacement:
  - a. CR 404 low water crossing.
  - b. Staple Road concrete box culvert.
  - c. A bridge or Ferry is needed to cross the Gasconade River.

Parking Needs:

Railroad Needs:

Airport Needs:

1. No improvements are needed at this time.

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Bland**

Roadway Needs:

1. The city of Bland has identified two intersections in need of improvement:
  - a. Main and Highway 28 lacks visibility.
  - b. Highway 28 and connector road, asphalt continually covers with gravel causing driving hazard for motorists.
2. Three streets are identified for paving, no funds are available:
  - a. Kansas City Street
  - b. Gray Street
  - c. S. Frost Street

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

1. The City of Bland has a need for public transportation in the community

Bike and Pedestrian Needs:

**City of Gasconade**

Roadway Needs:

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Hermann**

Roadway Needs:

Bridge Needs:

1. The City of Hermann would like to replace the downtown bridge over Frene Creek.

Parking Needs:

Railroad Needs:

1. The city is in need of an Amtrak Station.

Airport Needs:

1. The City of Hermann would like to improve the airport runway, taxiway and t-hangers.  
The city is received a grant of \$100,000 for runway improvements.

Public Transportation Needs:

1. The City of Hermann has a need for taxis in their community.

Bike and Pedestrian Needs:

**City of Owensville**

Roadway Needs:

1. Has need of a 3<sup>rd</sup> lane through town to mitigate traffic congestion.

Bridge Needs:

Parking Needs:

Railroad Needs:

1. The City of Owensville needs railroad service in the community.

Airport Needs:

1. The City of Owensville needs an airport in the community.

Public Transportation Needs:

1. The City of Owensville has a need for additional public transportation in their community.

Bike and Pedestrian Needs:

1. The City of Owensville is negotiating with Ameren to utilize old rail bed as a Rail to Trail project.

**City of Rosebud**

Roadway Needs:

1. Have requested a speed reduction in the vicinity of Highways T and 50 due to limited visibility. MoDOT denied the request.

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

1. Negotiating with Ameren to utilize old rail bed as a Rail to Trail project.

## MARIES COUNTY

### Roadway Needs:

1. Highway E, which leads directly into the community of Nagagomi, withstands frequent flooding from the Gasconade River. A portion of the road needs to be elevated so that Nagagomi residents can make it in and out of the community during floods.
2. Maries County is aware that when Highway 63 is re-routed, it will bypass the city of Vienna. The county is interested in making the existing highway into a business route.

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
M-400	55	MARIES	RT	E	East	Functional Needs	Improve drainage on Rte E. Flooding at end of road. Traps residents during high water.(Meramec RPC)
M-401	57	MARIES	MO	42	East	Entire route through county - Functional Safety Needs	Grading and paving for 2 new lanes and paved shoulders from Miller Co. line to Osage County line. (Meramec RPC)
New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
M-402	64	MARIES	US	63	South	Entire route through county - Major Projects: System Expansion	Grading and paving to improve to 4 lane divided highway from Osage Co. line to Phelp Co. line. (Meramec RPC)
M-403	69	MARIES	MO	68	East	Entire route through county - Functional Safety Needs	Grading and paving for 2-lane relocation and add shoulders from Rte 63 to Phelps Co. line. (Meramec RPC)
M-404	214	MARIES	US	63	South	Safety concerns at Paydown Rd and next one to north (west side in curve)	Scoping for improvements to curve on Rte 63 at County Roads 209 & 302.
M-405	New1	MARIES	US	63		Hwy 63/28 Intersection	Safety improvements at the 'Y' intersection
M-406	New2	MARIES	MO	42		Hwy 42/133 intersection	Safety improvements at the 'Y' intersection
M-407	New3	MARIES				County Road approaches at all the State Highways	Asphalt all the CR approaches along the state highways
M-408	MoDOT 1	MARIES	RT	N		Route N over Rodgers Creek	Bridge improvements
M-409	MoDOT 2	MARIES	MO	42		Route 42 over Maries River (Little Maries?)	Bridge improvements

