

CHAPTER THREE: EXISTING TRANSPORTATION FACILITIES

3.1 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. A copy of the 2014-2018 Statewide Transportation Improvement Plan is attached as Appendix A.

3.2 Transportation Assets in the Meramec Region

Map 3.1 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 3-1, indicating proximity to cities in the region.

3.3 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.

3.4 Airports

Publicly-Owned

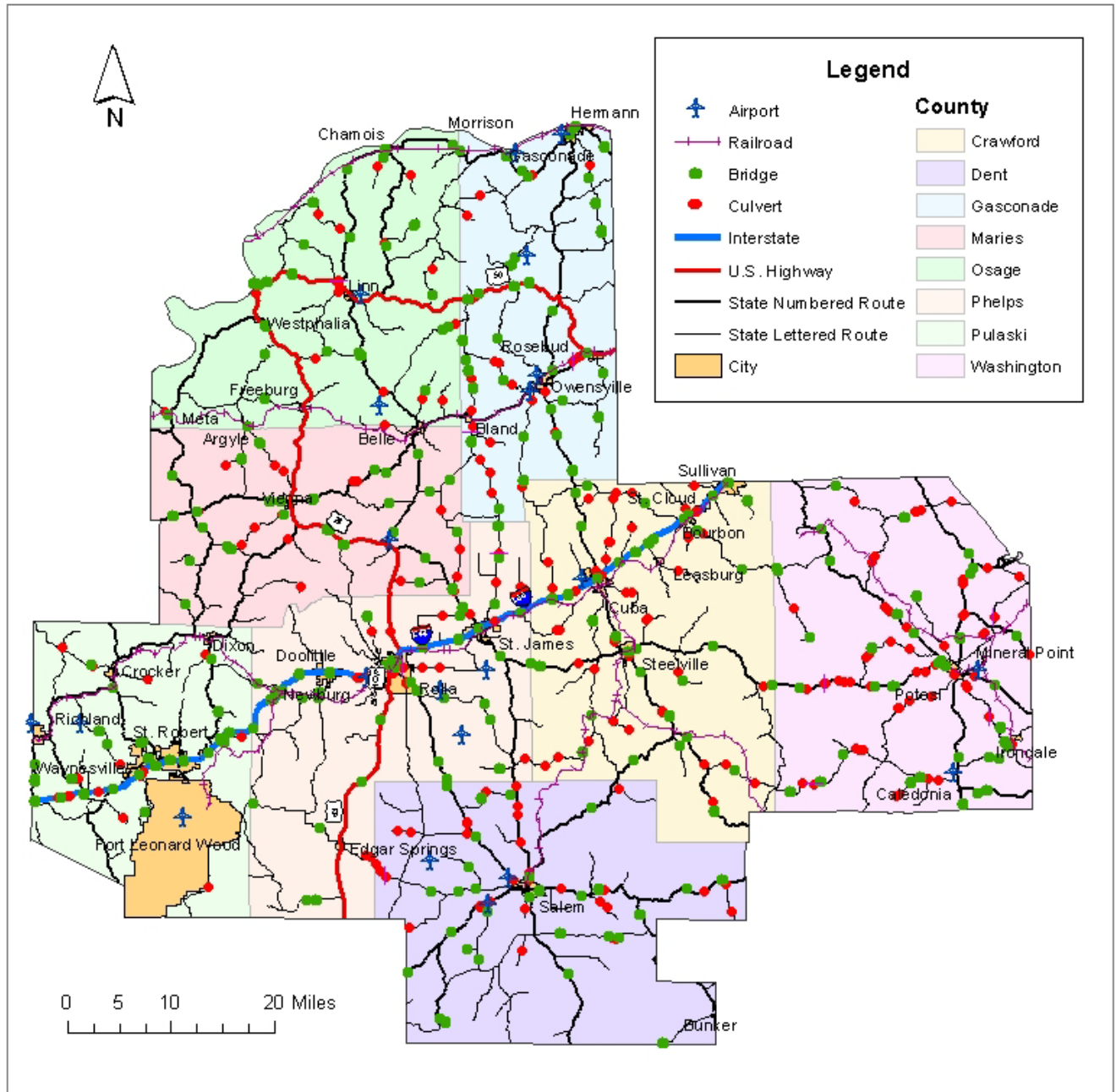
The publicly-owned airports in the region are listed in Table 3.2 and locations are shown on *Map 3.1*. Runway lengths range from 2,998 feet to 6,038 feet, with a majority of runway surface being asphalt. Two airports have runways that exceed 5,000 feet: Rolla/Vichy and Waynesville-St. Robert Regional 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 3.3. There are currently 13 privately-owned airports/heliports in the region. Most are turf runways, with lengths ranging from 1,200 feet to 3,000 feet.

Map 3.1 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 3.1 - MAJOR HIGHWAY AND AIRPORT TRANSPORTATION FACILITIES

CRAWFORD COUNTY	Bourbon	Cuba	Leasburg	Steelville	Sullivan
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	

DENT COUNTY	Salem			
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		

GASCONADE COUNTY	Bland	Gasconade	Hermann	Morrison	Owensville
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			

MARIES COUNTY	Belle	Vienna		
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	

OSAGE COUNTY	Argyle	Chamois	Freeburg	Linn	Meta
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

PHELPS COUNTY	Doolittle	Newburg	Rolla	St. James	Edgar Springs
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		

PULASKI COUNTY	Crocker	Dixon	Richland	Waynesville	St. Robert
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

WASHINGTON COUNTY	Caledonia	Irondale	Mineral Point	Potosi
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 3.2 - Publicly-Owned Airports in the Meramec Region

Official Airport Name	City	Runway Length	Surface	Elevation	Contact Info	Overnight Hangar
Cuba Municipal	Cuba	3420 ft	Asphalt	1023	Travis Pritchett 1312 Highway DD Cuba, MO 65453 573-578-5188	No
Hermann Municipal	Hermann	3198 ft	Asphalt	508	Gary Giesler 228 E 1st Street Hermann, MO 65041 573-486-5400	Yes
Linn State Technical College	Linn	3400 ft	Concrete	953	Don Lloyd One Technology Drive Linn, MO 65051 573-897-5280	No
Richland Municipal	Richland	3000 ft	Asphalt	1110	Unattended	No
Rolla Downtown Airport	Rolla	3028 ft	Asphalt	987	Maxine Fosmark 13750 County Road 7040 Rolla, MO 65401 573-341-2994	No
Rolla National	Rolla/ Vichy	5500 ft (x2)	Asphalt	1148	Darrin Bacon PO Box 505 Vichy, MO 65580 573-299-4498	No
Salem Memorial	Salem	2998 ft	Asphalt	1241	Gary Glenn 64 Highway F Salem, MO 65560 573-729-5900	No
Sullivan Regional	Sullivan	4500 ft	Concrete	933	Larry Cuneio 1249 Airport Road Sullivan, MO 63080 573-468-4912	No
Washington County	Potosi	4000 ft	Asphalt	959	Virgil Cain 10351 Airport Rd Mineral Point, MO 63660 573-438-3582	Yes
Waynesville-St. Robert Regional at Forney Field	Ft. Leonard Wood	6038 ft	Asphalt	1159	Sheldon Croley (GA) 5017 Iowa Avenue Ft. Leonard Wood, 65473 573-329-4916	Yes

Sources: Missouri Department of Transportation, Multimodal Operations, Aviation Section: *Missouri Airport Directory*

TABLE 3.3 - 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
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	Robert Franklin County Road 2340 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 16625 County Road 4110 Rolla, MO 65401 573-364-0700	No
Phelps County Regional Medical Center Heliport	Rolla	N/A	Concrete	Unknown	Phelps County Regional Medical Center 1000 W. 10th Street Rolla, MO 65401 573-458-8899	No

Salem Memorial Hospital Heliport	Salem	N/A	Concrete	1170	Monty Kitchen Highway 72 N, Box 774 Salem, MO 65560 573-729-6626	No
Green Airfield	St. James	2200	Turf	1068	Gary & Carol Green PO Box 885 Rolla, MO 65402 573-263-9252	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
Missouri Department of Transportation, Multimodal Operations,
Aviation Section: Missouri 2012-2013 Airport Directory

3.5 State Bridges

As shown on *Map 3.1*, 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

Map 3.2: 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.

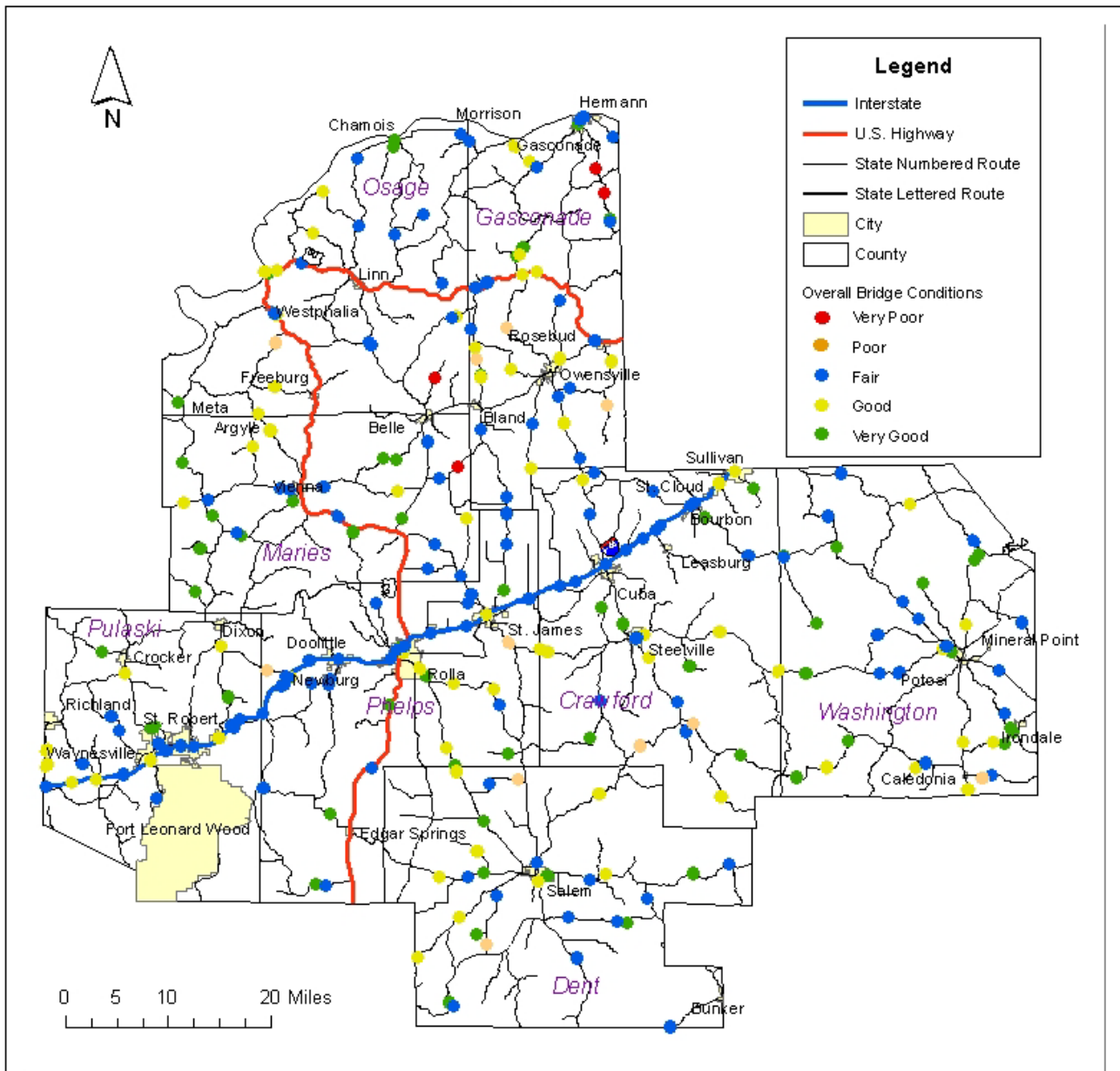
TABLE 3.4

County	Bridge Upgrade Completed	Bridge Number
Crawford	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
Dent	Rt. H over Dry Fork	8647
	Highway 32 over Spring Creek	5305
	Rt. NN over Dry Fork	8072
Gasconade	Rt. W over Second Creek	9431
	Rt. W over Puncheon Creek	6799
Maries	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
Osage	Highway 28 over Dry Fork	5189
	Highway 133 over Sugar Creek	8863
	Rt. HH over Fork of Bailey's Cr.	9461
	Rt. K over Doolings Creek	9684
Phelps	Rt. K over Spring Creek	361
	Rt. B over Robinson Creek	8151
	Rt. JJ over Norman Creek	6785
	Rt. M over Corn Creek	1570
Pulaski	Rt. U over Unnamed branch	9956
Washington	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>

Regional priorities for bridge, culvert and low water crossing improvements are contained in Appendix F.

Map 3-2: Overall Bridge Conditions 2013



Meramec Regional Transportation Plan

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



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May 2013

3.6 Railroads

The Meramec Region is served by four railroads (*Map 3.1*). 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.

3.7 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.

3.8 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.	Bus Stop Behind McDonalds
718 Missouri Avenue	1106 Kingshighway
St. Robert, MO 65584	Rolla, MO 65401
Main: 573-336-5913	Main: 573-364-2348
Baggage: 573-336-5913	Greyhound Charter: 800-454-2487
Greyhound Package Express: 573-336-5913	
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 3.5 - Commuter Parking Lots

Location	County	City	Surface Type	Number of parking spaces	Lighting
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

3.9 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.

Maps 3.2A through 3.2L show functional classifications for each county in the Meramec Region as well as the urban areas within the region.

Rural Functional Classification

Dent County Missouri

Map 3.2A



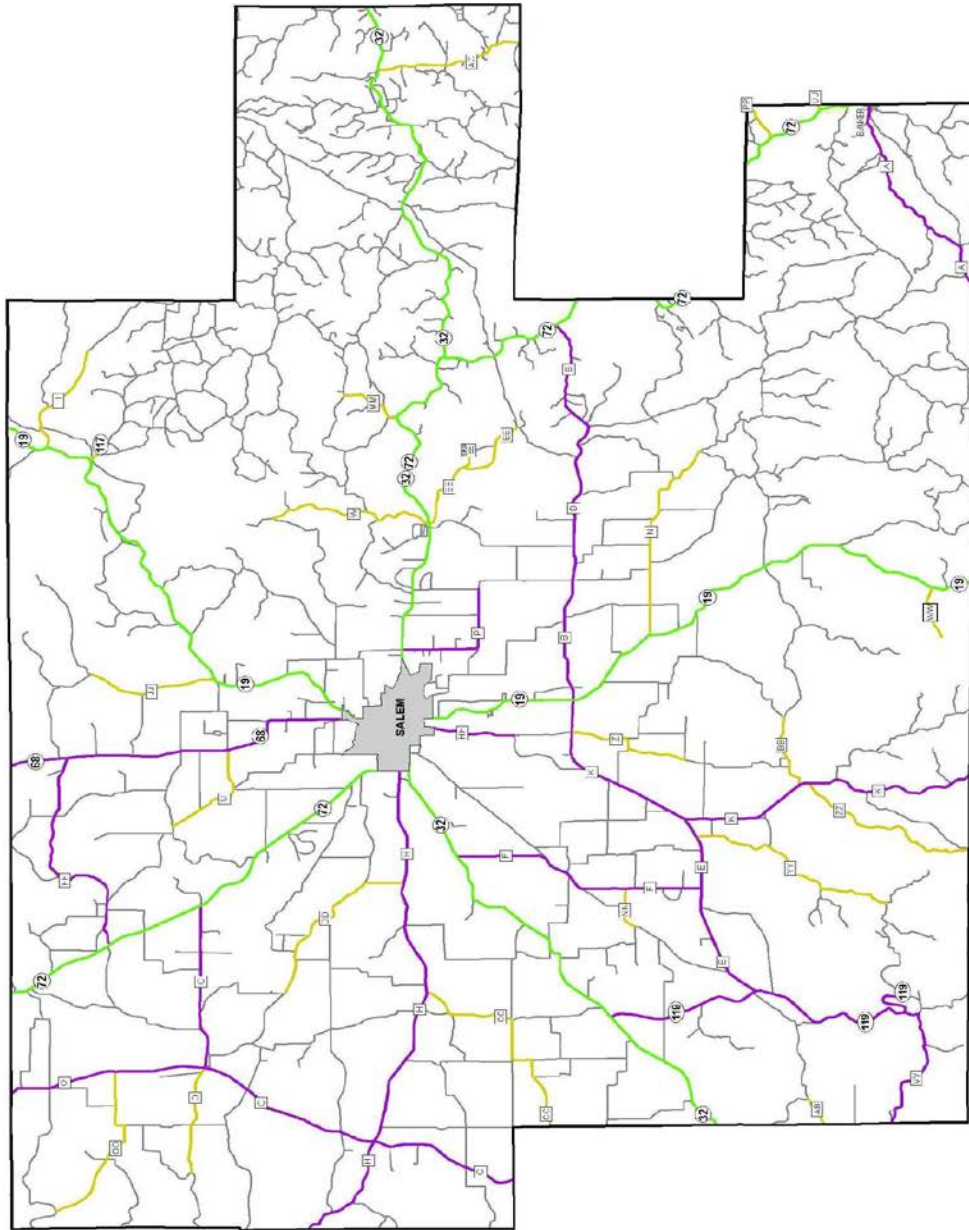
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FUNCTIONAL CLASS

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

CITY

URBAN AREA



Approved April 28, 2008

Functional Classification System

SALEM

Dent County
Missouri

Map 3.2B

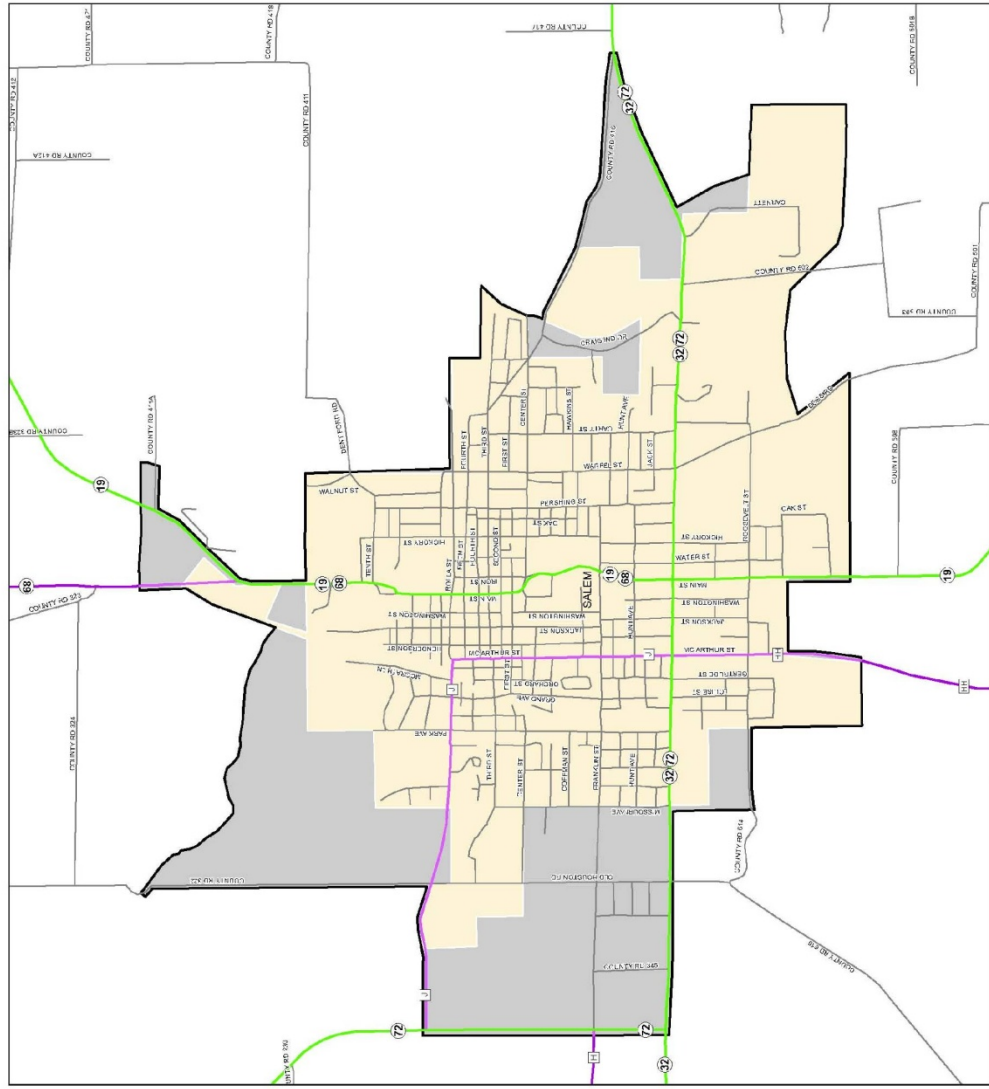


FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
Principal Arterial			
Interstate	0		
Other Freeway and Expressway	0		
Other Principal Arterial	0		
Principal Arterial Sub-Total	0	0	5-10
Minor Arterial	6.735		
All Arterial Sub-Total	6.735	12.08	15-25
Collector	2.989		
Local	46.042		
Total Urban	55.776	82.55	65-80

*This list includes all streets and bridge structures. It excludes rural private roads.