M-410	MoDOT 3	MARIES	US	63		existing Route 63	Safety improvements as needed
M-411	2012 - New	Maries	US	63		Acceleration Lane for Northbound 63 at Route 68 junction.	Safety and traffic flow improvement.
M-412	2012 - New	MARIES	MO	28		Entire County	Safety improvements (add shoulders).
M-413	2012 - New	MARIES	MO	133		Entire County	Safety improvements (add shoulders).
M-414	2012 - New	MARIES	RT	M		Entire Length	Safety improvements. (High Accident Rate)
M-415	New	MARIES	US	63		Climbing/Acceleration lane at Hwy A	Lengthen south bound acceleration lane
M-416	New	MARIES	US	63		Climbing/Acceleration lane North of Gasconade River Bridge	Lengthen acceleration lane to top of hill
M-417	New	MARIES	Rt	42		Intersection of US 63 in Vienna	Traffic flow issues, need to make improvements to the intersection

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Belle**

Roadway Needs:

Bridge Needs:

1. The city has identified three bridges as priority projects, which funding is not available for:
  - a. 5<sup>th</sup> Street concrete box culvert.
  - b. 2d Street concrete box culvert.
  - c. Bland Avenue concrete box culvert.

Parking Needs:

Railroad Needs:

Airport Needs:

1. City would like to find funding for constructing a helipad for ambulance in the next 2 or 3 years.

Public Transportation Needs:

Bike and Pedestrian Needs:

1. City would like to obtain an enhancement grant for a walking trail and lighting.

**City of Vienna**

Roadway Needs:

1. The intersection at Highways 63 and 42 needs turning lanes, at a minimum.
2. Highway V needs an upgrade to allow trucks better access to the Industrial Park.
3. Vienna will need to annex a bypass when the new Highway 63 is built.
4. Vienna would like to make MoDOT aware that when the new Highway 63 is built it will go over a forced main line from a lift station.
5. The repaving of Highway 63 several years ago has caused issues at the intersections of city streets. Transitions were not made which resulted in drop offs off the new pavement and has continued to cause damage to low sitting vehicles.
6. The main goal of Vienna is to maintain the current inventory of streets by paving and sealing.

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

1. Need helipad near nursing home.

Public Transportation Needs:

Bike and Pedestrian Needs:

1. The City of Vienna has plans to create a pedestrian path from Hwy 63 to the city park. The path would be approximately ½ mile long. Funding has been approved via an enhancement grant.

## OSAGE COUNTY

### Roadway Needs:

1. The county needs corridor improvements on US 63 Highway including widening to Super 2, building towards a four-lane corridor.

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
O-500	46	OSAGE	US	63		Taking Care of the System / Safety	Scoping for improvements which will result in paved shoulders on two disconnected sections (include other safety improvements on alignment) from 0.6 mile south of US 50 south to Route P. Paved 4 ft shoulders and rumble strips throughout Osage County.
O-501	58	OSAGE	US	50	East	Major Projects: System Expansion	Corridor improvements on Rte 50 including widening to Super 2, shoulders, & horizontal align building towards four-lane corridor. (Meramec RPC)
O-502	59	OSAGE	US	50		Major Projects: System Expansion	Preliminary engineering for 4 lane roadway from Osage Co. line to Rte 89 at Linn. (Meramec RPC) (CAMPO) (Mid-MO RPC)
O-503	70	OSAGE	MO	133	South	Entire route through county - Functional /Safety Needs	Safety Improvements to Rte 133 across Osage County and add shoulders. (Meramec RPC)
O-504	71	OSAGE	US	63	South	Functional Needs	Safety improvements to intersection of Rte E/63. (Meramec RPC)
O-505	72	OSAGE	RT	E	East	Entire route through county - Functional Needs	Safety Improvements on Rte E across Osage County. (Meramec RPC)
O-506	73	OSAGE	MO	89	South	Entire route through county - Safety Functional Needs	Safety Improvements and add shoulders on Rte 89 across entire county. (Meramec RPC)
O-507	249	OSAGE	US	63	South	Entire route through county - Major Projects: System Expansion	Corridor improvements including widening to Super 2, shoulders and horizontal alignment building towards four-lane corridor. (Meramec RPC)
O-508	MoDOT 3	OSAGE	RT	T		Route T over Maries River	Bridge improvements
O-509	2012-New	OSAGE	MO	100		Entire County	Safety improvements (add shoulders).
O-510	2012-New	OSAGE	RT	B		Cole County to Meta	Safety improvements (add shoulders).
O-511	2012-New	OSAGE				Near Chamois	New Missouri River Crossing connect Hwy 94 to Hwy 100.
O-512	2012-New	OSAGE	RT	P		Entire length	Pavement Surface Condition. MoDOT will be doing extensive patching along entire length 2012/2013. Entire road way will be chip/sealed during 2013 maintenance season.

### Additional Bridge Needs:

Osage county has identified 13 bridges and low water crossings as priority projects in need of funding.

There is a need to connect Osage County at Chamois to Calloway County, which are currently separated by the Missouri River. There are two options for this project:

1. A ferry across the Missouri River at Chamois, which would help economic development in North Osage County.
2. A bridge across the Missouri River at Chamois, which would also help economic development in Osage County.

### Parking Needs:

### Railroad Needs:

### Airport Needs:

### Public Transportation Needs:

1. Osage County would like to have public bus service to St. Louis and Kansas City.
2. There is a commuter parking lot located north of Westphalia on Highway 63 in Osage County. As gas prices rise, the parking lot sees an increase in use. Currently the parking lot is at about 60 percent capacity. Additional parking space may be needed in the future.

### Bike and Pedestrian Needs:

### **Village of Argyle**

### Roadway Needs:

### Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

### **City of Chamois**

Roadway Needs:

1. Chamois city streets need improvement.
2. All the streets in the City of Chamois need a new seal coat.
3. Some of the streets need to have the top surface ground off to help with the water flow at some of the intersections.
4. The city is unhappy with repairs made to state maintained roadways within the city limits.

Bridge Needs:

Parking Needs:

Railroad Needs:

1. Chamois needs a second rail crossing for use by emergency responders if one is blocked during an emergency.

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

1. Chamois city sidewalks need improvement

**Village of Freeburg**

Roadway Needs:

Highway 63

1. Freeburg is currently bisected by Highway 63, which provides primary access to the community. When the new Highway 63 is constructed, Freeburg is concerned with maintaining good access points to the highway.
2. Freeburg has also prioritized the construction of a possible overpass to Highway 63 on Highway P.
3. There is a need for a business route after the bypass of Highway 63.

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

## **City of Linn**

### Roadway Needs:

1. Linn city streets need curbs and guttering
2. Linn would like to have “hot-mix” streets.
3. Improvements to Highway 50 will be a catalyst to growth in Linn.

### Bridge Needs:

### Parking Needs:

### Railroad Needs:

### Airport Needs:

### Public Transportation Needs:

### Bike and Pedestrian Needs:

## **City of Meta**

### Roadway Needs:

### Bridge Needs:

### Parking Needs:

### Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Westphalia**

Roadway Needs:

1. When Highway 63 is improved, Westphalia would like to add turning lanes and would eventually like to add these lanes through the town.