Approved April 28, 2008



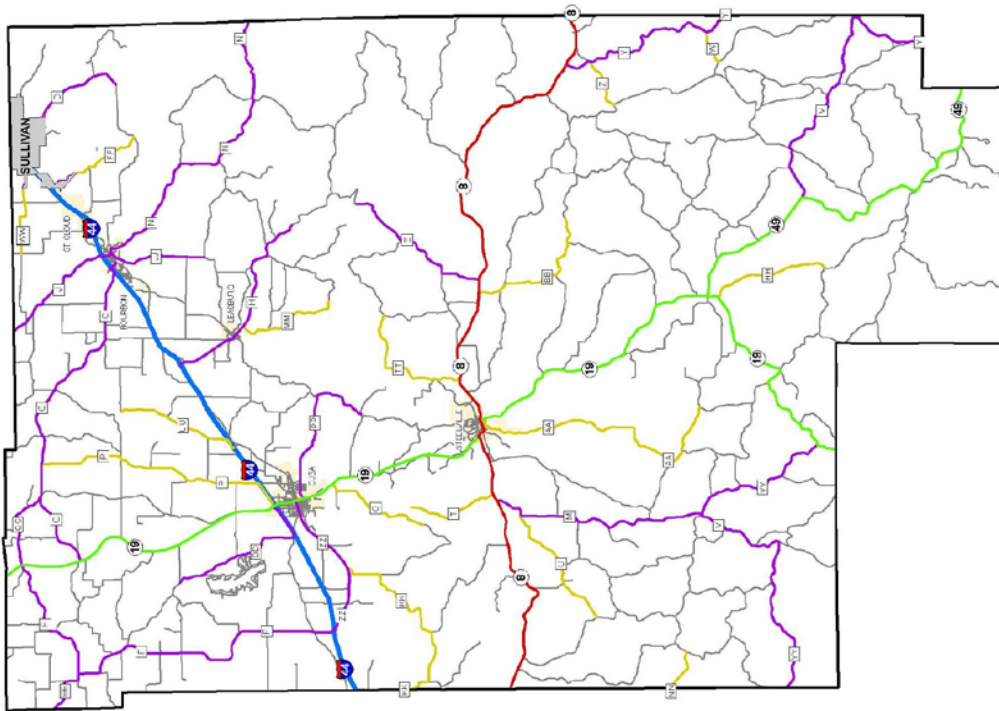
Rural Functional Classification

Crawford County Missouri

Map 3.2C



Legend	
FUNCTIONAL CLASS	
Interstate	
Other Principal Arterial	
Minor Arterial	
Major Collector	
Minor Collector	
Local	
CITY	
URBAN AREA	



MoDOT
 Transportation Planning
 2725 North Lincoln
 Jefferson City, MO 64531
 Phone (314) 224-2300
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Approved April 28, 2008

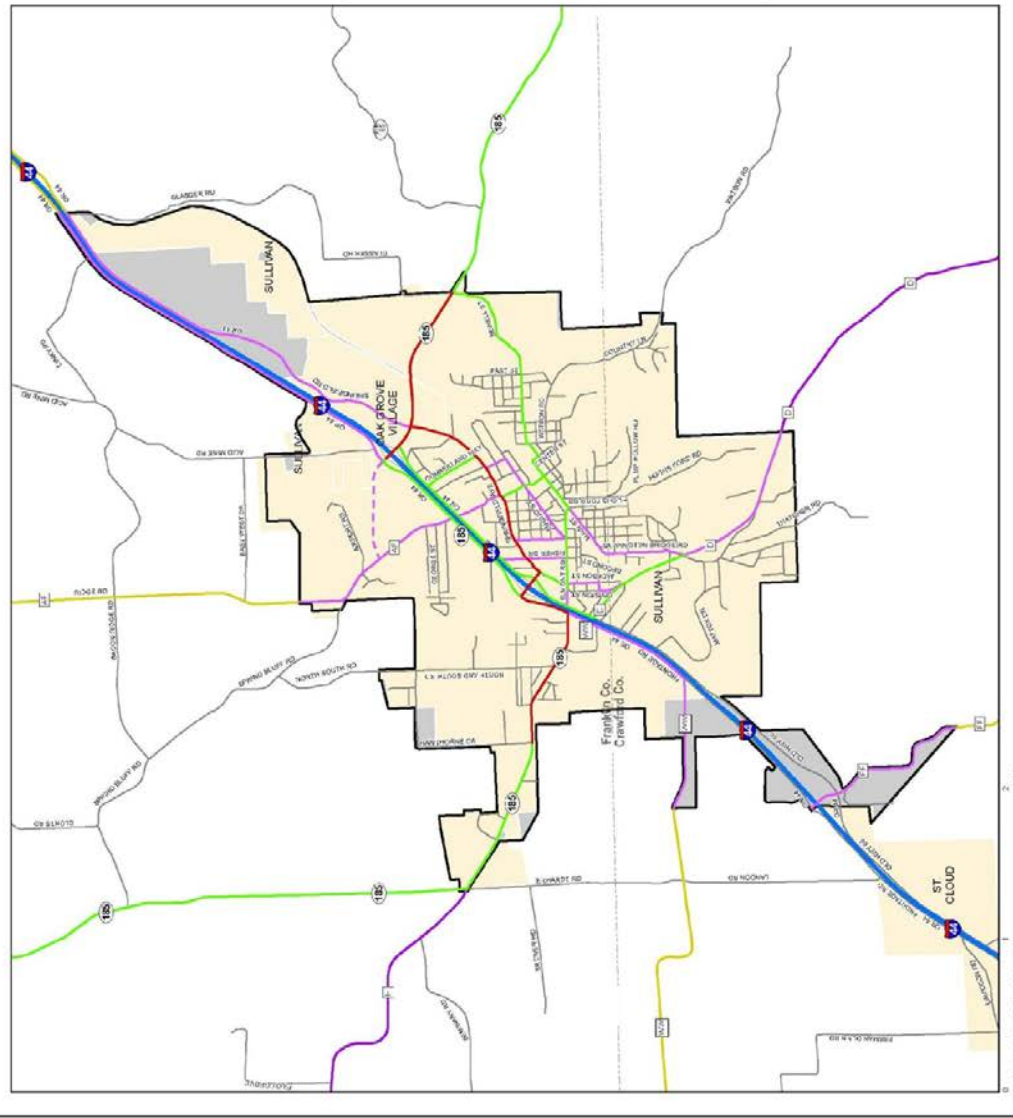
Version: 07/10/07; Author: 07/10/07; Project: 07/10/07; Title: 07/10/07; File: 07/10/07

Functional Classification System

SULLIVAN

Crawford County
Franklin County
Missouri

Map 3.2D



FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
Principal Arterial			
Interstate	6.425		
Other Freeway and Expressway	0		
Other Principal Arterial	4.080		
Principal Arterial Sub-Total	10.516	11.16	5-10
Minor Arterial	8.289	18.805	15-25
All Arterial Sub-Total	18.805	19.90	15-25
Collector	15.005	15.83	5-10
Local	80.330	84.10	65-90
Total Urban	94.190		

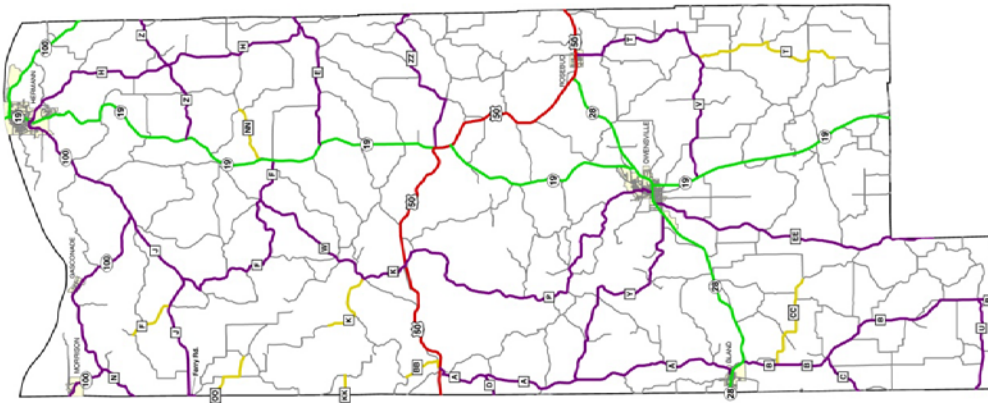
*Total for all roads including unimproved village streets. If roads include in rural areas.
Note: Street mileage in square miles (SQMI)=25



Approved April 28, 2008

Rural Functional Classification

Gasconade County
Missouri



Legend

Functional Classification

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

Map 3.2E

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

Approved November 27, 2002

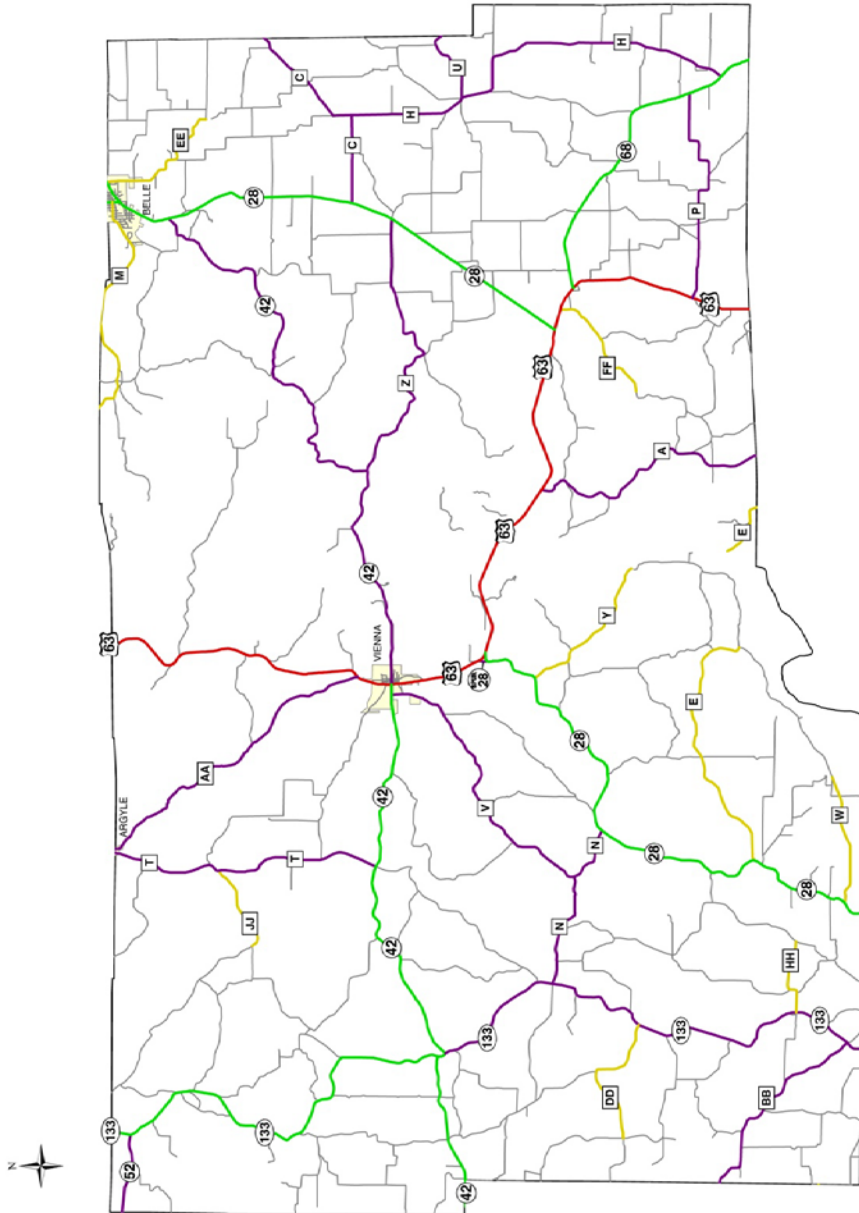
Rural Functional Classification

Maries County
Missouri

Legend

Functional Classification

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



Map 3.2F

MoDOT
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 2217 St. Mary's Blvd.
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 Phone (573) 526-8058
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Approved November 27, 2002

Rural Functional Classification

Osage County
Missouri

Legend

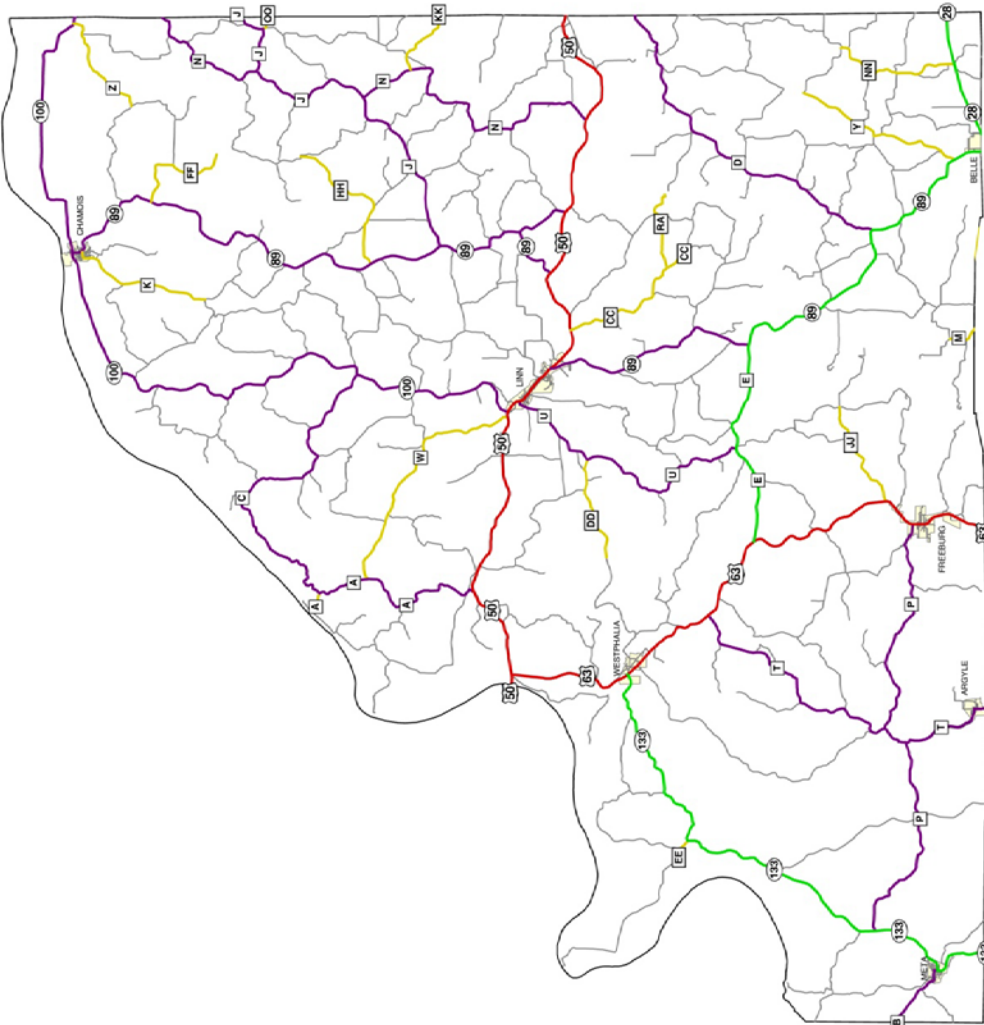
Functional Classification

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

Map 3.2G

MoDOT
 Transportation Planning
 2217 St. Mary's Blvd.
 Jefferson City, MO 65109
 Phone (573) 526-6058
 Fax (573) 526-8052

Approved November 27, 2002



Rural Functional Classification

Pheps County Missouri

Map 3.2H



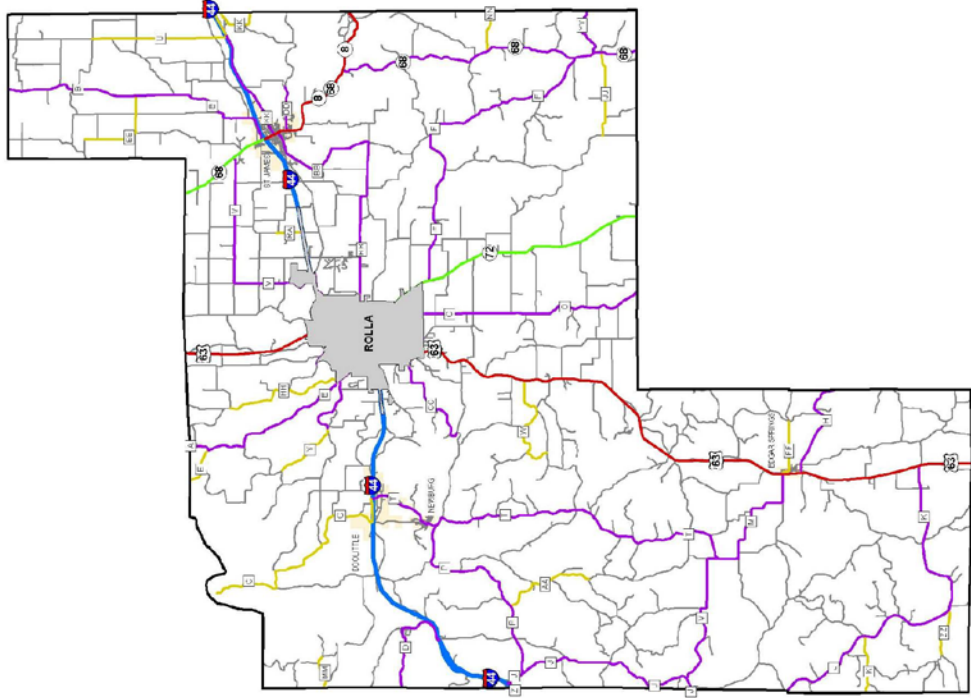
Legend

FUNCTIONAL CLASS

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

CITY

URBAN AREA



Approved April 28, 2008

Map 3.2H - Rural Functional Classification of Pheps County, Missouri

Functional Classification System

ROLLA

Pheelps County
Missouri

Map 3.2I

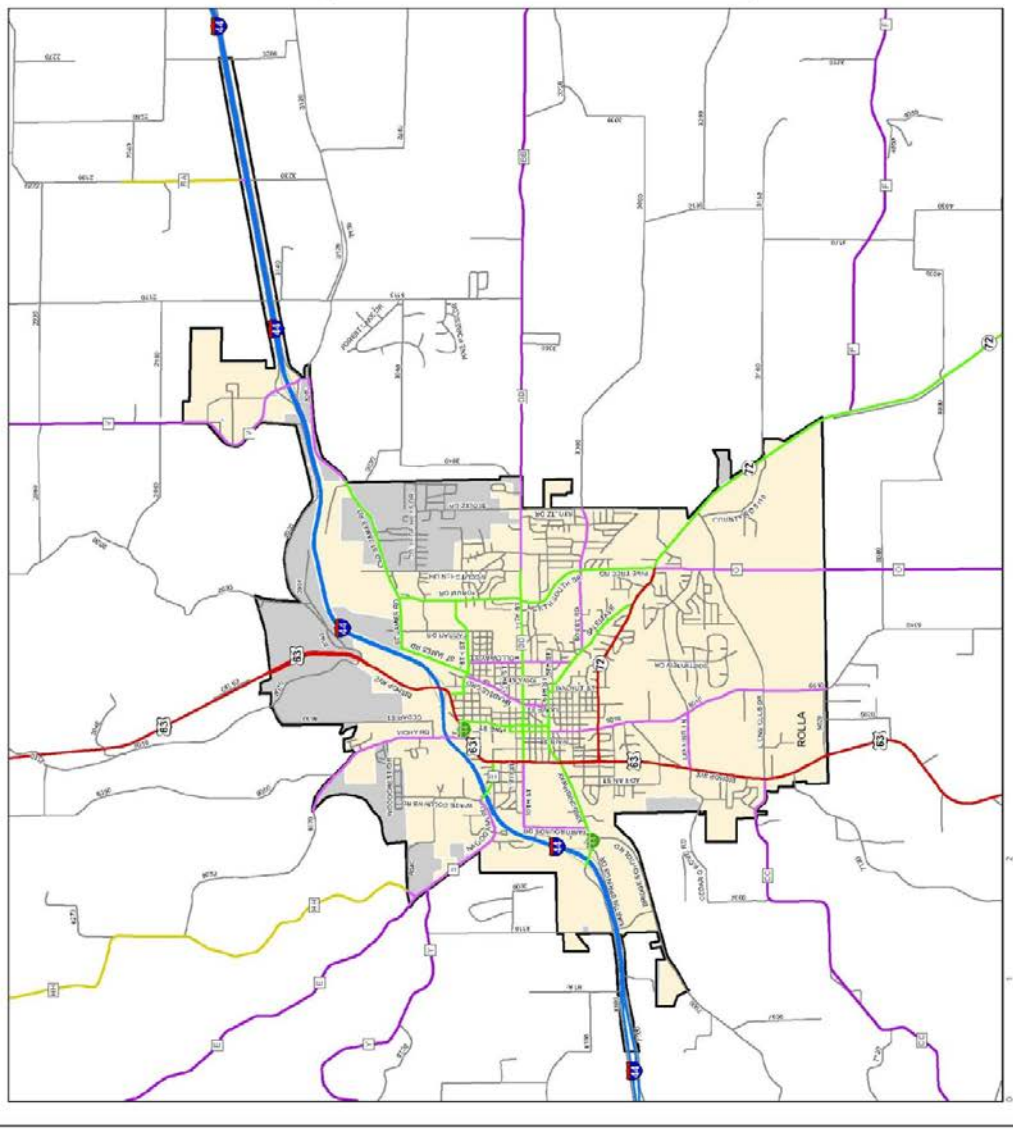


FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
Principal Arterial			
Interstate	9.617		
Other Freeway and Expressway	0		
Other Principal Arterial	6.919		
Principal Arterial Sub-Total	16.536	11.29	5-10
Minor Arterial	12.86		
All Arterial Sub-Total	29.396	20.06	15-25
Collector	14.628	9.69	5-10
Local	102.472	68.95	65-80
Total Urban	146.485		

*Total Mileage includes all roads within the city limits and within the urban area boundary. Excludes roads within principal arterial.



Approved April 28, 2008



Rural Functional Classification

Pulaski County

Missouri

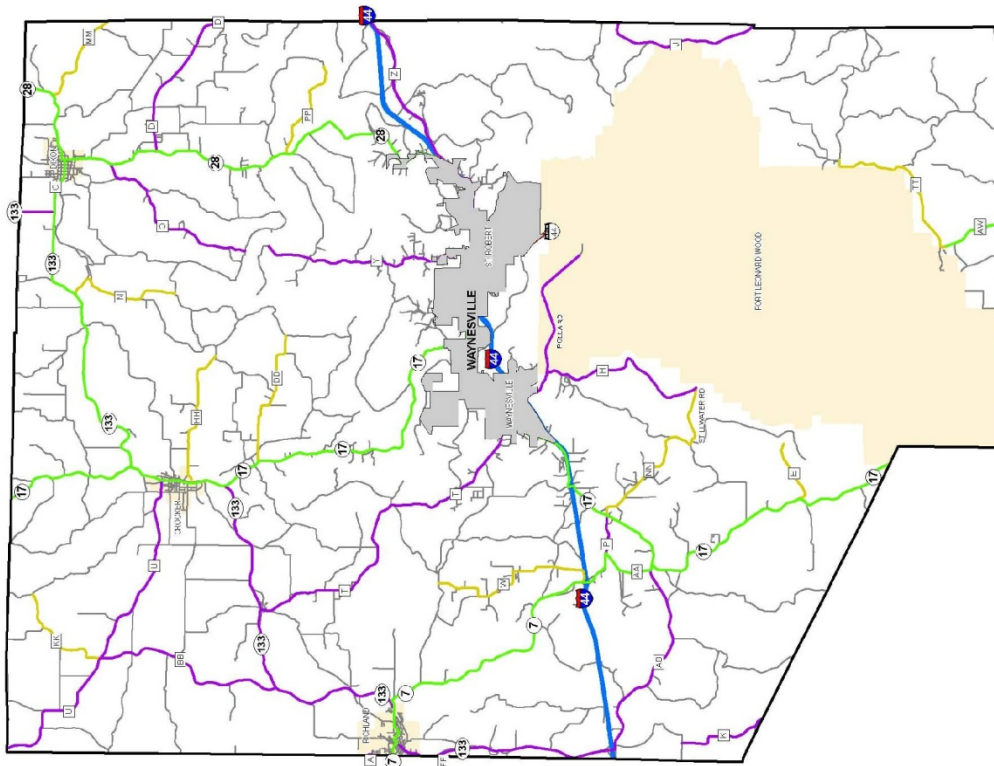
Map 3.2J



Legend	
FUNCTIONAL CLASS	
Interstate	
Other Principal Arterial	
Minor Arterial	
Major Collector	
Minor Collector	
Local	
CITY	
URBAN AREA	



Approved April 28, 2008



Functional Classification System

WAYNESVILLE
 Pulaski County
 Missouri
Map 3.2K

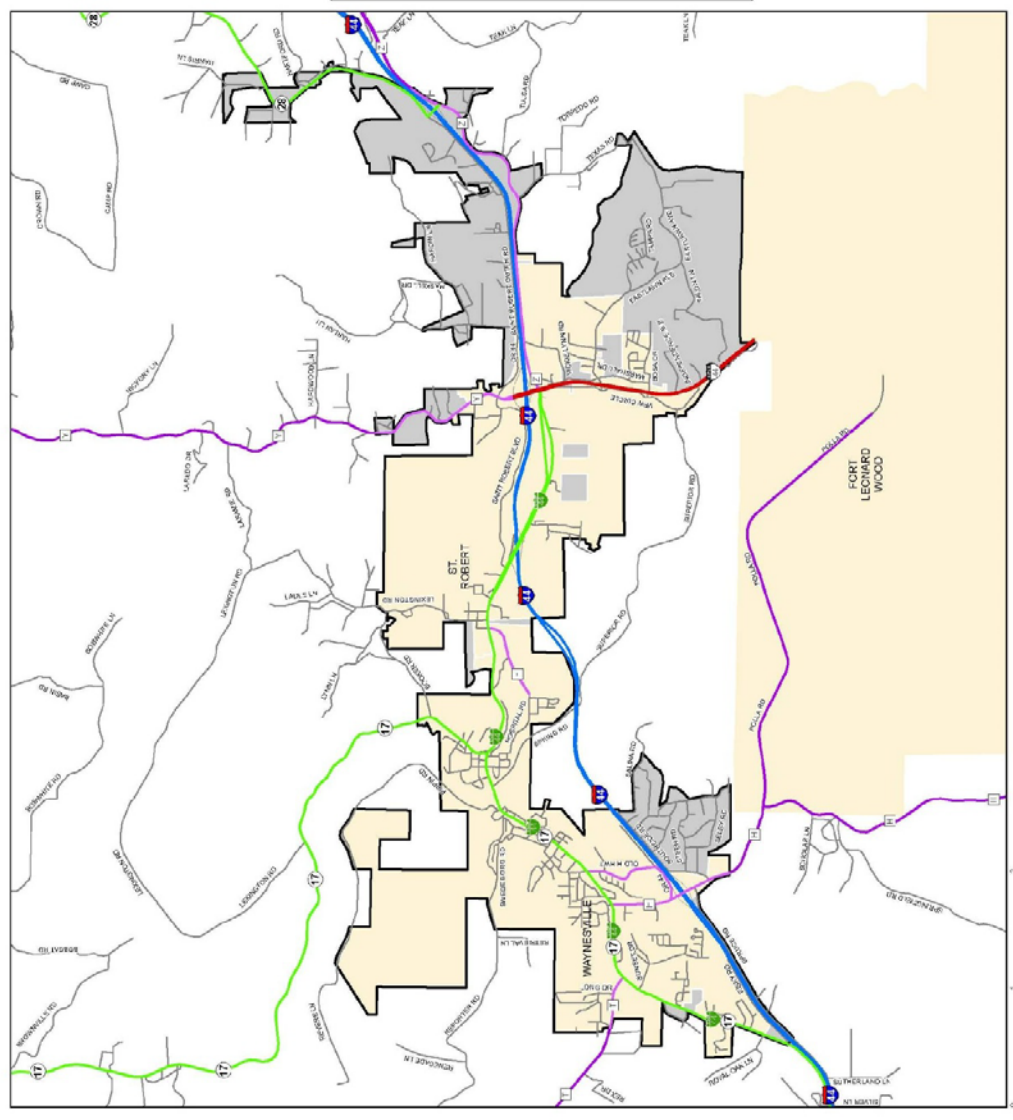


FUNCTIONAL CLASS	Approx. Mileage*	% of Total	% Guidelines
Principal Arterial			
Infrastate	7.451		
Other Freeway and Expressway	0		
Other Principal Arterial	2.21		
Principal Arterial Sub-Total	9.661	9.97	5-10
Minor Arterial	10.006		
All Arterial Sub-Total	19.667	20.29	15-25
Collector	7.704	7.95	5-10
Local	89.586	71.76	65-80
Total Urban	96.939		

*City limits as shown on map and include all roads within City limits. Excludes state, principal arterials.