Bridge Needs:

1. Pentecostal Bridge in Westphalia (county bridge) needs repair or replacement.

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

## PHELPS COUNTY

### Roadway Needs:

1. Improvements needed on North 63 Highway, make four-lane from Rolla to Maries County line.

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
Ph-600	121	Phelps	US	63	South	Around Rolla	roadway need (bypass)
Ph-601	21	Phelps	IS	44	East	Junction of Route 68	roadway need (ADA accessibility concern)
Ph-602	314	Phelps	MO	8	East	St. James to Crawford County Line	roadway need (expressway) Desired goal is expressway
Ph-603	313	Phelps	MO	8	East	Route 68 to Crawford County Line	Add shoulders
Ph-604	315	Phelps	MO	8	East	Bridge No. L0188 over Dry Fork Creek 3.0 Mi. E/O Route DD	bridge need (concerned about the old bridge)
Ph-605	791/125	Phelps	US	63	South	I-44 to University Drive / overpass at I-44 in Rolla	roadway need (additional lanes) / traffic control need (congestion concern)
Ph-606	671	Phelps	RT	F	East	Route 72 to Route 68	Traffic control need (dangerous curves)
Ph-607	754	Phelps	IS	44	West	Exit 184	roadway need (dangerous location)
Ph-608	773	Phelps	RT	U	South	CRD 1220 to Route KK	roadway need (widen)
Ph-609	850	Phelps	RT	O	South	Rte O, at low area where signs warn water over the road - South of subdivision	Roadway needs - flooding needs (drainage pipe cleaned out and ditches dug deeper)
Ph-610	463	Phelps	RT	T	South	at CRD 7360	geometrics (bad angle at intersection)
Ph-611	128	Phelps	US	63	South	Near State Street Intersection	pedestrian need (pedestrian crossing)
Ph-612	711	Phelps	RT	E	South	Coming out of Rolla	roadway need (shoulders)
Ph-613	479	Phelps	RT	Y	East	1 mile west of Route E and Route Y	geometric (dangerous curves)
Ph-614	665	Phelps	MO	68	East	In St. James from KK Hwy to South city limits	traffic control need (congestion concern)
Ph-615	664	Phelps	MO	68	East	Route 8 to Dent County Line (entire length in county)	geometrics (alignment concern curves) and add shoulders for entire length of Route 68 within County.
Ph-616	459	Phelps	RT	CC	East	At CRD 7060	geometrics (sharp curve)
Ph-617	460	Phelps	RT	J	South	7 miles S/O of I-44 to bridge over Spring Creek	roadway need (flooding concern)
Ph-618	83	Phelps	RT	B	South	Gasconade County Line to Route 68	roadway need (shoulders)
Ph-619	474	Phelps	RT	BB	East	5 miles east of Rolla	traffic control need / add shoulders (dangerous curve)

Ph-620	478	Phelps	RT	Y	East	5.2 miles west of Route E	roadway need (flooding concern)
Ph-621	455	Phelps	RT	KK	East	St. James East to Cuba	roadway need / add shoulders (narrow)
Ph-622	New	Phelps	US IS	63 44		Outer Road at Northweye and Hwy 63 - Develop continuous Outer Road North and South side of IS 44	Complete the connection at the Rte V outer road and Hwy 63 / Continuous Outer Road along I-44 East and West Bound
Ph-623	MoDOT 1	Phelps	RT	D		Route D	Safety improvements
New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
Ph-624	MoDOT 2	Phelps				I-44	Passing improvements to I-44 (added climbing lanes)
Ph-625	2012-New	Phelps	RT	B		Bridge over Bourbeuse Rvr (X0008)	Replace bridge.
Ph-626	2012-New	Phelps	IS	44		Entire County	Add lanes East and West bound
Ph-627	2012-New	Phelps	RR			Rolla - Amtrak Stop	Amtrak service to Rolla (from St. Louis to Springfield)
Ph-628	2012-New	Phelps	RT	CC		End of CC next to River	Flooding at end of CC
Ph-629	2012-New	Phelps	US	63		US 63 at intersection of 10th Street in Rolla	Pedestrian Overpass
Ph-630		Phelps	US	63		Entire Route in Phelps County	Corridor improvements including widening to 4-lane.

Parking Needs:

Railroad Needs:

1. Phelps County has a need for cross arms to be placed on ten railroad crossings.

Airport Needs:

Public Transportation Needs:

1. Phelps County would benefit from having an AMTRAK station.

Bike and Pedestrian Needs:

Railroad Needs

## **City of Doolittle**

### Roadway Needs:

1. Three miles of Old Route 66 needs repaved, funds available will cover patching only.

### Bridge Needs:

### Parking Needs:

### Railroad Needs:

### Airport Needs:

### Public Transportation Needs:

1. The City of Doolittle has a need for public transportation in the community.

### Bike and Pedestrian Needs:

1. The City of Doolittle would like to implement a bike and/or pedestrian path but have no funding to do so at this time.

### Public Transportation Needs

## **Edgar Springs**

### Roadway Needs:

1. All of Edgar Springs' streets are in need of repair.

### Bridge Needs:

### Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

1. Sidewalk infrastructure is needed in Edgar Springs.

**City of Newburg**

Roadway Needs:

1. The City of Newburg has an alley that meets Highway T that creates a flooding issue since the state has put in the new bridge. The water opening needs to be larger to allow the water to flow out better to alleviate the flood waters on State Route T.

Bridge Needs:

1. The City of Newburg has two low-water bridges that are water damaged and in bad need of repair and a bridge near the public school that is in need of repairs as well. There is no funding available at this time to address these needs.

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

1. The City of Newburg needs a taxi service in the community.

### Bike and Pedestrian Needs:

1. The City of Newburg is currently constructing a path that is being funded by Community Development.

### **City of Rolla**

#### Roadway Needs:

1. The City of Rolla has one intersection that has problems.
  - a. Highway 63 & Kings Highway at 6:00 p.m. has heavy traffic flow.
2. The City of Rolla has many needs, the largest being the \$18 million extension of Lion's Club Drive from Hwy 72 to I-44 at Route V.
3. Rolla West \$35 million project to provide improved access for Highways 63 and 72 to I-44, this includes the addition of a new interchange at mile marker 183. Funding for this project does not exist.
4. Traffic flow issues in downtown—possible roundabout

#### Bridge Needs:

#### Parking Needs:

1. The downtown needs additional parking.

#### Railroad Needs:

#### Airport Needs:

1. The Rolla Airport is in need of pavement maintenance.
2. A 10 unit hanger is needed.
3. A new flight center is needed.

#### Public Transportation Needs:

1. The City of Rolla would benefit from having an Amtrak Station.

2. The City of Rolla has a need for expansion of the services provided by SMTS.
3. A public transit system serving the campus and the entire community is needed.

#### Bike and Pedestrian Needs:

1. The City of Rolla is planning a street bike route network which will add approximately 22 miles of biking infrastructure if funding is approved.
2. 1,193 sidewalk ramps are in need of replacement to make them ADA compliant, project cost is \$3 million.

### **City of St. James**

#### Roadway Needs:

#### Bridge Needs:

1. Bridge on N. Meramec need replacement.

#### Parking Needs:

#### Railroad Needs:

1. St. James has a need to improve and widen crossing approaches and to add signal arms.

#### Airport Needs:

#### Public Transportation Needs:

1. The City of St. James has a need for train service to and from St. Louis.
2. The City of St. James has a need for Interstate bus lines to service the community.
3. The city has a need for a local public transportation system.

Bike and Pedestrian Needs:

1. St. James is currently improving some city sidewalks through a Safe Routes to School grant. Additional improvements will be needed in the future.
2. St. James would like to improve the existing hiking/biking trail by extending it and making it a destination trail.

## **PULASKI COUNTY**

### Roadway Needs:

1. There are two roads, Tulsa and Teake, which dead-end at Fort Leonard Wood. Pulaski County would like to remedy these dead ends.
2. The county would like to know if MoDOT is responsible for providing information to online map sites like MapQuest.
3. Problem Intersections
  - Hwy T & Raleigh Road
  - Hwy T & Ridge Road
  - Hwy 28 & North Outer Road in St. Robert
  - Hwy Z & Hwy 28
  - Hwy 17 & Longview
4. Jones Creek & Hwy O near Dixon needs improvements.

Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
Pu-701	184	Pulaski	MO	17	South	Miller County Line to I-44	geometrics (alignment concern)
Pu-702	823	Pulaski	MO	28	East	Hwy 28 by Dixon Middle School	roadway need (sharp curve)
Pu-703	660	Pulaski	MO	28	East	Bridge No. RB085 over BNSF Railroad	bridge need (narrow)
Pu-704	585	Pulaski	RT	U	South	Miller County Line to Route 17	roadway need (shoulders)
Pu-705	744	Pulaski	RT	Y	South	Entire Route	Safety improvements on Rte Y including geometrics (visibility at intersections)
Pu-706	586	Pulaski	RT	U	South	6½ miles W/O Route 17/133	traffic control need (sharp curve signs)
Pu-707	34	Pulaski	IS	44	West	Route 28 entire length in Pulaski County	traffic control need, add lanes at County Road intersections (congestion concern)
Pu-708	700	Pulaski	RT	T	South	Entire route in Pulaski County	Roadway need and safety improvements(curves)
Pu-709	578	Pulaski	RT	TT	South	2.7 miles from Route AW on the left hand side	traffic control need (guardrail)
Pu-710	712	Pulaski	RT	Z	East	Through Devils Elbow	Improvements for smoother surface
Pu-711	809	Pulaski	RT	PP	East	Entire Rt.PP	roadway need (shoulders & alignment) for surface improvements
Pu-712	New	Pulaski	MO	17		Hwy 17, 1.9 miles north of Crocker at Beaumont Road	Improve road alignment and make safety improvements
Pu-713	MoDOT 1	Pulaski	IS	44		I-44 - Entire length of county	Passing improvements to I-44 (added climbing lanes)
Pu-714	MoDOT 2	Pulaski	MO	7		Route 7	Safety improvements
Pu-715	MoDOT 3	Pulaski	RT	D		Route D	Safety improvements
Pu-716	2012-New	Pulaski	IS	44		Entire Route - make north/south outer roadways continuous across the county	Safety / economic development / functional improvements.
Pu-717	2012-New	Pulaski	RR			Waynesville / St. Robert - Amtrak Stop	Amtrak service to Waynesville / St. Robert (service from St. Louis to Springfield)
Pu-718	2012-New	Pulaski	RT	H		Intersection of Rt H and Southside Drive in Waynesville	Congestion / safety.
Pu-719	2012-New	Pulaski	MO	17		From Route T to Route H in Waynesville	Congestion / Safety. Add lanes.
Pu-720	2012-New	Pulaski	MO	28		Guardrail on Gasconade River Hill	Safety improvements
Pu-721	2012-New	Pulaski				Roubidoux Bridge in Waynesville	Bridge need - deteriorated
Pu-722	2012-New	Pulaski	MO	17		Zingenbein Road near F Hwy - in Waynesville	Intersection improvements
Pu-723	2012-New	Pulaski	RT	C		Between Hwy 28 and Hwy 133 near Dixon	safety improvements needed - road has rolling hills and buggies travel regularly on it.
Pu-724	2012-New	Pulaski				Missouri Avenue and Eastlawn in St. Robert	need longer left turn lane

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
Pu-725	2012-New	Pulaski				Roberta Rd and T HWY intersection	dangerous intersection. Approach is gravel and at top of hill
Pu-726	2012-New	Pulaski	Rt	7		Route 7	Dip in front of Deb Adkin's house

Additional Bridge Needs:

1. Cambridge Road Bridge on Hwy 133

Parking Needs:

Railroad Needs:

1. All railroad crossings in Pulaski County need annual maintenance.

Airport Needs:

Public Transportation Needs:

1. Pulaski County would like to have more public transportation service available for the elderly in their community.

Bike and Pedestrian Needs:

**City of Crocker**

Roadway Needs:

1. The City of Crocker has several problem intersections located along Highway 17 where the city streets intersect with the highway.
2. Crocker city streets are in need of repair and improvement.