Approved April 28, 2008



Rural Functional Classification

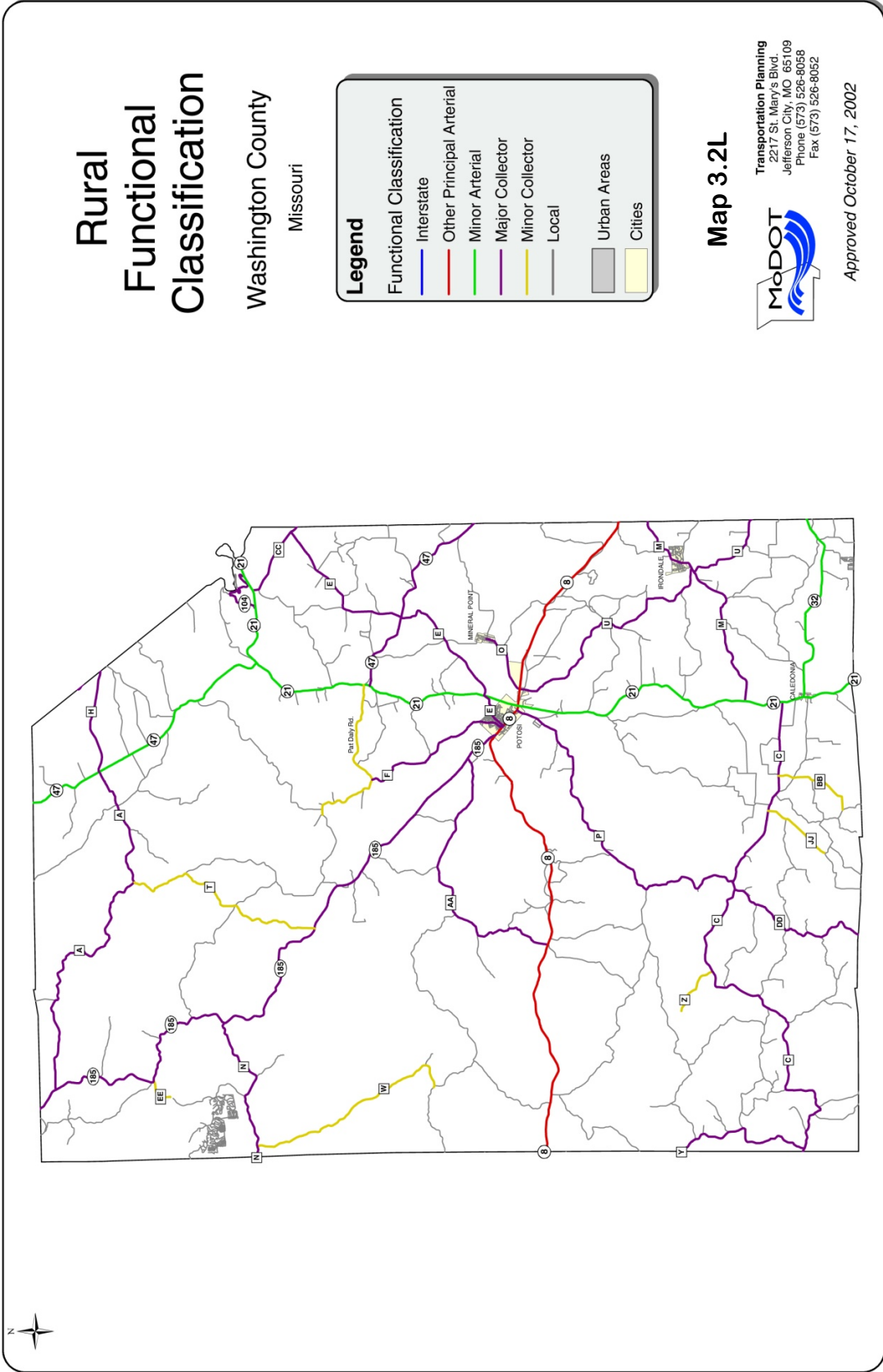
Washington County
Missouri

Legend	
Functional Classification	Symbol
Interstate	[Blue line]
Other Principal Arterial	[Red line]
Minor Arterial	[Green line]
Major Collector	[Purple line]
Minor Collector	[Yellow line]
Local	[Grey line]
Urban Areas	[Grey shaded area]
Cities	[Yellow shaded area]

Map 3.2L



Approved October 17, 2002



3.10 Vehicle and Truck Volumes

2011 annual average daily traffic counts (AADT) and truck volume on the region's highways are shown on *Map 3.3*. (*Map 3.3 may be viewed electronically at 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 the 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 4.2 lists these companies and the location of their operating offices.

Map 3.3



Missouri Department of Transportation
2011
 Meramec Region
 Traffic Volumes and Commercial
 Vehicle Count Map
 Missouri Department of Transportation
 Missouri Department of Transportation
 2700 North Lindbergh Blvd., Suite 100
 St. Louis, MO 63119
 Phone: 314.371.3000
 Fax: 314.371.3002
 www.mdot.org

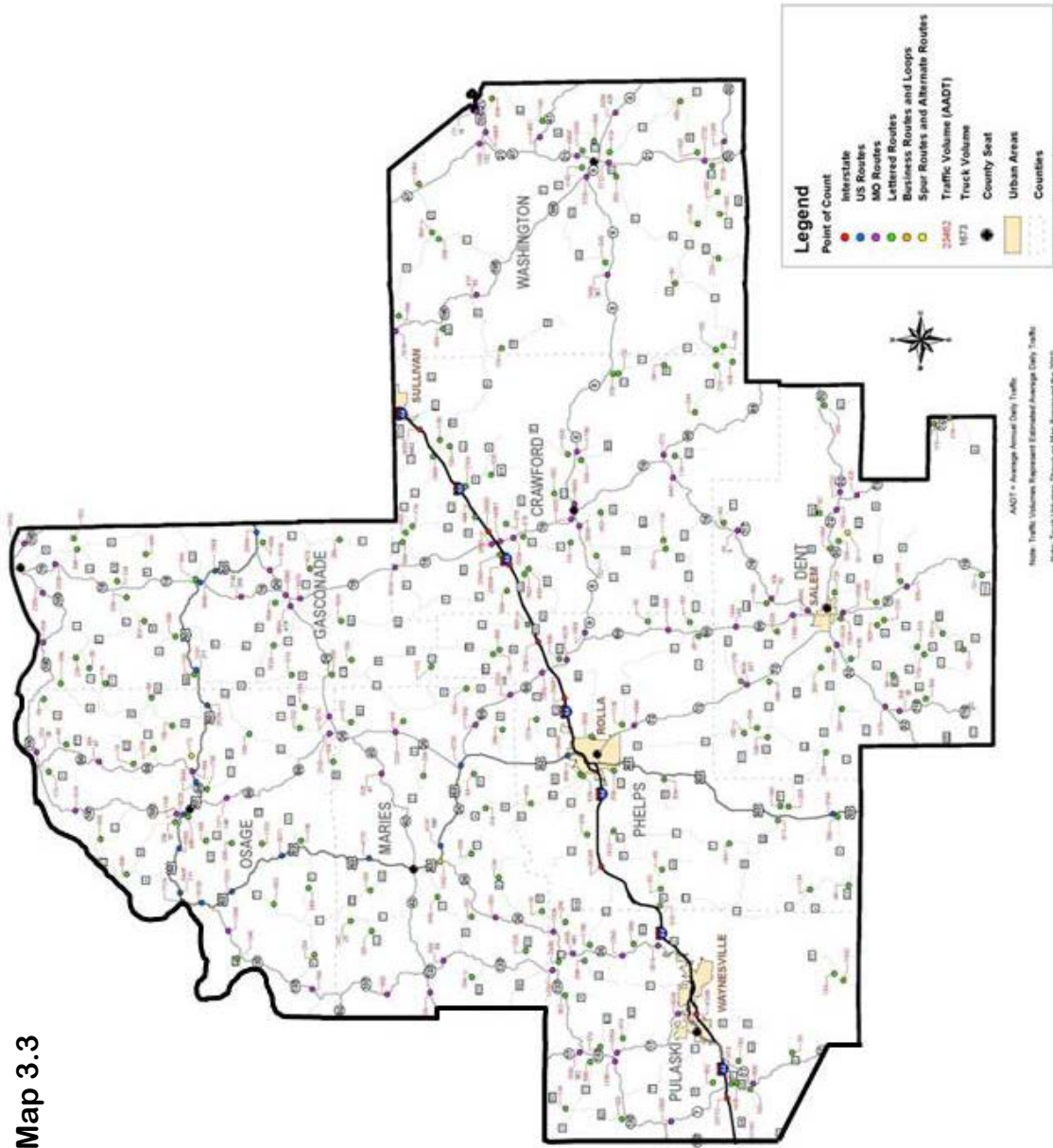


TABLE 3.6

**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

3.11 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

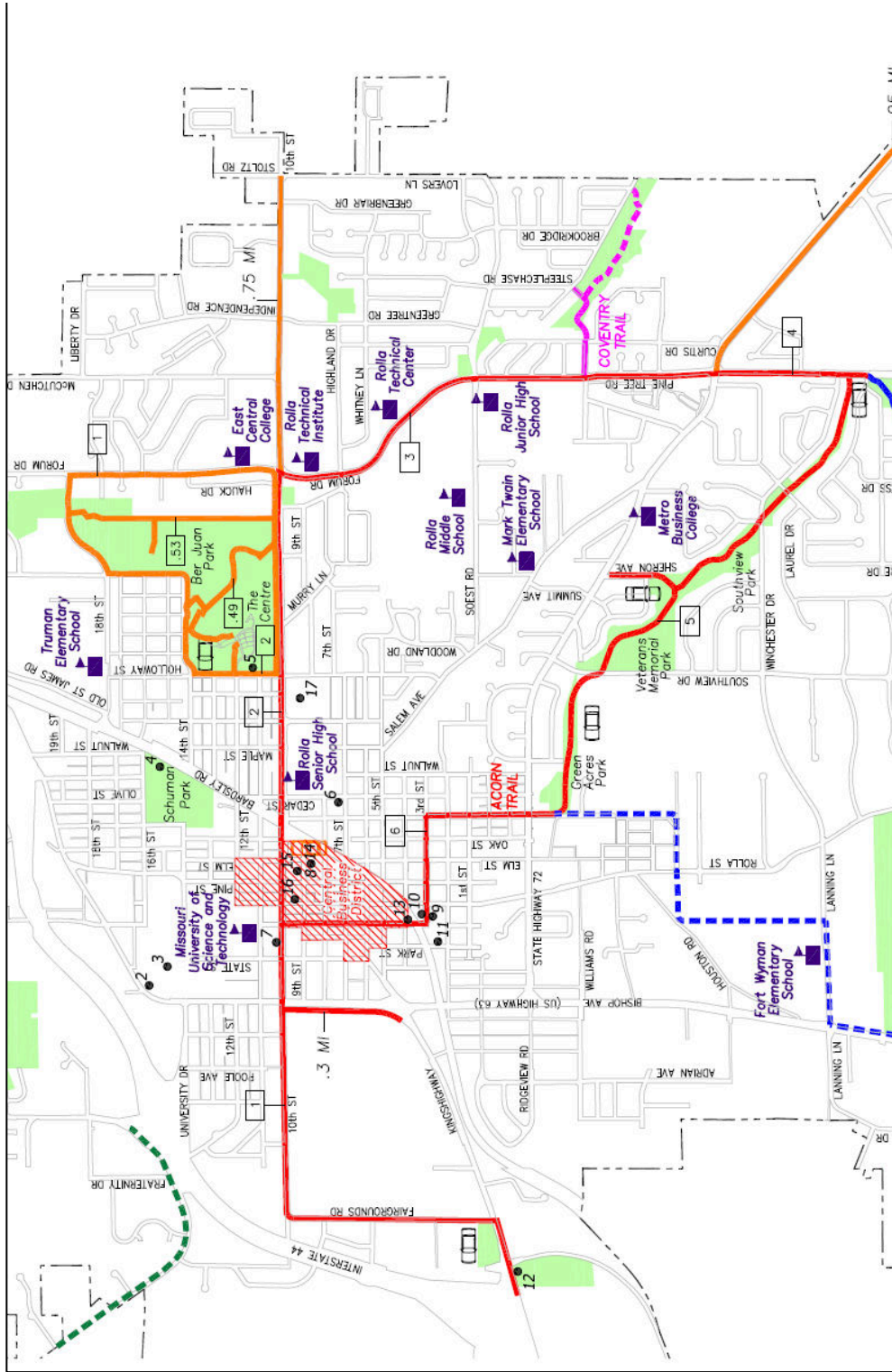
The St. James Bike and Pedestrian path offers residents over five-miles of trail between Nelson Hart Park, located on the southeast side of town, through town, along the south side of the Missouri Veterans Home, continuing to the Industrial Park on the west side of town, then south toward Boys & Girl 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

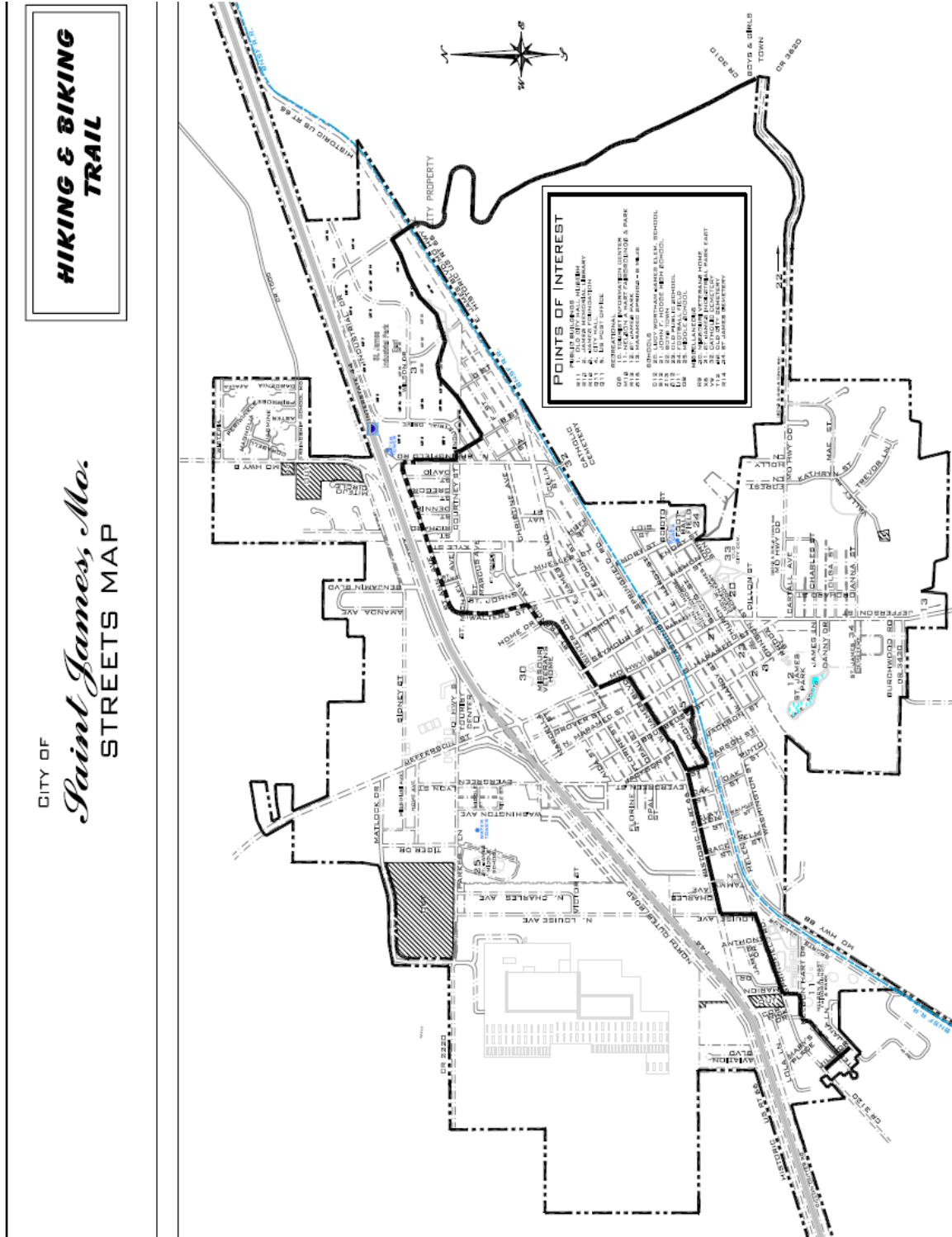
The cities of Crocker, Dixon, Waynesville, St. Robert, Bland and Owensville have walking trails in their community parks.

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.

Map 3.7 Rolla Bicycle Trail



Map 3.8
St. James Bicycle Trail



3.12 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. Detailed information on the community's sidewalks is located in Appendix E.

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. Detailed information on the community's sidewalks is located in Appendix E.

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. Detailed information on the community's priority water crossings are located in Appendix F.

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. Detailed information on the community's sidewalks is located in Appendix E.

SMTS provides public transportation for the city.

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

Detailed information on the community's priority water crossings are located in Appendix F. 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.

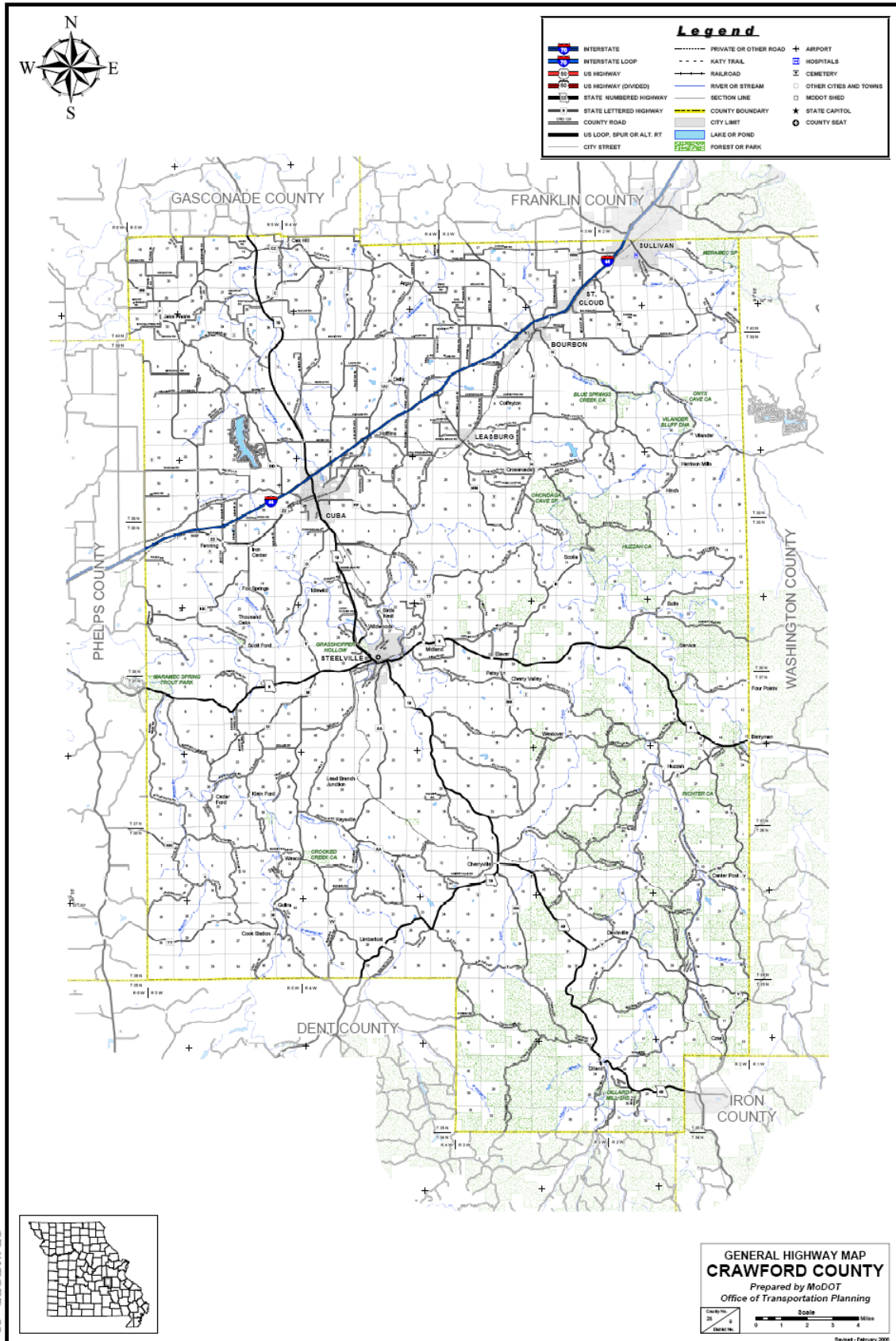
Sullivan Regional Airport has a 4,500 ft. asphalt runway. Recent improvement was the addition of a new beacon light. This improvement was funded through MoDOT. Additional improvements needed include acquisition of additional property for runway expansion, additional hangers, fueling system and storage.

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.