Bridge Needs:

Parking Needs:

Railroad Needs:

1. There are two crossings within the city; one signal will be replaced during 2013.

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Dixon**

Roadway Needs:

1. Dixon has a road that is owned by both the city and the county. The road is only about 14 feet wide and needs to be widened on a 250 foot stretch. The city needs funding to fix this problem.
2. The City of Dixon has a problem intersection at 8<sup>th</sup> and Ellen Street. The state road has a sharp turn with no signage.
3. Dixon city roads are narrow and need to be repaved.

Bridge Needs:

Parking Needs:

1. The City of Dixon needs a parking place for 18 wheelers.

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of St. Robert**

Roadway Needs:

1. The City of St. Robert has a problem intersection located at Zeigenbien Road and Old Route 66. There is a high volume of traffic turning onto Old Route 66. State will not allow signalized intersection due to road alignment and stacking space concerns.

Bridge Needs:

Parking Needs:

Railroad Needs:

Airport Needs:

1. The City of St. Robert co-owns and operates the local airport with the City of Waynesville. The airport currently needs runway and taxi-way improvements to accommodate larger aircraft.

Public Transportation Needs:

1. The City of St. Robert would like to have more public transportation service available for the elderly in their community.

Bike and Pedestrian Needs:

## City of Waynesville

### Roadway Needs:

#### 1. Problem Intersections

- Historic Route 66 & Linn Street intersection is too close to stop the light and causes traffic backup.
- Historic Route 66 & Oak Street where the street floods due to improper drainage.
- Historic Route 66 & Phippen Street where the road right-of-way is eroding.

### Bridge Needs:

### Parking Needs:

### Railroad Needs:

### Airport Needs:

1. The City of Waynesville co-owns and operates the local airport with the City of St. Robert. The airport currently needs runway and taxi-way improvements to accommodate larger aircraft.

### Public Transportation Needs:

1. The City of Waynesville has a need for a mass transit bus system for commuters in the area.
2. The City of Waynesville would like to have more public transportation service available to assist the commuters to Fort Leonard Wood.

### Bike and Pedestrian Needs:

## WASHINGTON COUNTY

### Roadway Needs:

1. There is a 4 foot hole at the intersection of Highway V and Barney Yonkers Road.
2. N Highway from Highway 185 to Bourbon, MO: the east bound lane has huge holes that need patching.
3. Shoulders need to be added on Route 8 from Route AA to Potosi.
4. Route 8 through Potosi will be repaved.
5. Route 21 from Highway 8 to Highway N will be repaved and 4 foot shoulders will be added.
6. An intersection of Highways 8 and 21 is being designed.

### Roadway and Bridge Needs Identified:

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
W-800	839	Washington	MO	21	South	Hwy 21 just south of Delbridge road	Roadway needs (intersection concern - blind spot)
W-801	86	Washington	MO	47	South	Bridge No. R-514 over Mill Creek	bridge need (safety concern - load limited)
W-802	668	Washington	MO	21	South	Jefferson County Line To Route 8	Building toward expressway
W-803	326	Washington	MO	8	East	Crawford County Line to St. Francois County Line	roadway need (passing-lanes) - continued improvement
W-804	79	Washington	MO	185	South	Washington / Crawford County Line to Route 8	Roadway need and safety improvements (alignment,shoulders,widened)
W-805	715	Washington	MO	8	East	Route E Junction	roadway need (improvement at intersection)
W-806	876	Washington	RT	A	East	the entire route	roadway need (widen)
W-807	264	Washington	RT	U	South	S-curves just out of Potosi / and 4.5 miles out south of John Smith Road	safety improvements /s-curves and dips in road drop off at Yonker Road . Widening of one-lane culvert just north of John Smith Road
W-808	828	Washington	MO	47	South	Rte 47, from FF to Route 21	Roadway needs (shoulders)
W-809	269	Washington	RT	H	East	Jefferson County Line to Route 47	geometrics (alignment concern) General improvements
W-810	360	Washington	MO	32	East	Bridge No. J0987 over Cedar Creek	bridge need (replace bridge)
W-811	New	Washington	MO	21		Highway 21 from Route H at Desoto County Line to Hwy 8/21 Intersection at Potosi	Change from Minor Road to Major Road