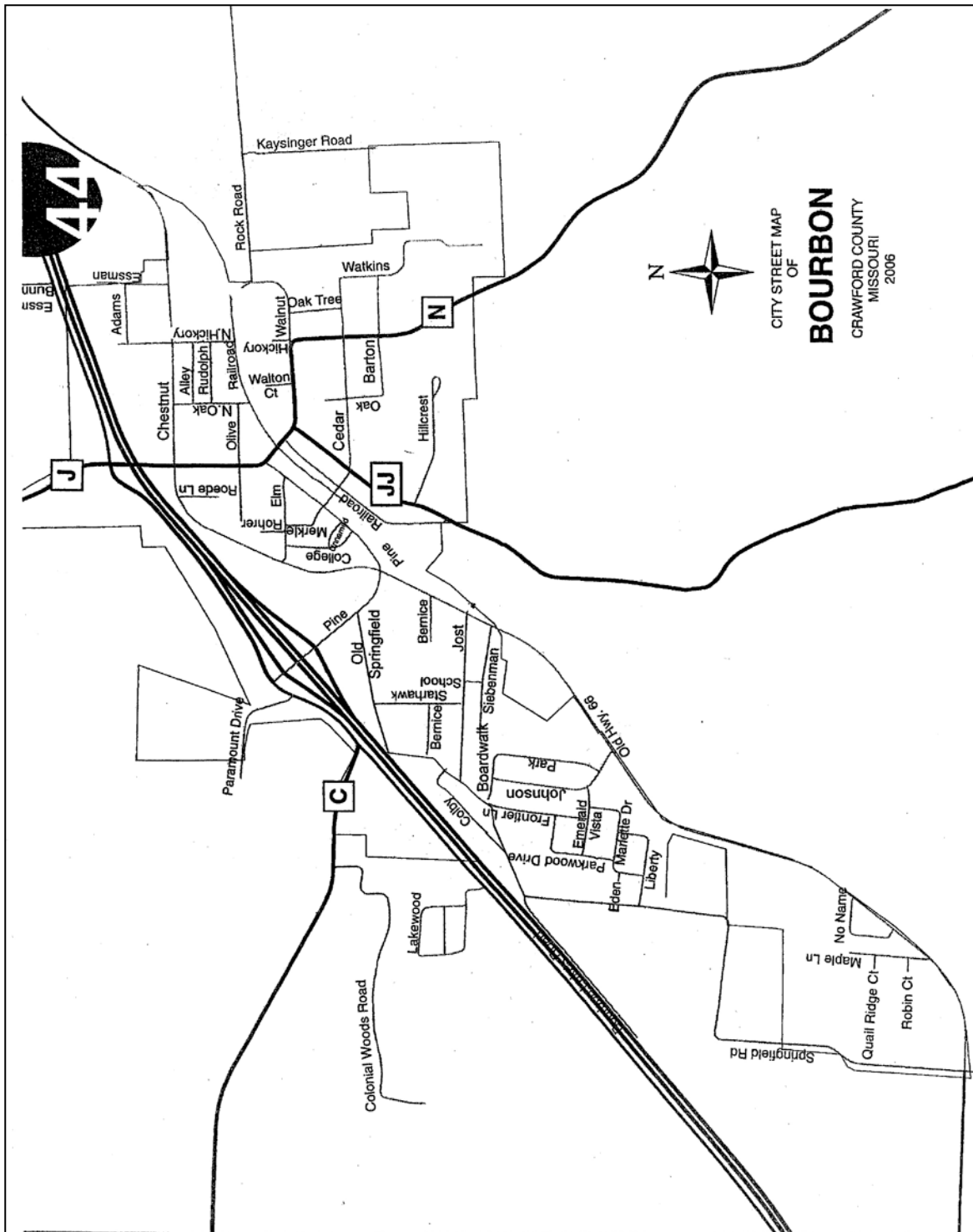
The city has no public transportation other than OATS.

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. Detailed information on the community's sidewalks is located in Appendix E.

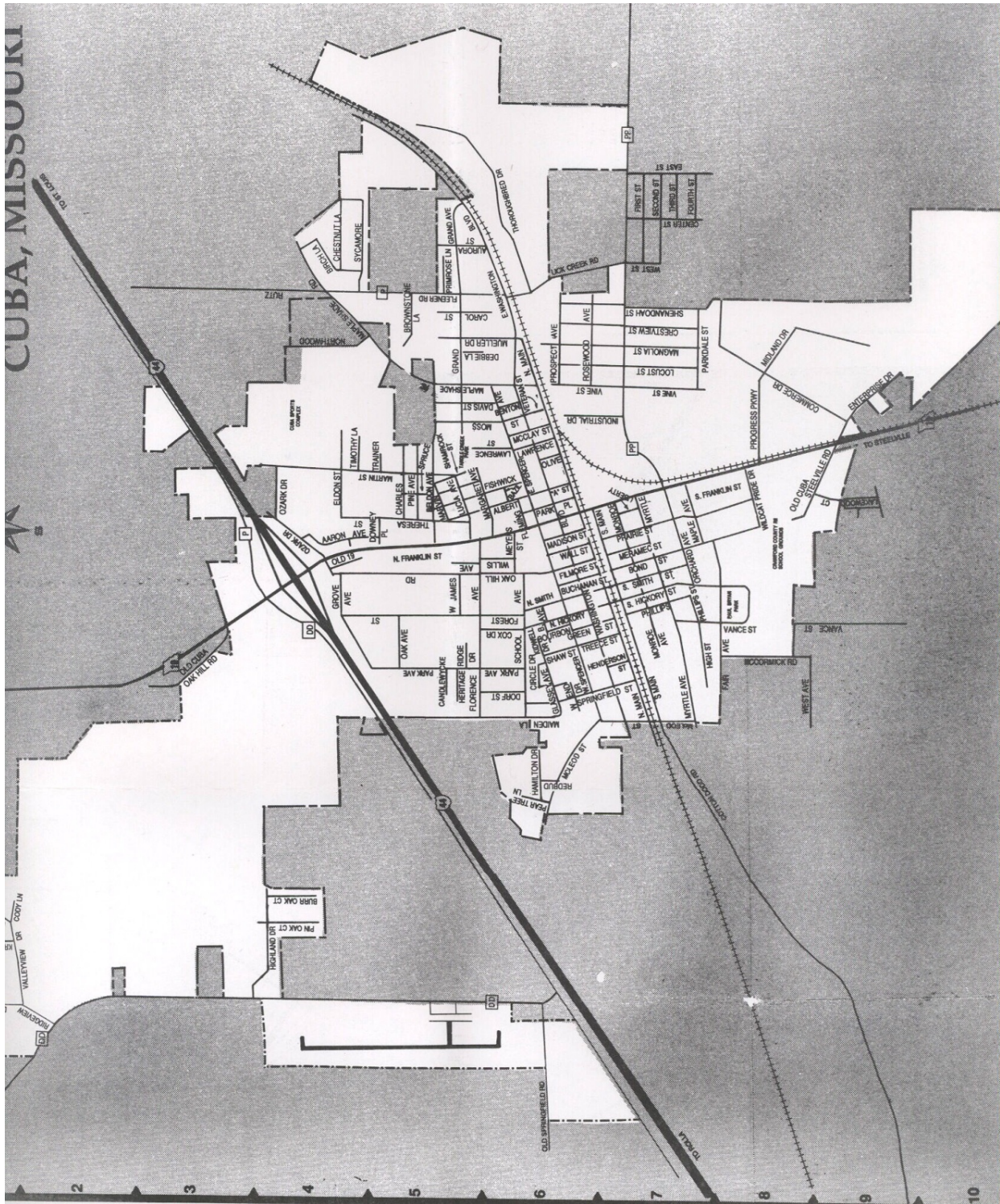
Washington County Map 3.10



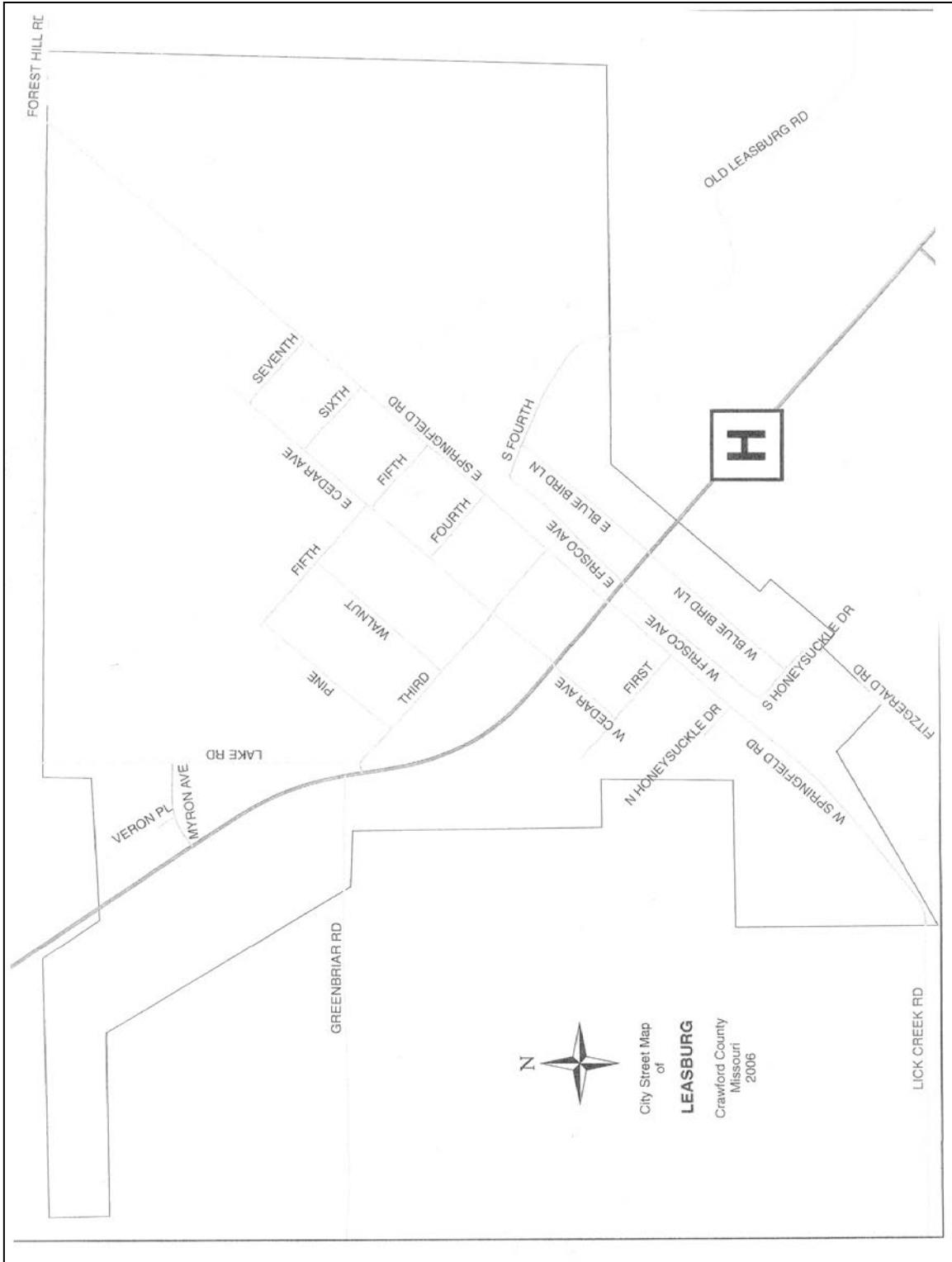
City of Bourbon
Map 3.10A



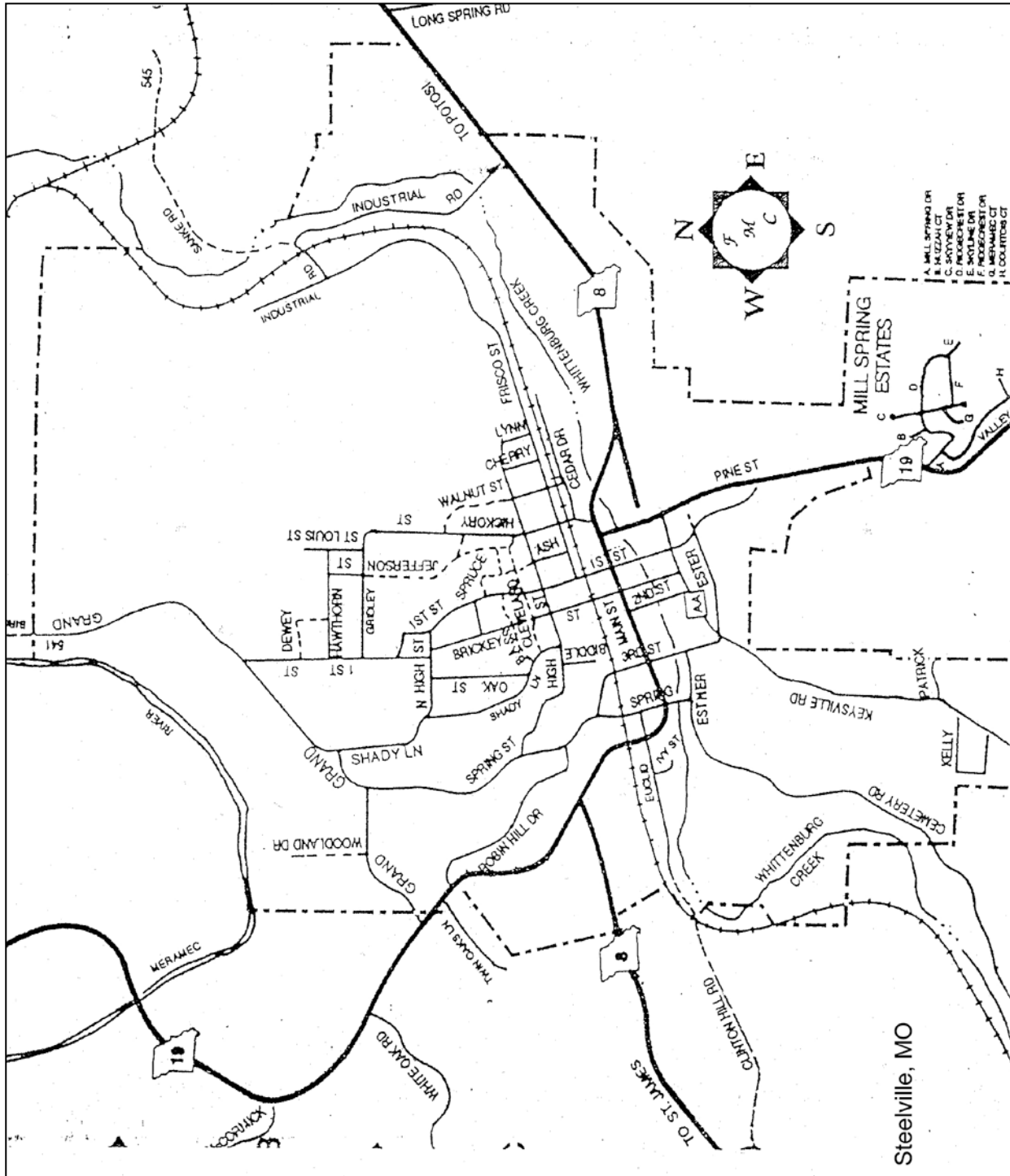
City of Cuba
Map 3.10B



City of Leasburg
Map 3.10C



City of Steelville
Map 3.10D



City of Sullivan
Map 3.10E



Dent County

Salem, the only incorporated city in Dent County, is a hub spoked 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. Detailed information on the county's priority water crossings is located in Appendix F. 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.

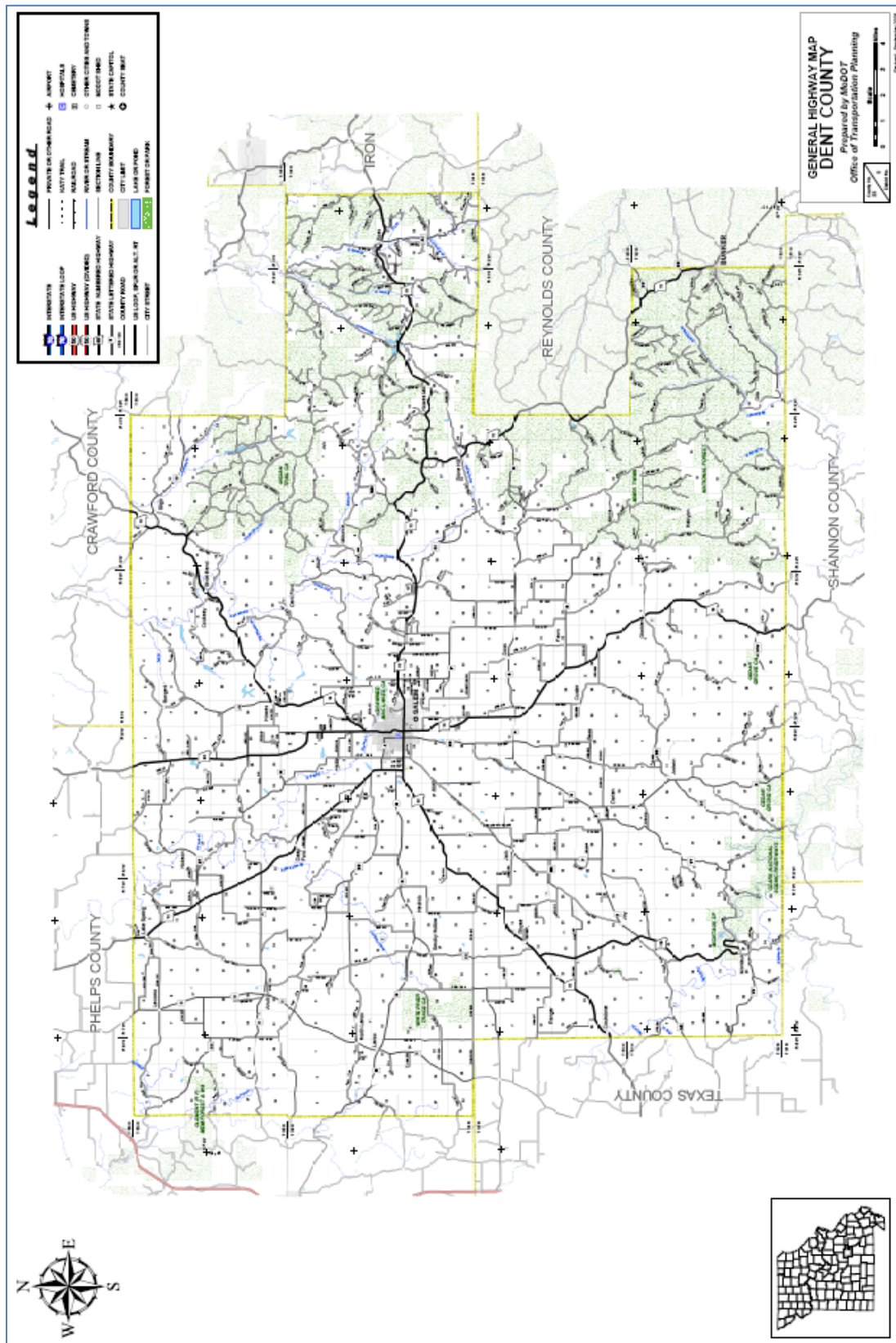
Burlington Northern has abandoned railroad track from south of Steelville that once ran to Salem, citing lack of revenue as justification for abandonment. The county is served by SMTS public transportation and is not in need of additional services.

City of Salem

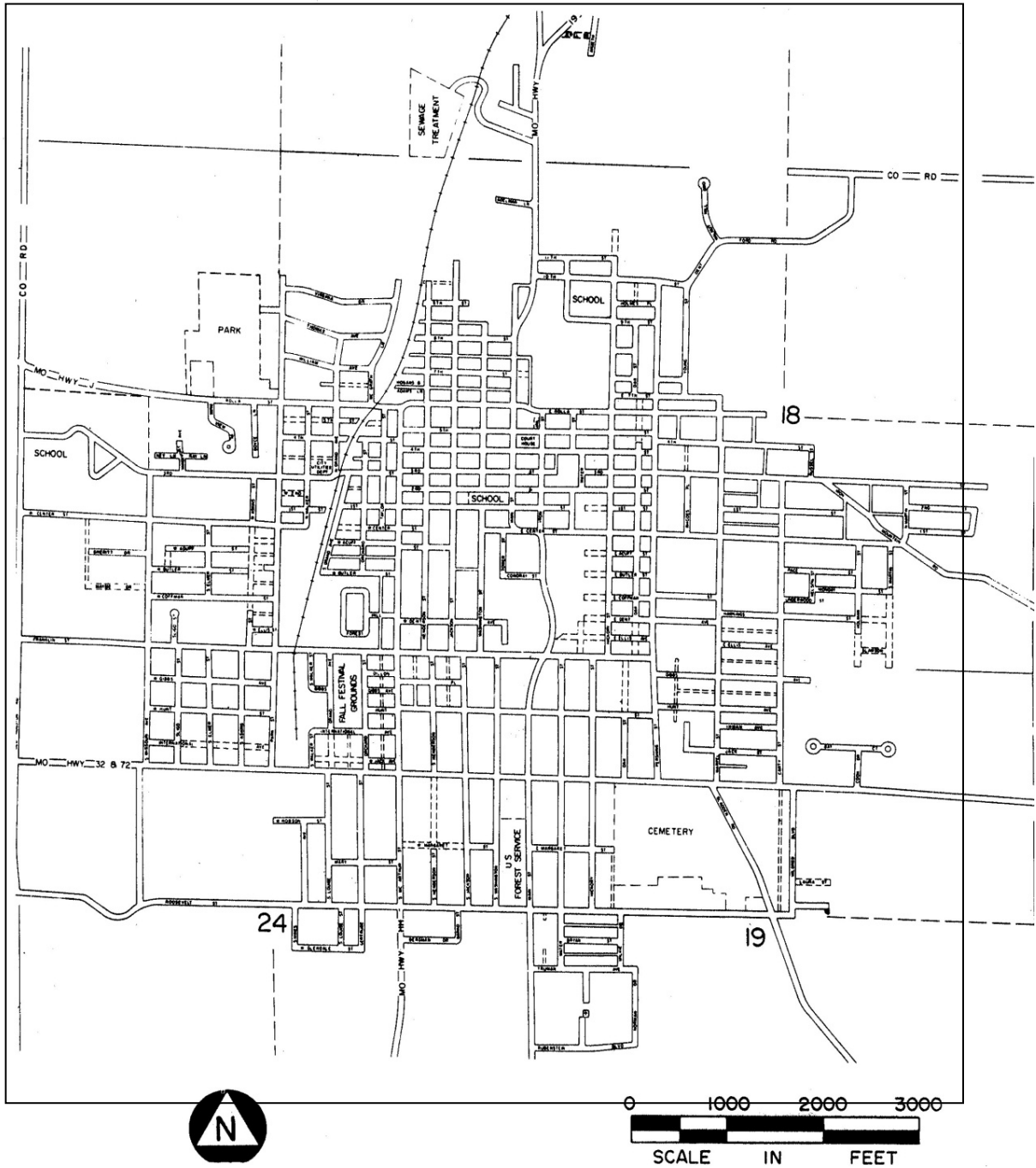
The city of Salem maintains three miles of gravel and 20 miles of paved roadway, along with 9 bridges and two low water crossings. Transportation maintenance and improvements are financed through property and sales tax and sale of electricity. The city has no road classification system or transportation 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. Detailed information on the community's sidewalks is located in Appendix E.

County Map 3.10F



City of Salem
Map 3.10G



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. Detailed information on the County's priority water crossings are located in Appendix F.

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. Detailed information on the city's priority water crossing is located in Appendix F.

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. Detailed information on the community's sidewalks is located in Appendix E.

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. Detailed information on the community's sidewalks is located in Appendix E.

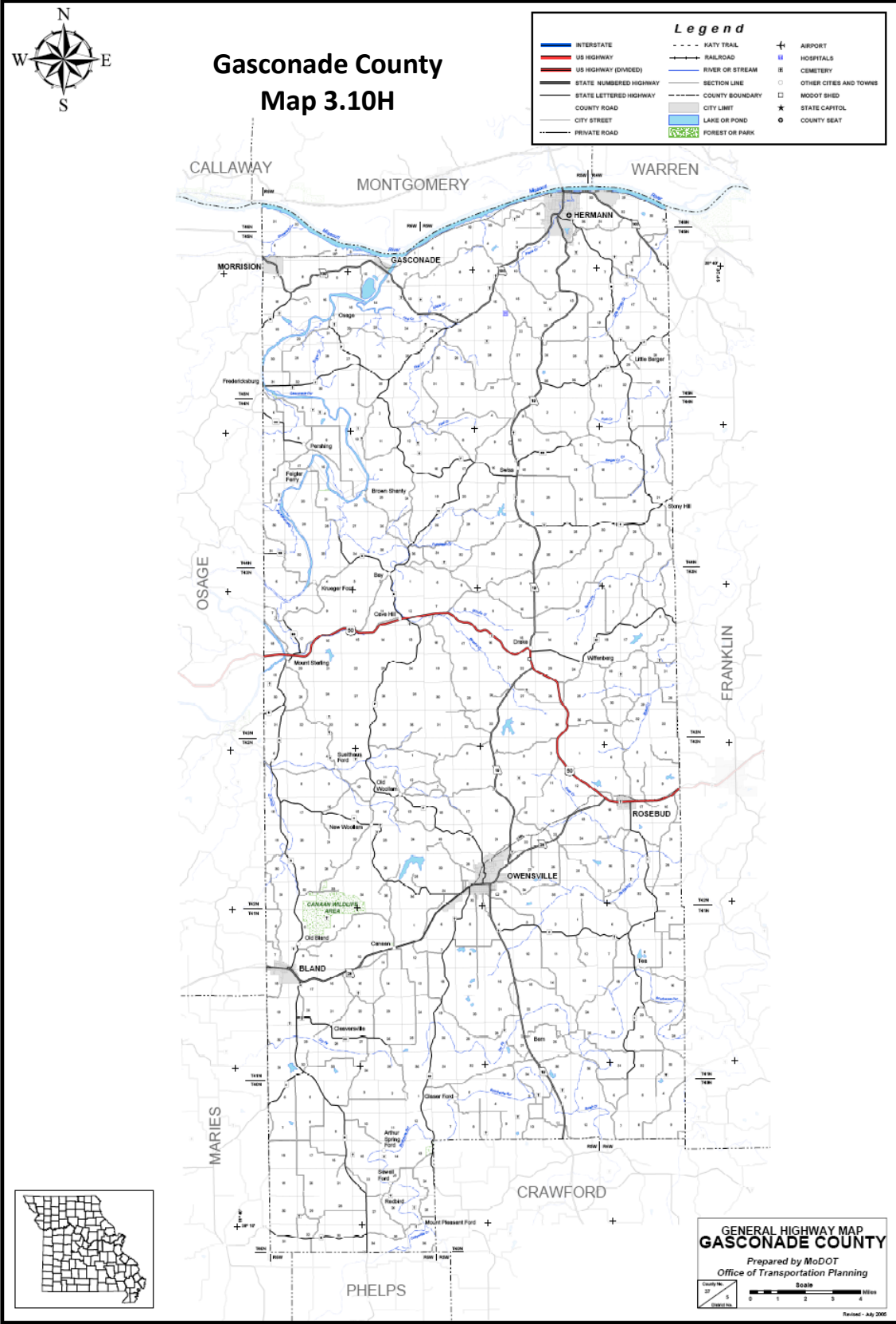
The Owensville Express, funded by MoDOT and private donations, provides public transportation to the city of Owensville, as does OATS.

City of Rosebud

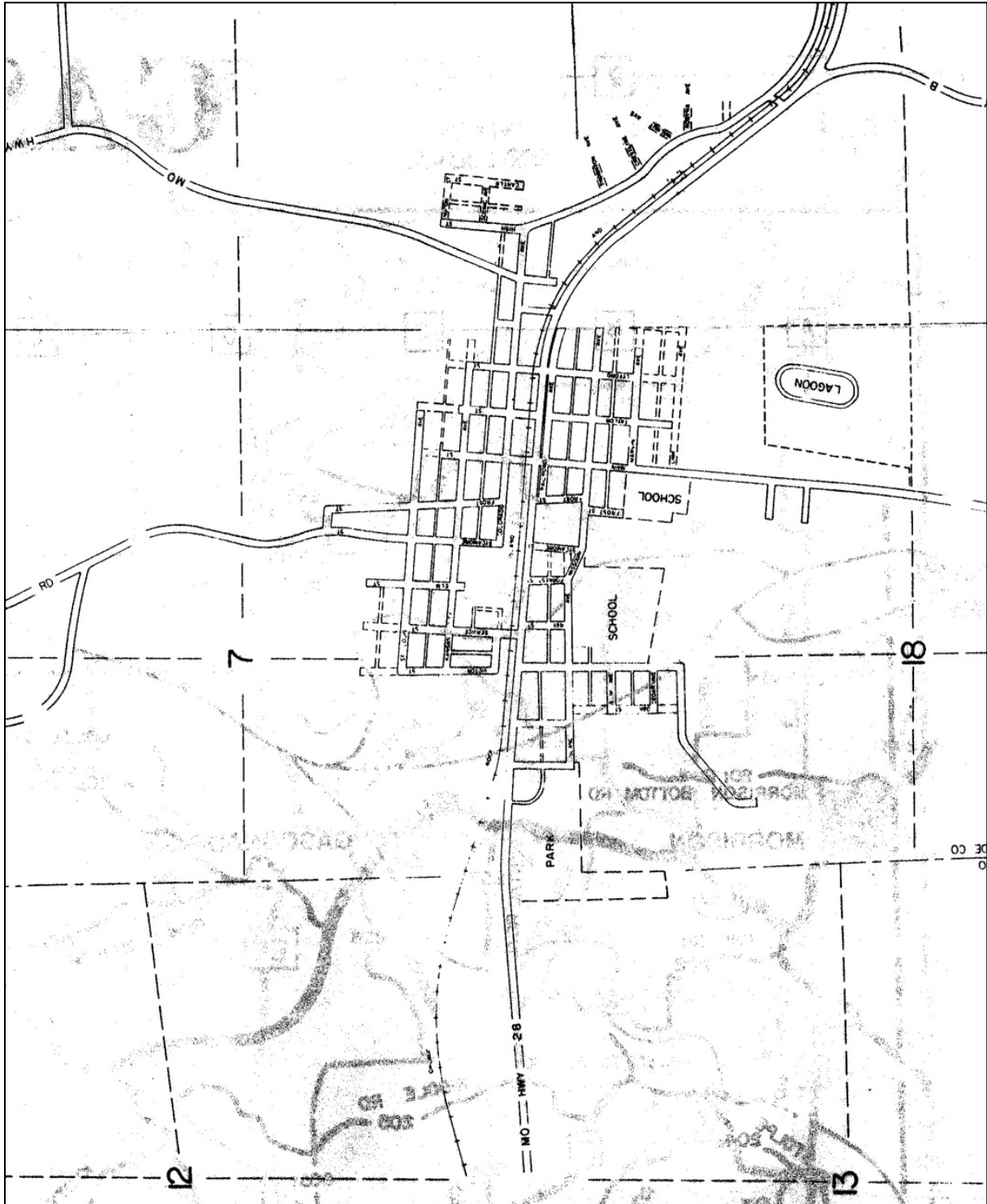
The city of Rosebud maintains approximately six miles of chip seal roadway. Road improvements and maintenance are financed through sales tax. The budget for FY 2012 was \$23,000. Rosebud has no road classification system and no transportation study/plan in place.

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

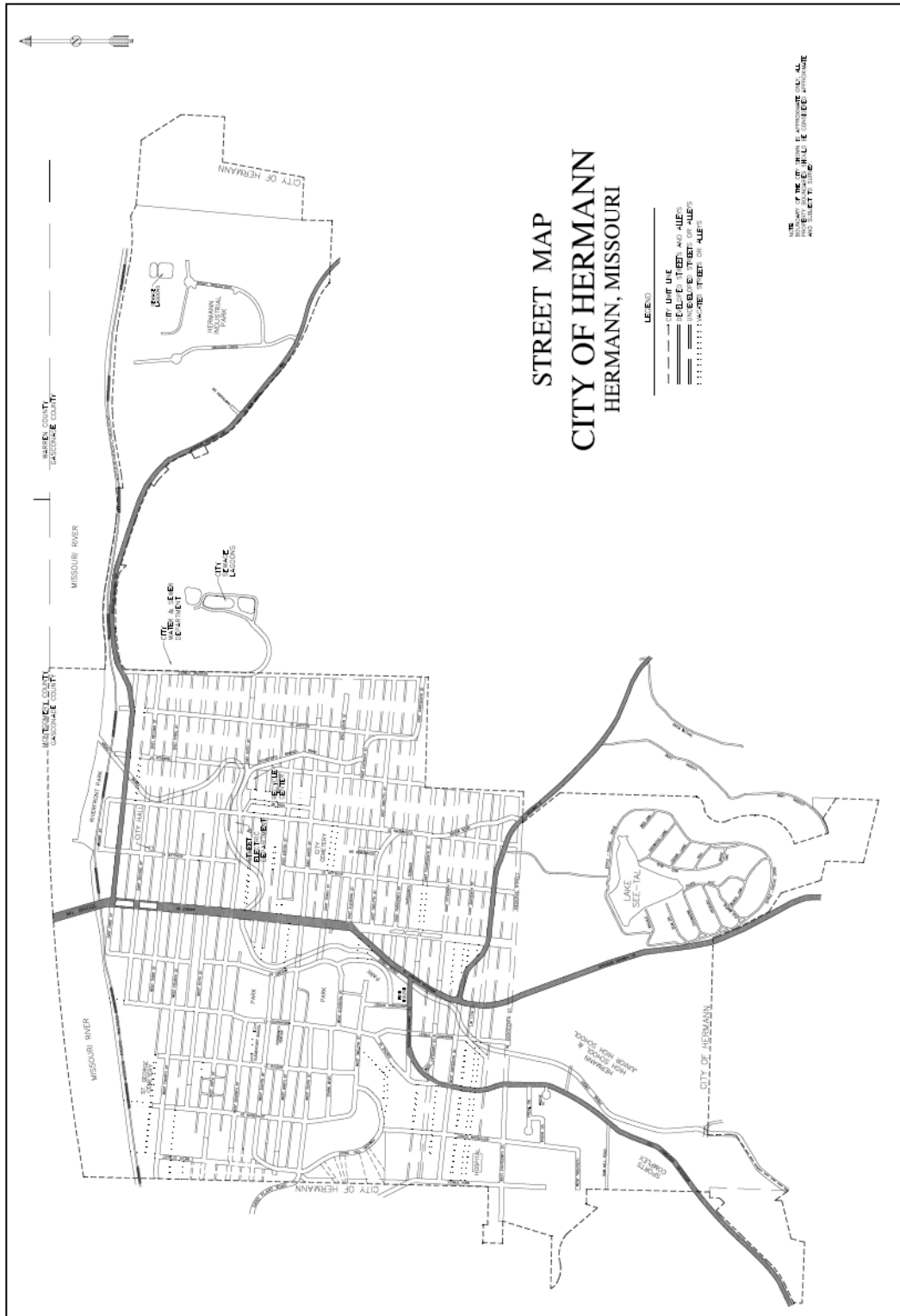
The city is served by OATS and for public transportation.



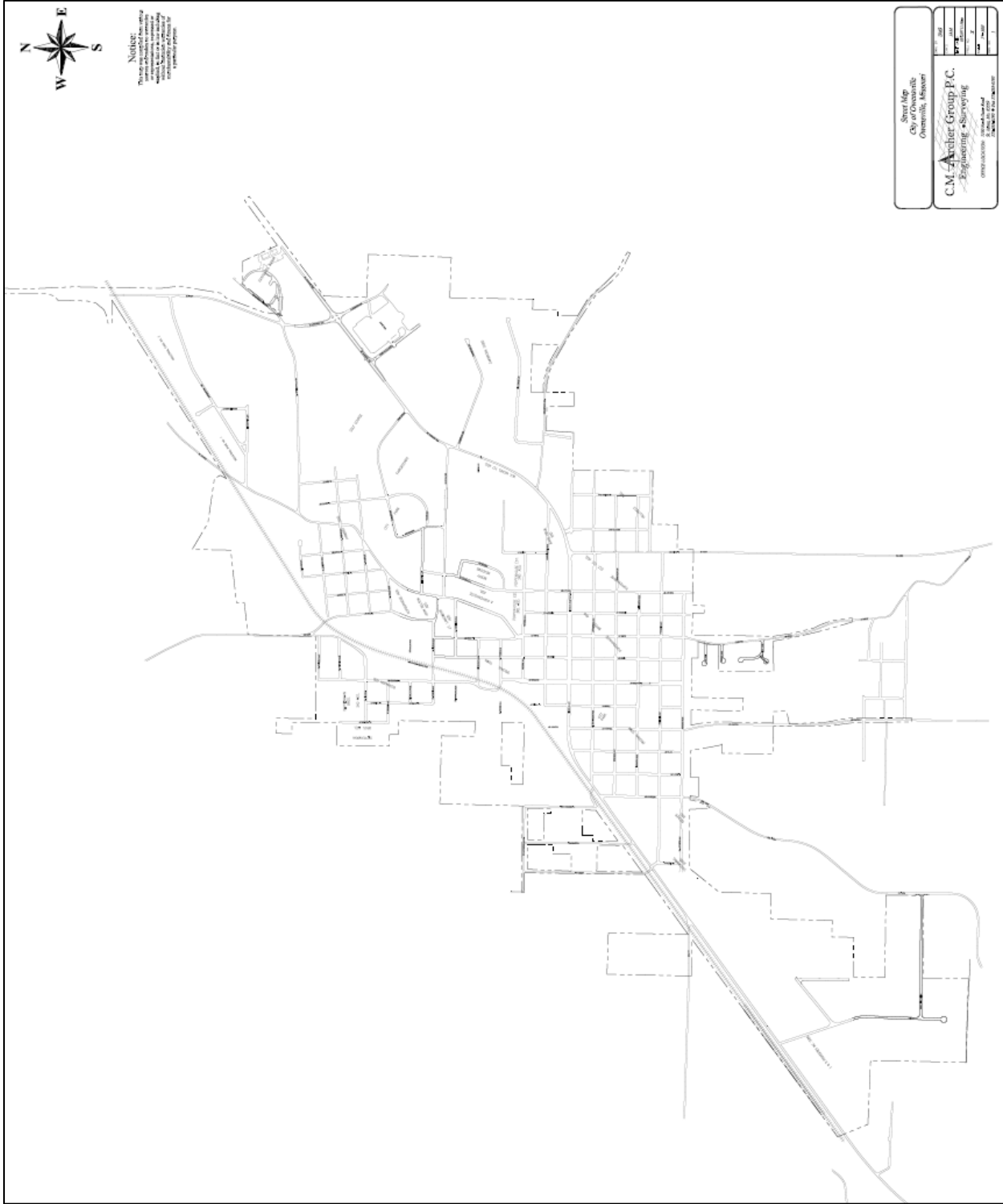
City of Bland
Map 3.10I



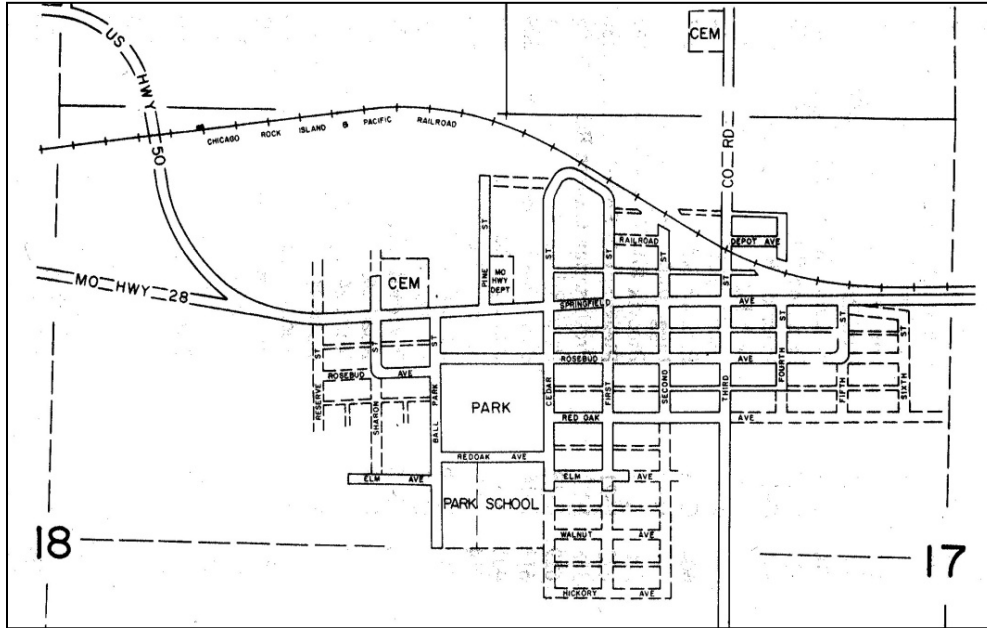
**City of Hermann
Map 3.10J**



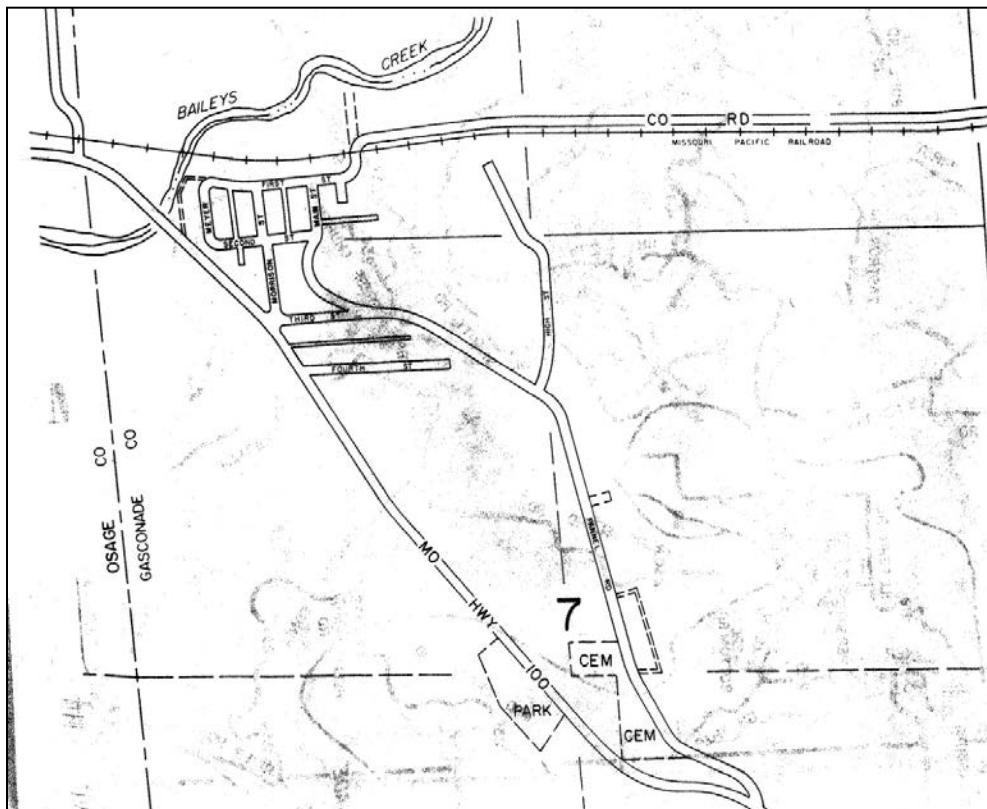
City of Owensville Map 3.10K



City of Rosebud
Map 3.10L



City of Morrison
Map 3.10M



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 5th Street, 2nd Street and Bland Avenue as priority projects due to flooding multiple times each year and the high cost of annual maintenance. Detailed information on the city's priority water crossing is located in Appendix F.

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. Please see Appendix E for more information on the city's sidewalks. Detailed information on the community's sidewalks is located in Appendix E.

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

City of Vienna

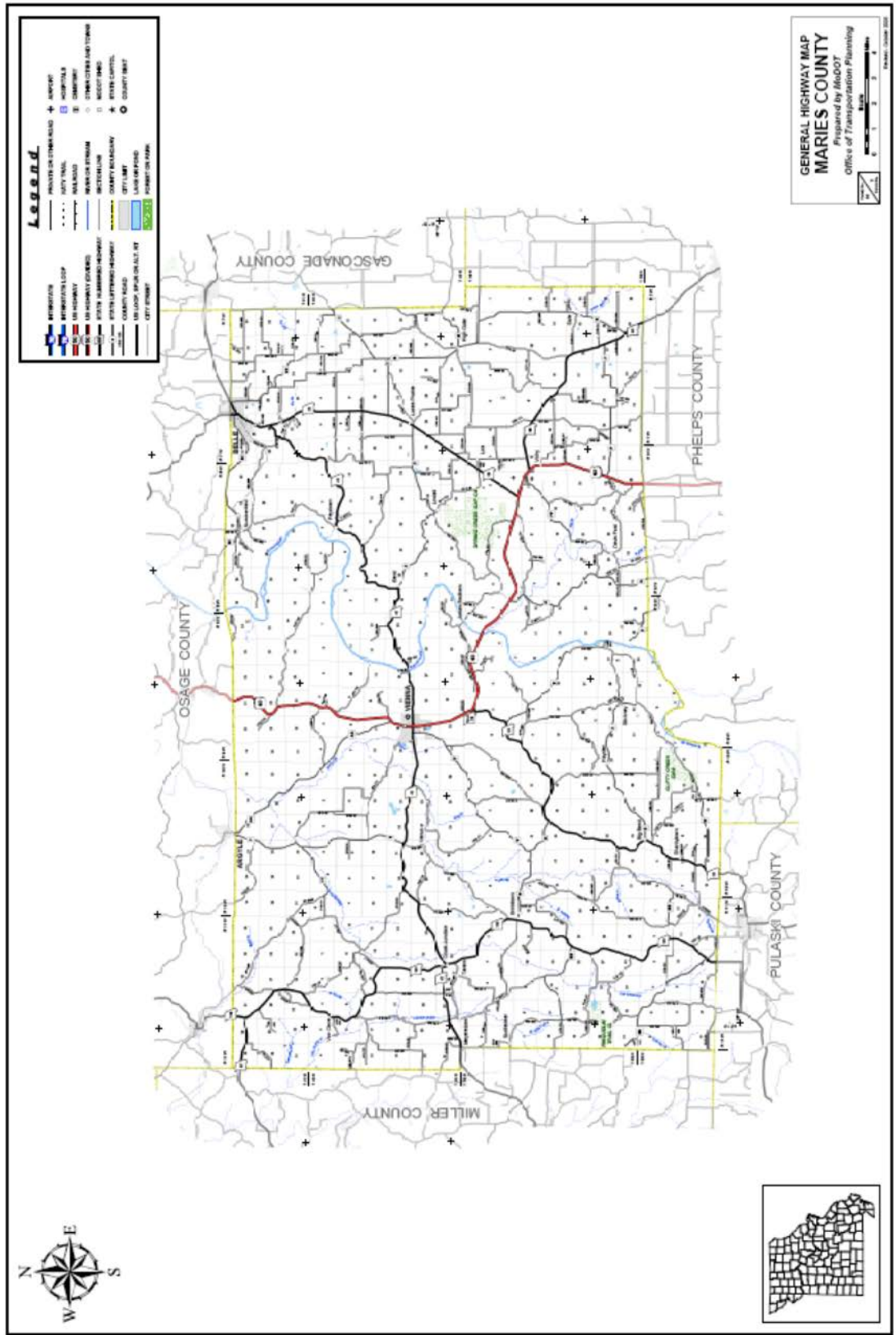
The city of Vienna maintains 13 miles of asphalt roadway. The FY 2012 budget was \$133,500. \$100,989 of the budget was spent to pave around the court house and a portion of Main Street. There is one special road district in the city—Road District #8. Maintenance and improvements are financed through 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.

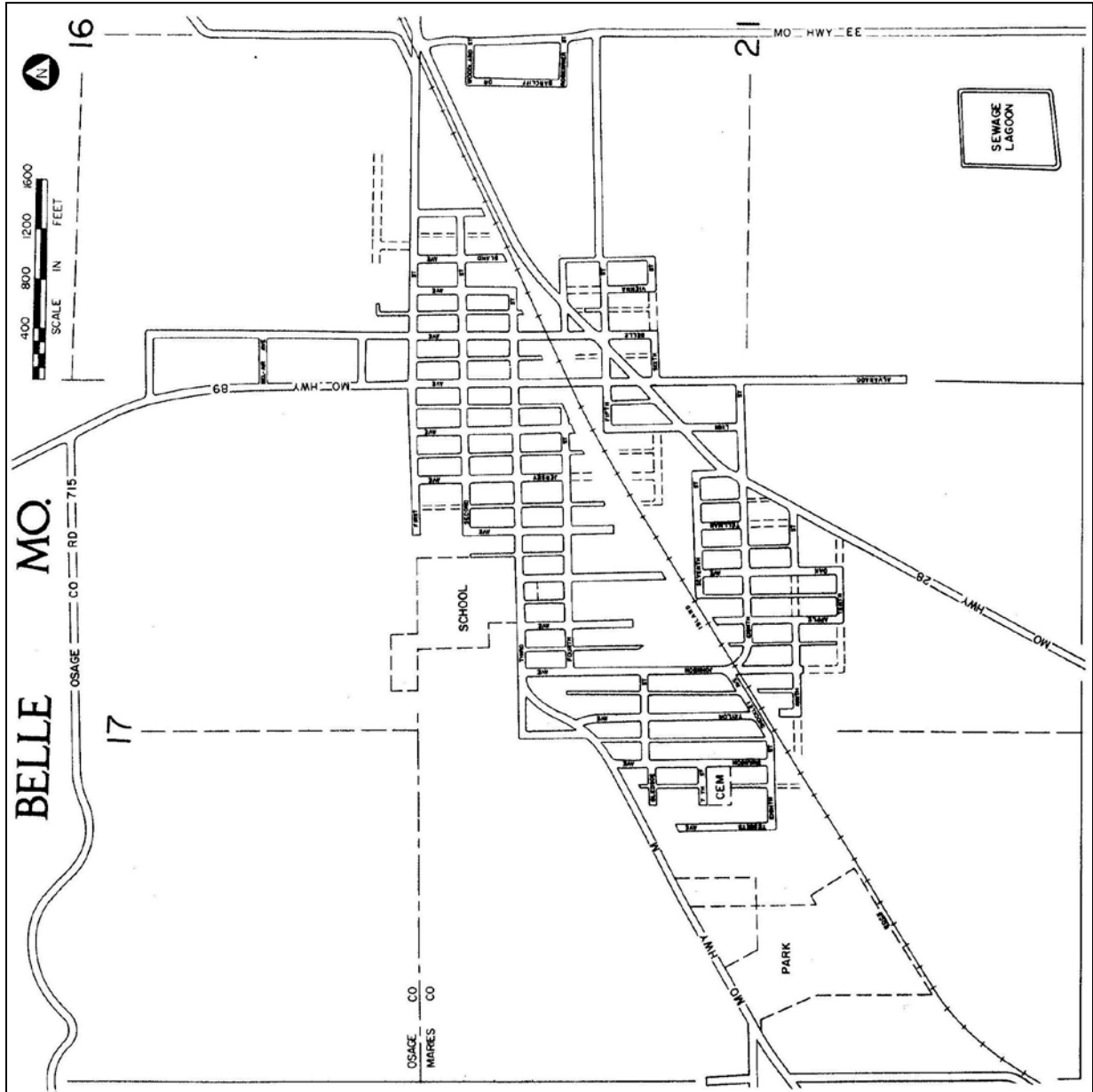
Public transportation is provided by OATS.

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.

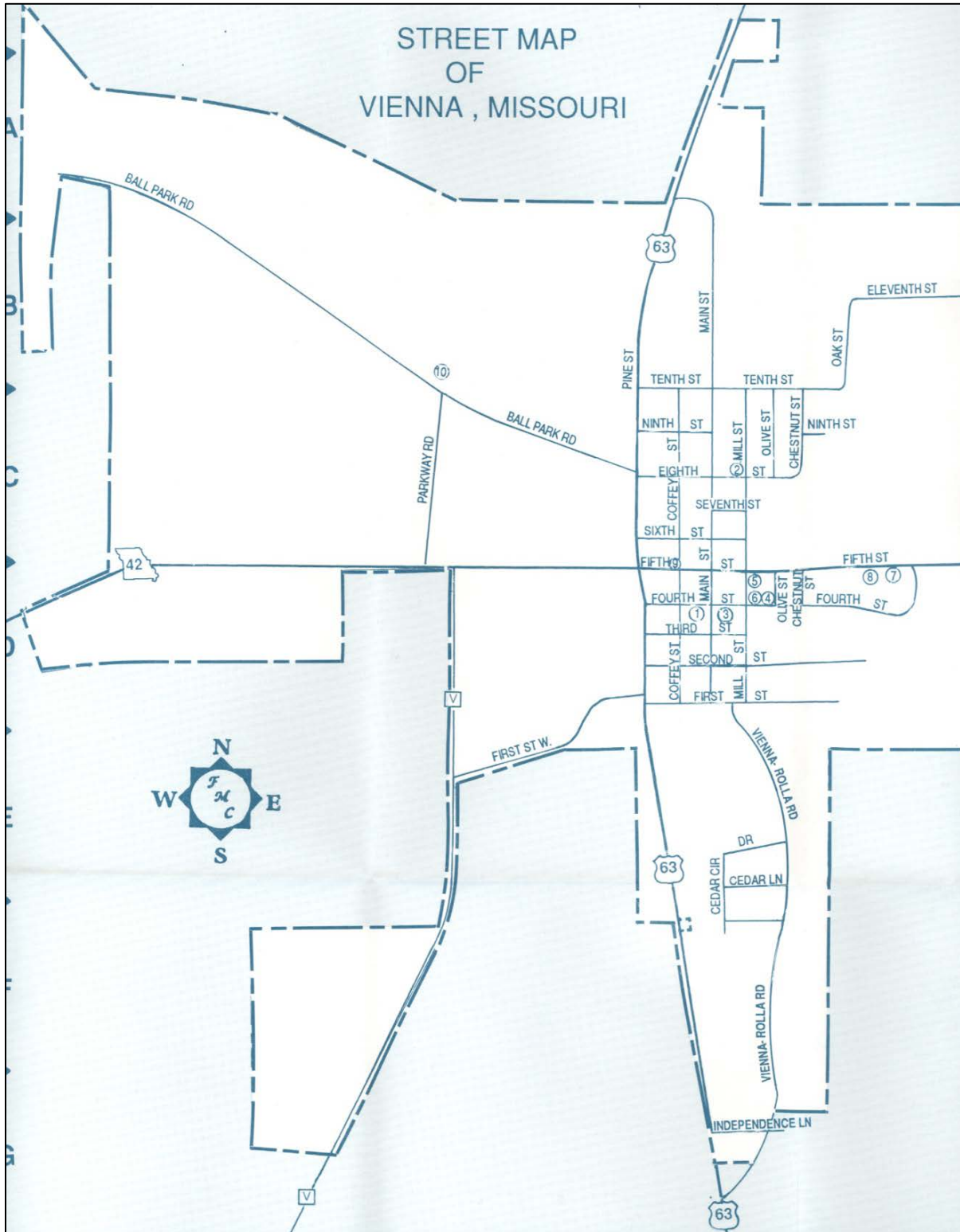
Maries County Map 3.10N



City of Belle
Map 3.100



City of Vienna
Map 3.10P



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 1st Street to 2nd Street to the bank. Curb and guttering is needed on 3rd 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. Please see Appendix E for more information on the city's sidewalks.

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.

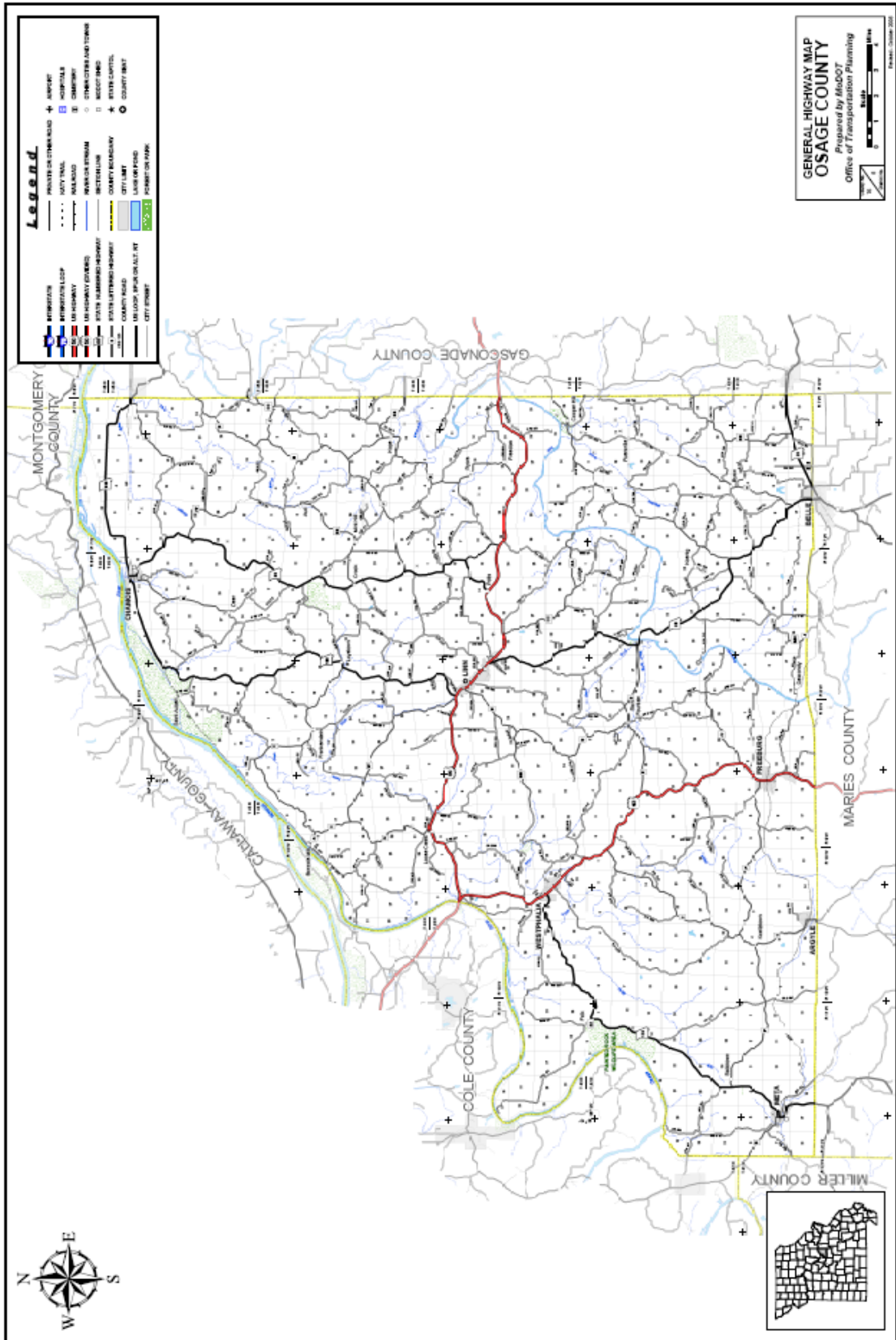
One track of Ameren UE-owned railroad runs through Meta. It is currently inactive. There are three crossings, none needing improvements. Public transportation is provided by OATS, Inc.

City of Westphalia

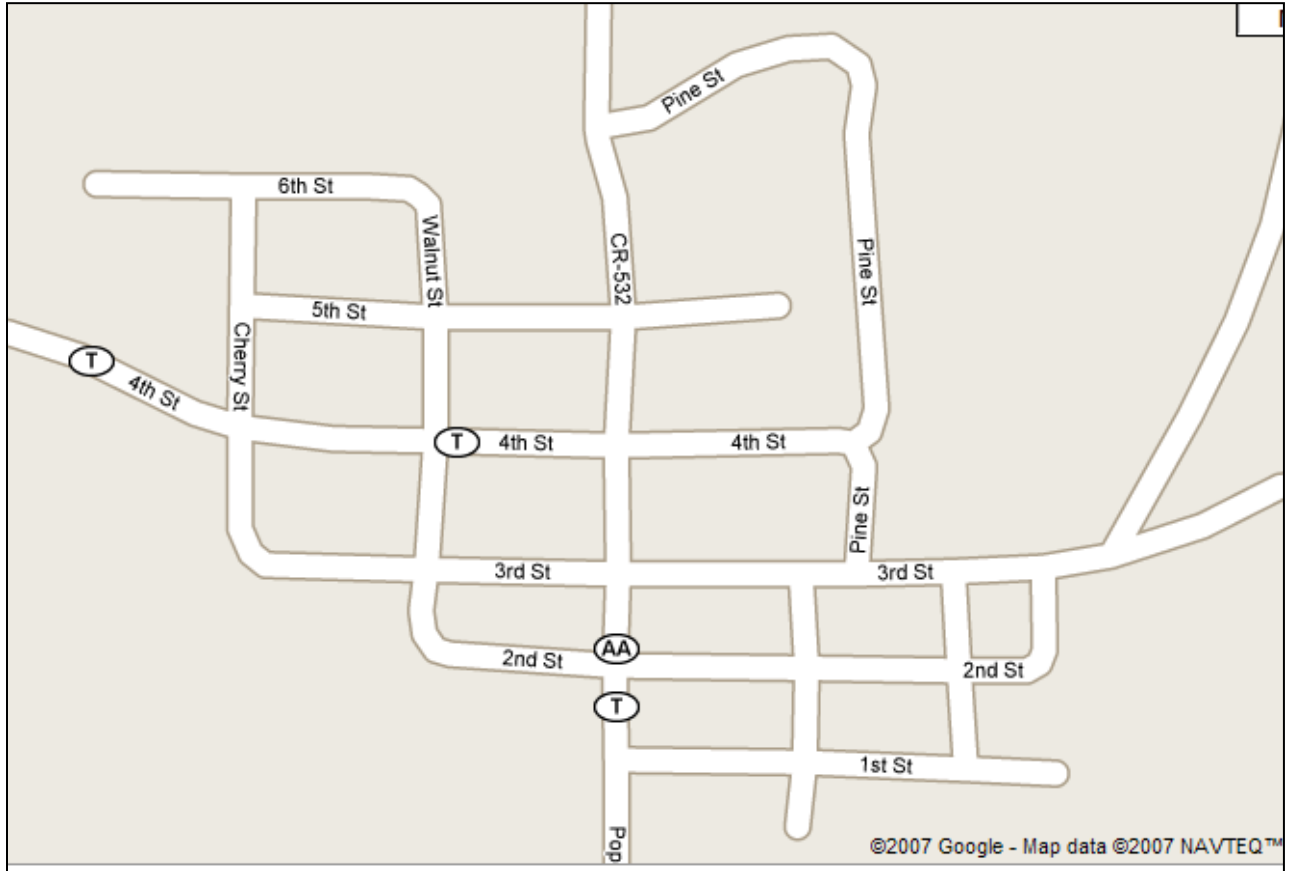
The city of Westphalia maintains four miles of paved roadway. There is one special road district in the city. Maintenance and improvements are financed through a franchise tax. MoDOT Enhancement funding is currently funding sidewalk improvements.

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

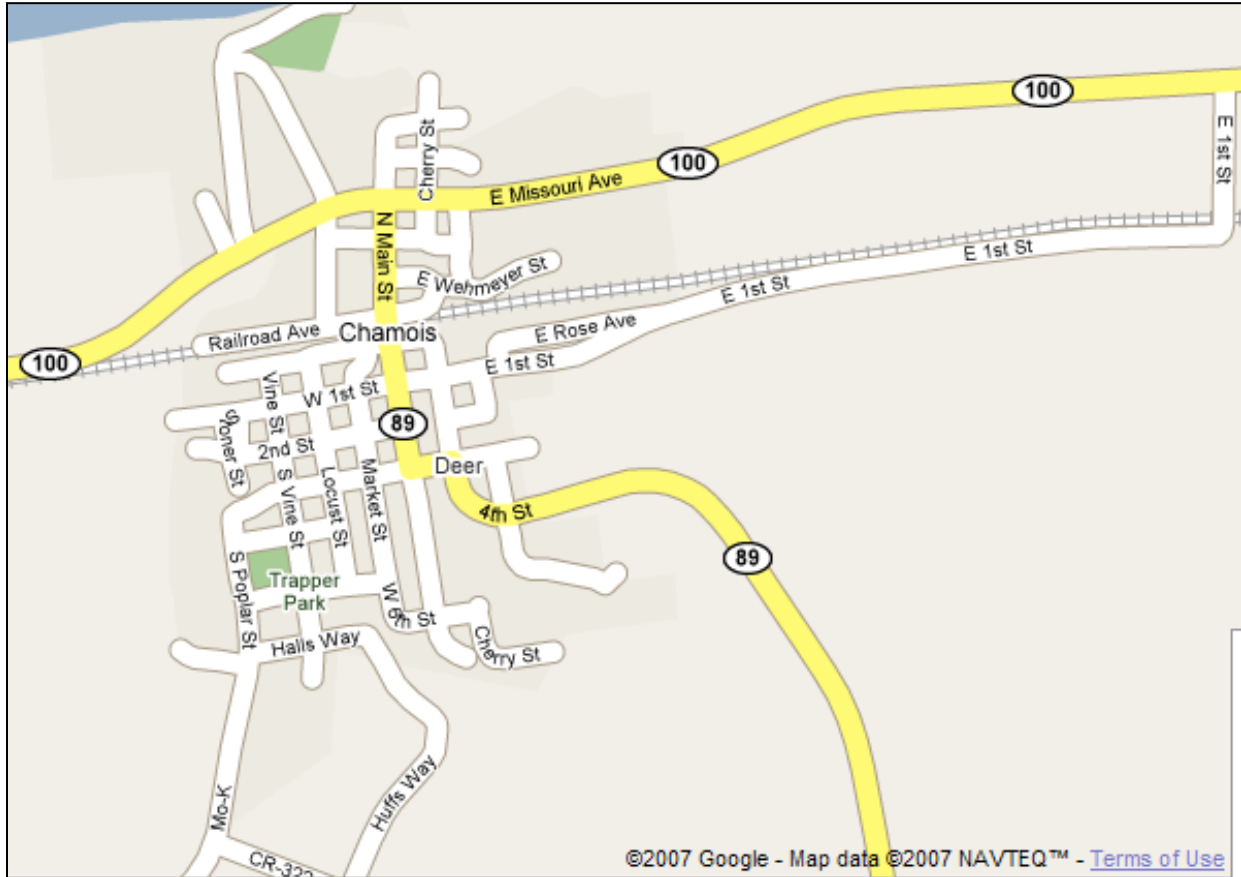
Osage County
Map 3.10Q



**City of Argyle
Map 3.10R**



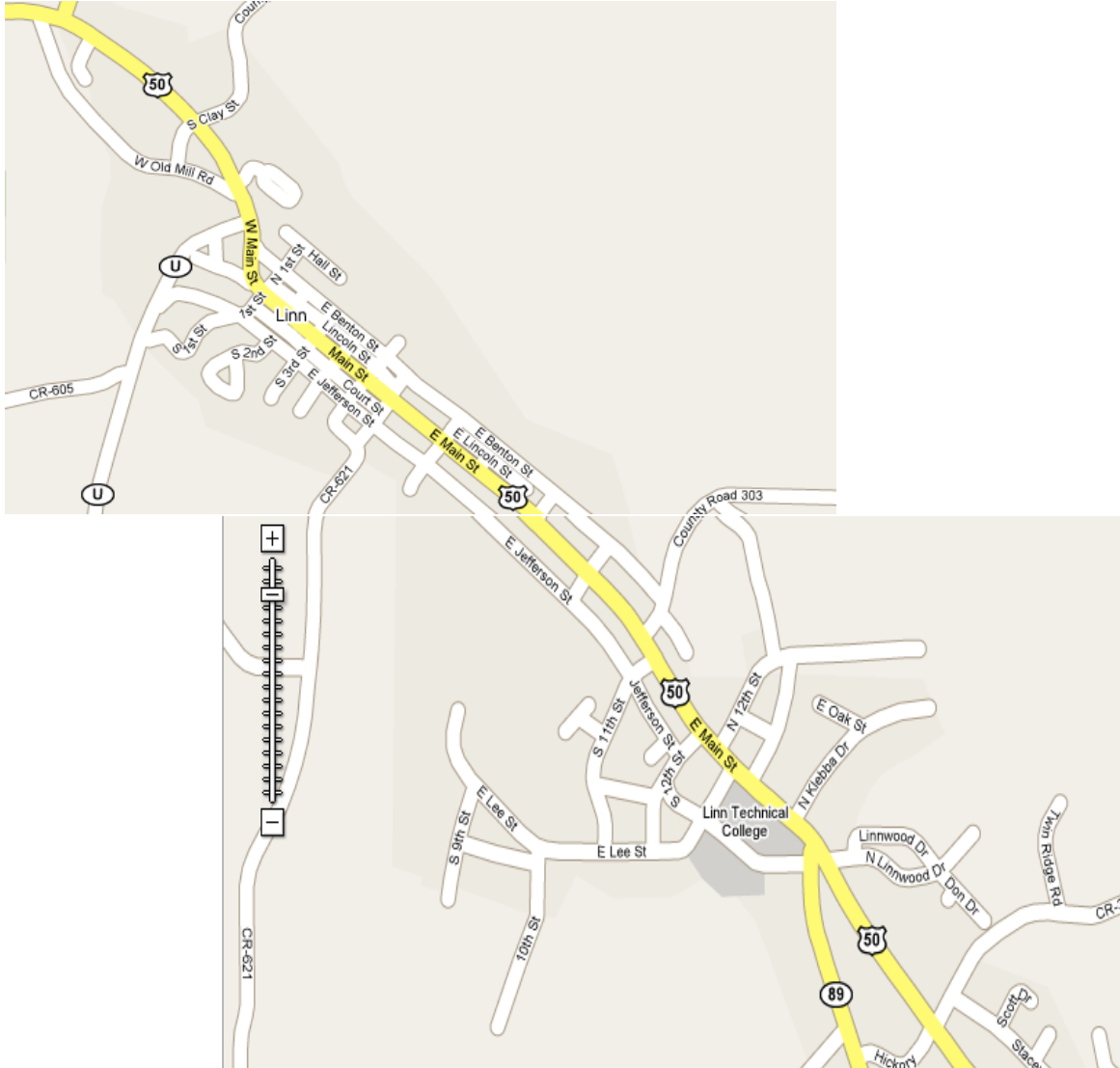
City of Chamois
Map 3.10S



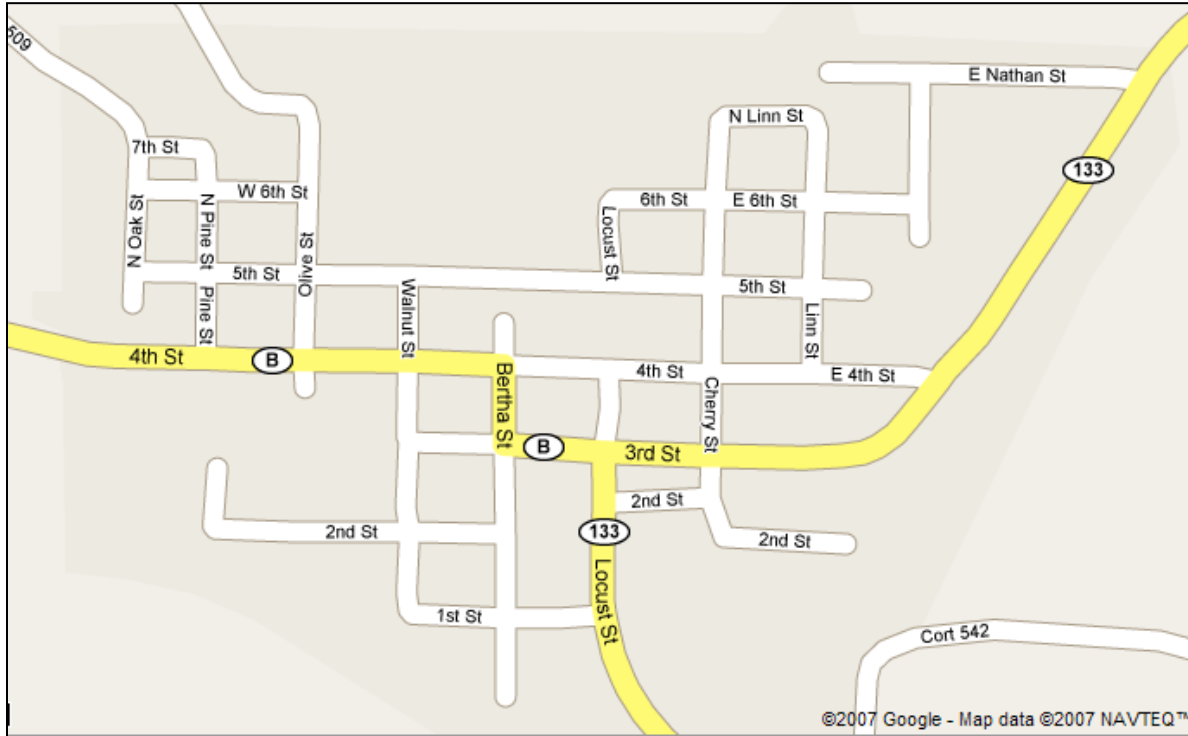
City of Freeburg Map 3.10T



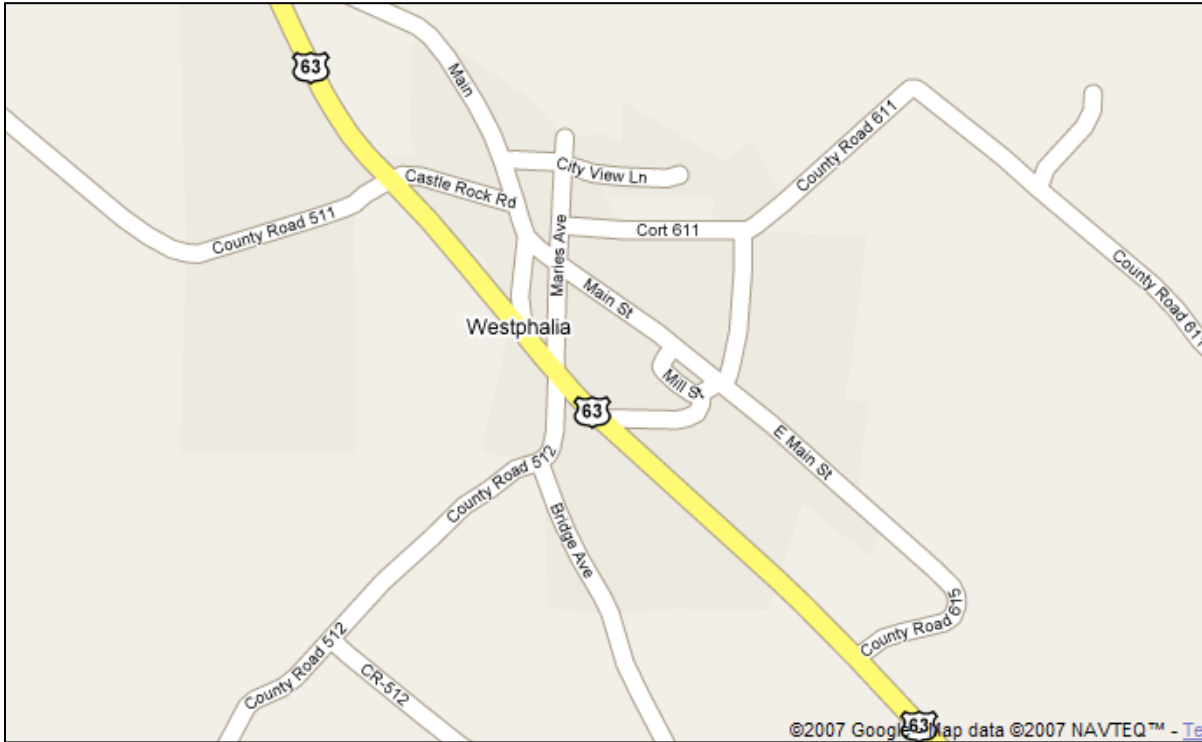
City of Linn
Map 3.10U



City of Meta
Map 3.10V



City of Westphalia
Map 3.10W



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. A copy of the county's road specifications may be found in Appendix D.

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. Please see Appendix E for more information on the city's sidewalks.

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 5th Interchange (U.S. 63 & I-44) at a cost of \$25,000,000.

City of St. James

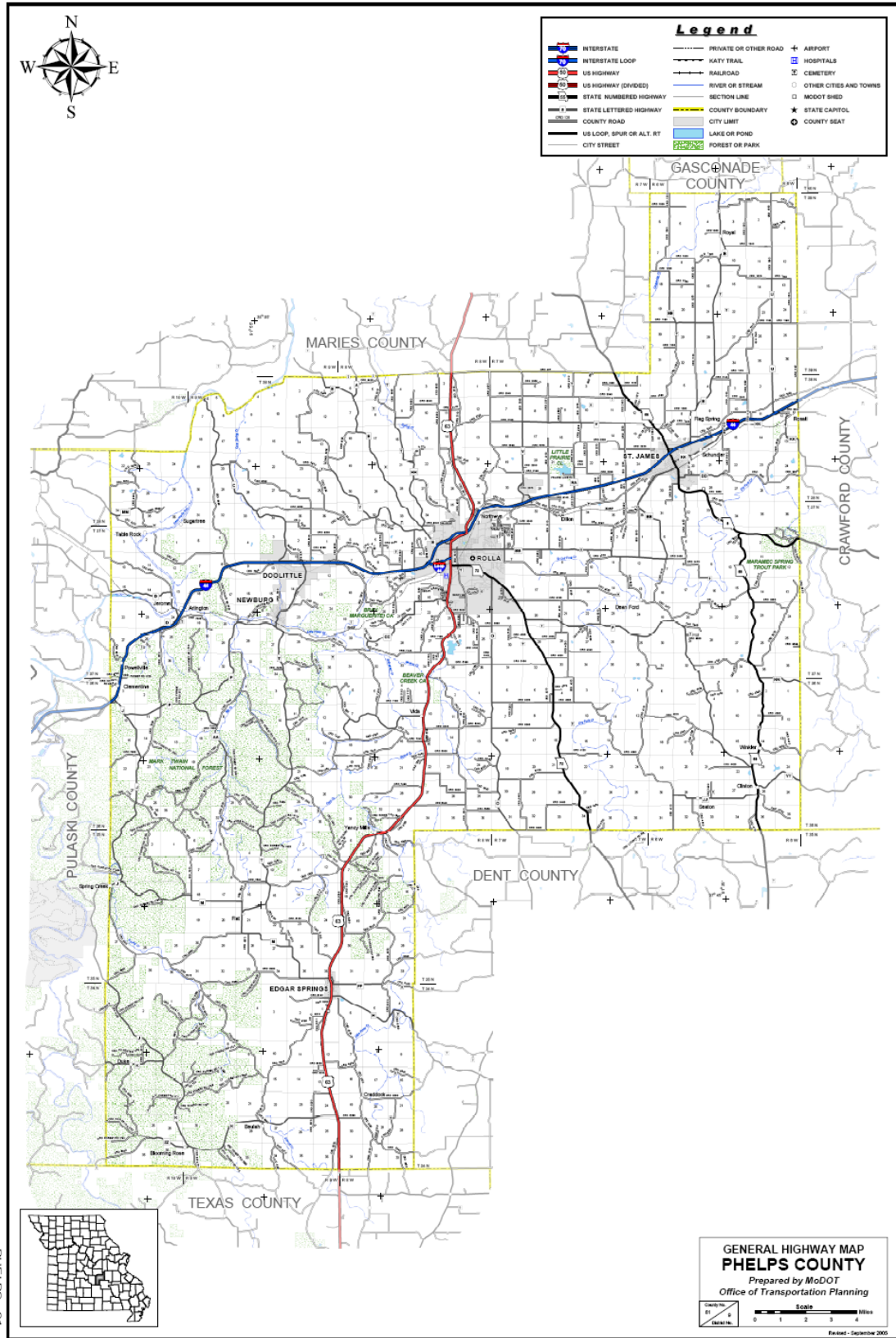
The city of St. James maintains 65 miles of paved roadways and 15 bridges. The FY 2012 budget was \$250,000. Special projects in this budget included \$150,000 asphalt project. Transportation maintenance and improvements are financed through property, sales and transportation taxes, CDBG and Department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

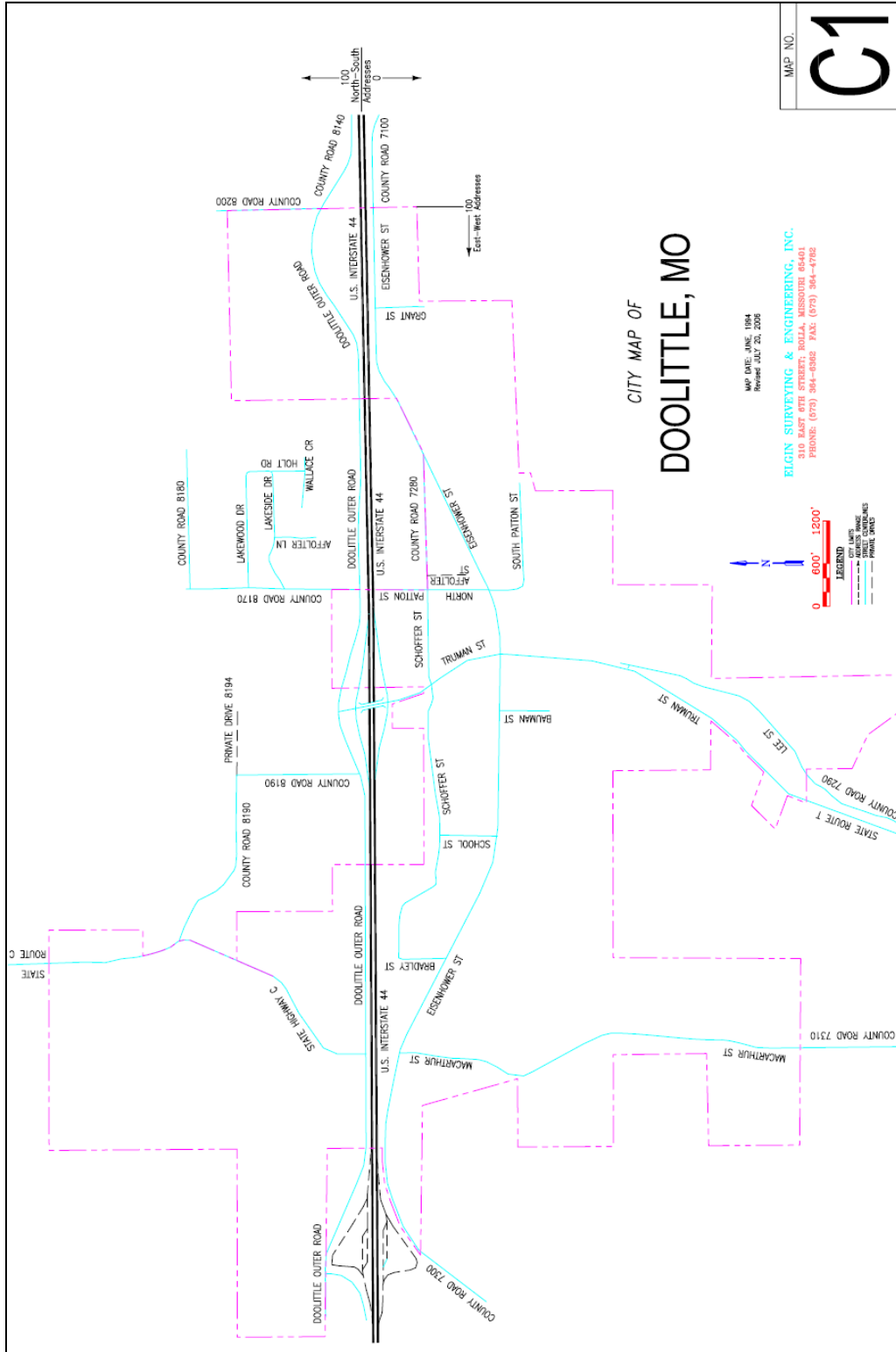
The city of St. James has approximately 67,350 linear feet (12.75 miles) of existing sidewalks and an additional 27,456 linear feet (5.2 miles) of paved walking/bike path. The overall condition of the sidewalks is poor. Additionally, an asphalt walking trail is available at the St. James Visitor Center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

**Phelps County
Map 3.10X**

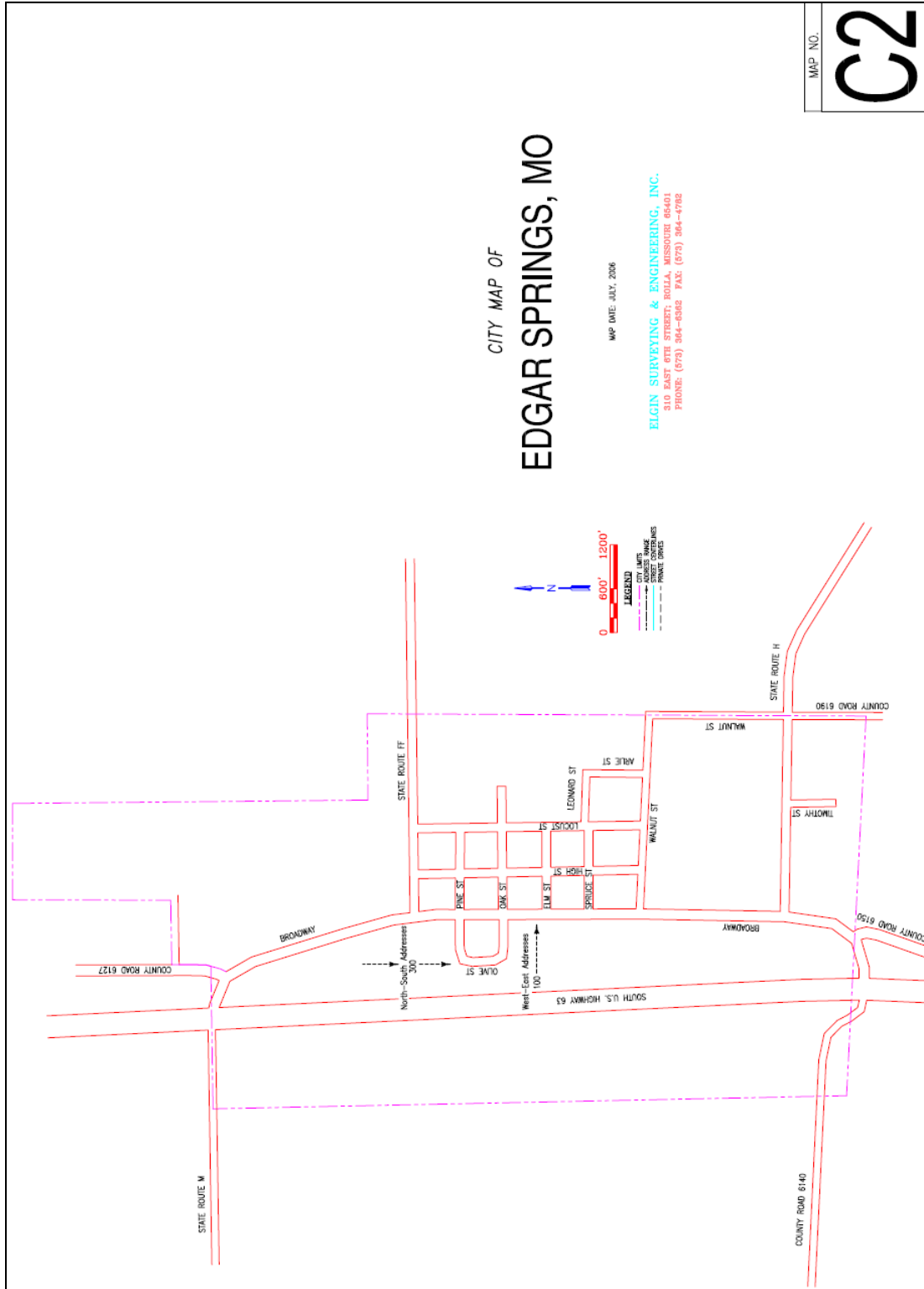


City of Doolittle

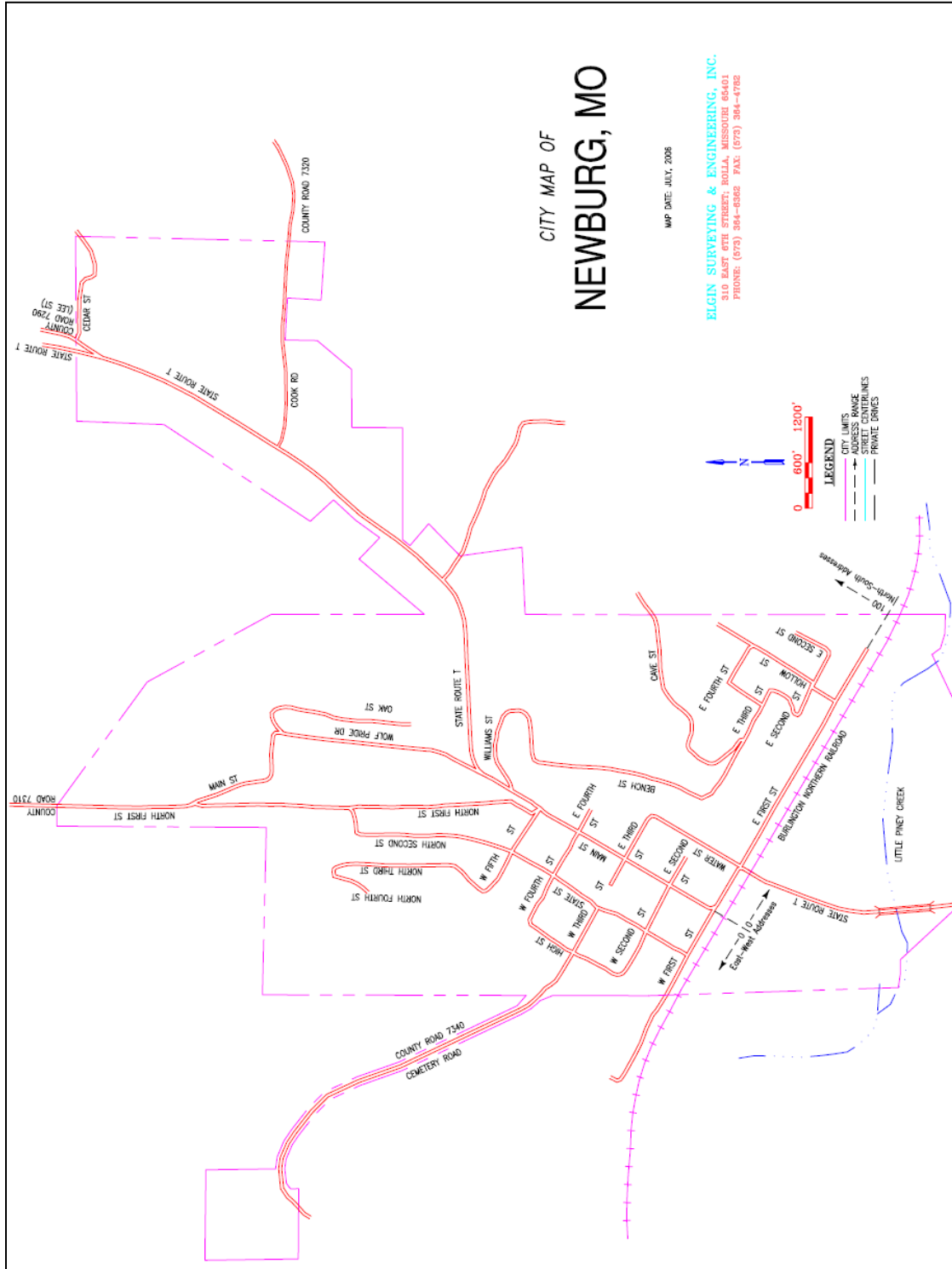
Map 3.10Y



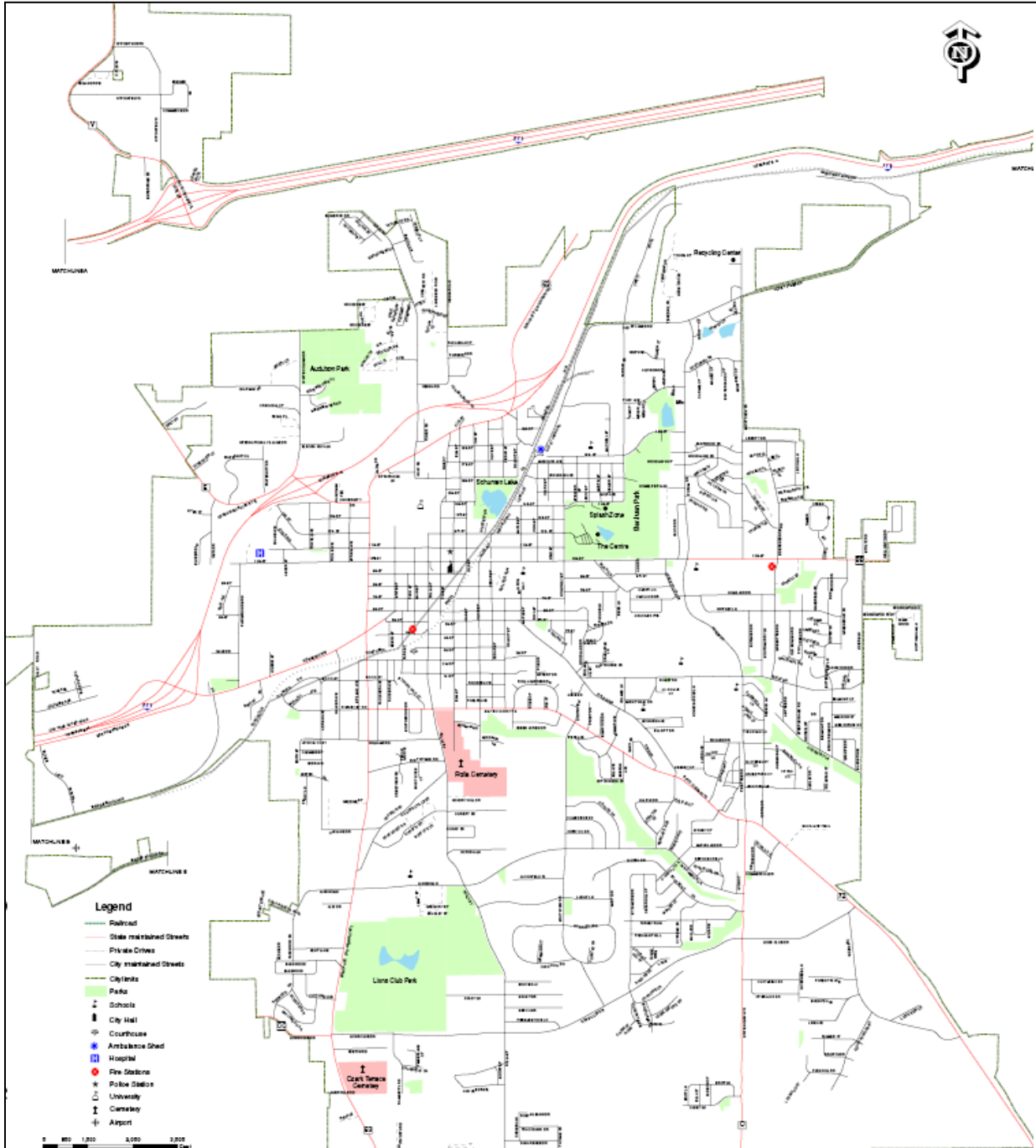
City of Edgar Springs
Map 3.10Z



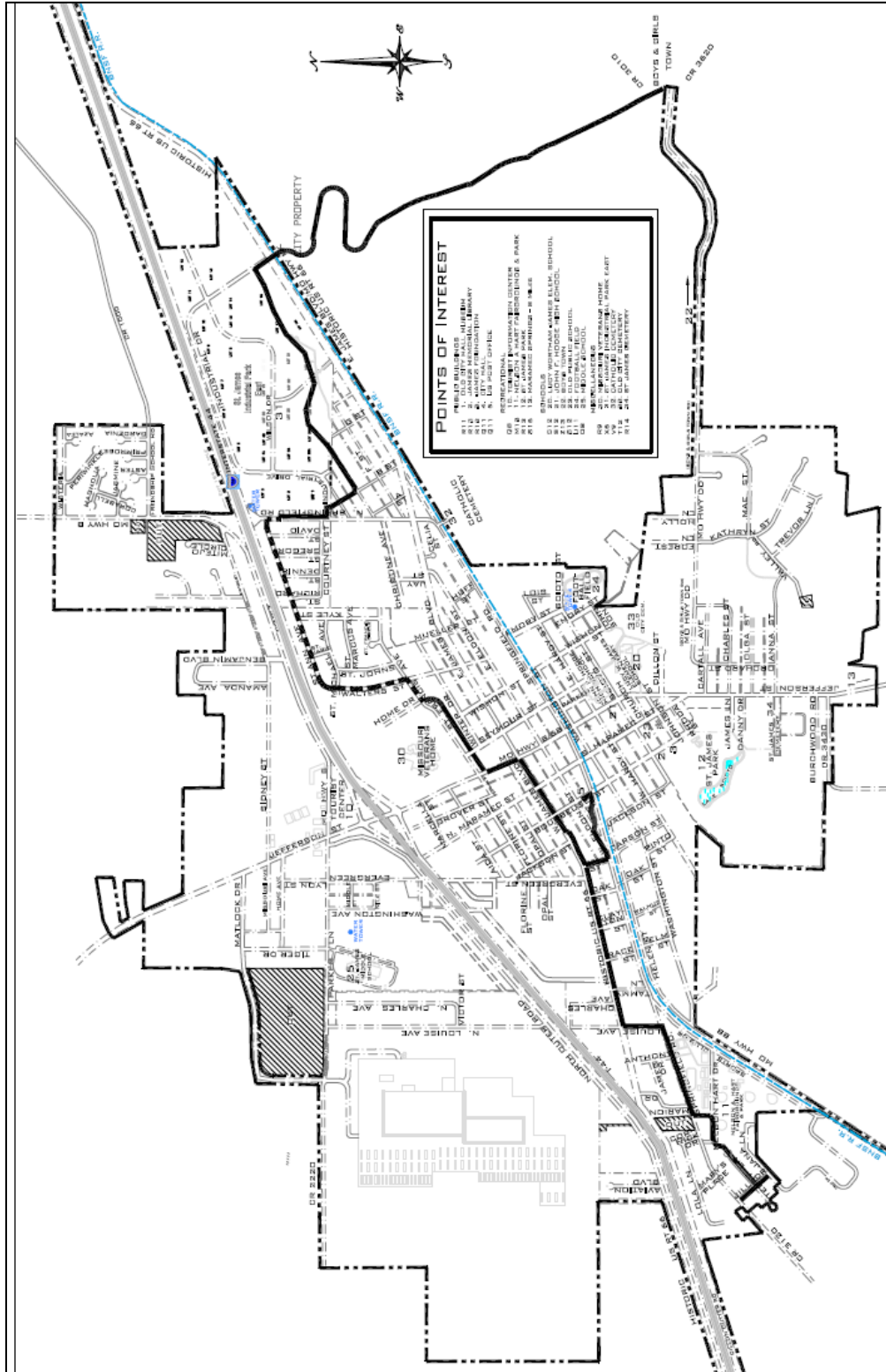
City of Newburg
Map 3.10a



City of Rolla
Map 3.10b



City of St. James
Map 3.10c



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 9th, 10th and 11th 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. Please see Appendix E for more information on the city's sidewalks.

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. 3rd Street. Please see Appendix E for more information on the city's sidewalks.

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/Norhtown 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 Appendix E for more information on the city's sidewalks.

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.

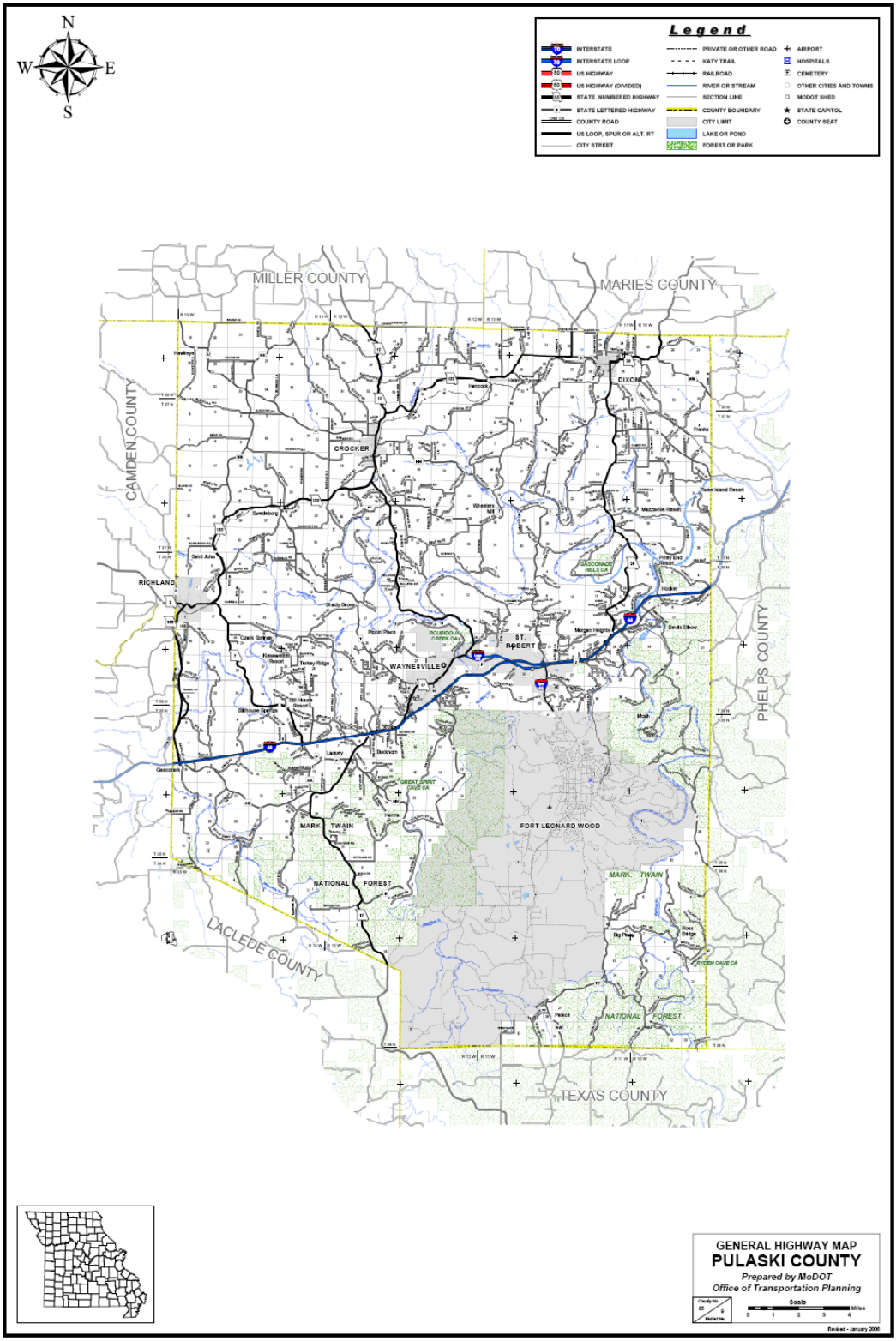
The city is served by the publicly-owned Waynesville Regional airport located on Fort Leonard Wood, with a 6,038 asphalt runway. This facility is co-owned with the city of St. Robert. The city has a current airport plan. Recent improvements include ground site improvements for hangers, storm sewers and 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. Please see Appendix E for more information on the city's sidewalks.

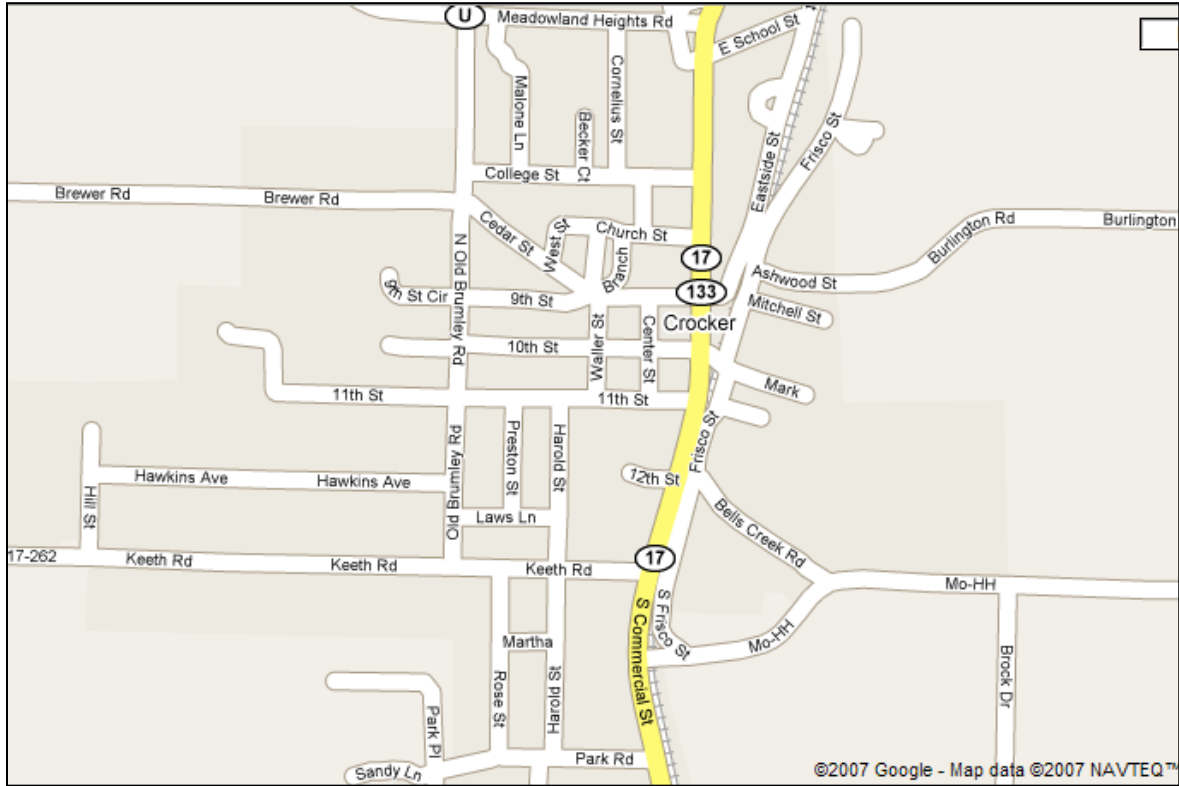
The city of Waynesville has a current transportation plan as part of its newly-completed comprehensive plan.

Pulaski County

Map 3.10d



City of Crocker
Map 3.10e



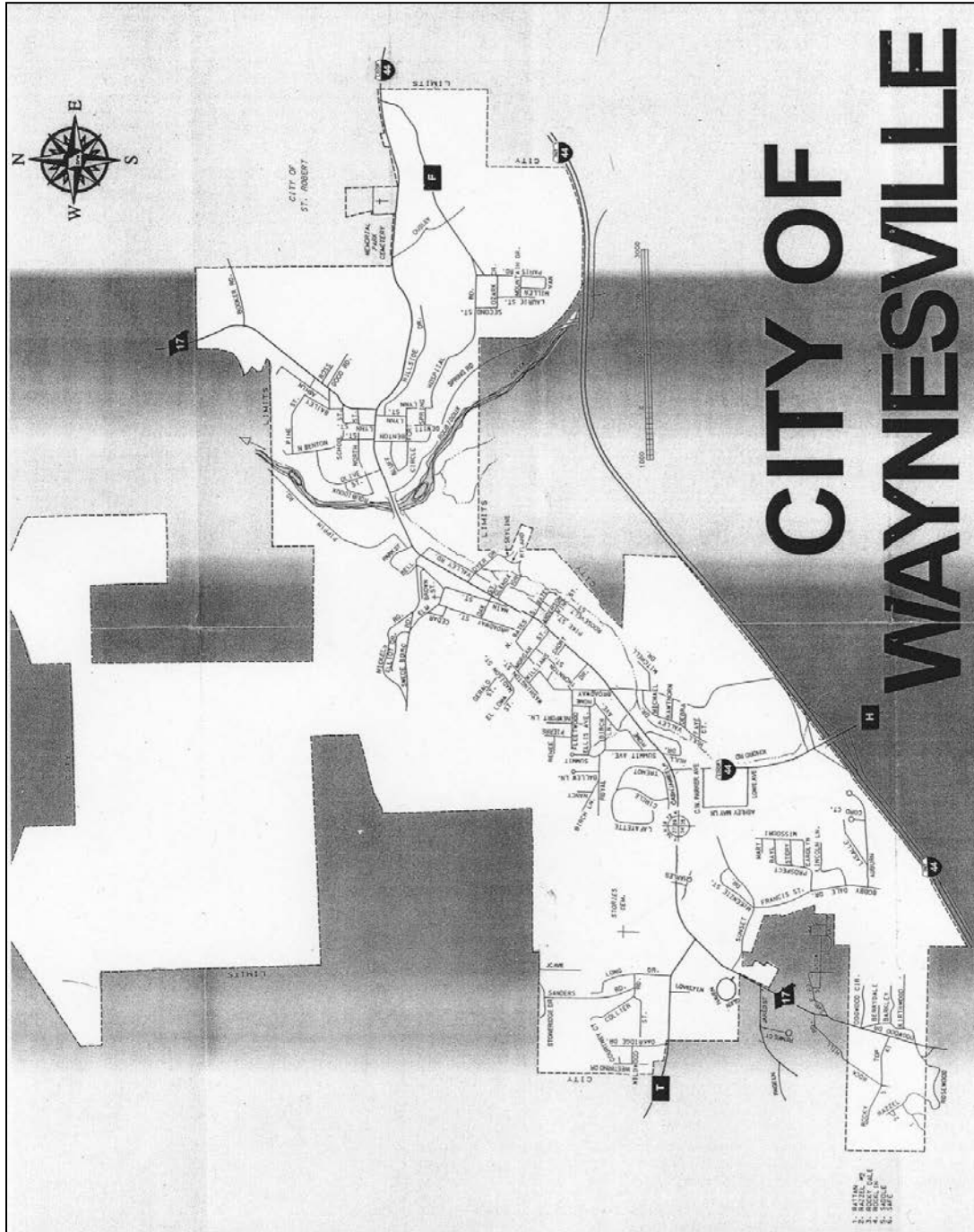
City of Dixon
Map 3.10f



City of St. Robert
Map 3.10g



City of Waynesville
Map 3.10h



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.

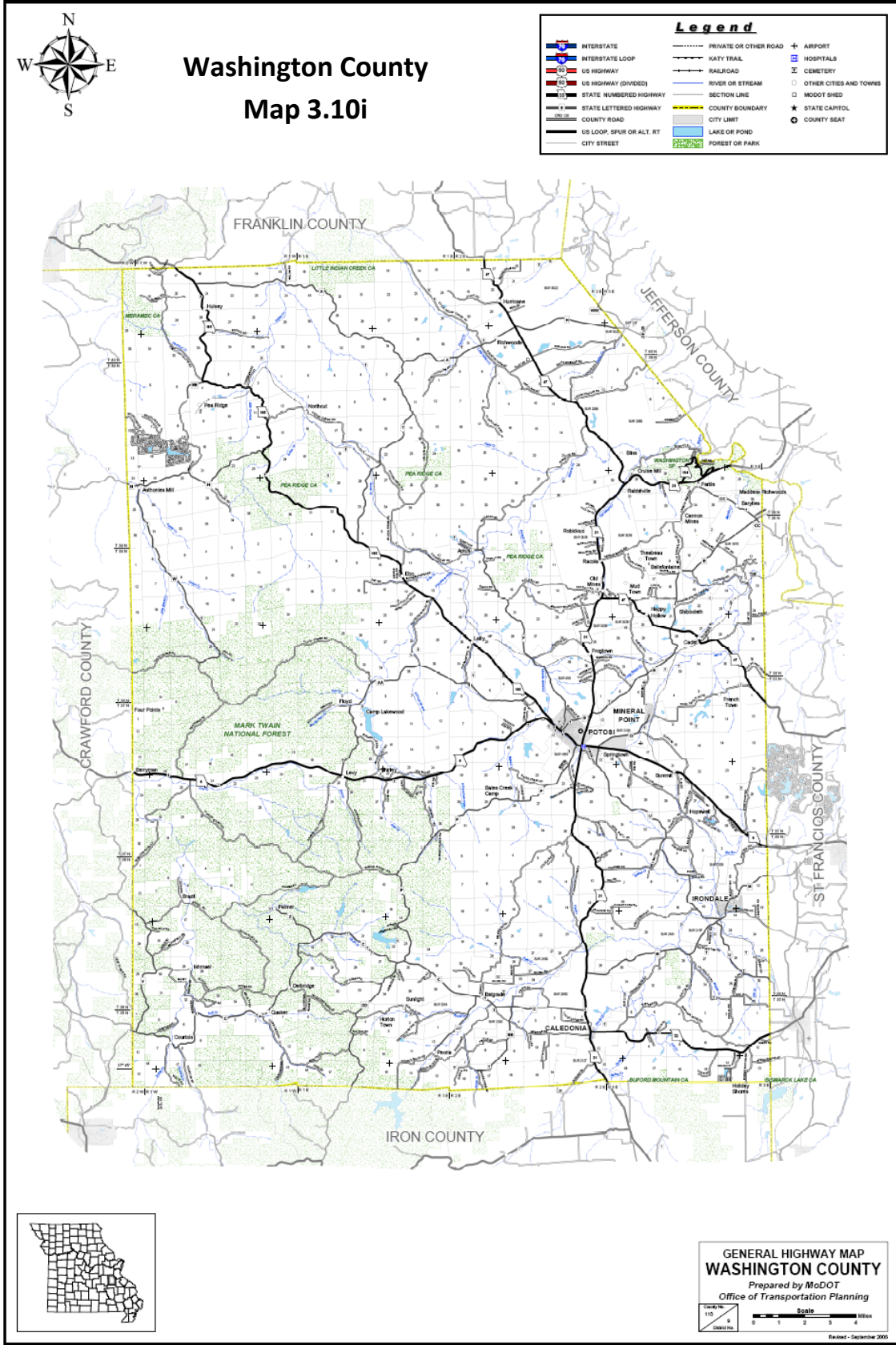
The city needs the streets resurfaced as well as a new dump truck to haul the asphalt.

City of Mineral Point

Information not available at this time

City of Potosi

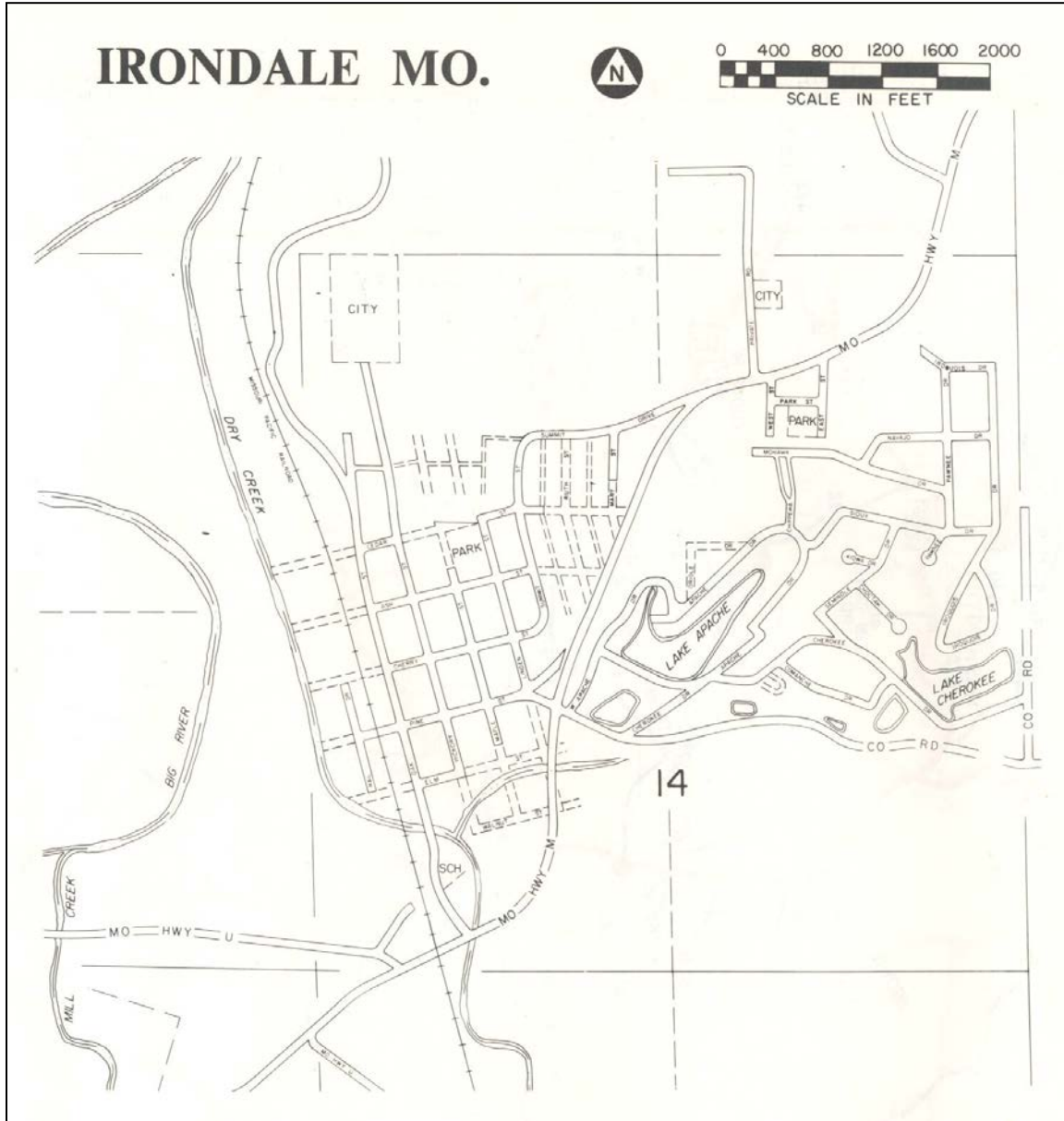
During 2012 the city completed a SRTS project. A problem intersection in the community is the intersection of Highway E and Highway 8. The city has two bridge issues on Mill Street and S. Water Street. Low water crossings on Hall Street, Mill Street, S. Water Street and Police Plaza are also a concern.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



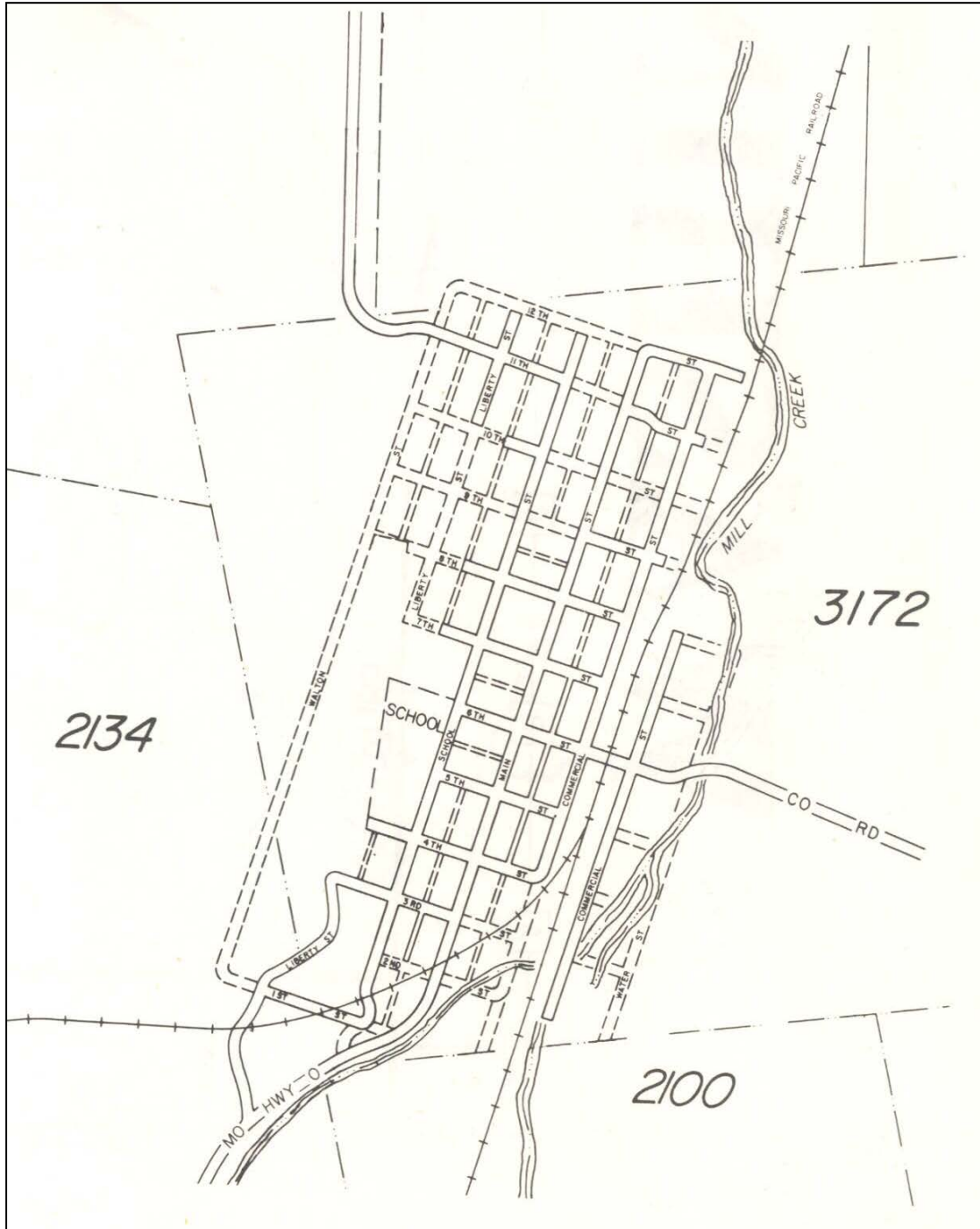
City of Caledonia
Map 3.10j



City of Irondale
Map 3.10k



**City of Mineral Point
Map 3.10I**



City of Potosi
Map 3.10m