New #s	Old NEED_ID#	COUNTY	DES	RTE	DIR	Location Description	Need Description
W-812	2012-New	Washington	MO	32		Route 21 to Route U	Safety Improvements (add shoulders)
W-813	2012-New	Washington	RT	P		Entire Route	Safety Improvements
W-814	2012-New	Washington	RT	T		Entire Route	Safety Improvements
W-815	2012-New	Washington	RT	DD		Entire Route	Safety Improvements
W-816	2012-New	Washington	RT	E		From Route 21 (south) to Route 21 (north)	Safety Improvements
W-817	2012-New	Washington	RT	M		From Route 21 to Route 8	Safety Improvements
W-818	2012-New	Washington	RR			Near Potosi	Amtrak Station and Service
W-819	2012-New	Washington	MO	8		Roadway in to Airport	Entrance road into airport may need another entrance onto Hwy 8.
W-820	2012-New	Washington	MO	47		Buckman Hill - where it crosses rail.	Roughness at rail road crossing.
W-821	2012-New	Washington	MO	47		Near MO 30	rutting on MO 47
W-822	2012-New	Washington	RT	F		Near Glendale	Dumping trash / tires. Debris and trash floats down and clogs the culverts

Additional Bridge Needs:

1. Washington County has identified 18 bridges and low water crossings as priority projects which are not able to be funded.

Parking Needs:

Railroad Needs:

Airport Needs:

1. Washington County are many improvements needed on the airport.

Public Transportation Needs:

1. Washington County would like to have a public transportation service available for the citizens in the community.

Bike and Pedestrian Needs:

## **Village of Caledonia**

### **Roadway Needs:**

1. Caledonia needs public parking and is interested in grants to help obtain the parking.
2. The shoulders on Highway 21 need repair.
3. There is a need for a flashing light at the junctions of Highways 21 and 32.
4. There is a tree at the Highway 21 right-of-way. The tree is dead and is a danger to drivers.

### **Bridge Needs:**

1. Two bridges need repair in the village. Both need concrete floors and the abutments need to be fixed.

### **Parking Needs:**

### **Railroad Needs:**

### **Airport Needs:**

### **Public Transportation Needs:**

### **Bike and Pedestrian Needs:**

1. ADA accessible sidewalks are needed in Caledonia
2. The village needs a pedestrian crossing.

## **City of Irondale**

### **Roadway Needs:**

1. The City of Irondale has a problem intersection located at North Summit Street and Hwy M. Potholes form where the pavement connects at the intersection.
2. Irondale city streets need to be repaved and there is no funding available.

3. The City of Irondale needs new equipment to maintain the city streets including a new dump truck and a new plow.

Bridge Needs:

Parking Needs:

Railroad Needs:

1. The City of Irondale has four railroad crossings that need maintenance or improvements.

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

1. The City of Irondale would like to put two paths in the community.

**Village of Mineral Point**

Roadway Needs:

1. Third Street washes out continuously and needs improvements.

Bridge Needs:

1. There are two low-water bridges, one at the end of State Street and the other at the end of 6<sup>th</sup> Street, which may be able to use the DRA-FRP funds.

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs:

**City of Potosi**

Roadway Needs:

Bridge Needs:

1. Repairs are needed at the low water crossing on Hall St. Mill Street, S. Water Street and Police Plaza.
2. Bridge repairs are needed at the Mill Street and S. Water Street.

Parking Needs:

Railroad Needs:

Airport Needs:

Public Transportation Needs:

Bike and Pedestrian Needs: