

JEFFERSON COUNTY, MISSOURI



2021 ROADWAY MASTER PLAN

Prepared by
**JEFFERSON COUNTY PUBLIC WORKS
HIGHWAY DIVISION**

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EXECUTIVE SUMMARY

Since Jefferson County formally became a County in December of 1818, the County's population has increased by a factor of 123. To accommodate this rapid growth, the existing roads, some of which were little more than trails or paths, had to be improved and new roads had to be built. This bicentennial issue of the Jefferson County Roadway Master Plan is a step towards the improvement of those established roads. This Plan addresses immediate and anticipated future roadway needs in Jefferson County.

We expect that the areas of Jefferson County that currently benefit from convenient access to infrastructure (roads, public water and public sewer) will continue to experience growth. Although most of Jefferson County north of Missouri Highways M, MM and W is unincorporated, the East-West Gateway Council of Governments designated this area as "Urbanized." This area has been experiencing a major portion of the growth and development in the County.

Jefferson County currently maintains 423 roads, and 292 subdivision streets, together totaling over 730 centerline miles. The County also maintains 177 bridges. The Missouri Department of Transportation (MoDOT) currently maintains Interstate 55, US highways 61-67, six (6) State numbered routes (21, 30, 109, 110, 141 and 231) and 28 State lettered routes (i.e. A, B, BB, C, K, etc.). In total, MoDOT maintains 1,090 lane miles of roads and 189 bridges in Jefferson County.

All the roads in Jefferson County are divided into seven (7) functional classifications. These functional classifications range from Interstate and Expressway to the County Local road. The functional classification of a road is determined by the roadway's Annual Average Daily Traffic (AADT) and the road's location (the roadways it interconnects). The County roads that are classified lower than "Urban Collector" or "Rural Major Collector" (see Figure 3-2, pg. 3-3) are not eligible for Federal funding assistance.

Appendix A of this Roadway Master Plan lists the roads maintained by the County in alphabetical order, their assigned road number, their length, and the Council District in which the road lies.

Appendix B are the Jefferson County Roadway Functional Classification Maps, as referenced in Chapter 3 of this Plan.

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CHAPTER 1

INTRODUCTION

A Roadway Master Plan is a critical component for managing safe and successful urban and rural growth in a city or county. It is a vital tool for determining the location and type of roadways that are needed to handle projected traffic growth and support additional infrastructure improvements. A Roadway Master Plan also supplements with the County Master Development Plan to assist in providing a smooth development of the County.

BACKGROUND AND PURPOSE

Jefferson County has a rich history. Early settlements within Jefferson County began in the 1700's. The County's 656 square miles were a small part of the 828,000 square miles that were acquired by the United States from France in December of 1803 (commonly known as the Louisiana Purchase), under President Thomas Jefferson, for whom our County is named. The first town in the County (then a territory) was New Hartford, and was laid out in 1806, in the vicinity of what is now the City of Herculaneum.

Jefferson County has been growing ever since. On December 8, 1818, Jefferson County formally came into existence. In 1820, the population was estimated to be around 1,800 people. In 1839, the County Seat was moved from Herculaneum to the City of Hillsboro, which was a stopping point near a spring along the trail between the Cities of St. Louis and Potosi. In 1857, the Iron Mountain Railroad crossed through the County and connected St. Louis and Iron Mountain in St. Francois County. The presence of the railroad was a catalyst for the construction of industrial plants along its route in Jefferson County. Some railroad shops were then built in De Soto.

By the late 1880's, Jefferson County's population had grown to around 19,000 people. This is around the time that the first County roads were completed. Festus, Hillsboro, De Soto and other areas were linked through a system of gravel roads. Since the 1880's, our population has grown to over 226,000 (as of the 2020 U.S. Census population estimates), and the Jefferson County Public Works Department now maintains 423 roads and 292 subdivision streets, totaling over 730 centerline miles. These roads and subdivision streets have many different types of surfaces ranging from asphalt, chip & seal, and Portland Cement concrete, to a new "pavement preservation" compound. Jefferson County is one of the fastest growing counties in Missouri and transportation is a major factor in managing the population and development growth.

Efficient transportation corridors are an essential component of any county, which suggests the need for a Roadway Master Plan. Development in the County depends on the mobility of its citizenry, the efficient movement of goods and the availability of services to its citizens. Ease of movement for the residents, visitors, and commercial entities in Jefferson County via safe roadways is paramount to the County's success and sustainability.

Jefferson County's Roadway Master Plan takes into consideration many factors, including the County's demographics, current and future Functional Road Classifications, and future road system goals. Since we are located immediately south of St. Louis County, Jefferson County's growth has been heavily influenced by the desire of people from urban areas to relocate to a more rural setting.

Although most of Jefferson County is unincorporated, the local Metropolitan Planning Organization (the East-West Gateway Council of Governments) identifies a substantial portion of northeastern Jefferson County, and a major portion of the eastern side of the County along Interstate 55, as an "urbanized" area. This increase in population spurred a need to improve the County's transportation system. Subsequent to this population shift is more heavily traveled roadways, which, in turn, leads to higher maintenance demands and spot capacity and safety improvements.

Because of the topography, geology and available infrastructure, some areas of the County are subject to different development potential than others. This growth potential demands a roadway classification system to identify roads that will require attention because of the current and future development patterns. *Note: Roads within the Incorporated Cities of Arnold, Byrnes Mill, Crystal City, De Soto, Festus, Herculaneum, Hillsboro, Kimmswick, Olympian Village, Parkdale, Pevely, Scotsdale, the Village of Cedar Hill Lakes and the Village of Peaceful Village are the responsibility of those Municipal areas and are not included in this Roadway Master Plan. Private subdivision streets not maintained by the County are also not included in this Plan.*

OBJECTIVES AND GOALS

Jefferson County strives to have a safe and efficient road system to further enhance the mobility and future growth of the County. This Roadway Master Plan includes the following goals and objectives:

- Create a current and updated road classification system, which will also provide more detailed requirements for development.
- Provide roadways that possess the appropriate level of service, allow for additional capacity, have reasonable travel speeds, are convenient for motorists, and are safe for all users.

- Create a road system that will accommodate and attract the residential, commercial, and industrial growth the County desires.
- Create a priority system showing the primary and secondary growth areas and forecast where the growth in the County will take place.
- Inform people about our current and future roadway projects.

BENEFITS OF A ROADWAY MASTER PLAN

The primary purpose of a Roadway Master Plan is to ensure orderly and progressive development of the urban and rural road system to serve the public access. Cities and counties that want to develop an efficient transportation system to meet existing and future transportation demands use a Roadway Master Plan. The Roadway Master Plan is also interrelated with other planning tools and methods to aid in managing a controlled development process.

The benefits of efficient transportation planning are realized by achieving the following objectives:

- Maximizing mobility while minimizing the negative impacts of street widening and construction on neighborhoods, communities, and the public. This is accomplished by recognizing where future improvements may be needed and incorporating these needs into the County's work plan.
- Making efficient use of available resources by recognizing which roads will likely require improvements due to the current and anticipated growth in that area and incorporating projects to handle this growth into the County's work plan.
- Identifying the functional role that each road should be designed to serve to promote and maintain the safety and stability of traffic and land use.
- Improving traffic safety by applying accident mitigation countermeasures on a systemic scale.

CHAPTER 2

PRIMARY GROWTH AREAS

Identifying the County's Primary and Secondary Growth areas will help determine which roads will need the most attention. Typically, if the population density of an area is high, then the traffic volume of roads in that area will be high. High traffic volume on a road that was not originally planned to handle this volume will require more maintenance and related improvements.

DEMOGRAPHICS

The population of Jefferson County was estimated at 226,543 in 2020, which is up 3.4% from 2010. This population increase means that Jefferson County is one of Missouri's fastest growing counties.

In 2019, there were 83,841 households in Jefferson County with an average number of 2.66 persons per household.

There were 2.17 available vehicles per household in 2019.

In February of 2021, Jefferson County had a labor force of 117,167, and an unemployment rate of 5.3%.

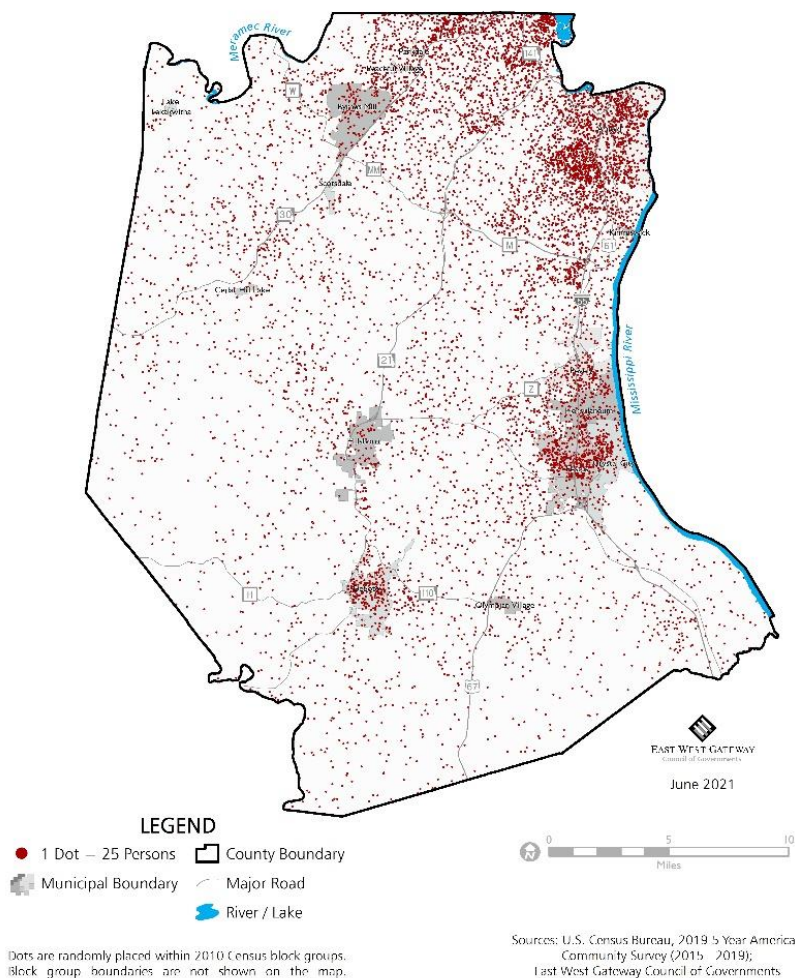
A substantial number of Jefferson County residents, especially in northern area, work in the City of St. Louis, St. Louis County, St. Charles County, and Illinois. This mobile work force creates a large amount of traffic on the county roadways, especially during peak commute times.

The Jefferson County population density is the greatest just south of the northern border with St. Louis County, along both sides of MO Rte. 30 and MO Rte. 141 (which is mostly unincorporated), and within the City of Arnold. The population density is also high along the northern stretch of I-55.

Figure 2-1 below graphically represents the population distribution of Jefferson County in 2019 (map from East-West Gateway Council of Governments).

Population Distribution, 2019

Jefferson County, Missouri



PRIMARY GROWTH AREAS

The Jefferson County population growth is forecasted to occur primarily along the major highway corridors of Interstate 55, Missouri (MO) State Routes 21, 30, A, M, MM, W, and Z. Growth is also anticipated in the northeastern and north central watersheds, including the Bear Creek, Buck Creek, Dulin Creek, Heads Creek, Joachim Creek, Little Creek and Sandy Creek watersheds (the locations of these watersheds are shown in **Figure 2-3**).

Transportation has become an important issue in the growth of Jefferson County. The County's roadways must be safe, efficient and be able to keep the traffic moving as smoothly and efficiently as possible.

The growth in the northern part of the County has been occurring for years. The East West Gateway Council of Governments now considers the area north of MO State Routes M, MM & W part of the "Urbanized" area. Over the last decade, this dense growth has been migrating southwardly into the rural areas. One of the main reasons for the large amount of development in certain areas is the availability of public utilities. Direct access to public utilities provide a developer a very cost-efficient way to develop high-density residential subdivisions.

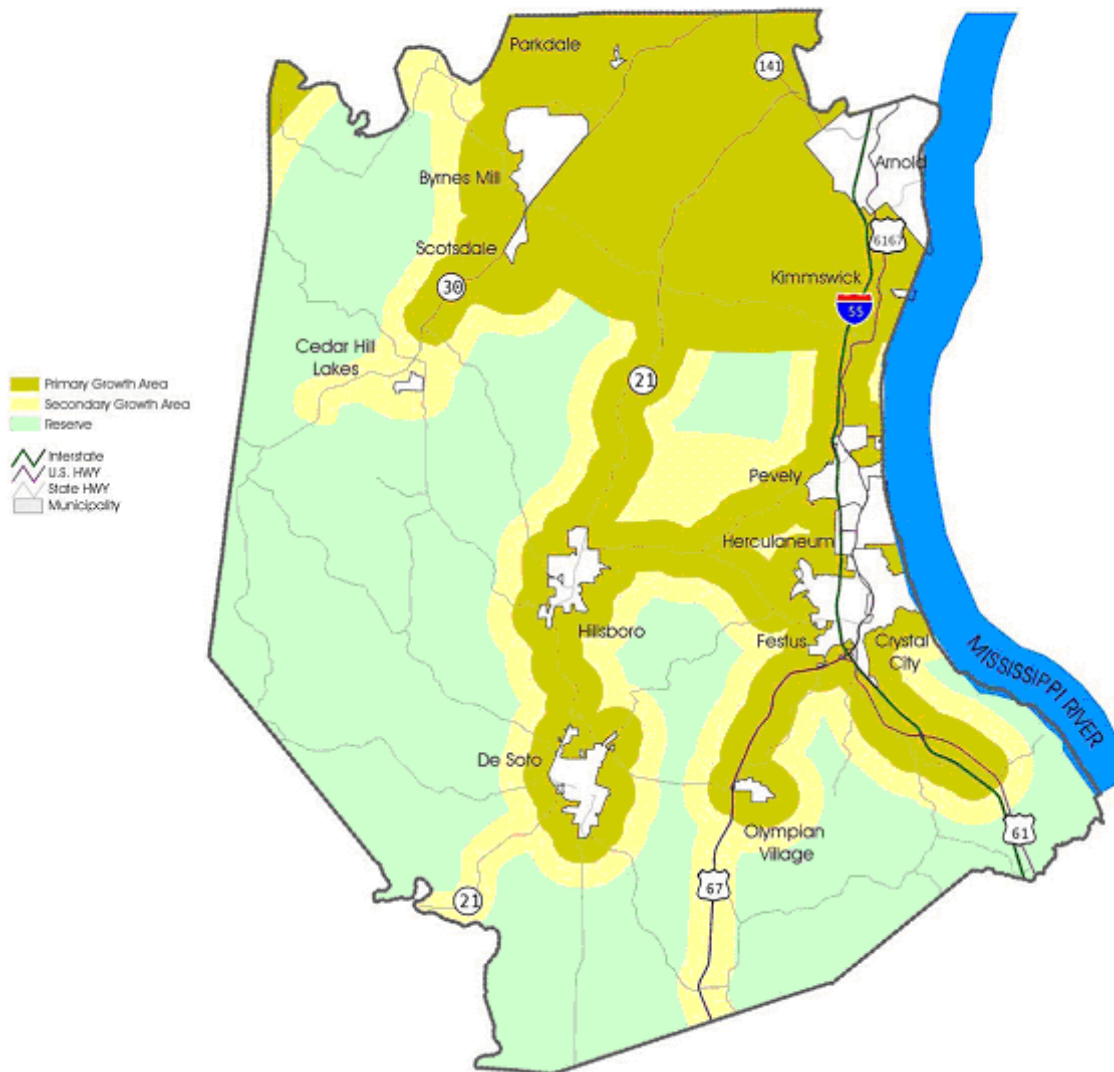
Development adjacent to Seckman Road in the northeastern part of the County is one of the primary examples. There are numerous subdivisions along Seckman Road, each of which have many single-family homes - and more are being planned and developed. Developers can tie into existing public utilities along Seckman Road without having to bear the cost of extending a utility to the development, thus subsequently decreasing his infrastructure cost. Although construction of new homes is a benefit to the County's tax base, it can have an adverse effect on an existing road system that is currently not capable of handling the additional traffic generated from the new developments. When property adjacent to a road like Seckman develops as quickly as it has, it causes major transportation concerns. These adverse traffic impacts have caused the County to make substantial improvements to this roadway.

A diagram from the 2003 Jefferson County Master Plan (**Figure 2-2**) shows where Primary Growth and Secondary Growth was projected to occur in the County. The Primary Growth area included all of Jefferson County north of MO Routes M, MM & W. The Primary Growth area further extended along MO Route 21 south to De Soto, along US Hwy 61 south almost to the Ste. Genevieve County Line, US Hwy 67 south to Olympian Village, and southwardly along MO Route 30 to Cedar Hill. The Secondary Growth area surround the Primary Growth areas. This projected growth placed more focus on the maintenance of and the improvements to the roadways in those areas so they can safely and efficiently accommodate this potential growth.

A review of County records disclosed that, in 2003, the areas that we forecasted the greatest growth in the County has been proven to be an accurate prediction.

Projected Primary and Secondary Growth areas

Figure 2-2



Source: 2003 Jefferson County Master Plan

WASTEWATER CONSOLIDATION AREAS

In 2001, a Comprehensive Wastewater Management Plan was created for Jefferson County. It includes watersheds and proposed wastewater system improvement projects. There were five consolidation areas located within the Jefferson County Public Sewer District (JCPSD):

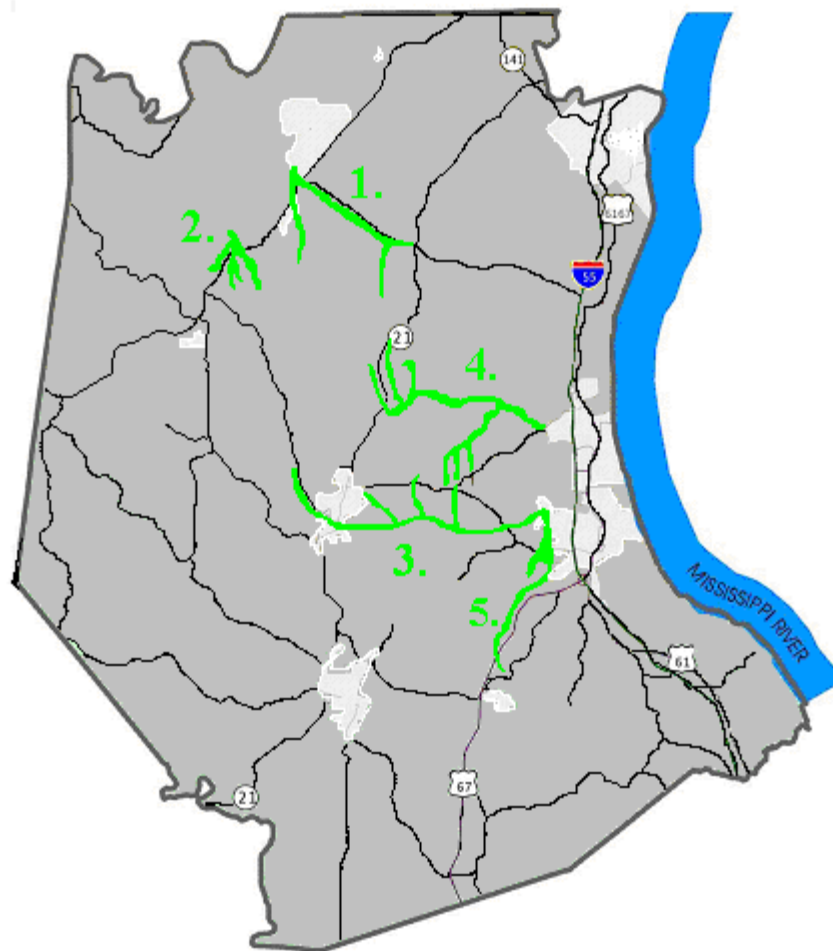
- **Consolidation area No. 1,** For Bear Creek, Dulin Creek, and Heads Creek Watersheds in the Big River Basin.
- **Consolidation area No. 2,** Serving part of Cedar Hill and the Sandy Creek Watershed in the Big River Basin.
- **Consolidation area No. 3,** In the Little Creek Watershed in the Joachim Creek Watershed in the Mississippi River Basin.
- **Consolidation area No. 4,** In the Sandy Creek Watershed in the Joachim Creek Watershed in the Mississippi River Basin.
- **Consolidation area No. 5,** In the Buck Creek Watershed in the Joachim Creek Watershed in the Mississippi River Basin.

(Figure 2-3 is a diagram of the location of these consolidation areas.)

Since the development of the consolidation areas, the Missouri-American Water Company now owns and operated Consolidation area No. 2 (Cedar Hill/Sandy Creek). These consolidation areas will provide current and future residents a safer, more reliable public wastewater system instead of their current private wastewater systems. Sanitary sewer improvement projects will also be more efficient and lead to possible growth in these areas due to the cost-efficient means to develop major subdivisions, which could then connect to the newer public wastewater systems.

The rate of development in the northeastern part of Jefferson County has shown that the presence of public wastewater systems, and other infrastructure improvements, can have a direct impact on the growth potential and the corresponding commercial sector in an area.

Figure 2-3



■ Projected Wastewater Consolidation areas

1. Bear Creek, Dulin Creek, Heads Creek watersheds in the Big River basin
2. Cedar Hill and the Sand Creek watersheds in the Big River basin *
3. Little Creek watershed in the Joachim Creek watershed in the Mississippi River basin
4. Sandy Creek watershed in the Joachim Creek watershed in the Mississippi River basin
5. Buck Creek watershed in the Joachim Creek watershed in the Mississippi River basin

* Now owned and managed by the Missouri-American Water Company

CHAPTER 3

FUNCTIONAL CLASSIFICATION SYSTEM

The Functional Classification System is a hierarchical organization of roads and highways that facilitates the safe and efficient operation of vehicles along different types of roadways. The main distinction between the various types of classifications is a road's focus on land access or its focus on movement. Interstates and Expressways are at one end of the classification system spectrum and are primarily focused on the function of moving vehicles as efficiently as possible. Collectors, local roads, and access roads are on the other end of the classification system spectrum and are more focused on land access.

Since the 1990's, Jefferson County has seen major growth, which suggests the need for a detailed road classification system. Now that there are 423 county roads and 292 subdivision streets the County maintains, that combine for over 730 miles of roadway, those Local roads need to be more thoroughly identified (categorized). There are substantial differences between rural and urban County roads. For example, a road in the southern part of the County may only serve 5 vehicles per day; however, a County road in the northern part of the County may serve 5,000 vehicles a day. Generally, the County roads in the urbanized areas, north of MO Routes M, MM and W (where a substantial part of the development has taken place) need more attention than the roads that are not in as high use in other areas of the County.

Because development in the northern part of Jefferson County is migrating in a southern direction, a more detailed functional classification system is required to identify these roads. An additional reason for doing this is the different design criteria (i.e. amount of right-of-way needed for more heavily traveled roads) and the different geometric features required for each classification of road.

FUNCTIONAL CLASSIFICATION & CATEGORIES

The East-West Gateway Council of Governments published a Functional Classification Procedure Manual in May 2017. The following is a general description of the functional classifications, as provided in the Manual:

(**Table 3-1** shows a detailed representation of the Roadway Functional Classes).

Table 3-1
Roadway Functional Classes

Roadway Functional Classes		
Arterial	Principal	Interstate
		Freeway/Expressway
		Other Principal
	Minor	
Collector	Major	
	Minor	
Local		

The following is the current Functional Classification hierarchy:

◆ **Interstate** - Primarily serves long distance regional travel between cities, and or states. Access is only allowed through interchanges and access to abutting property is restricted.

◆ **Expressways** - These routes provide for rapid movement of large volumes of traffic between urban areas. Access, for the most part, is restricted to commercial property and is allowed primarily at major intersections.

(Note: Interstates and Expressways are sometimes classified as a subset of Arterials. Due to their unique nature, they are shown separate in this document)

◆ **Arterials** - Primarily provide for efficient traffic movement, with a secondary function of providing direct access to abutting property. Principal Arterials typically serve as connections between major traffic generators and land use concentrations to facilitate large volumes of through traffic traveling across a community. Minor Arterials serve as connections between Principal Arterials and Collectors, and even Local Roads. Arterial roads handle a large amount of traffic and can be a Local road type but are in a very concentrated urban area where average daily traffic is high. Minor Arterials also have a greater focus on property access.

- **Principal Arterial** - Primary purpose is to serve the major long-distance traffic movement within areas of the County, while access for individual properties is a secondary consideration. Direct land access is minimal and controlled, while most intersections are with other Arterials, Collectors and Major Local roads.

- **Minor Arterial** - Serves trips of moderate length at a somewhat lower level of travel mobility than Principal Arterial Roads. Collects traffic from Collector and Local roads, which permits or will permit movement of large volumes of traffic from one

geographic area to another. Emphasis is on the distribution of vehicles to higher and lower roadway classes and land uses.

♦ **Collectors** - Provide for a balance of traffic movement and property access functions. Traffic movement is usually concentrated in rural areas connecting Access roads and Local roads or other collector roads. As compared to Arterials, Collectors accommodate lower traffic volumes over shorter distances but are important roadways in rural areas for connecting major roadways. They also provide service to neighborhoods and other local areas and may border or traverse neighborhood boundaries.

- **Urban and Rural Major Collectors** - Provide a connection between Arterial and Local roads while allowing direct access to abutting properties. These roads consist of medium-distance trips between cities and neighborhoods and they collect traffic from the local roads and filter vehicles into the arterial road system. Direct access to abutting properties is still a secondary function of this road classification.

- **Urban and Rural Minor Collectors** - Serve the Rural community by connecting local traffic to Rural Major Collectors and state Arterial routes and even other Rural Minor Collectors. Land access is a priority as much as traffic movement.

♦ **Local Roads** - Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for long distance travel. General use is at the origin or destination end of a trip, due to their provision of direct access to abutting land. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year.

The default classification is often local road. In other words, once all arterial and collector roadways are identified, all remaining roadways are classified as local roads.

Appendix A is a list of all the roads that Jefferson County Public Works current maintains, along with their current classification, and their 10 and 20-year projected classifications. It also indicates if the roads are in the Primary or Secondary growth areas and if they are near any of the consolidated wastewater areas.

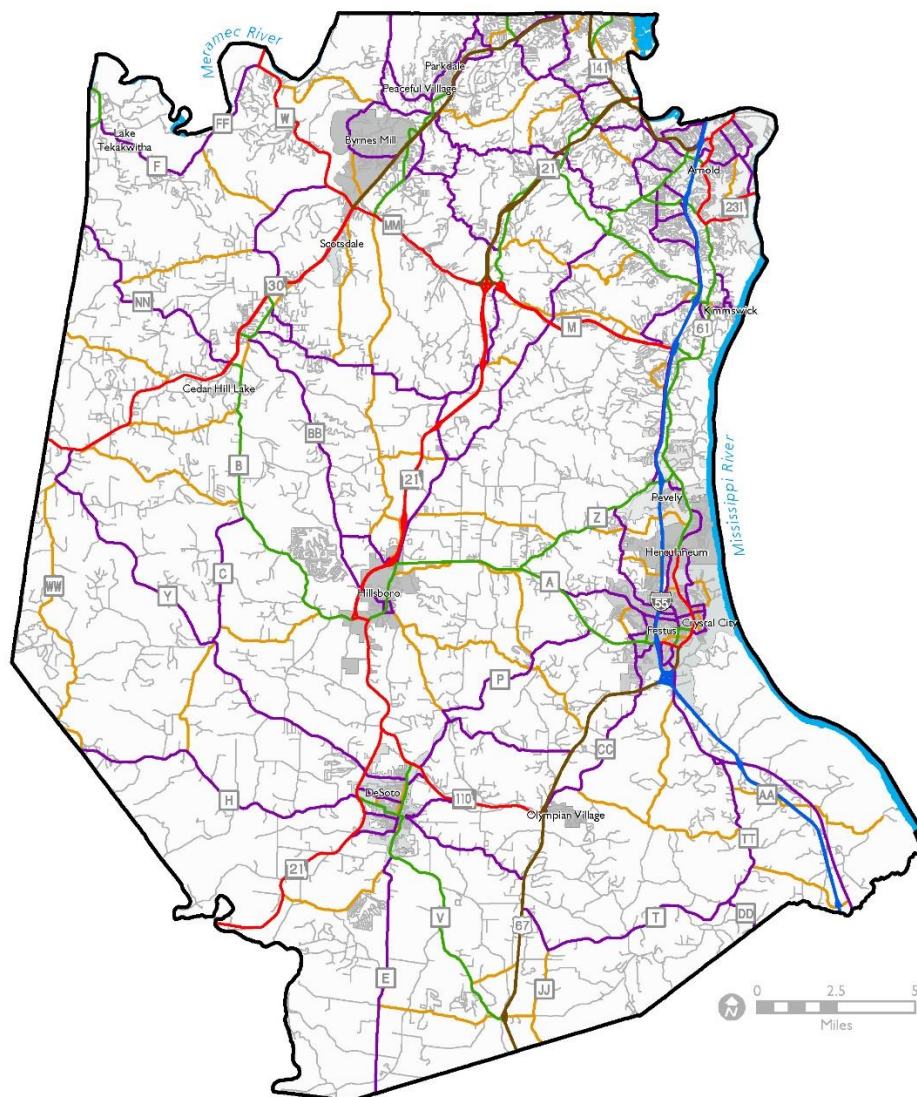
Design Criteria for these different roadway classifications can be found in Article 7 of the Jefferson County Unified Development Order (U.D.O.).

Figure 3-2 on the following page shows the different roadways in Jefferson County and their Functional Classifications.

Figure 3-2

Functional Classification

Jefferson County, Missouri
April 2021



Functional Classification		Other Map Items	
Interstate	Major Collector	Municipal Boundary	
Expressway	Minor Collector	County Boundary	
Principal Arterial	Local Road	River / Lake	
Minor Arterial			

The newest revisions to the Missouri Roadway Functional Classification maps are currently awaiting final approval from state and federal officials.

Source: East-West Gateway
Council of Governments



CHAPTER 4

CURRENT TRANSPORTATION

Existing Jefferson County transportation systems are maintained by the Highway Division of Jefferson County Public Works, and the Missouri Department of Transportation (MoDOT). *This chapter does not include roads maintained by any municipality within Jefferson County, any roadways within the Festus Special Road District, or any subdivision streets.*

MAJOR ROADWAYS

One interstate and several state highways provide the basic framework of the transportation facilities serving Jefferson County. These major roadways range from ten-lanes with a separated median in the Arnold area, on I-55, to two-lane state-maintained highways, which includes MO Route A and MO Highway 110. All public roadways not maintained by Jefferson County Public Works, the Missouri Department of Transportation (MoDOT), or various municipalities in Jefferson County, are maintained by the Festus Special Road District (which includes – North to South – the cities of Pevely, Herculaneum, Festus and Crystal City), or the Hillsboro Road District or the Missouri Department of Transportation.

INTERSTATE HIGHWAY

Interstate 55 (I-55) is the only Interstate Highway facility that lies within the borders of Jefferson County. I-55 runs in a North-South direction and effectively parallels the Mississippi River. I-55 is a controlled access facility and is one of the primary arteries to the St. Louis area. I-55 is a heavily traveled interstate accommodating traffic running from the northern part of the United States, through Chicago, all the way south to New Orleans. Access to and from I-55 is provided through grade-separated interchanges and utilizes numerous frontage roads on both the east and west sides of the interstate.

I-55 – in Jefferson County I-55 is a four to ten lane divided roadway with a posted speed limit ranging between 60 and 70 mph. At the northern border of Jefferson County, I-55 is ten lanes wide and carries approximately 100,400 vehicles a day. It goes to eight lanes at the Richardson-Vogel road interchange. I-55 narrows to six lanes south of the interchange at MO Route M. I-55 then narrows to four lanes at MO Route Z and continues that way to the Ste. Genevieve County Line, where it carries approximately 18,600 vehicles a day. All of I-55 has a barrier median, either concrete or grass (with Guard cable), and 4-foot to 12-foot shoulders.

US HIGHWAYS

There are currently three (3) US Highways that serve Jefferson County. They are US Hwy.

61-67, US Hwy. 61, and US Hwy. 67. These highways run north to south and carry a large amount of traffic. They are two to four travel lanes. Some have concrete barrier medians and others have a center turn lane in the urban areas.

US Hwy. 61-67 - begins in Festus and runs all the way to the Northeast part of the county to Arnold. US Hwy. 61-67 is an urban roadway that runs along I-55 and has many businesses and other economic operations along it. It is four travel lanes and at some points has a center turn lane. It has a large amount of property access roads and access to county roads. US Hwy. 61-67 is classified as a Principal Arterial in the Herculaneum, Festus & Crystal City area and two portions within the Arnold City limits. All the rest of US Hwy. 61-67 is classified as Minor Arterial.

US Hwy. 61 - runs north and south along I-55. It is a rural two-lane highway that connects the local roads to the interstate. US Hwy. 61 is classified as an Urban or Rural Major Collector.

US Hwy. 67 - runs south from Festus (at MO Route A) to the St. Francois County Line. It is a main route for people traveling north to south and exiting off I-55 to come into the south-central part of the county. It is a 4-lane divided roadway with a median and is a heavily traveled connector highway from the urban area to the rural area. US Hwy. 67 is classified as an Expressway.

MISSOURI STATE (ROUTES) HIGHWAYS

There are six (6) numbered State highway facilities serving Jefferson County, Missouri; MO Route 21, MO Route 30, MO Route 109, MO Route 110, MO Route 141, and MO Route 231.

MO Route(s) 21 - run north and south, basically down the middle of the county, and is considered both “New 21” (4-lane – limited access), and MO Route 21 (2-lane with numerous access points).

“New MO Route 21” starts as a four-lane highway at St. Louis County line (at the Meramec River) and is classified as an Expressway until it reaches the MO Route M/MM interchange. That portion of New MO Route 21 has medians and a posted speed limit of 65 mph.

MO Route 21 is classified as a Principal Arterial from the MO Route M/MM interchange south, to MO Route H/N intersection (at the southern City Limits of De Soto). “New” MO Route 21 has no direct land access and is accessed by grade-separated interchanges. “New” MO Route 21 continues as 4-lanes from Route M/MM to MO Route B in Hillsboro.

MO Route 21 returns to a two-lane rural highway from MO Route B in Hillsboro to De Soto and has a posted speed limit of 55 mph (except when it goes through the City of De

Soto). MO Route 21 is classified as a Principal Arterial from De Soto to the Washington County Line.

MO Route 30 - runs southwest from the St. Louis County line (in the north) to the Franklin County line (on the western side of Jefferson County). MO Route 30 is classified as an Expressway from the St. Louis County Line to the MO Route MM/W intersection in House Springs. MO Route 30 is a four-lane divided highway along that section and runs through the designated “urbanized” area of the county. It has multiple access points, the majority of which are controlled by traffic signals, but has some ‘cross-overs’.

MO Route 30 is classified as a Principal Arterial from the MO Route MM/W intersection to the intersection at MO Route B/NN, in Cedar Hill. Along that section MO Route 30 is four lanes with a divided median and has a posted speed limit of 60 mph.

From the MO Route B/NN intersection to the Franklin County line, MO Route 30 is a two-lane rural highway with a posted speed limit of 55 mph. This section is classified as a Principal Arterial.

MO Route 109 - runs north to south and is a connector from I-44 (in the Eureka area of St. Louis County) to the intersection of MO Route FF/W. The Jefferson County portion of MO Route 109 starts at the Meramec River, which is the north-western border of Jefferson County. MO Route 109 is a two-lane highway with a posted speed limit of 55 mph. It is classified as a Principal Arterial from the Meramec River to MO Route FF/W.

MO Route 110 - runs east to west and is the connector for De Soto and other rural areas to US Hwy. 67. MO Route 110 is a two-lane highway with a posted speed limit of 60 mph. It is classified as a Principal Arterial from US Hwy. 67 west to MO Route 21.

MO Route 141 - runs east to west along the northern part of the county, from US-61/67 and extends into St. Louis County (in Fenton). It is the primary connector between Arnold and Fenton. MO Route 141 is a four-lane road with a median and classified as an Expressway, and as a Principal Arterial from US 61-67 to I-55.

MO Route 231 – (also named Telegraph Road) is in the urban northeast part of the county. It begins, on the east, at the St. Louis County Line (Meramec River), and runs west to US 61-67 (Jeffco Boulevard). It is mostly a two-lane road, but on occasion it includes a center turn lane at some intersecting roadways. It is classified as a Principal Arterial.

Others - There are Twenty-Eight (28) lettered Missouri State-maintained Highways (Routes) in Jefferson County. All these highways consist of two, 12-foot lanes with variable width shoulders. The exception to this is MO Route A, MO Route M & MO Route MM (exceptions noted below).

MO Route A has two 12-foot lanes and has 8-foot shoulders.

MO Route M is the only four-lane lettered highway in the county (from I-55 to ‘New’ MO Route 21). It has a median and 6-foot shoulders.

MO Route MM is a two-lane lettered highway that has 5-foot shoulders and center turn lanes at several locations and intersections throughout its nearly 5-mile corridor.

The state also maintains some service and access roads throughout the county in addition to the roads stated above.

CLASSIFICATION OF ROADWAYS

The Expressways, Principal & Minor Arterials, as well as the Major and Minor Collectors roadways (many of which are maintained by Jefferson County) are listed below - by Classification (identifying their Locations by Start & End points).

(Cities, i.e. *De Soto, Eureka, Festus, etc.* and Unincorporated Towns, i.e. *Antonia, Cedar Hill, House Springs, etc.* are mentioned for help in locating the “areas” of Roadways).

EXPRESSWAYS: (NORTH TO SOUTH OR EAST TO WEST)

US Hwy. 67	MO Route A to St. Francois County Line
MO Route 21	MO Route 141 to the Interchange at MO Route M/MM
MO Route 30	St. Louis County Line to intersection of MO Route MM/W
MO Route 141	US 61-67 to St. Louis County Line (East of Fenton)

PRINCIPAL ARTERIALS

The Arterial road system consists of two categories, Principal Arterial and Minor Arterial, which include the following:

PRINCIPAL ARTERIALS: (NORTH TO SOUTH OR EAST TO WEST)

State-Maintained Principal Arterials:

MO Route 21	MO Route M/MM to Washington County Line
MO Route 231 (Telegraph)	St. Louis County Line to US 61-67 (Arnold)
MO Route 30	MO Route MM/W to Franklin County Line
US 61-67	St. Louis County Line to MO Route 231 (Telegraph)
US 61-67	McNutt St. (Herculaneum) to MO Route A
MO Route 109	St. Louis County Line (Eureka) to MO Routes FF & W
MO Route 110	MO Route 21 to US Hwy. 67
MO Route A	US 61-67 (Festus) to I-55 (Festus)
MO Route M	I-55 to MO Route 21

MO Route MM	MO Route 21 to MO Route 30 (House Springs)
MO Route W	MO Route 30 (House Springs) to MO Route 109 (Eureka)

MINOR ARTERIALS: (NORTH TO SOUTH OR EAST TO WEST)

State-Maintained Minor Arterials:

US 61-67	US Hwy. 231 (Telegraph) to McNutt Street (Herculaneum)
MO Route A	Pounds Rd. (Festus) to (New) MO Route 21 (Hillsboro)
MO Route B	MO Route 21 (Hillsboro) to MO Route 30 (Cedar Hill)
MO Route BB	MO Route 30 (Cedar Hill) to Cedar Hill Road
MO Route E	MO Route N to MO Route V
MO Route F	MO Route O to the Franklin County Line
MO Route M	US 61-67 to I-55
MO Route N	MO Route E to MO Route 21
MO Route O	MO Route F to Franklin County Line
MO Route V	US 61-67 (Valle Mines) to MO Route E (De Soto)
MO Route Z	US 61-67 (Pevely) to MO Route A

Jefferson County-Maintained Minor Arterials:

Cedar Hill Rd.	Local Hillsboro Rd. to MO Route BB
Gravois Rd. (NW School)	MO Route 30 to Main St. (House Springs)
High Ridge Blvd.	MO Route 30 to Byrnes Mill City Limits
Imperial Main	US 61-67 to West Outer Rd (I-55)
Lions Den	Old Lemay Ferry to Old State Route 21
Local Hillsboro	Cedar Hill Rd. to MO Route 30
Main St. (House Springs)	Gravois Rd. (Northwest School) to MO Route MM
New Sugar Creek	MO Route 30 to St. Louis County Line
Old State Route 21	MO Route 21 (Fenton) to MO Route M
Old MO Route 141	St. Louis County Line to 13 th St. (Guffey School)
Old Lemay Ferry	MO Route 141 (Arnold) to Lions Den / Seckman
Seckman Rd.	I-55 West Outer Rd. to Old Lemay Ferry
Vogel Road	Arnold City Limits to Old Lemay Ferry

The current Collector road system consists of two categories of Collectors, Urban or Rural Major Collector and Rural Minor Collector, which include the following:

**URBAN COLLECTOR OR RURAL MAJOR COLLECTORS:
(NORTH TO SOUTH OR EAST TO WEST)**

State-Maintained Urban or Rural Major Collectors:

MO Route 61	US 67 to Ste. Genevieve County Line
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MO Route BB	Old MO Route 21 (Hillsboro) to Cedar Hill Road
MO Route C	MO Route B (Morse Mill) to MO Route Y
MO Route CC	US 67 (Festus) to US 67 (Olympian Village)
MO Route DD	MO Route T to Ste. Genevieve County Line
MO Route E	MO Route V to St. Francois County Line
MO Route F	MO Route FF to MO Route O
MO Route FF	MO Route 109/W (Eureka) to MO Route F
MO Route K	Market St. (Kimmswick) to US 61-67 (Imperial)
MO Route H	MO Route 21 (De Soto) to Washington County Line
MO Route NN	MO Route 30 (Cedar Hill) to Franklin County Line
MO Route P	MO Route A (Festus) to MO Route 110 (De Soto)
MO Route PP	MO Route 30 (High Ridge) to Byrnes Mill Rd.
MO Route T	MO Route TT to MO Route JJ
MO Route TT	US Hwy. 61 (South of Festus) to MO Route T
MO Route Y	MO Route 21 (De Soto) to MO Route 30 (Oermann)

Jefferson County-Maintained Urban or Rural Major Collectors:

Antire	High Ridge Blvd. to St. Louis County Line
Bear Creek	West Four Ridge to Carol Park
Brennan	Little Brennan to Hillsboro Valley Park (High Ridge)
Broadway	Lawn to Vine
Byrnes Mill	MO Route PP to Byrnes Mill City Limits
Byrnesville	MO Route W to Lower (South) Byrnesville Rd.
Carol Park	MO Route 30 to Gravois Rd. (Northwest School Rd.)
Diehl	Saline to Old Sugar Creek
Dillon	MO Route 30 to Hillsboro Valley Park
Dutch Bottom	Missouri State Rd. to Lonedell Rd.
East Rock Creek	Old Lemay Ferry to Old State Route 21
Elm	Arnold City Limits to Miller Rd.
Ems	Old State Route 21 to Hillsboro House Springs
Fifth Street (Kimmswick)	MO Route K to Montebello
Flucom	US Hwy. 67 to De Soto City Limits
Fourth Street (Kimmswick)	MO Route K (Kimmswick to Market (Kimmswick)
Front Street (Kimmswick)	Windsor Harbor (Kimmswick) to Vine St (Kimmswick)
Goldman Spur	Old Lemay Ferry to Old State Route 21
Graham	Local Hillsboro to Cedar Hill Rd.
Gravois (Schumacher)	Little Brennan to Schumacher Rd. (High Ridge)
Hawkins	MoDOT Service Rd. (Fenton) to St. Louis County Line
Hillsboro House Springs	Local Hillsbor to Ems and Redbird to MO Route A (at New MO Route 21)
Hillsboro Valley Park	St. Louis County Line to Williams Creek (High Ridge)
Imperial Main	West Outer Rd (I-55) to Old Antonia

Konert	Romaine Creek to Old State Route 21
Lawn	Broadway (Kimmswick) to Montebello (Kimmswick)
Little Antire	Antire/Jim Weber Rd. to MO Route PP
Little Brennan	Brennan Rd. (High Ridge) to MO Route 30
Local Hillsboro	Designated Rural Area to Cedar Hill Rd.
Lonedell Rd.	Dutch Bottom to Old State Route 21
Market Street (Kimmswick)	4 th Street (Kimmswick) to Front Street (Kimmswick)
Miller Rd.	I-55 West Outer Rd. to Old Lemay Ferry
Missouri State Rd.	Arnold City Limits to MO Route 141
Montebello Rd.	US 61-67 to Kimmswick City Limits
Northwest Blvd.	Saline Rd. to MO Route 30
Old Antonia Rd.	Old Hwy. M to Imperial Main St. (Kimmswick)
Old State Route 21	MO Route M to MO Route A
Old Hwy M	Catlin Drive (at New MO Route M) to Old Antonia
Old Lemay Ferry	Lions Den / Seckman to Goldman Spur
Old State Rd.	Imperial Main St. to US Hwy. 61-67
Old Sugar Creek	West Rock Creek to MO Route 30
Redbird Lane	Hillsboro House Springs to MO Route BB
Romaine Creek Rd.	MO Route 141 (Fenton) to West Rock Creek
Saline Rd.	Northwest Blvd. to Romaine Creek
South Byrnesville	Gravois (by MO Route 30) to Byrnesville Rd.
Tomahawk Rd.	Lonedell Rd. to Vogel Rd.
Upper Platin Rd.	Upper Platin Spur to De Soto City Limits
Victoria	US 61-67 to MO Route P
Vine Street (Kimmswick)	Broadway (Kimmswick) to Front St (Kimmswick)
Vogel	Old Lemay Ferry to Tomahawk
West Four Ridge	Old State Route 21 to West Rock Creek
West Rock Creek	Old State Route 21 to MO Route 30 (High Ridge)
Williams Creek	Hillsboro Valley Park to Antire
Wolf Hollow	US 61-67 to Old State

FEDERALLY FUNDABLE MINOR COLLECTORS: (NORTH TO SOUTH OR EAST TO WEST)

State-Maintained Minor Collectors:

MO Route AA	MO Route TT to Weaver Rd.
MO Route EE	MO Route B (Morse Mill) to Jones Creek
MO Route JJ	MO Route 67 to St. Francois County Line
MO Route TT	MO Route T to US Hwy. 61
MO Route V	MO Route JJ (Valle Mines) to US 61-67 (De Soto)
MO Route WW	MO Route Y (Grubville) to MO Route H (Fletcher)

Jefferson County-Maintained Minor Collectors:

Butcher Branch	MO Route B to MO Route C
Byrnesville	Lower (South) Byrnesville to MO Route NN
Cedar Hill	MO Route 30 to Local Hillsboro
Cedar Hill	MO Route BB to MO Route B
Corisande Hill	St. Louis County Line to Old State Route 141
Dittmer Catawissa	MO Route 30 to MO Route HH
Dulin Creek	MO Route MM to Local Hillsboro
East Four Ridge	Old Lemay Ferry to Old State Route 21
Frisco Hill	Seckman to Old Lemay Ferry
Glade Chapel	Old State Route 21 to MO Route BB
Harness	MO Route TT to Platin
Hayden	MO Route 21 to Hillsboro House Springs
Hillsboro Hematite	Hillsboro Victoria to MO Route P
Hillsboro House Springs	MO Route MM to Local Hillsboro and Ems to Redbird
Hillsboro Victoria	Hillsboro City Limits to MO Route P
Hunning	Old Sugar Creek to End County Maintenance
Jarvis Rd.	MO Route Z to Old State Route 21
John McKeever	Byrnesville to MO Route FF
Jones Creek	MO Route EE to MO Route 30
Klondike	MO Route E (De Soto) to Designated Rural Area
Knorpp	Klondike (South) to Vineland
Little Brennan	Meadow to Brennan
Lonedell	Tomahawk to Dutch Bottom
Mapaville Hematite	Plass to MO Route P
Meadow	New Sugar Creek to Little Brennan
Meyer	MO Route P to Festus Special Road District
Monticello	Metropolitan to Bayberry
Moss Hollow Rd.	Old Hwy. M to New MO Route M
Old Antonia	West Outer (I-55) to Imperial Main
Old Highway M	MO Route M Spur to Old Antonia
Old Sugar Creek	Diehl to Hunning
Papin	MO Route V to US 67
Pioneer	MO Route A to Hillsboro City Limits
Plass	MO Route A (MO Rte. Z) to MO Route A (Sandy Valley)
Platin	Festus Special Road District to MO Route CC
Ridge Rd	MO Route 30 to MO Route B
River St.	MO Route K to US 61-67
Romaine Creek	Saline to West Rock Creek
Saline	St. Louis County Line to Northwest Blvd
Schenk	Old Lemay Ferry to Old State Route 21
Stroup	Plass to Hillsboro Hematite
Sunrise School	MO Route V to MO Route E

Twin River	MO Route PP to MO Route W
Vineland	MO Route 21 (south end) to Knorpp
Ware Church	MO Route Y to MO Route H

All other roads in the county that are maintained by the Jefferson County Public Works - Highway Division are classified as Rural Minor Collector, Major Local, Moderate Local, or Minor Local roads. None of these roadways is eligible for federal funding for anything other than bridge repair and replacement projects.

Appendix B contains the functional classification maps for Jefferson County, Missouri. These maps are maintained by the East West Gateway Council of Governments. They are the regional support agency that serves as the St. Louis metropolitan planning organization. These maps were last updated in November 2019 and approved by the Federal Highway Administration in December 2020. The maps show all the above described State and County-maintained federally fundable roadways. These roadways are color coded as follows:

BLUE =	Interstate
BROWN =	Expressway
RED =	Principal Arterial
GREEN =	Minor Arterial
PURPLE =	Major Collector
YELLOW =	Minor Collector
GRAY =	Local Roads (non-fundable)

SUBDIVISION STREET MAINTENANCE PROGRAM

In the Spring of 2018, Jefferson County started a new Subdivision Street Maintenance Program wherein Subdivision Homeowner's Associations can petition the County to maintain their private streets within their subdivision.

To be considered for inclusion into the Program, the subdivision roads must be dedicated for public use – either by Record Plat dedication or by a rededication process. Each subdivision request is individually scored using criteria defined in the Program Policy. If accepted into the Program, the Subdivision authorities enter into a maintenance agreement with Jefferson County. This agreement defines both the Subdivision's and the County's expectations relating to the subdivision street maintenance.

The Subdivision Street Maintenance Policy can be found on the Jefferson Count website.

Currently, Jefferson County has adopted 73 subdivisions (292 streets comprising 63.4 centerline miles) into the Program.

Appendix C contains a list of Jefferson County-maintained subdivisions, as of May 1, 2021.

CHAPTER 5

FUTURE OUTLOOK

The Missouri Department of Transportation (MoDOT) and the Jefferson County Public Works Department have multiple roadway improvement, traffic safety and bridge replacement projects scheduled for the County over the next five years. The list of projects that follow contains only the projects under the direction of Jefferson County Public Works. The projects that are receiving federal funding will include the East-West Gateway *Transportation Improvement Program* (TIP) number for further reference on their website. The year listed with the project is the tentatively anticipated year of construction.

ROADWAY IMPROVEMENT PROJECTS – ASPHALT OVERLAYS:

The County preserves approximately 60 to 100 miles of pavement surfaces annually. Most of these centerline miles are treated with a trap rock and asphalt emulsion blend commonly referred to as chip-seal. Approximately 10 to 20 miles of these roadways require structural improvements to the pavement section and must be overlaid with new asphalt. The following are anticipated asphalt overlay projects over the next five years:

<u>Year</u>	<u>Roadway/Street</u>	<u>Project Limits/Location</u>	<u>Fed/Local Funds</u>
2021	Old State Route 21	MO Route M/MM to MO Route A	33% Fed / 67% Local TIP #6821H-21
2021	Northwest Blvd	MO Route 30 to Saline Rd	80% Fed / 20% Local TIP #6821G-21
2021	New Sugar Creek Rd	MO Route 30 to St. Louis County Line	80% Fed / 20% Local TIP #6821F-21
2021	Carol Park Rd	MO Route 30 to Gravois Rd	100% Local
2021	East Rock Creek Rd	Old Lemay Ferry Rd to Old State Route 21	100% Local
2021	Lonedell Rd	Tomahawk Dr to Old State Route 21	100% Local
2021	Old Lemay Ferry Rd	East Rock Creek Rd to Seckman Rd	100% Local
2021	Old State Rd	US 61-67 to Main Street in Imperial	100% Local
2021	River St	US 61-67 to MO Route K	100% Local
2022 To 2025	*TBD Roadways	*TBD Locations	100% Local

* These contracted asphalt roadway and street pavement overlay programs are set annually. The routes chosen are based on biannual inspections using the PASER rating system for surface pavement condition.

ROADWAY IMPROVEMENT PROJECTS – REALIGN/RECONSTRUCT:

The County Road system has several routes that have severe sight distance issues, poor horizontal and vertical geometrics, narrow pavement sections, failing subgrade issues, etc. that require consideration and planning for a full realignment and reconstruction of the facility. This is the most expensive of all transportation infrastructure improvements and is saved for the routes that have high traffic volumes and/or crash rates. The following are anticipated roadway realignment and/or reconstruction projects over the next five years:

<u>Year</u>	<u>Roadway/Street</u>	<u>Project Limits/Location</u>	<u>Fed/Local Funds</u>
2021	Old Lemay Ferry Phase 1 & 2	East Rock Creek Rd to Spring Forest Rd	33% Fed / 67% Local TIP #6713/6730F-18
2021	Local Hillsboro Road	at Cedar Hill Rd Intersection	25% Fed / 75% Local STP-5403(689)
2021	Main Street in House Springs	MO Route MM to Bridge Over Bear Creek	75% Fed / 25% Local TIP #6821C-19
2021	Miller Road Phase 1 & 3	Spring Forest Rd and Country Wood Dr	75% Fed / 25% Local TIP #6821E-19/D-21
2023	Hunning Rd	1-mi E MO 30 to 1.7-mi W of Old Sugar Creek Rd	80% Fed / 20% Local TIP #6952B-21
2025	Market Street (Kimmswick)	Windsor Harbor Rd to MO Route K	70% Fed / 30% Local TIP #TBD

Old Lemay Ferry Road Phase 1 & 2

South of East Rock Creek Road to North of Spring Forest Road

This section of Old Lemay Ferry Road is classified as a Minor Arterial and has an average daily traffic volume of approximately 8,000 vehicles per day. The route is narrow with a pavement section of only 22-feet in width and no shoulders. There are several sharp roadway curves and limited vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is high. The improvement project will realign/reconstruct the route to eliminate horizontal and vertical grade constraints. The pavement section will be widened to include 12-foot travel lanes, added turn lanes and 6-foot shoulders with curb and gutters for drainage. This project is 0.65 miles long.

Local Hillsboro Road at Cedar Hill Road

Intersection Improvements

These sections of Local Hillsboro and Cedar Hill Roads are classified as a Minor Arterial and the intersection has an average daily traffic volume of approximately 3,000 vehicles per day. The intersection has poor horizontal / vertical geometrics and sight distance. The travel lane widths are narrow with a pavement section of only 22-feet in width and no shoulders. This intersection is close to Northwest High School. This improvement project will realign/reconstruct the intersection to eliminate horizontal/vertical grade constraints.

The pavement section will be widened to include 12-foot travel lanes, added turn lanes and 4-foot shoulders. This project is 0.21 miles long.

Main Street in House Springs

MO Route 30 to Bridge over Bear Creek

This section of Main Street is classified as a Minor Arterial and has an average daily traffic volume of approximately 7,000 vehicles per day. The route has a failing pavement section due in large part to the absence of an adequate storm water drainage system. Water ponds along the shoulders and parking areas, which causes pavement deterioration. The improvement project will reconstruct the route and include a closed drainage system, on-street parking, as well as pedestrian and lighting enhancements (see Pedestrian Accessibility section for more details). This project is 0.13 miles long.

Miller Road Phase 1 & 3

Spring Forest Road to Country Wood Drive

These sections of Miller Road are classified as a Major Collector and have an average daily traffic volume of approximately 6,500 vehicles per day. The route has poor horizontal / vertical geometrics and sight distance. The travel lane widths are narrow with a pavement section of only 22-feet in width and no shoulders. This intersection with Spring Forest Road has a sharp Y-connection with Miller Road. The horizontal curve along Miller Road approaching Country Wood Drive has a high crash rate. The improvement project will realign/reconstruct the intersection and curves along the route to eliminate horizontal /vertical grade constraints. This project is 0.45 miles long.

Hunning Road

1.1 Miles East of MO Route 30 to 1.7 Miles West of Old Sugar Creek Road

This section of Hunning Road is classified as a Minor Collector and has an average daily traffic volume of approximately 500 vehicles per day. The route is narrow with a pavement section of only 20-feet in width and no shoulders. There are several sharp roadway curves and limited vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The improvement project will realign /reconstruct the route to eliminate horizontal and vertical grade constraints. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 0.20 miles long.

Market Street (Kimmswick)

Windsor Harbor Road to MO Route K

Market Street is classified as a Major Collector and serves as the central accessway to the heart of the City of Kimmswick commercial corridor. The route has a failing pavement section due in large part to the absence of an adequate storm water drainage system.

Water ponds along the shoulders and parking areas, which causes pavement deterioration. The improvement project will reconstruct the route and include a closed drainage system, on-street parking, as well as pedestrian and lighting enhancements (see Pedestrian Accessibility section for more details). This project is 0.25 miles long.

ROADWAY IMPROVEMENT PROJECTS – PEDESTRIAN ACCESSIBILITY:

The County Road system has several routes that have high traffic volume and access to residential properties, community services and commercial businesses. These routes would benefit from capital infrastructure improvements that provide ADA-compliant pedestrian access. The following are anticipated pedestrian accessibility enhancement projects over the next five-years:

<u>Year</u>	<u>Roadway/Street</u>	<u>Project Limits/Location</u>	<u>Fed/Local Funds</u>
2021	Seckman Rd Phase 1 & 2	Old Lemay Ferry Rd to Remington Pl	33% Fed / 67% Local TIP #6730G-18/6821J-19
2021	Main Street in House Springs	MO Route MM to Bridge Over Bear Creek	75% Fed / 25% Local TIP #6821C-19
2022	High Ridge Blvd	Crossroads Pl to Park Rd	60% Fed / 40% Local TIP #TBD
2024	Gravois Road (NW Schools)	Fronting NW School District Elementary / Middle Schools	70% Fed / 30% Local TIP #TBD
2025	Market Street (Kimmswick)	Windsor Harbor Rd to MO Route K	70% Fed / 30% Local TIP #TBD

Seckman Road Phase 1 & 2

Old Lemay Ferry Road to Remington Place

In addition to the improvements detailed in the Traffic Safety section, this project also contains pedestrian improvements. The project will introduce new 6-foot minimum width sidewalks on both sides of Seckman Road and will also include pedestrian street lighting. There will also be rapid rotating flashing beacon signals for each pedestrian crosswalk along Seckman and Old Lemay Ferry Roads. The project will offer pedestrian access to the Seckman K-12 campus. This project is 0.60 miles long.

Main Street in House Springs

MO Route 30 to Bridge over Bear Creek

In addition to the improvements detailed in the Realign/Reconstruct section, this project also contains pedestrian improvements. The project will introduce new 5-foot minimum width sidewalks on both sides of Main Street and will also include pedestrian street lighting. This project is 0.13 miles long.

High Ridge Boulevard

Crossroads Place to Park Road

This route has direct access to numerous commercial businesses, shopping strip malls and plazas, community buildings and services, schools, churches, daycares, etc. This project will add a 10-foot shared use path and curb & gutter with closed drainage system along the south side of the corridor and a 6-foot sidewalk along the west side of Community Lane. Pedestrians will then be able to access these facilities without the high-risk of walking along the shoulders or travel lanes. Street level pedestrian lighting and rapid rotating flashing beacon signals for crosswalks will also be included in this project. This project is 1.00 mile long.

Gravois Road

Fronting Northwest School District Elementary and Middle Schools

In addition to the improvements detailed in the Traffic Safety section, this project also contains pedestrian improvements. This project will add an 8-foot shared use path on the east side of the roadway that incorporates streetscape lighting throughout the project. The shared use path will provide direct connectivity from the two school campuses, the adjacent bus garage, the neighboring subdivisions and church. With the addition of shared use path, one set of rapid rotating flashing beacon signals will be incorporated on the north end of the project limits where pedestrians can cross Gravois Road. 5-foot sidewalks will also be added adjacent to the Northwest Valley Middle School providing inner-connectivity to the shared use path. Pedestrian lighting will be added along the south side of the 8-foot shared use path providing lighting for the pedestrians and the traveling motorists. This project is 0.96 miles long.

Market Street (Kimmswick)

Windsor Harbor Road to MO Route K

In addition to the improvements detailed in the Realign/Reconstruct section, this project also contains pedestrian improvements. The project will introduce new 8-foot minimum width sidewalks on both sides of Market Street and will also include pedestrian street lighting. This project is 0.25 miles long.

ROADWAY IMPROVEMENT PROJECTS – TRAFFIC SAFETY:

Improving the traffic and pedestrian safety of our County Road system has been a priority of the Public Works Department for the last decade and will continue to be a priority in the future. The County seeks to implement a multitude of improvements that are targeted at the highest crash areas of the County. Many of these countermeasures are as simple as improved traffic control signing and paint striping. Some of the needed safety improvements come by way of major project investments. The following are anticipated roadway traffic safety projects over the next five years:

<u>Year</u>	<u>Location</u>	<u>Project Limits/Location</u>	<u>Fed/Local Funds</u>
2021	Seckman Rd Phase 1 & 2	Old Lemay Ferry Rd to Remington Pl	33% Fed / 67% Local TIP #6730G-18/6821J-19
2021	East Rock Creek Rd	150-ft to 850-ft West of Gary Rd	80% Fed / 20% Local TIP #6821A-19
2021	Tomahawk Rd	360-ft South of Lonedell Rd to 240-ft North of Gary Rd	100% Private
2021	County Road Intersection Lighting	Various Locations Throughout the County	100% Local
2022	Seckman Rd Phase 3	At Entrance to Mastodon State Park	70% Fed / 30% Local TIP #6952G-21
2022	County Road Intersection Lighting	Various Locations Throughout the County	100% Local
2023	Seckman Road Phase 4	Mastodon State Park to West Outer Road (I-55)	70% Fed / 30% Local TIP #6952G-21
2023	Hunning Road	1-mi E MO 30 to 1.7-mi W of Old Sugar Creek Rd	80% Fed / 20% Local TIP #6952B-21
2023	Old Lemay Ferry Rd Phase 3 & 4	0.3-mi N East Four Ridge Rd to Kneff/Dry Fork Rd	70% Fed / 30% Local TIP #6952F-21/6952E-21
2023	County Road Intersection Lighting	Various Locations Throughout the County	100% Local
2024	Saline Road	Northwest Blvd to 400-ft S of Memory Ln	70% Fed / 30% Local TIP #7113F-23
2024	Dulin Creek Road	Local Hillsboro Rd to Meyer Ln	80% Fed / 20% Local TIP #7113E-23
2024	Antire Road	400-ft N of Crestview Dr to 200-ft E of Sunshine Dr	70% Fed / 30% Local TIP #7113D-22
2024	Gravois Road (NW Schools)	Fronting NW School District Elementary / Middle Schools	70% Fed / 30% Local TIP #7113A-23
2024	Old Lemay Ferry Rd Phase 5	Vogel Rd to Spring Forest Rd	60% Fed / 40% Local TIP #7113B-23
2025	Old Highway M	Glenstone Dr to Chasteen Ln	80% Fed / 20% Local TIP #TBD
2025	Flucom Road	US 67 to Hencher Rd	80% Fed / 20% Local TIP #TBD
2025	Twin Rivers Road	MO Route PP / Byrnes Mill Rd to Osage Dr	80% Fed / 20% Local TIP #TBD
2025	Gravois Road	MO Route 30 to Carol Park Rd	70% Fed / 30% Local TIP #TBD

County Road Intersection Lighting Program

The County intersection lighting program follows the conclusions and recommendations from the 2018 County Road Intersection Lighting Study. This traffic safety study reviewed over 130 intersections of two or more roads maintained by the County. Prior to 2021, the County had implemented roadway lighting at several of the intersections recommended within the traffic study. There are a few more intersections that have yet to receive the recommended lighting improvements. The following are the intersection that will receive lighting enhancements:

2021

*Old State Route 21 at Four Ridge Rd; Old State Route 21 at Lions Den Rd;
Antire Rd at Williams Creek Rd; Local Hillsboro Rd at Cedar Hill Rd (Two Intersections)*

2022

*Old Lemay Ferry Rd at East Rock Creek Rd; Old Lemay Ferry Rd at Spring Forest Rd;
High Ridge Blvd at Antire Rd; New Sugar Creek Rd at Meadow Rd*

2023

*Romaine Creek Rd at Old Route 141 / Schneider Dr
Seckman Rd at Frisco Hill Rd; Seckman Rd at Windmill Rd*

Seckman Road Phase 1 & 2

Old Lemay Ferry Road to Remington Place

The traffic congestion and gridlock along Seckman, Old Lemay Ferry and Lions Den Roads during AM peak hour is substantial. This is due to the volume of vehicles entering and exiting the three schools that constitute the Seckman K-12 campus. Currently a Sheriff's Deputy directs traffic along Seckman Road at the entrance to the elementary and middles schools, which keeps the traffic flowing in the absence of a traffic signal at this location. However, the entrance to the high school inefficiently handles traffic because there is no traffic assistance (Sheriff Deputy, traffic signal, etc.) at this location. The project will introduce two new traffic signals, one at each school campus driveway. In addition, a roundabout will be installed at the intersection of Seckman-Lions Den and Old Lemay Ferry Road. This project is 0.60 miles long.

East Rock Creek Road

150-feet to 850-feet West of Gary Road

This location along East Rock Creek Road has a sharp curve that has a high crash rate. The project will help reduce/eliminate the potential of vehicles from exiting the south side of the road by the improvements being installed. The roadway curve will be excavated

approximately 2 ½ feet from the peak of the road and realigning the corner to add a 3-foot shoulder and guardrail. The roadway will be superelevated through the curve alignment. Edge line rumble strips will be installed as well. This project is 0.13 miles long.

Tomahawk Road

360-feet South of Lonedell Road to 240-feet North of Gary Road

This location along Tomahawk Road has a sharp curve that has poor sight distance. The developer of Hanley Woods II Subdivision has been approved to add a residential entrance off the roadway at the location of this sharp curve with conditions. The developer will realign/reconstruct this roadway so that the new subdivision entrance will have proper sight distance along the county road. The new pavement section will also be wider. The pavement currently is 22-feet wide with no shoulders. The new section will have 12-foot wide travel lanes with 2-foot wide shoulders. This project is 0.15 miles long.

Seckman Road Phase 3

Entrance to Mastodon State Park

This project will improve traffic safety along Seckman Road through a portion of Mastodon State Park. Currently, there are no shoulders on this stretch of Seckman Road. With steep slopes, drop offs, and no shoulders, it is dangerous for pedestrians, bicyclists, and motorists to travel on Seckman Road to access the park. There have been many accidents, including numerous severe and fatal, that have occurred along this stretch of Seckman Road. This project will realign the park entrance, so it intersects Seckman Road perpendicularly. The road will have a new horizontal and vertical alignment to provide for adequate sight distance of more than 500 feet compared to the current 200 feet sight distance. This project will also include the addition of a left turn lane for westbound drivers to turn into the park, 8-foot paved shoulders to the south side of Seckman Road, as well as curb and gutter sections on the north side of Seckman Road. The total project length is 0.22 Miles.

Seckman Road Phase 4

Mastodon Park to West Outer Road (I-55)

This project will improve traffic safety along Seckman Road through a portion of Mastodon State Park. Currently, there are no shoulders on this stretch of Seckman Road. With steep slopes, drop offs, and no shoulders, it makes it dangerous for pedestrians, bicyclists, and motorists to travel on Seckman Road to access the Park. There have been many accidents, including numerous severe and fatal, that have occurred along this stretch of Seckman Road. This project will raise Seckman Road out of the 100-year floodplain, the addition of an 8-foot paved shoulder to the south side of Seckman Road, and curb and gutter sections on the north side of Seckman Road. This project is 0.56 miles long.

Hunning Road

1.1 Miles East of MO Route 30 to 1.7 Miles West of Old Sugar Creek Road

Hunning Road pavement is only 20-feet wide and no shoulders. There are several sharp roadway curves and limited horizontal and vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The improvement project will realign /reconstruct the route to eliminate horizontal and vertical grade constraints. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 0.20 miles long.

Old Lemay Ferry Road Phase 3 & 4

0.3 Miles North of East Four Ridge Road to Kneff / Dry Fork Road

Old Lemay Ferry Road pavement is only 22 to 24-feet wide and no shoulders. There are several sharp roadway curves with advance warning signs. There is limited horizontal and vertical sight distance. The road has a relatively steep downgrade. There is open ditch drainage with vertical drop offs at the edge of pavement, not providing any forgiveness for motorists tracking slightly out of their lane. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The improvements will include widening the travel lane pavement to 12-feet with 4-feet shoulders and widening the travel lanes and shoulders further through the two sharpest curves along the route. In addition, the project will include grading or trimming back vegetative growth along hillslopes to improve sight distance. Also, all fixed object such as several utility poles will be moved further away from the roadway. Finally, several crash mitigation measures will be implemented, such as high-friction pavement, high visibility signage, wider paint stripes, etc. This project is 0.91 miles long.

Saline Road

Northwest Blvd to 400-Feet South of Memory Lane

Saline Road pavement is only 22 to 24-feet wide and no shoulders. There are several sharp roadway curves and limited horizontal and vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 0.98 miles long.

Dulin Creek Road

Local Hillsboro Road to Meyer Lane

Dulin Creek Road pavement is only 22-feet wide and no shoulders. There are several sharp roadway curves and limited horizontal and vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The

improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 1.00 miles long.

Antire Road

400 Feet North of Crestview Drive to 200 Feet East of Sunshine Drive

Antire Road pavement is only 22-feet wide and no shoulders. There are several sharp roadway curves and limited horizontal and vertical sight distance. The route is properly signed for all speed advisory warnings; however, the crash rate is very high. The improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 1.19 miles long.

Gravois Road

Fronting Northwest School District Elementary and Middle Schools

Gravois Road runs directly adjacent to the Northwest Valley Middle School and the House Springs Elementary School. Currently, Gravois Road is a two-lane road that consists of two 12-foot travel lanes and 5-foot shoulders with no sidewalks. Within the 5- year period of 2013-2017 there had been 30 crashes within the school project limits. After identifying the cluster of crashes within the project limits, it has been noted that the average speed through the school zone has been 43 MPH where the posted speed limit is 35 MPH. The proposed plan for this section of Gravois Road is to decrease the lane widths from 12-foot to 11-foot, and add a center turn lane through the project limits for motorists turning into the neighboring subdivisions and two schools. This project is 0.96 miles long.

Old Lemay Ferry Road Phase 5

Vogel Road to Spring Forest Road

Old Lemay Ferry Road pavement is only 22-feet wide and no shoulders. There have been twenty crashes in this section of Old Lemay Ferry Road over the five-year period from 2013 to 2017. The improvement project will add a center turn lane into Adobe Drive where most of the accidents have occurred. The pavement section may be fully reconstructed and will be widened to include 12-foot travel lanes and 5-foot shoulders. A curb and gutter with storm sewer system will be installed on the east site of the roadway due to the existing hillslope. This project is 0.55 miles long.

Old Highway M

Glenstone Drive to Chasteen Lane

Old Highway M pavement is only 22 to 24-feet wide and no shoulders, with steep drop-

offs, sharp curves, and deep ditches/creeks. There have been numerous crashes in this section over the five-year period from 2013 to 2017. The improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations; and flattening sharp horizontal curves. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 0.70 miles long.

Flucom Road

US 67 to Hencher Road

Flucom Road pavement is only 22 to 24-feet wide and no shoulders with steep drop-offs, sharp curves, and deep ditches/creeks. There have been numerous crashes in this section over the five-year period from 2013 to 2017. The improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations; and clearing vegetation or flattening hillslopes to improve sight distances. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 1.65 miles long.

Twin Rivers Road

MO Route PP / Byrnes Mill Road to Osage Drive

Twin Rivers Road pavement is only 22 to 24-feet in width and no shoulders with steep drop-offs, sharp curves, and deep ditches/creeks. There have been numerous crashes in this section over the five-year period from 2013 to 2017. The improvement project will add centerline and edge of roadway rumble strips; add enhanced warning signs and guardrail in selected locations; add high-friction pavement surface treatment at selected locations; and clearing vegetation or flattening hillslopes to improve sight distances. The pavement section will be widened to include 12-foot travel lanes and 4-foot shoulders. This project is 0.60 miles long.

Gravois Road

MO Route 30 to Carol Park Road

Gravois Road pavement is only 24-feet in travel lane width and 4 to 5-foot shoulders. There have been twenty-nine crashes in this section over the five-year period from 2014 to 2018. The improvement project will add a center turn lane through the project limits. The travel lanes will be reduced to 11-feet wide; however, 4-feet wide shoulders will be included in the new pavement section. Clearing vegetation that cause sight distance obstructions will take place. In addition, fixed object obstructions such as power poles will be relocated as well. The project will incorporate installation of dusk-to-dawn roadway lighting on power poles along this project section. This project is 1.10 miles long.

BRIDGE REPLACEMENT PROJECTS:

Bridges are also an important aspect of the transportation network for the county. They are critical for maintaining accessibility and connectivity within the roadway system. The Jefferson County Public Works Department maintains over one hundred and seventy (170) bridges over twenty (20) feet in span length. There are several complete bridge replacement projects proposed. Most of these projects are federally funded due to their location, the amount of traffic that the bridge must accommodate daily, and the size and cost of the project. The following are the anticipated bridge replacement projects over the next five-years.

<u>Year</u>	<u>Roadway/Street</u>	<u>Repair/Replace</u>	<u>Fed/Local Funds</u>
2021	Rougly Kiepe Road Over Trib Saline Creek	Full Replacement	80% Fed / 20% Local TIP #6821I-19
2021	Sandy Valley Road Over Big Creek	Full Replacement	100% Local
2022	Armbruster Road Over Haverstick Creek	Full Replacement	80% Fed 20% Local TIP #6913A-20
2022	Doss Hollow Road Over Plattin Creek	Full Replacement	80% Fed 20% Local TIP #6913A-20
2022	Harness Road Over Trib Hocum Hollow Cr	Full Replacement	80% Fed 20% Local TIP #6913A-20
2022	Hillsboro House Springs Over Bourne Creek	Full Replacement	80% Fed 20% Local TIP #6913D-20
2022	Sycamore Lane Over Bear Creek	Full Replacement	80% Fed 20% Local TIP #TBD
2023	Allen Road Over Sandy Creek	Full Replacement	80% Fed 20% Local TIP #6952A-21
2023	Boyce Lane Over Plattin Creek	Full Replacement	100% Local
2023	Commerce Drive Over Trib Rock Creek	Full Replacement	80% Fed 20% Local TIP #TBD
2023	Laguna Palma Road Over Boyd Branch	Full Replacement	80% Fed 20% Local TIP #6952C-21
2023	McGehan Road Over Trib Joachim Creek	Full Replacement	80% Fed 20% Local TIP #6952D-21
2024	Mount Olive Road Over McMullen Branch	Full Replacement	80% Fed 20% Local TIP #TBD
2024	TBD – Culvert or Bridge Over TBD Creek	Full Replacement	100% Local
2025	Harmony Hills Drive Over Pomme Creek	Full Replacement	80% Fed 20% Local TIP #TBD
2025	TBD – Culvert or Bridge Over TBD Creek	Full Replacement	100% Local

LONG-RANGE IMPROVEMENT GOALS:

Jefferson County has several long-range goals pertaining to roadway, bridge, and traffic safety improvements. These goals include, widening narrow roadways; adding shoulders to minor arterial and major collector routes; replacing deficient bridge or culvert structures to maintain connectivity; realigning and reconstructing sections of roads with poor geometrics; clearing vegetation and grading hillslopes to improve sight distance; installing traffic control signage that improves roadway safety; pedestrian accessibility; etc.

◆ Roadway and Shoulder Widening:

There are several county roadways that are both classified as a minor arterial or major urban or rural collector and have substantial traffic volumes and high vehicle crash rates. These routes would benefit from widened pavement sections to accommodate the higher traffic volumes they carry and the development growth that is occurring in these areas.

The desired county roadway pavement section includes two 12-foot lanes with two 4 to 8-foot shoulders and room for proper drainage ditches or curb and gutter storm drains on each side. This design is ideal, yet hard to obtain in many cases. However, it has proven to positively affect the safety and mobility of a roadway and allow for future capacity improvements. Factors that make this design difficult to obtain are: 1) current roadway conditions, 2) the topography, 3) the development that has already occurred along the roadway, 4) the cost of obtaining right-of-way and 5) the cost of constructing the improvements. The County will continue to seek federal funding for projects that widen our highest classification roadways.

◆ Bridge Replacements:

The County maintains over 170 bridge structures over 20-feet in span length and approximately 450 major culvert structures over 5-feet and under 20-feet in span length. The bridge structures are inspected on a biannual basis by Jefferson County Public Works and MoDOT staff. The major culvert structures are inspected by Jefferson County Public Works staff on a routine basis as well. When an engineer's inspection shows that any bridge or major culvert has become structurally and/or hydraulically deficient, then the structure may become eligible for either federal or local-only funding for replacement.

The County will remain committed to replacing all structurally deficient bridge and major culvert structures. This is necessary to ensure the health, safety, and welfare of the communities within Jefferson County. It is unacceptable to lose the connectivity of our local County Road System.

◆ **Dead-End Connections:**

The County desires to connect dead-end roadways that have short distances to the nearest public road and viability to connect given a multitude of potential constraints. The connected routes would then distribute traffic more evenly in the affected region of the County. This could also promote either residential or commercial development growth in the area affected by the connection of the two roadways.

◆ **Roadway Realignment and Reconstruction:**

There are several county roadways that have sharp curves, poor geometrics, limited sight distance, substantial traffic, high crash rates, steep pavement edge drop-offs, etc. These routes would benefit from complete realignment and reconstruction to accommodate the higher traffic volumes they carry and the development growth that is occurring in these areas.

The desired county roadway pavement section includes two 12-foot lanes with two 4 to 8-foot shoulders and room for proper drainage ditches or curb and gutter storm drains on each side. This design is ideal, yet hard to obtain in many cases. However, it has proven to positively affect the safety and mobility of a roadway and allow for future capacity improvements. Factors that make this design difficult to obtain are: 1) current roadway conditions, 2) the topography, 3) the development that has already occurred along the roadway, 4) the cost of obtaining right-of-way and 5) the cost of constructing the improvements. The County will continue to seek federal funding for projects that realign and reconstruct certain qualifying sections of our highest classification roadways.

◆ **Sight Distance Improvements:**

There are several county roadways that have poor sight distance in certain locations along their alignments. Some of the many factors that can cause this condition are, sharp horizontal curves, tight hillcrest vertical curves, utility poles, vegetative overgrowth off County easements, hillslopes adjacent to the roadway, etc. The minimum County standard for sight distance is 300-feet along both travel lanes. Higher sight distance is required for higher speed limits. These routes would benefit from implementing countermeasures that would seek to improve the traffic safety of the roadway. The County will continue to seek federal and local funding for projects that remove sight distance barriers along certain qualifying sections of our roadways.

◆ **Low-Cost Traffic Safety Improvements:**

Jefferson County Public Works Department conducted a comprehensive traffic safety plan called the County Strategic Highway Safety Plan in 2013. The County Council adopted this Plan on June 11, 2014, under Resolution No. 14-0601. There were several traffic safety

countermeasures recommended on high-priority, high crash rate roadways. Some of these were substantial capital improvement projects such as, roadway or curve realignments; traffic signals; roadway and shoulder widening; addition of turn lanes; etc.

Many of the recommendations detailed in the traffic safety plan were low-cost, low-impact systemic improvements throughout the entire County Road System. These improvements included: advanced curve warning signage; addition of centerline or edgeline rumble strips; removal of problematic fixed object and utility pole obstructions; vegetative overgrowth and other sight distance obstructions; etc. From 2014 to 2021, the County has been focused on implementing the improvement recommendations that were detailed in this traffic safety plan. Most of the low-cost, low-impact improvement recommendations have been completed by our local traffic operations crew and technical support staff. Some of the more expensive and substantial capital improvement projects have been complete in projects completed prior to 2021 or can be seen in the 2021 through 2025 road and bridge capital improvement projects detailed in Chapter 6.

In 2020, the Public Works Department undertook the development of a new County Road Safety Plan. This plan will again focus on high crash rate roadway corridors. Traffic safety countermeasures will be recommended to mitigate against future traffic safety issues. This plan is being adopted concurrently with the 2021 Roadway Master Plan. The County is committed to implementing the recommendations found within the new County Road Safety Plan within the years ahead. Refer to this document for the low-cost traffic safety improvements that the County will be seeking to implement over the next several years.

◆ **Pedestrian Accessibility Improvements:**

The County Road System has a few remaining routes that have high traffic volume and access to residential properties, community services and commercial businesses. These routes would benefit from capital infrastructure improvements that provide ADA-compliant pedestrian access. Several of these have been programed under the 2021 to 2025 capital improvement program. Although remaining options are limited, the County will continue to seek federal and local funding for corridors that meet the criteria for adding pedestrian accessibility features such as sidewalks, shared-use paths, and street lighting.

CHAPTER 6

PROJECT FUNDING

WHO PAYS FOR IT?

Obviously, all these projects need a funding source. Funding comes from several sources, depending on who maintains that road or bridge and the location of the project.

The Missouri Department of Transportation (MoDOT) maintains all the federal (Interstate and US Highways) roadways in the State of Missouri, i.e. I-55, US 61-67, US 61, and US 67. MoDOT also maintains all the numbered and lettered routes, i.e. MO Route 21, MO Route 30, MO Route 109, MO Route 110, MO Route 141, and MO Route 231. The lettered routes in Jefferson County that MoDOT also maintains are: Routes A, AA, B, BB, C, CC, DD, E, F, FF, H, HH, JJ, K, M, MM, N, NN, O, P, PP, T, TT, V, W, WW, Y, and Z. (*side note; These numbered and lettered routes are not unique to Jefferson County*). One funding source that MoDOT utilizes is the Missouri State Gasoline Tax (along with some licensing fees, and other smaller miscellaneous sources). The MO State Gasoline Tax is currently \$0.17 per gallon and has not increased since 1996.

The roads and bridges MoDOT maintain are eligible for federal matching funds from the Federal Highway Administration (FHWA). These matching funds are administered by a local Metropolitan Planning Organization (MPO). The East-West Gateway Council of Governments (EWGCOG) is the MPO for the St. Louis Region. The matching funds are normally an 80% Federal and 20% “Local” split, where “Local” is the sponsoring petitioner on the proposed project.

Jefferson County maintained roads and bridges are also eligible for those matching federal funds if the project is in a qualifying Jefferson County area. The FHWA directs EWGCOG to categorize all the roadways within the region a specific ‘Functional Classification’ (as discussed at length in Chapter 3).

Jefferson County roads with a Functional Classification of Urban Minor Collector or Rural Major Collector (and above) qualify for eligibility. However, there is only a limited amount of matching funds available through EWGCOG. There are many more projects submitted than there are funds to initiate and complete qualifying projects.

The decision as to which roads (and bridges on those roads) qualify is a petitioning and scoring process managed by EWGCOG staff. The regional projects submitted then compete to see which projects have the highest score and fall above the available funding cut-off level. Those successful projects, upon approval by the Board of Directors of EWGCOG, are then included in the region’s annual Transportation Improvement Program.

The TIP is a four-year funding cycle that determines when the project funding will be available for expenditure. Some projects are of such size and complexity that funding is spread out over multiple funding years. Engineering design, right-of-way acquisition and project construction are often scheduled for different funding years. The EWGCOG website has the current four-year TIP available at their site, <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/>

The successful local public agency that gets their project included in the TIP still must come up with a minimum of 20% local match, which can be quite a sum of money. One example of a Jefferson County Public Works Department project in the current 2021 to 2025 TIP is the replacement of the Laguna Palma Road Bridge. This bridge is scheduled to be completed in 2023. It has a total project cost of \$1,050,000 shown in Table 6-1 below, includes all engineering design, right-of-way acquisition and construction implementation costs. Jefferson County (the local public agency) is responsible for 20% of this project's total cost, which comes to \$214,800.

A second example in the 2021 to 2025 TIP is the Old Lemay Ferry Phase 1 and 2 roadway reconstruction, alignment, and safety improvements project, which is scheduled to start construction in 2021. The \$4,084,760 project cost total shown in Table 6-1 below is for construction implementation only. All engineering design and right-of-way expenses have already been incurred prior to 2021. Federal funds for the engineering design and right-of-way acquisition came to a 50% Federal and 50% Local match. The Federal grant funds for construction total \$1,386,290, which is estimated to be approximately 34% of the cost to implement the project.

Jefferson County Public Works relies heavily on a County Road Tax Fund for its financing of infrastructure improvement projects in Jefferson County. This fund comes from the ½-cent sales tax levied on all retail sales in Jefferson County. The fund allows Jefferson County Public Works to make the 20% minimum local match on the TIP projects and improve roads and bridges that do not qualify for those federal matching funds.

An example of a Jefferson County project that relies completely on the County Road Tax Fund is pavement resurfacing of county roads that are not eligible for federal matching funds. Jefferson County Public Works anticipates spending approximately \$1,00,000 annually to place asphalt resurfacing material on roadways that have severe pavement surface deterioration on the County Road System.

FIVE-YEAR COUNTY ROAD INFRASTRUCTURE IMPROVEMENT PLAN

The following table shows the major Jefferson County Public Works department projects that have been approved for funding over the next five years (2021 thru 2025):

Table 6-1 – 2021-2025 Road and Bridge Capital Improvement Projects:

PROJECT LOCATION	PROJECT DESCRIPTION	FUNDING PROGRAM	FUNDING SOURCE	2021	2022	2023	2024	2025	TOTAL
LOCAL HILLSBORO RD AT CEDAR HILL RD	ROAD RECONSTRUCTION/ INTERSECT IMPROVEMENT	STP-N	FEDERAL	\$131,936					\$514,603
			LOCAL	\$382,667					
MAIN STREET IN HOUSE SPRINGS	ROAD RECONSTRUCTION/ SIDEWALKS/LIGHTING	STP-S	FEDERAL	\$422,424					\$565,024
			LOCAL	\$142,600					
MILLER RD SAFETY PHASE 1 AND 3	ROAD RECONSTRUCTION/ INTERSECT IMPROVEMENT	STP-S	FEDERAL	\$697,100					\$903,000
			LOCAL	\$205,900					
ROUGHLY KIEPE RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$440,640					\$566,450
			LOCAL	\$125,810					
SANDY VALLEY RD	BRIDGE REPLACEMENT	LOCAL ONLY	FEDERAL						\$520,205
			LOCAL	\$520,205					
EAST ROCK CREEK RD	ROAD RECONSTRUCTION/ SAFETY IMPROVEMENTS	STP-S	FEDERAL	\$324,482					\$407,982
			LOCAL	\$83,500					
OLD STATE ROUTE 21 (MO-M TO MO-A)	PAVEMENT PRESERVATION/ SHOULDER RECONSTRUCT	STP-S	FEDERAL	\$625,942					\$1,661,092
			LOCAL	\$1,035,150					
NEW SUGAR CREEK RD & NORTHWEST BLVD	ASPHALT OVERLAY	STP-S	FEDERAL	\$329,780					\$412,280
			LOCAL	\$82,500					
TOMAHAWK RD / LONEDELL RD	ROAD RECONSTRUCTION/ SAFETY IMPROVEMENTS	LOCAL ONLY	FEDERAL						\$450,000
			LOCAL	\$450,000					
OLD LEMAY FERRY RD PHASE 1 AND 2	ROAD REALIGNMENT/ RECONSTRUCTION	STP-S	FEDERAL	\$693,145	\$693,145				\$4,084,760
			LOCAL	\$1,349,235	\$1,349,235				
SECKMAN RD SAFETY PHASE 1 AND 2	SIGNALS/ROUNDABOUT/ SIDEWALKS/LIGHTING	STP-S	FEDERAL	\$516,080	\$516,080				\$2,970,662
			LOCAL	\$969,251	\$969,251				
ARMBRUSTER RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$59,504	\$231,105	\$215,905			\$633,142
			LOCAL	\$14,876	\$57,776	\$53,976			
DOSS HOLLOW RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$59,504	\$231,105	\$215,905			\$633,142
			LOCAL	\$14,876	\$57,776	\$53,976			
HARNESS RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$59,504	\$231,105	\$215,905			\$633,142
			LOCAL	\$14,876	\$57,776	\$53,976			
HILLSBORO HOUSE SPRINGS RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$55,320	\$360,963	\$336,963			\$1,122,239
			LOCAL	\$13,780	\$180,607	\$174,607			
BOYCE LN	BRIDGE REPLACEMENT	LOCAL ONLY	FEDERAL						\$725,000
			LOCAL		\$105,000	\$620,000			
SECKMAN RD SAFETY PHASE 3	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL	\$42,000	\$297,500	\$297,500			\$1,352,770
			LOCAL	\$18,000	\$348,885	\$348,885			
HIGH RIDGE BLVD	SIDEWALK/LIGHTING/ DRAINAGE IMPROVEMENTS	TAP	FEDERAL		\$1,079,370				\$1,836,818
			LOCAL	\$50,000	\$707,448				
SYCAMORE LN	BRIDGE REPLACEMENT	BRO	FEDERAL		\$480,000				\$700,000
			LOCAL	\$100,000	\$120,000				
LAGUNA PALMA RD	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$69,981	\$89,181	\$645,616			\$1,016,711
			LOCAL	\$22,865	\$27,665	\$161,404			

Table 6-1 General Notes:

1. Major repair and improvement projects that will be undertaken by County Highway Division labor crews on the County Road System in the next five-year period have not been included.
2. Major repair and improvement projects that will be undertaken by County Highway Division labor crews or contractors on the Subdivision Street System in the next five-year period have not been included.
3. Project cost estimates shown are as of Spring 2021; however, actual projects costs will vary.
4. Project cost estimates shown do not include any necessary utility relocation expenses.

Table 6-1 – 2021-2025 Road and Bridge Capital Improvement Projects:

PROJECT LOCATION	PROJECT DESCRIPTION	FUNDING PROGRAM	FUNDING SOURCE	2021	2022	2023	2024	2025	TOTAL
McGEHAN	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$69,981	\$89,181	\$656,494			\$1,030,309
			LOCAL	\$22,865	\$27,665	\$164,124			
ALLEN	BRIDGE REPLACEMENT	STP-S	FEDERAL	\$69,981	\$89,181	\$876,794			\$1,304,376
			LOCAL	\$22,212	\$27,012	\$219,198			
SECKMAN RD SAFETY PHASE 4	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL	\$77,000		\$436,499	\$436,499		\$1,612,795
			LOCAL	\$33,000		\$314,899	\$314,899		
HUNNING RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL	\$60,000	\$96,000	\$392,400	\$392,400		\$1,180,942
			LOCAL	\$17,471	\$26,471	\$98,100	\$98,100		
OLD LEMAY FERRY RD PHASE 3 AND 4	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL	\$79,343	\$327,627	\$661,188	\$661,188		\$2,295,356
			LOCAL	\$33,158	\$95,230	\$218,812	\$218,812		
SALINE RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL			\$157,500	\$839,860		\$1,667,093
			LOCAL	\$110,658	\$110,658	\$67,500	\$380,918		
DULIN CREEK RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL			\$100,000	\$732,386		\$1,196,258
			LOCAL	\$77,888	\$77,888	\$25,000	\$183,097		
ANTIRE RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL			\$63,000	\$917,000		\$1,611,408
			LOCAL	\$105,704	\$105,704	\$27,000	\$393,000		
GRAVOIS RD PHASE 1	SAFETY IMPROVEMENTS/ SIDEWALKS/LIGHTING	STP-S	FEDERAL			\$31,500	\$962,500		\$1,647,068
			LOCAL	\$113,534	\$113,534	\$13,500	\$412,500		
OLD LEMAY FERRY RD PHASE 5	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL			\$111,000	\$988,920		\$2,026,652
			LOCAL	\$96,726	\$96,726	\$74,000	\$659,280		
MOUNT OLIVE	BRIDGE REPLACEMENT	STP-S	FEDERAL			\$20,720	\$916,960		\$1,289,044
			LOCAL	\$58,472	\$58,472	\$5,180	\$229,240		
OLD HIGHWAY M SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL		\$40,000	\$40,000	\$140,000	\$1,059,000	\$1,700,000
			LOCAL		\$60,000	\$60,000	\$35,000	\$266,000	
FLUCOM RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL		\$48,000	\$48,000	\$60,000	\$1,060,000	\$1,520,000
			LOCAL		\$12,000	\$12,000	\$15,000	\$265,000	
TWIN RIVERS RD SAFETY	ROADWAY WIDENING/ SAFETY IMPROVEMENTS	STP-S	FEDERAL				\$176,000	\$864,000	\$1,450,000
			LOCAL		\$75,000	\$75,000	\$44,000	\$216,000	
MARKET STREET (KIMMSWICK)	ROAD RECONSTRUCTION/ SIDEWALKS/LIGHTING	STP-S	FEDERAL				\$21,000	\$1,071,000	\$1,710,000
			LOCAL		\$75,000	\$75,000	\$9,000	\$459,000	
HARMONY HILLS DR	BRIDGE REPLACEMENT	STP-S	FEDERAL		\$60,000	\$60,000	\$80,000	\$462,000	\$827,500
			LOCAL		\$15,000	\$15,000	\$20,000	\$115,500	
VARIOUS COUNTY ROADWAYS	COUNTRY ROAD SAFETY PLAN IMPROVEMENTS	LOCAL ONLY	FEDERAL						\$3,332,125
			LOCAL		\$380,925	\$615,350	\$910,850	\$1,425,000	
VARIOUS COUNTY ROADWAYS	VARIOUS ROAD & BRIDGE CAPITAL IMPROVEMENTS	LOCAL ONLY	FEDERAL						\$4,425,000
			LOCAL	\$1,000,000	\$175,000	\$1,250,000	\$1,000,000	\$1,000,000	
VARIOUS COUNTY ROADWAYS	ASPHALT OVERLAY	LOCAL ONLY	FEDERAL						\$4,918,000
			LOCAL	\$868,000	\$750,000	\$1,300,000	\$1,000,000	\$1,000,000	
VARIOUS COUNTY ROADWAYS	INTERSECTION LIGHTING	LOCAL ONLY	FEDERAL						\$400,000
			LOCAL	\$200,000	\$100,000	\$100,000			
			TOTALS	\$13,241,444	\$11,325,264	\$11,781,398	\$13,250,433	\$9,264,525	\$58,852,948

Table 6-1 General Notes:

- 1 Major repair and improvement projects that will be undertaken by County Highway Division labor crews on the County Road System in the next five-year period have not been included.
- 2 Major repair and improvement projects that will be undertaken by County Highway Division labor crews or contractors on the Subdivision Street System in the next five-year period have not been included.
- 3 Project cost estimates shown are as of Spring 2021; however, actual projects costs will vary.
- 4 Project cost estimates shown do not include any necessary utility relocation expenses.

Appendix A
Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
13th St	427	0.06	2	Local
Albert Dr	8194	0.02	4	Subdivision (Local)
Allen	220	1.80	4	Local
Amber Bluff Ln	8476	0.21	2	Subdivision (Local)
Amber Heights Ct	8474	0.08	2	Subdivision (Local)
Amber Heights Ln	8473	0.22	2	Subdivision (Local)
Amber Lake Ct	8472	0.24	2	Subdivision (Local)
Amber Meadows Dr	8471	0.59	2	Subdivision (Local)
Amber Ridge Ct	8452	0.06	1	Subdivision (Local)
Amber View Dr	8477	0.13	2	Subdivision (Local)
Amber Way Ct	8475	0.15	2	Subdivision (Local)
Amberhill Ct	8225	0.07	4	Subdivision (Local)
Amberleigh Parkway	8470	0.68	2	Subdivision (Local)
Ambrose Crossing	9101	0.45	4	Subdivision (Local)
Amy Clark	202	2.34	7	Local
Amy Ct	8836	0.08	1	Subdivision (Local)
Angela Dr	8837	0.08	1	Subdivision (Local)
Antire	015	3.96	1	Urban or Rural Major Collector
Apple Blossom Ct	8490	0.29	2	Subdivision (Local)
Argonne	246	2.17	6	Local
Armbruster	338	1.95	6	Local
Armistead Ave	8196	0.05	4	Subdivision (Local)
Armistead Ct	8195	0.13	4	Subdivision (Local)
Arrow Ridge Pl	8740	0.28	4	Subdivision (Local)
Ashwell Ln	153	0.22	7	Local
Athena School	337	2.34	6	Local
Augusta Ave (Victoria)	392	0.19	6	Local
Autumn Oaks Ct	8308	0.05	4	Subdivision (Local)
Autumn Oaks Dr	8300	0.29	4	Subdivision (Local)
Bader	326	1.15	6	Local
Bage	375	0.62	6	Local
Bald Pate	012	0.16	1	Local
Baptist Park	106	0.29	4	Local
Baypointe Dr	9103	0.02	4	Subdivision (Local)
Bear Creek	037	1.13	1;7	Urban or Rural Major Collector

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Beckett	105	0.10	4	Local
Belcrest Dr	8234	0.13	4	Subdivision (Local)
Belmont Dr	8201	0.45	1	Subdivision (Local)
Benson	344	0.69	5	Local
Berry Dairy	313	1.80	6	Local
Big Hollow	369	2.70	5	Local
Big River Heights	299	4.19	6	Local
Big Sky Dr	8751	0.48	2	Subdivision (Local)
Biltmore Dr	057	0.48	1	Local
Binning	072	1.04	2	Local
Black Creek	110	0.74	4	Local
Black Hawk Ln	186	0.55	7	Local
Blecha	046	0.81	2	Local
Bluff Park Dr	8171	0.12	3	Subdivision (Local)
Bogey Ave (Victoria)	257	0.07	6	Local
Boyce Ln	228	2.14	5	Local
Boyd Branch	353	3.35	6	Local
Boyne St (DeSoto)	318	0.38	6	Local
Brackman Ln (Cedar Hill)	394	0.08	7	Local
Braintree Dr	8208	0.21	1	Subdivision (Local)
Branch	286	1.26	7	Local
Breckenridge	280	1.60	7	Local
Brennan	026	0.82	1	Urban or Rural Major Collector
Brickyard	265	2.27	6	Local
Bridlecrest Drive	8561	0.06	1	Subdivision (Local)
Brinley	182	0.62	7	Local
Britton	305	0.70	6	Local
Broadway (Kimmswick)	109	0.08	4	Urban or Rural Major Collector
Brook Hollow	290	1.27	1	Local
Brook Stone Rd	8700	0.47	5	Subdivision (Local)
Brookfield Dr	8077	0.02	4	Subdivision (Local)
Brookparc Dr	8222	0.40	4	Subdivision (Local)
Brooks Farm Ct	8261	0.14	1	Subdivision (Local)
Brooks Farm Dr	8260	0.27	1	Subdivision (Local)
Brookside Dr	8620	0.22	1	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Browns Ford	284	4.74	7	Local
Buckeye	250	3.34	4;6	Local
Buckeye School	249	0.99	4;6	Local
Burgan Grove	033	1.30	7	Local
Burgess Ford	145	1.41	7	Local
Burgundy Court	8671	0.04	4	Subdivision (Local)
Burgundy Drive	8670	0.26	4	Subdivision (Local)
Burley	368	1.50	5	Local
Buscher	395	0.34	1	Local
Bushberg	219	0.65	4;5	Local
Butcher Branch	267	3.81	6;7	Minor Collector
Byrnes Mill	279	0.30	1	Urban or Rural Major Collector
Byrnesville	160	8.11	1;7	Urban or Rural Major Collector/Minor Collector
Caleb Circle	8142	0.04	3	Subdivision (Local)
Caleb Crossing	8110	0.20	2	Subdivision (Local)
Caleb Ct	8143	0.04	3	Subdivision (Local)
Caleb Dr	8140	0.41	3	Subdivision (Local)
Caleb Place	8111	0.12	2	Subdivision (Local)
Calico Creek	291	0.45	7	Local
Calvey Creek	168	3.33	7	Local
Cambridge Rd	8213	0.12	1	Subdivision (Local)
Camelot St	8052	0.17	1	Subdivision (Local)
Canepa	229	0.54	5	Local
Capetown Village	396	0.10	1	Local
Capetown Village Rd	8200	0.14	1	Subdivision (Local)
Carol Park	034	1.73	1;7	Urban or Rural Major Collector
Carolyn Circle	8833	0.37	1	Subdivision (Local)
Carolyn Dr	8831	0.51	1	Subdivision (Local)
Carroll St (Hematite)	243	0.09	6	Local
Carron	103	0.89	6	Local
Castle Pines Ct	8072	0.06	4	Subdivision (Local)
Castle Pines Dr	8071	0.60	4	Subdivision (Local)
Castle Ranch	259	2.82	6;7	Local
Castlebrook Dr	8401	0.21	4	Subdivision (Local)
Castlegate Ct	8075	0.05	4	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Castlegate Dr	8070	0.66	4	Subdivision (Local)
Castlemain Dr	8403	0.11	4	Subdivision (Local)
Castlemain Dr	8076	0.03	4	Subdivision (Local)
Castleridge Dr	8402	0.61	4	Subdivision (Local)
Cave Walk Ln	8556	0.16	4	Subdivision (Local)
Cedar Hill	150	3.10	7	Minor Arterial/Minor Collector
Cedar Hill School	147	0.39	7	Local
Cedar Hollow	294	1.81	7	Local
Cedar Springs	157	0.69	7	Local
Cedarbridge Ln	8552	0.04	4	Subdivision (Local)
Cedarbridge Ln	8558	0.06	4	Subdivision (Local)
Cedargate Way	8550	0.23	4	Subdivision (Local)
Cedarledge Ct	8551	0.07	4	Subdivision (Local)
Charter Church	342	7.02	5;6	Local
Chelsea Ct	8582	0.16	1	Subdivision (Local)
Chouteau Ave (Victoria)	258	0.21	6	Local
Christine Ct	8645	0.05	1	Subdivision (Local)
Christy Jo Ln	8410	0.12	7	Subdivision (Local)
Church St (Hematite)	397	0.27	6	Local
Cindy Ct	8032	0.12	3	Subdivision (Local)
Clayton Huskey	188	0.74	7	Local
Clearbrook Ln	8511	0.17	2	Subdivision (Local)
Club Ct	8819	0.07	1	Subdivision (Local)
Clubhouse Dr	8478	0.05	2	Subdivision (Local)
Cobblestone Ct	8107	0.16	4	Subdivision (Local)
Coil	053	0.49	1	Local
Cole	233	0.66	5	Local
College	200	0.58	7	Local
College Heights	311	0.42	6	Local
Commerce Dr	8720	0.10	3	Subdivision (Local)
Community Ln	022	0.10	1	Local
Conestoga Dr	8015	0.33	2	Subdivision (Local)
Cook	120	0.71	4	Local
Copper Mountain Ct	8758	0.09	2	Subdivision (Local)
Copper Mountain Dr	8755	0.47	2	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Copperleaf Dr	8741	0.36	4	Subdivision (Local)
Cora Ln (Victoria)	398	0.11	6	Local
Cord Circle	8602	0.06	3	Subdivision (Local)
Corisande Hill	061	3.31	2	Minor Collector
Country Club Ct	8815	0.05	1	Subdivision (Local)
Country Club Dr	8810	1.93	1	Subdivision (Local)
Country Ln	8290	0.40	6	Subdivision (Local)
Country Ridge Ln	8610	0.28	4	Subdivision (Local)
County Line	172	0.60	7	Local
Courtney Way	8275	0.14	4	Subdivision (Local)
Courtney Way	8224	0.08	4	Subdivision (Local)
Creekside Dr	8622	0.17	1	Subdivision (Local)
Crimson Ln	8232	0.13	4	Subdivision (Local)
Crystal Lake Ct	8432	0.10	5	Subdivision (Local)
Crystal Lake Dr	8431	0.47	5	Subdivision (Local)
Crystal Ridge Ct	8414	0.18	7	Subdivision (Local)
Danby	366	1.05	5	Local
Daniel Ct	8531	0.09	2	Subdivision (Local)
Dean Dr	8630	0.94	7	Subdivision (Local)
Deborah Ann Dr	8030	0.25	3	Subdivision (Local)
Delores Dr	056	0.33	1	Local
Delores Dr	8640	0.44	1	Subdivision (Local)
Dickinson	379	1.42	6	Local
Diehl	058	0.52	1;2	Urban or Rural Major Collector
Dillon	024	1.34	1	Urban or Rural Major Collector
Dinosaur Ct	8555	0.06	4	Subdivision (Local)
Dittmer	166	1.41	7	Local
Dittmer Catawissa	167	4.03	7	Minor Collector
Dittmer Church	176	1.05	7	Local
Dittmer Ridge	425	1.74	7	Local
Dittmer Spur	399	0.15	7	Local
Doc Sargent	008	1.60	1	Local
Dodson Ln	301	2.02	6	Local
Dooling Hollow	231	0.54	5	Local
Doss Hollow	359	1.28	6	Local

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Double Tree Ct	8461	0.19	4	Subdivision (Local)
Double Tree Dr	8460	0.18	4	Subdivision (Local)
Douglas St (Hematite)	240	0.21	6	Local
Drury	360	1.20	5	Local
Dry Creek	275	1.87	7	Local
Dry Fork	358	2.12	6	Local
Dry Fork (East)	132	1.73	2	Local
Dry Fork (West)	134	0.38	2	Local
Dual	226	0.27	6	Local
Dubois Creek	372	1.26	5	Local
Duda	384	1.57	7	Local
Dulin Creek	142	5.31	7	Minor Collector
Dutch Bottom	078	1.43	2	Urban or Rural Major Collector
Dutch Creek	155	2.53	7	Local
Eagle Ct	8818	0.07	1	Subdivision (Local)
East Blecha	133	0.26	2	Local
East Four Ridge	125	2.89	2	Minor Collector
East Marriot St (Barnhart)	097	0.15	4	Local
East Outer 21	064	0.44	2	Local
East Rock Creek	071	3.02	2;3	Urban or Rural Major Collector
East Romaine Creek	067	1.58	2	Local
East St (Barnhart)	095	0.25	4	Local
East Swaller	074	2.64	2	Local
Edgefield Dr	8233	0.14	4	Subdivision (Local)
Eime	162	2.21	7	Local
Elderwood Circle	8453	0.07	1	Subdivision (Local)
Elm Dr	112	0.89	3	Urban or Rural Major Collector
Emerald Trace	8710	0.21	4	Subdivision (Local)
Ems	137	2.90	7	Urban or Rural Major Collector
Engle Creek	215	1.23	4	Local
Engledow	377	4.80	6	Local
Engleford	287	2.42	7	Local
English	001	1.97	1	Local
Fairview Ln	421	0.14	7	Local
Farmview Ct	8223	0.06	4	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Fawn Hollow Dr	8163	0.22	7	Subdivision (Local)
Fenton Crossing	8161	0.22	2	Subdivision (Local)
Fenton Ridge Drive	8060	0.27	2	Subdivision (Local)
Ficken	151	1.14	7	Local
Fiedler Ln	066	0.45	2	Local
Fifth St. (Kimmswick)	431	0.14	4	Urban or Rural Major Collector
First St (Imperial)	102	0.05	4	Local
Flucom	324	4.38	6	Urban or Rural Major Collector
Flucom (East)	345	3.91	6	Local
Flucom Meadows	325	0.35	6	Local
Fond Du Ln	060	0.11	1	Local
Forest Ln	8203	0.04	1	Subdivision (Local)
Fountain City	321	4.27	6	Local
Fountain Dr	8230	0.63	4	Subdivision (Local)
Fourth St (Kimmswick)	432	0.03	4	Urban or Rural Major Collector
Fox Farm	327	1.88	6	Local
Frazier	357	2.31	6	Local
Frisco Hill	117	3.26	4	Minor Collector
Frissell	322	0.69	6	Local
Front St (Barnhart)	094	0.29	4	Local
Front St. (Kimmswick)	434	0.22	4	Urban or Rural Major Collector
Frontier	253	1.16	4	Local
Frost	173	0.63	7	Local
Furaway Ln	346	0.13	6	Local
Gail Dr	8530	0.34	2	Subdivision (Local)
Gansner	364	0.45	5	Local
Gary	076	1.61	2;3	Local
George Dover	282	0.67	7	Local
Georgia Spur	8641	0.05	1	Subdivision (Local)
Girl Scout	221	0.47	4	Local
Glade Chapel	189	4.11	7	Minor Collector
Glennon Dr	8276	0.08	4	Subdivision (Local)
Gloucester Rd	8581	0.40	1	Subdivision (Local)
Golda Ln	055	0.25	1	Local
Golden Gate Dr	8090	0.20	4	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Golden Spring Ct	8415	0.14	7	Subdivision (Local)
Goldman	196	3.27	7	Local
Goldman East	211	1.30	7	Local
Goldman Spur	292	0.44	7	Urban or Rural Major Collector
Gracie Waggoner	362	0.43	5	Local
Graham	152	1.17	7	Urban or Rural Major Collector
Gravois	140	0.58	7	Local
Gravois (Northwest School)	035	2.43	1;7	Minor Arterial
Gravois (Schumacher)	051	2.71	1	Urban or Rural Major Collector
Great Plains Dr	8011	0.21	2	Subdivision (Local)
Green House	383	0.22	6	Local
Greenmont Ct	9104	0.14	4	Subdivision (Local)
Greenway Ct	8816	0.12	1	Subdivision (Local)
Greenway Dr	8811	0.46	1	Subdivision (Local)
Hammel	283	1.00	7	Local
Hannah Ct	8321	0.09	2	Subdivision (Local)
Harbor Bluff Dr	8284	0.33	2	Subdivision (Local)
Harbor Ct	8282	0.15	2	Subdivision (Local)
Harbor Hill Dr	8281	0.19	2	Subdivision (Local)
Harbor View	8283	0.12	2	Subdivision (Local)
Hardin	329	5.69	6	Local
Harmony Hills	320	0.59	6	Local
Harmony Hills Dr	8600	0.49	3	Subdivision (Local)
Harmony Ridge Dr	8601	0.15	3	Subdivision (Local)
Harness	340	3.59	5	Minor Collector
Harris Ct	8772	0.09	7	Subdivision (Local)
Harrison	310	0.35	6	Local
Harry Maupin	174	0.37	7	Local
Hartford Ct	8690	0.21	2	Subdivision (Local)
Harvest Ct	8181	0.06	4	Subdivision (Local)
Harvest Grove	8180	0.50	4	Subdivision (Local)
Haverstick School	381	0.78	6	Local
Hawkins	030	0.27	1	Urban or Rural Major Collector
Hayden	191	0.49	7	Minor Collector
Heads Creek	135	2.77	4;7	Local

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Heather Ln	025	0.06	1	Subdivision (Local)
Hematite	239	0.18	6	Local
Hencher	400	1.55	6	Local
Hencher	339	0.11	6	Local
Hensley	212	1.08	4	Local
Hidden Valley Ranch	298	1.15	7	Local
High Ridge Blvd	018	1.88	1	Minor Arterial
High Ridge Dr	8790	0.19	1	Subdivision (Local)
High St (Cedar Hill)	149	0.55	7	Local
Highland Baptist Church	199	2.32	7	Local
Hillcrest	070	1.39	2	Local
Hillcrest (South)	314	0.70	6	Local
Hillsboro Ave (Victoria)	255	0.48	6	Local
Hillsboro Hematite	248	5.17	6;7	Minor Collector
Hillsboro House Springs	139	12.28	6;7	Urban or Rural Major Collector/Minor Collector
Hillsboro Valley Park	023	3.19	1	Urban or Rural Major Collector
Hillsboro Victoria	254	3.17	6	Minor Collector
Hollow Oak Ct	8742	0.05	4	Subdivision (Local)
Holly Hills Terrace	234	0.34	6	Local
Horseshoe Bend	8621	0.20	1	Subdivision (Local)
Hotel Ct	8152	0.05	4	Subdivision (Local)
Huber	207	0.35	4	Local
Hunning	049	2.86	1;2	Minor Collector
Huskey	343	1.21	5	Local
Hyannis Port	8580	0.20	1	Subdivision (Local)
Hyfield	245	2.46	6	Local
Hyfield School	244	0.29	6	Local
Imperial Hills Dr	8270	0.41	4	Subdivision (Local)
Imperial Main	099	0.48	4	Minor Arterial/Urban or Rural Major Collector
Indian Springs	032	0.71	1;7	Local
Ivy Trails Ct	8421	0.11	1	Subdivision (Local)
Jamie Ct	8141	0.13	3	Subdivision (Local)
Jan Ct	8771	0.14	7	Subdivision (Local)
Jarvis	198	4.86	4;7	Minor Collector

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Jeffco Executive Dr	107	0.13	4	Local
Jeffrey Ct	8034	0.17	3	Subdivision (Local)
Jeremy Ct	8144	0.05	3	Subdivision (Local)
Jill Marie	8273	0.06	4	Subdivision (Local)
Jim Weber	014	3.46	1	Local
Jim Wilson	184	0.61	7	Local
Joe Buck	185	0.34	7	Local
John McKeever	011	3.33	1	Minor Collector
John Swaller	043	0.78	2	Local
Johnson	371	1.81	5	Local
Johnson	365	0.29	7	Local
Jones Creek	179	4.29	7	Minor Collector
Julie Ct	8834	0.10	1	Subdivision (Local)
Kassel Ct	8274	0.18	4	Subdivision (Local)
Kenai Ct	8652	0.06	3	Subdivision (Local)
Keystone Ct	8762	0.17	2	Subdivision (Local)
Keystone Dr	8753	1.13	2	Subdivision (Local)
Killarney Ct	8235	0.08	4	Subdivision (Local)
Kim	389	0.09	6	Local
Kimberly Ct	8835	0.10	1	Subdivision (Local)
Kings Crossing Dr	8191	0.48	4	Subdivision (Local)
Kingsland	300	0.65	6	Local
Kingswood Ct	8192	0.10	4	Subdivision (Local)
Klable	128	1.20	4;7	Local
Klondike	187	5.77	6;7	Minor Collector
Klondike (South)	315	5.86	6	Local
Kneff	131	1.53	4	Local
Kneff Farm Crossing	8220	0.42	4	Subdivision (Local)
Knorpp	307	1.44	6	Minor Collector
Koch Valley	217	0.89	4	Local
Konert	069	1.10	2	Urban or Rural Major Collector
Konert Lake Ct	8441	0.05	2	Subdivision (Local)
Konert Lake Dr	8440	0.37	2	Subdivision (Local)
Kramme	169	0.11	7	Local
Krommer	163	0.65	7	Local

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Labarque Springs Ct	8412	0.09	7	Subdivision (Local)
Lafayette Ct	8193	0.13	4	Subdivision (Local)
Laguna Palma	354	2.20	6	Local
Lake Tekakwitha	007	1.19	1	Local
Lancelot Ln	8051	0.16	1	Subdivision (Local)
Land Rush Dr	8014	0.32	2	Subdivision (Local)
Laura Ln	8291	0.31	6	Subdivision (Local)
Lawn St (Kimmswick)	104	0.19	4	Urban or Rural Major Collector
Lee	237	0.67	6	Local
Lee Pyle	347	2.89	5;6	Local
Lembeck Lake	312	1.73	6	Local
Lexington Ct	8074	0.04	4	Subdivision (Local)
Liberty School	263	3.41	6	Local
Liguori	121	0.19	4	Local
Linhorst	209	1.38	4	Local
Lions Den	073	2.76	2	Minor Arterial
Lions Den Ln	370	0.12	2	Local
Lisa Ct	8033	0.12	3	Subdivision (Local)
Little Antire	016	1.55	1	Urban or Rural Major Collector
Little Brennan	027	0.74	1	Urban or Rural Major Collector/Minor Collector
Little Dutch Creek	154	1.16	7	Subdivision (Local)
Local Hillsboro	143	4.83	7	Minor Arterial/Urban or Rural Major Collector
Lois Ln	8643	0.15	1	Subdivision (Local)
Lonedell	077	2.42	2	Urban or Rural Major Collector/Minor Collector
Long	336	1.42	6	Local
Lorraine Ct	8491	0.14	2	Subdivision (Local)
Lupine Dr	8653	0.57	3	Subdivision (Local)
Lyle Ln	8660	0.19	7	Subdivision (Local)
Lynch	159	2.89	1;7	Local
Main St (House Springs)	148	0.13	7	Minor Arterial
Mallard Ct	8311	0.28	4	Subdivision (Local)
Mammoth	297	3.35	6;7	Local
Mammoth Ln	8554	0.13	4	Subdivision (Local)

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Maness	273	1.47	6;7	Local
Mangan	006	1.38	1	Local
Mapaville Hematite	252	2.99	4;6	Minor Collector
Marble Springs	214	6.34	4	Local
Mark Dr	054	0.27	1	Local
Market St (Hematite)	238	0.29	6	Local
Market St. (Kimmswick)	433	0.16	4	Urban or Rural Major Collector
Marko Dr	8770	0.58	7	Subdivision (Local)
Marty Martin	195	0.49	7	Local
Marty Martin	401	0.82	7	Local
Mary Dr	8642	0.16	1	Subdivision (Local)
Mason Ridge Ct	8173	0.07	3	Subdivision (Local)
McGehan	330	1.28	6	Local
McMillen	262	0.21	6	Local
McMullin School	335	0.51	6	Local
McNamee	002	1.25	1	Local
McNamee School	003	1.63	1	Local
Meadow Dr	028	0.64	1	Minor Collector
Meadow Lane Ct	8221	0.14	4	Subdivision (Local)
Medford Dr	8206	0.25	1	Subdivision (Local)
Medford Dr	8586	0.03	1	Subdivision (Local)
Medley Hill Acres	194	0.27	7	Local
Meyer	223	1.39	6	Minor Collector
Meyer Road East	222	0.71	6	Local
Miller	111	3.17	3;4	Urban or Rural Major Collector
Miller (Off Hwy MM)	040	1.66	7	Local
Miller East	098	0.39	3;4	Local
Mining	334	1.36	6	Local
Missouri State	079	0.94	2	Urban or Rural Major Collector
Mitch Sweet	356	0.11	6	Local
Molly Ln	8320	0.07	2	Subdivision (Local)
Montebello	084	1.35	4	Urban or Rural Major Collector
Montesano Ct	8153	0.06	4	Subdivision (Local)
Montesano Park Dr	8150	0.55	4	Subdivision (Local)
Monticello Dr	8520	0.89	4	Minor Collector

Appendix A
Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Morgan	208	0.89	4	Local
Morgan Way	8271	0.42	4	Subdivision (Local)
Morse Ave (Victoria)	256	0.15	6	Local
Morse Mill	180	3.83	7	Local
Moss Hollow	129	3.23	4	Minor Collector
Mothershead	302	1.60	6	Local
Mothershead School	303	0.28	6	Local
Mount Olive	328	4.89	6	Local
Mulberry Hill	218	1.98	4	Local
Mystic Oaks Ct	8306	0.10	4	Subdivision (Local)
Mystic Oaks Dr	8301	0.39	4	Subdivision (Local)
Mystic Point	8272	0.05	4	Subdivision (Local)
Mystic Valley Cr	8002	0.12	2	Subdivision (Local)
Mystic Valley Ct	8003	0.21	2	Subdivision (Local)
Mystic Valley Dr	8004	0.28	2	Subdivision (Local)
N Outer Road A	108	0.48	4;7	Local
Nantucket Ct	8584	0.30	1	Subdivision (Local)
New Sugar Creek	052	0.84	1	Minor Arterial
Nickelson	293	0.27	7	Local
Noble Ct	8405	0.07	4	Subdivision (Local)
Nollman	019	0.64	1	Local
North Bellerieve Ln	8120	0.24	2	Subdivision (Local)
Northern Lights Dr	8650	0.50	3	Subdivision (Local)
Northwest Blvd	004	0.57	1	Urban or Rural Major Collector
Northwest Point Dr	8160	0.54	7	Subdivision (Local)
Novotny	044	0.49	2	Local
Oak Hollow Dr	8307	0.23	4	Subdivision (Local)
Oak Mill Ct	8305	0.05	4	Subdivision (Local)
Oak Mill Ln	8302	0.19	4	Subdivision (Local)
Oakmont Ct	8814	0.10	1	Subdivision (Local)
Oakvale	349	3.32	6	Local
Oermann	175	0.75	7	Local
Old Antonia	119	2.44	4	Urban or Rural Major Collector/Minor Collector
Old Blackwell	387	0.44	6	Local

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Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Old County	402	0.32	6	Local
Old County	403	0.16	6	Local
Old Engledow	406	0.56	6	Local
Old Gravois	408	0.36	1	Local
Old Hunning	020	0.22	1	Local
Old Hwy 141 East	410	0.77	2	Local
Old Hwy 141 West	411	0.27	2	Local
Old Hwy M	101	5.73	2;4	Urban or Rural Major Collector/Minor Collector
Old Lemay Ferry	113	12.66	2;3;4;7	Minor Arterial/Urban or Rural Major Collector
Old Lemay Ferry (Dead End)	412	0.21	7	Local
Old Little Antire	017	0.43	1	Local
Old Morse Mill	183	0.23	7	Local
Old Morse Mill Spur	415	0.15	7	Local
Old Rt 141	062	2.09	2;3	Minor Arterial
Old State	093	0.87	4	Urban or Rural Major Collector
Old State Rd H	426	0.49	7	Local
Old State Rd WW	177	0.16	7	Local
Old State Rt 21	039	14.69	2;4;7	Minor Arterial/Urban or Rural Major Collector
Old Stroup	413	0.22	6	Local
Old Sugar Creek	047	4.29	1;2	Urban or Rural Major Collector/Minor Collector
Olive St (Hematite)	241	0.07	6	Local
Opeechee Beach	005	0.19	1	Local
Pagel	331	1.61	6	Local
Papin	333	2.58	6	Minor Collector
Par Ct	8820	0.08	1	Subdivision (Local)
Park Ln	261	0.30	6	Local
Parkview Circle	8680	0.23	4	Subdivision (Local)
Patricia Pl	8644	0.20	1	Subdivision (Local)
Patty Dr	029	0.23	1	Local
Paw Paw Ln	388	0.40	6	Local
Peach Blossom Ct	8492	0.10	2	Subdivision (Local)
Pebble Creek Ct	8094	0.10	4	Subdivision (Local)
Pebble Ct	8093	0.08	4	Subdivision (Local)

Appendix A
Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Perkins	304	0.95	6	Local
Pete O'Brien	146	0.40	7	Local
Peter Moore Ln	272	2.68	7	Local
Pfinister School	351	2.70	6	Local
Pigg	274	1.20	7	Local
Pillen	289	2.25	7	Local
Pine Haven Ln	414	0.36	2	Local
Pine St (Hematite)	242	0.14	6	Local
Pinson Ford	288	1.44	7	Local
Pioneer	203	1.24	7	Minor Collector
Plass	251	1.31	4	Minor Collector
Plattin	227	5.94	5;6	Minor Collector
Plattin School	341	3.50	5	Local
Plum St (Lewis Addition)	385	0.12	6	Local
Plymouth Dr	8204	0.18	1	Subdivision (Local)
Powderhorn Ct	8757	0.12	2	Subdivision (Local)
Prairie Hollow	116	1.93	4	Local
Prehistoric Hill Dr	8557	0.34	4	Subdivision (Local)
Primo	380	0.93	5	Local
Prospect Dr	8012	0.38	2	Subdivision (Local)
R-7 School	230	0.10	5	Local
Red Bird Ln	190	0.95	6;7	Urban or Rural Major Collector
Regina	193	2.41	7	Local
Remington Dr	8312	0.22	4	Subdivision (Local)
Remington Place	8310	0.03	4	Subdivision (Local)
Renner	409	0.11	2	Local
Reynolds Creek	268	3.11	6;7	Local
Rhonda Sue	075	0.37	2	Local
Rice	213	3.13	4	Local
Ridge	178	3.99	7	Minor Collector
Ridge Dr	8209	0.02	1	Subdivision (Local)
Ridge Pl	8151	0.10	4	Subdivision (Local)
Ridgetop Ct	8454	0.10	1	Subdivision (Local)
River	416	0.04	7	Local
River St	235	0.22	4	Minor Collector

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Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Rock Creek Gardens	428	0.07	2	Local
Rock Creek Valley	042	3.05	2	Local
Romaine Creek	068	3.91	2	Urban or Rural Major Collector/Minor Collector
Ron De Le Dr	8540	0.38	3	Subdivision (Local)
Rougly Kiepe	363	0.52	5	Local
Royal Ct	8404	0.05	4	Subdivision (Local)
Ruddy Ridge Ct	8423	0.05	1	Subdivision (Local)
Ruddy Ridge Dr	8422	0.33	1	Subdivision (Local)
Rudolph	352	0.36	6	Local
Russell	276	2.36	7	Local
Rustic Spring Ct	8413	0.04	7	Subdivision (Local)
Rutledge	181	0.98	7	Local
Sabre Tooth Ct	8553	0.10	4	Subdivision (Local)
Sadie Ln	8322	0.18	2	Subdivision (Local)
Salamone	165	0.93	7	Local
Salem Ct	8585	0.06	1	Subdivision (Local)
Saline	059	3.92	1;2	Urban or Rural Major Collector/Minor Collector
Samarra Estates Dr	8131	0.09	2	Subdivision (Local)
San Marino Pkwy	8040	0.38	2	Subdivision (Local)
Sand Cut	161	1.34	7	Local
Sandy Church	210	4.84	4	Local
Sandy Valley	205	2.22	4	Local
Scenic Oaks Ct	8304	0.13	4	Subdivision (Local)
Scenic Oaks Dr	8303	0.20	4	Subdivision (Local)
Schenk	127	1.38	4	Minor Collector
Schneider (East)	417	0.15	2	Local
Schneider Dr	065	0.57	2	Local
Schneider Hill Ct	418	0.42	2	Local
Schumacher	050	3.12	1	Local
Schumacher Rd	8560	0.46	1	Subdivision (Local)
Seckman	087	3.51	4	Minor Arterial
Seckman (East)	090	0.26	4	Local
Seckman Spur	197	0.17	4	Local
Second St (Sulphur Springs)	088	0.10	4	Local

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Selma	350	1.26	6	Local
Shelley Lynn Dr	8654	0.50	3	Subdivision (Local)
Shelter	124	0.25	4	Local
Siebel	277	0.67	7	Local
Sierra Parkway	8240	0.08	3	Subdivision (Local)
Silver Ln	156	0.98	7	Local
Silver Maple Ct	8482	0.05	2	Subdivision (Local)
Silver Maple Dr	8480	0.29	2	Subdivision (Local)
Silver Maple View	8481	0.05	2	Subdivision (Local)
Silver Springs	386	1.21	6	Local
Silverfern Ct	8743	0.15	4	Subdivision (Local)
Singing Hills	126	0.38	2	Local
Somerville Dr	8211	0.38	1	Subdivision (Local)
Somerville Spur	8210	0.03	1	Subdivision (Local)
Sophie Ct	8231	0.05	4	Subdivision (Local)
South Bellerieve Ln	8121	0.35	2	Subdivision (Local)
South Byrnesville	158	1.52	7	Urban or Rural Major Collector
South Engle Creek	216	0.87	4	Local
Spring Dr	8651	0.18	3	Subdivision (Local)
Spring Forest	115	1.26	3;4	Local
Springdale	316	1.24	6	Local
Springs	419	0.15	7	Local
Spruce Point Dr	8162	0.07	7	Subdivision (Local)
Spyglass Summit Ct	8813	0.35	1	Subdivision (Local)
St Joseph Hill	010	0.87	1;7	Local
St Lukes Church Rd	8190	0.18	4	Local
St. Andrew Ct	8812	0.22	1	Subdivision (Local)
St. Judes Ct	8456	0.06	1	Subdivision (Local)
Stahl	122	0.47	4	Local
Steamboat Springs Dr	8754	0.10	2	Subdivision (Local)
Stephanie Ct	8031	0.11	3	Subdivision (Local)
Stephenson	091	0.16	4	Local
Stonehouse	270	4.99	6;7	Local
Stonemont Ct	8105	0.14	4	Subdivision (Local)
Stroup	247	2.45	4;6	Minor Collector

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Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Sue-Lynn Dr	8830	0.28	1	Subdivision (Local)
Sullens	391	0.35	5	Local
Sulphur Springs	085	0.67	4	Local
Sulphur Springs Landing	086	0.07	4	Local
Summit	114	0.43	6	Local
Summit Street	390	0.19	4	Local
Sundance Ct	8761	0.15	2	Subdivision (Local)
Sunnyside	236	4.44	6	Local
Sunridge	420	0.21	7	Local
Sunrise School	332	3.87	6	Minor Collector
Sweetbrier Ct	8424	0.06	1	Subdivision (Local)
Sycamore Ln	430	0.17	7	Local
Third St (Sulphur Springs)	089	0.06	4	Local
Three B	144	1.16	7	Local
Timber Bluff Dr	8455	0.10	1	Subdivision (Local)
Timber Hollow Ln	8450	0.53	1	Subdivision (Local)
Timber View Dr	8451	0.17	1	Subdivision (Local)
Tinhouse	266	3.85	6	Local
Tishomingo	192	2.72	7	Local
Tom Frost	164	2.23	7	Local
Tom Sparks	295	0.55	7	Local
Tomahawk Dr	081	0.44	2;3	Urban or Rural Major Collector
Tower	136	5.62	7	Local
Township Ln	170	1.46	7	Local
Tracy Ln	269	0.63	6	Local
Trail of Tears	8013	0.21	2	Subdivision (Local)
Trailing Oak Ct	8744	0.08	4	Subdivision (Local)
Tricia Ln	8832	0.29	1	Subdivision (Local)
Triple Tree Ct	8425	0.11	1	Subdivision (Local)
Turley	296	2.14	6;7	Local
Twin River	013	4.18	1	Minor Collector
Twin Springs Blvd	8411	0.54	7	Subdivision (Local)
Upper Blackwell	378	4.36	6	Local
Upper Moss Hollow	130	1.96	4	Local
Upper Plattin	319	3.14	6	Urban or Rural Major Collector

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<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
Vail Ct	8759	0.04	2	Subdivision (Local)
Valles Mines	373	3.72	6	Local
Valles Mines Post Office	422	0.06	6	Local
Valles Mines School	374	1.17	6	Local
Valley Dr	048	0.12	1	Local
Valley Oaks Ct	8106	0.14	4	Subdivision (Local)
Valley Oaks Dr	8108	0.40	4	Subdivision (Local)
Venita Ln	201	0.47	7	Local
Veterans Dr	423	0.51	7	Local
Victoria	225	5.85	6	Urban or Rural Major Collector
Victoria Cemetery	260	0.66	6	Local
Vine St (Kimmswick)	435	0.03	4	Urban or Rural Major Collector
Vineland	308	2.82	6	Minor Collector/Local
Vogel	080	1.50	3	Minor Arterial/urban or Rural Major Collector
Wade	009	1.08	1	Local
Waggoner	367	3.03	5	Local
Wagon Train Dr	8010	0.19	2	Subdivision (Local)
Walnut	036	0.05	7	Local
Walters Pl	141	0.24	7	Local
Waltham Ct	8202	0.13	1	Subdivision (Local)
Ware	281	1.80	7	Local
Ware Church	278	2.27	7	Minor Collector
Ware Lake	285	0.88	7	Local
Water Tower Rd	8215	0.02	1	Subdivision (Local)
Water Tower Rd	8583	0.24	1	Subdivision (Local)
Waterfront Ct	8092	0.08	4	Subdivision (Local)
Waterfront Dr	8091	0.09	4	Subdivision (Local)
Weaver	232	1.75	5	Local
Webb	271	0.96	6;7	Local
Wedde	123	2.65	4	Local
Wedge Ct	8817	0.08	1	Subdivision (Local)
Wegmann	348	1.62	5;6	Local
Wellesley Dr	8207	0.22	1	Subdivision (Local)
West Four Ridge	038	5.10	1;2;4	Urban or Rural Major Collector

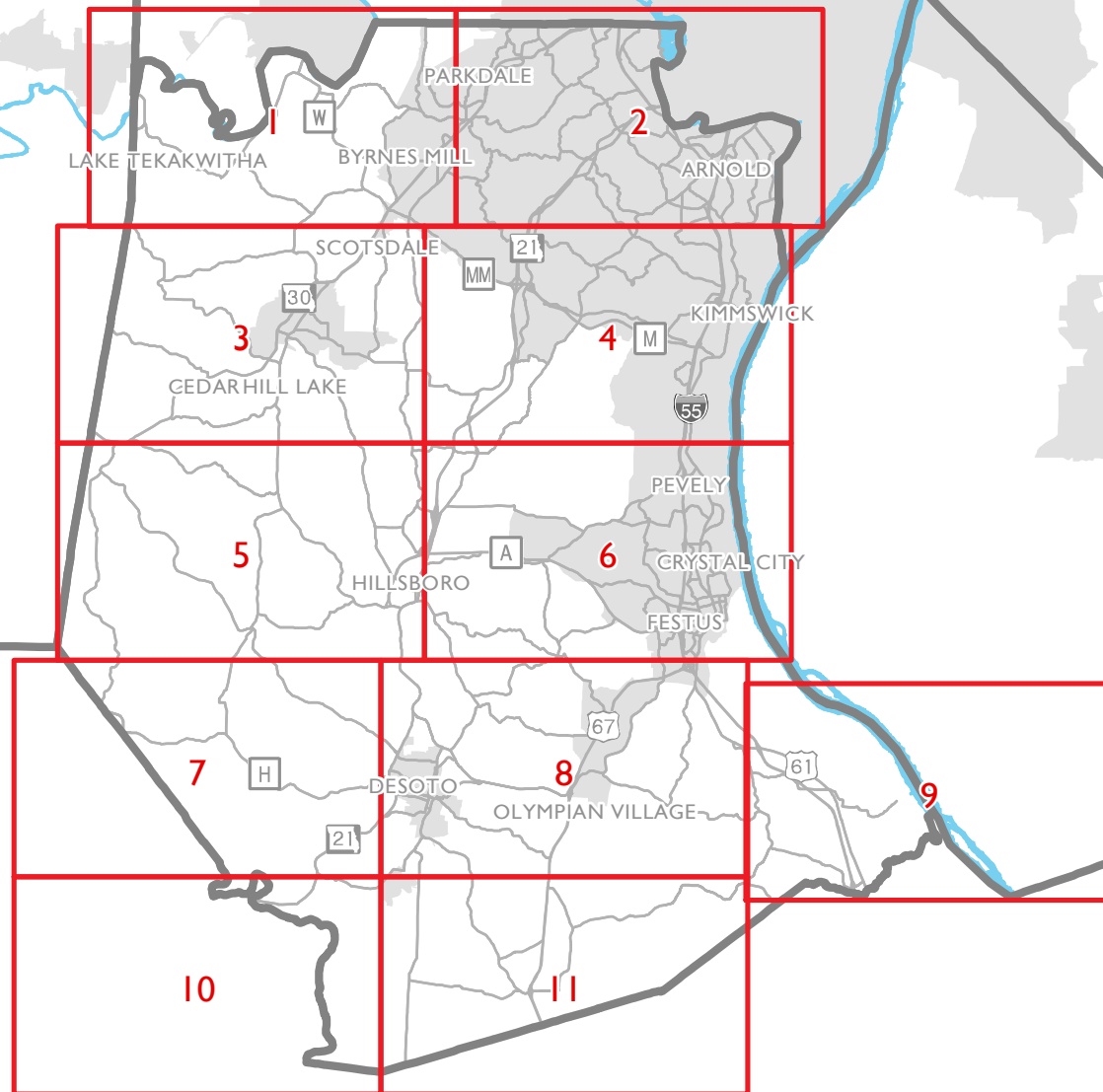
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Jefferson County Maintained Roads

<u>Road Name</u>	<u>Road No</u>	<u>Length in Miles</u>	<u>Council District</u>	<u>Roadway Classification</u>
West Outer 21	063	0.68	2	Local
West Rock Creek	041	5.86	1;2	Urban or Rural Major Collector
West Swaller	045	1.00	2	Local
Westbrook Ln	8510	0.19	2	Subdivision (Local)
Weymouth Dr	8205	0.22	1	Subdivision (Local)
White	382	1.74	7	Local
White Oak School	031	1.74	1	Local
White St (Imperial)	100	0.20	4	Local
Whitcreek Ln	9102	0.28	4	Subdivision (Local)
Whitehall Dr	8241	0.86	3	Subdivision (Local)
Whitehead	264	4.56	6	Local
Whitehorne Pl	8800	0.15	4;7	Subdivision (Local)
Whitetail Estates Dr	8780	0.29	4	Subdivision (Local)
Wilkinson	323	1.36	6	Local
William and Mary Ct	8197	0.44	4	Subdivision (Local)
Williams Creek	021	2.53	1	Urban or Rural Major Collector
Willing St (Barnhart)	096	0.25	4	Local
Willow Trace Dr	8730	0.26	3	Subdivision (Local)
Wilson Hollow	306	1.38	6	Local
Wimbledon East	8502	0.10	5	Subdivision (Local)
Wimbledon Estates Dr	8500	0.65	5	Subdivision (Local)
Wimbledon West	8501	0.11	5	Subdivision (Local)
Wind Haven Ct	8073	0.05	4	Subdivision (Local)
Wind Rose Dr	8081	0.16	4	Subdivision (Local)
Windmill	118	1.51	4	Local
Windmill Summit Ct	8082	0.04	4	Subdivision (Local)
Windmill Summit Dr	8083	0.22	4	Subdivision (Local)
Windsor Harbor	083	1.13	4	Local
Windsor Terrace	082	0.06	4	Local
Windy Valley Ln	407	0.35	1	Local
Winter Bluff Ct	8132	0.06	2	Subdivision (Local)
Winter Bluff Dr	8130	0.66	2	Subdivision (Local)
Winter Brook Dr	8252	0.09	2	Subdivision (Local)
Winter Lake Boulevard	8254	0.23	2	Subdivision (Local)
Winter Lake Circle	8251	0.10	2	Subdivision (Local)






Appendix A
Jefferson County Maintained Roads

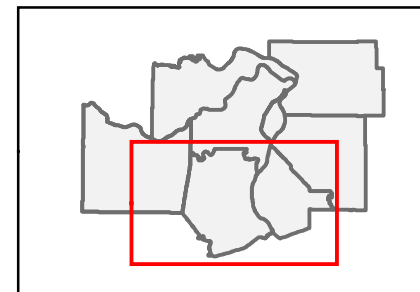
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Winter Lake Ct	8134	0.09	2	Subdivision (Local)
Winter Lake Dr	8133	0.07	2	Subdivision (Local)
Winter Lake Dr	8250	0.66	2	Subdivision (Local)
Winter Park Ct	8756	0.18	2	Subdivision (Local)
Winter Park Dr	8750	1.07	2	Subdivision (Local)
Winter Pond Dr	8255	0.12	2	Subdivision (Local)
Winter River Ct	8253	0.06	2	Subdivision (Local)
Winter Valley Ct	8760	0.06	2	Subdivision (Local)
Winter Valley Dr	8752	0.65	2	Subdivision (Local)
Winters Hill	224	0.14	2	Local
Winthrop Dr	8214	0.26	1	Subdivision (Local)
Woburn Dr	8212	0.16	1	Subdivision (Local)
Wohlbold	138	0.45	7	Local
Wolf Hollow	092	0.72	4	Urban or Rural Major Collector
Wolf St (Cedar Hill)	424	0.13	7	Local
Woodhaven Circle	8457	0.07	1	Subdivision (Local)
Woodland	204	0.33	4;5	Local
Woodside Ct	8172	0.08	3	Subdivision (Local)
Woodside Dr	8170	0.37	3	Subdivision (Local)
Yellow Rock	309	3.12	6	Local
Zimmerman	171	1.87	7	Local
Zion Lutheran Church	206	1.01	4	Local

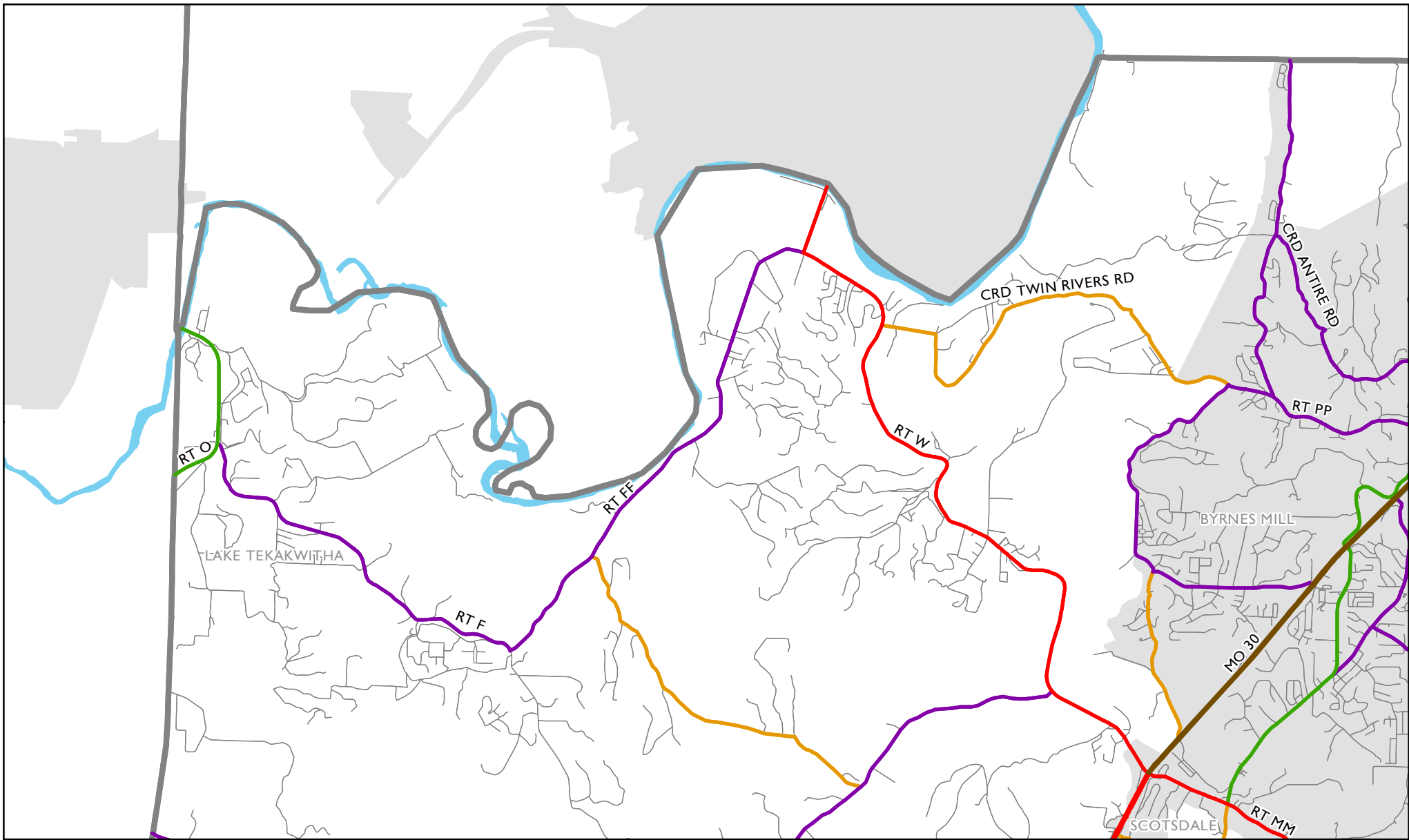
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-  County Boundary
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-  River or Lake





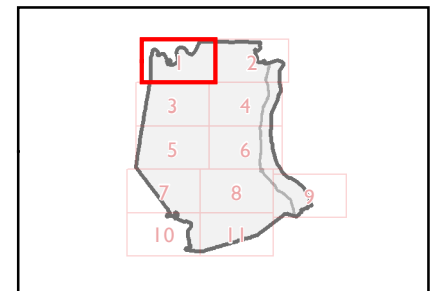
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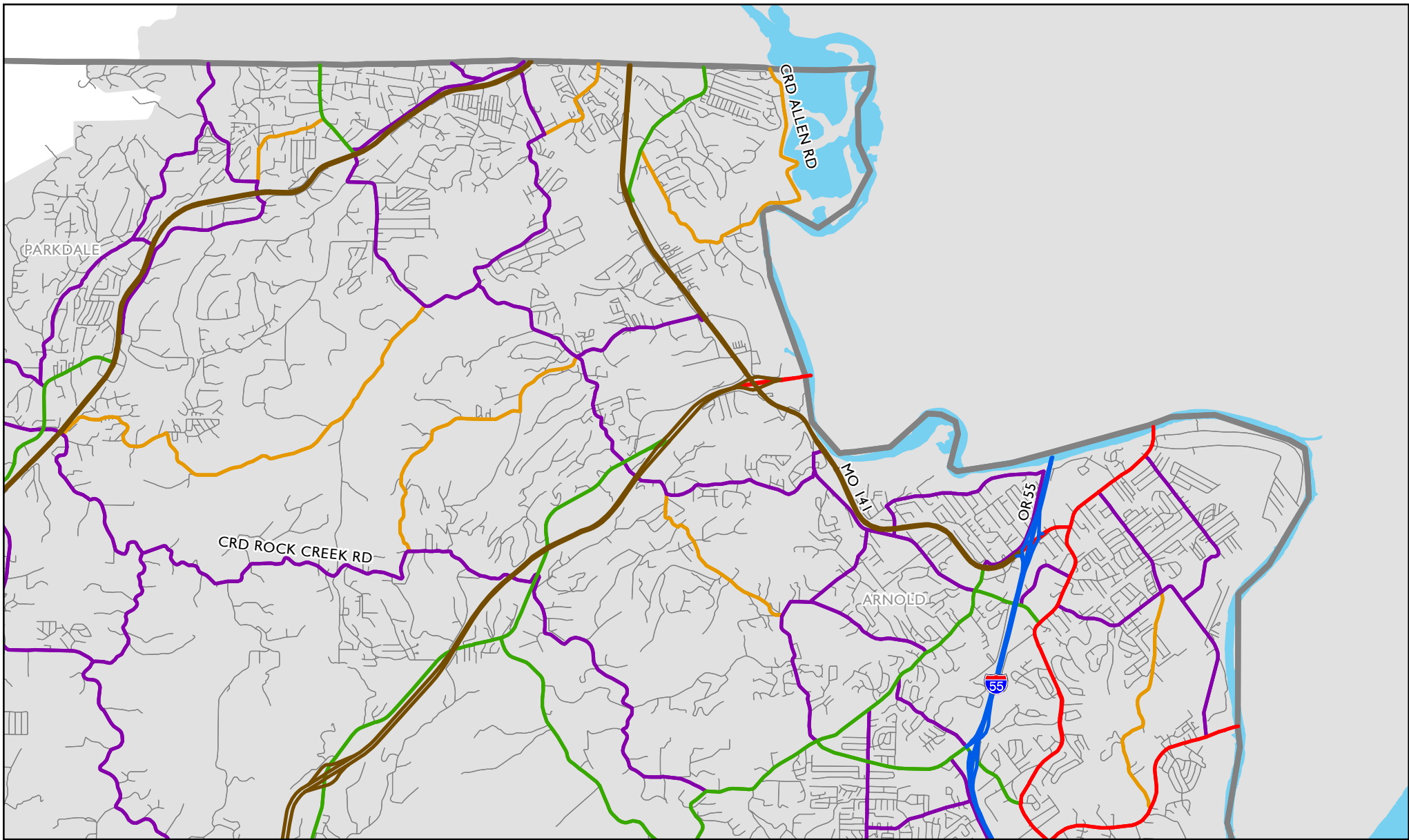
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- Expressway
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- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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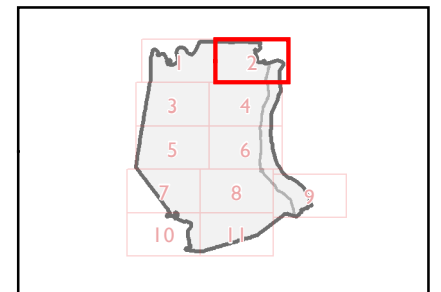
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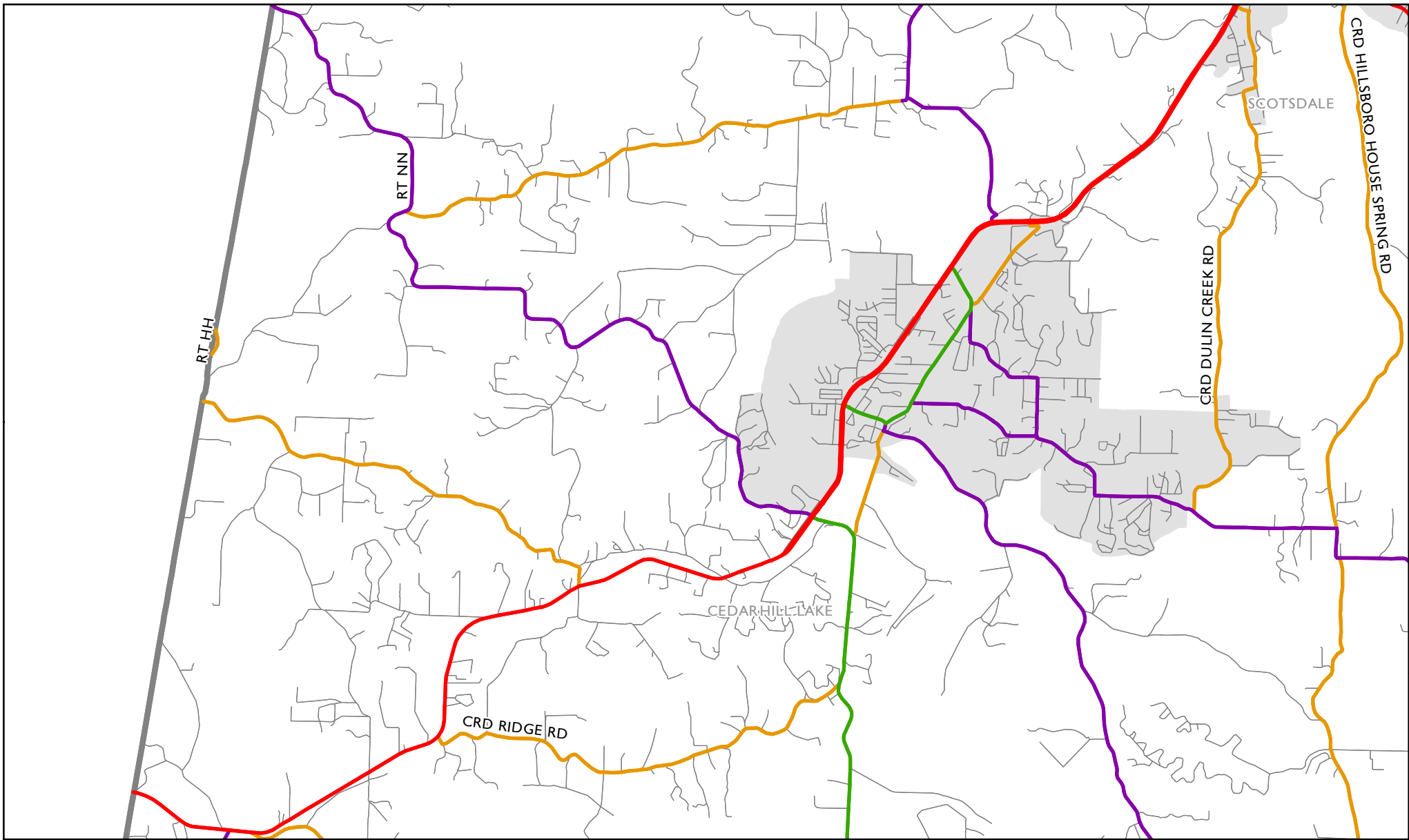
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- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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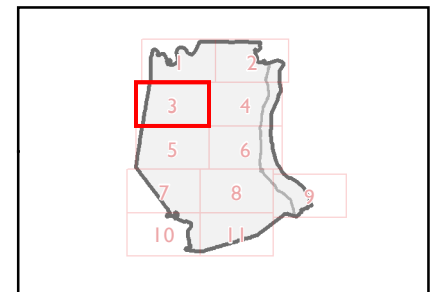
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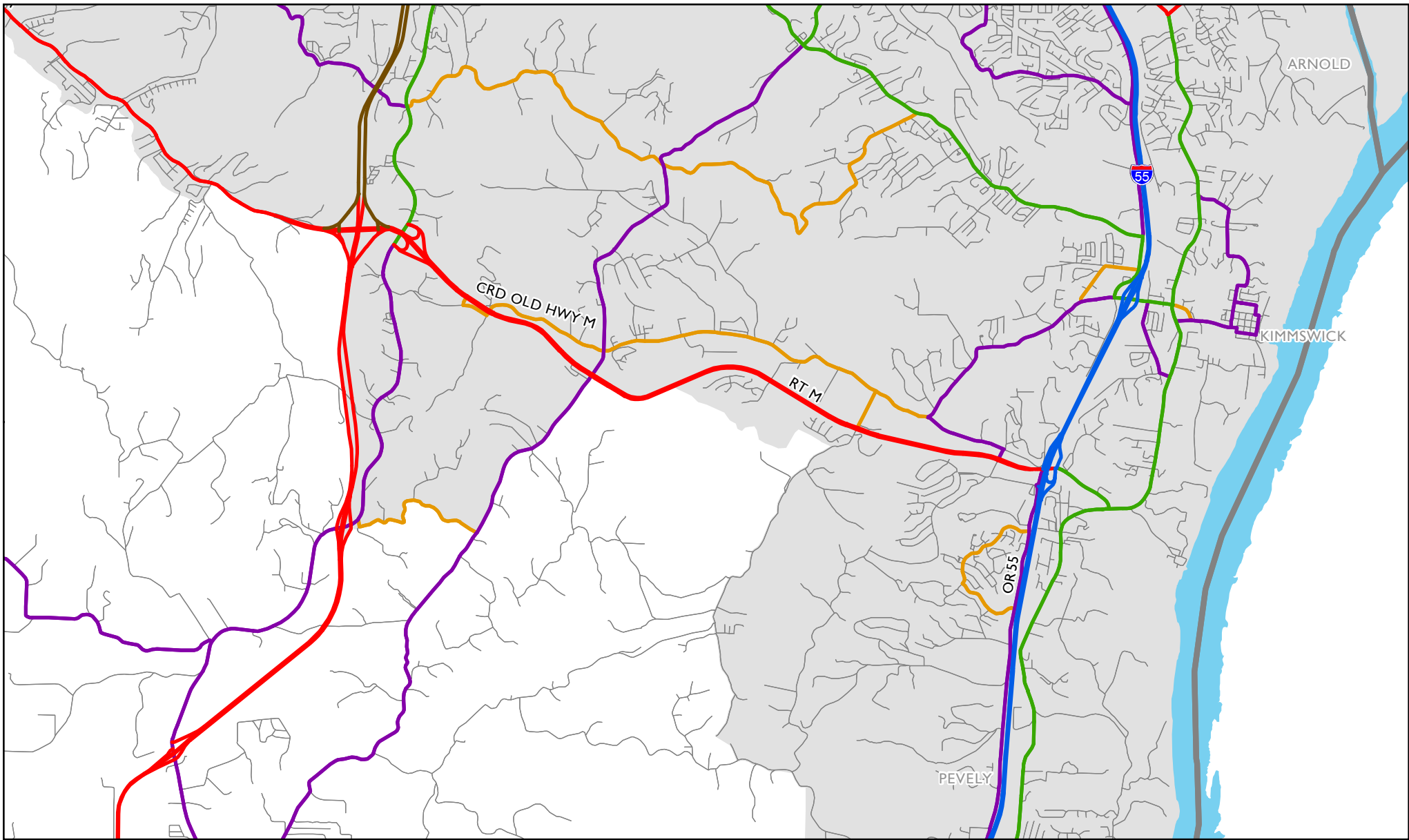
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- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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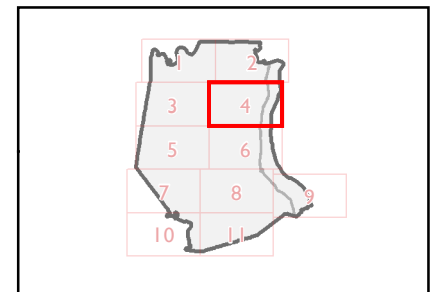
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 Jefferson County, Missouri
 November 2019

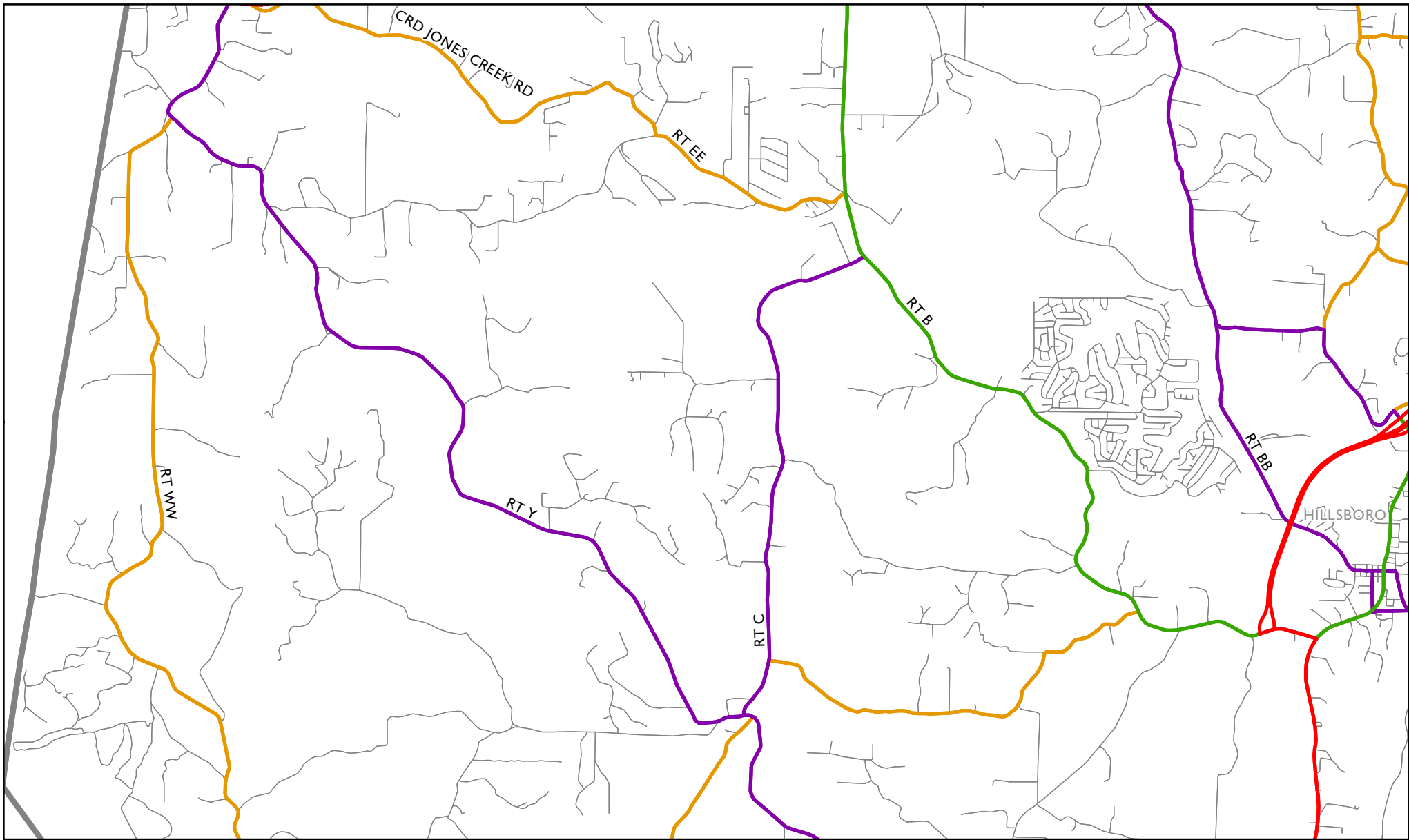
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- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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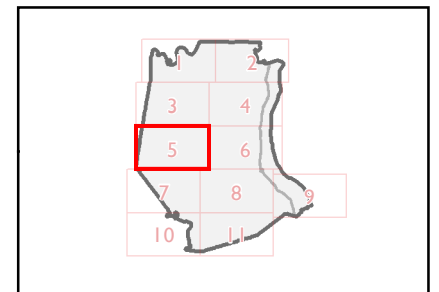
Map 5 of 11
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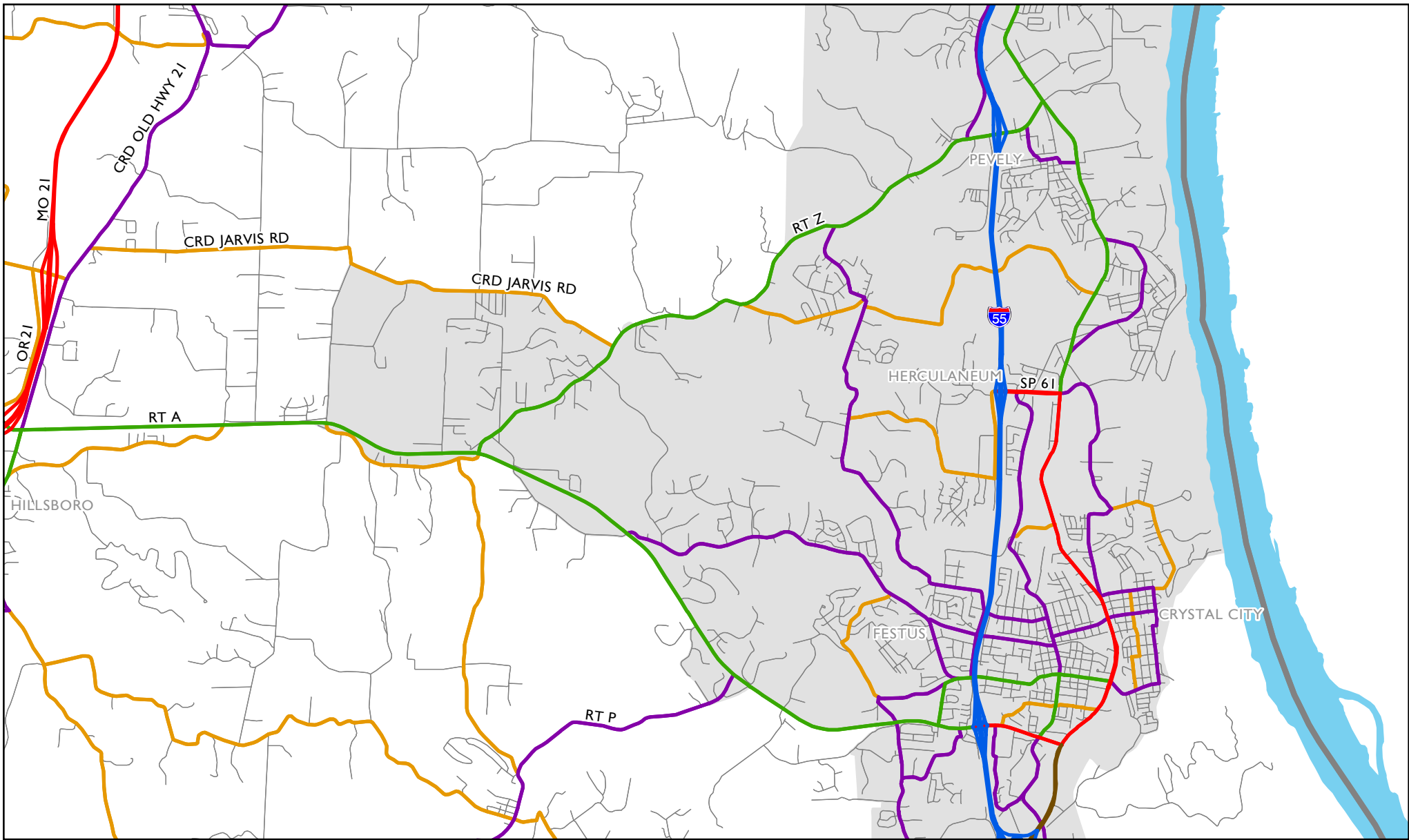
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- Expressway
- Principal Arterial
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- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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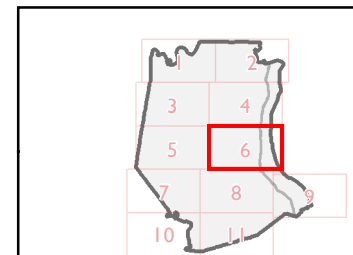
Map 6 of 11
Jefferson County, Missouri
November 2019

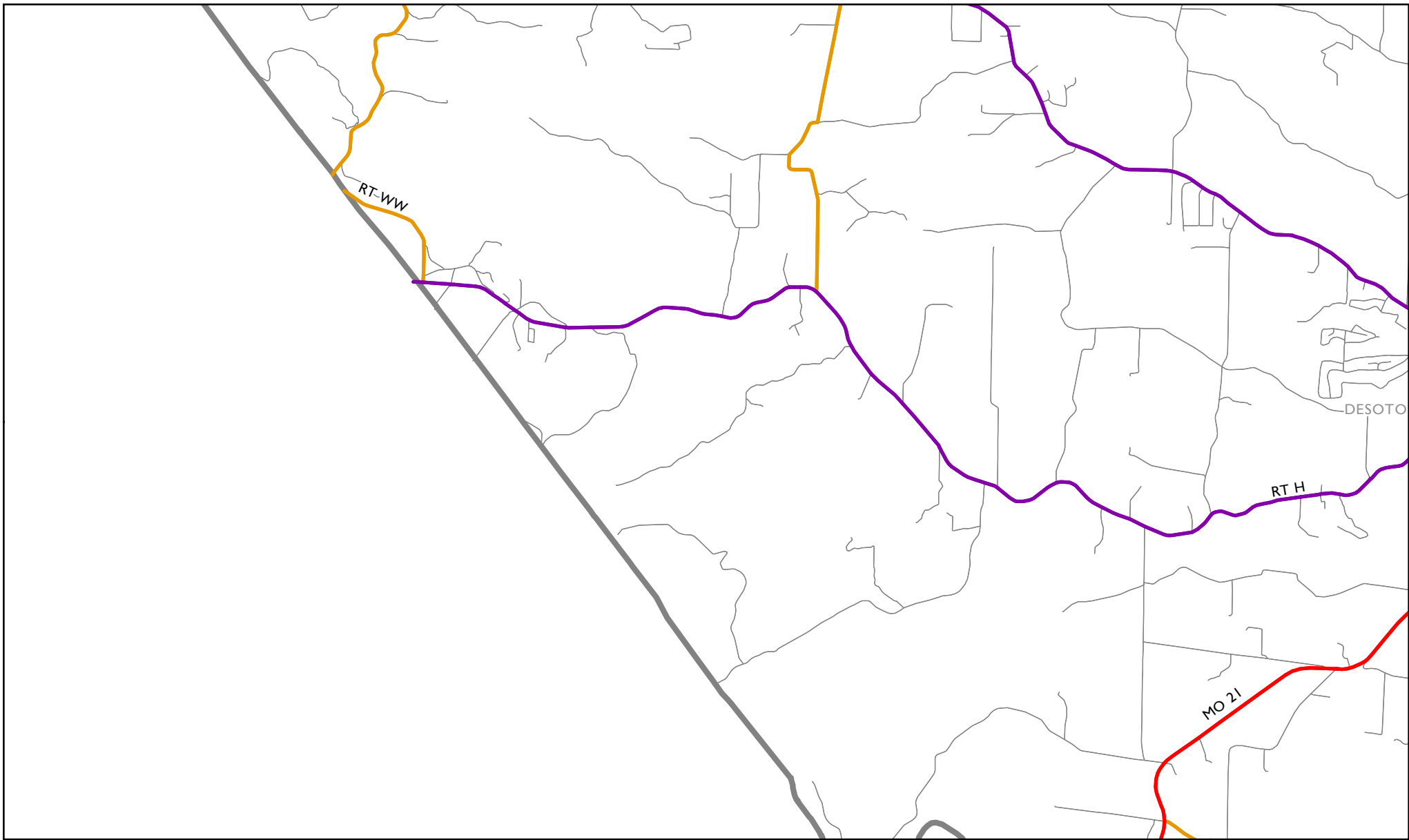
- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road

-  County Boundary
-  Urban Area Boundary





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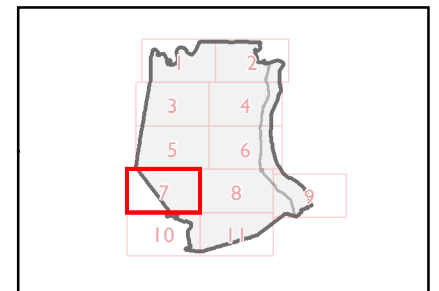
Map 7 of 11
Jefferson County, Missouri
November 2019

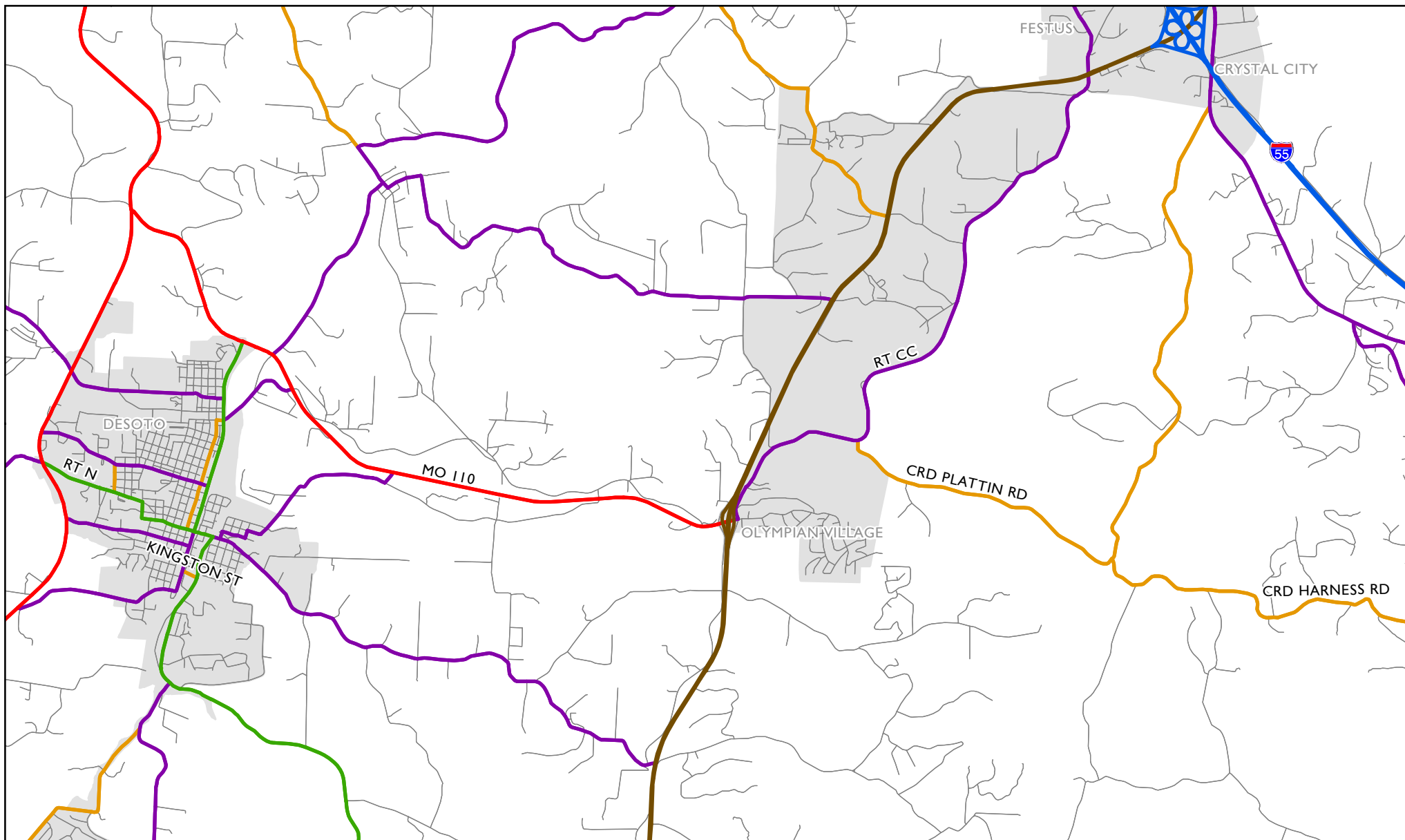
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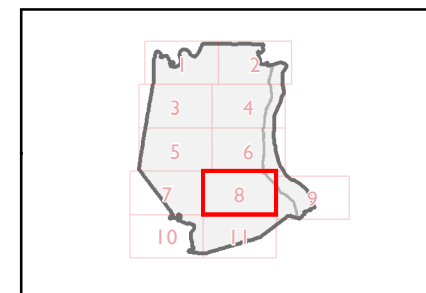
Map 8 of 11
 Jefferson County, Missouri
 November 2019

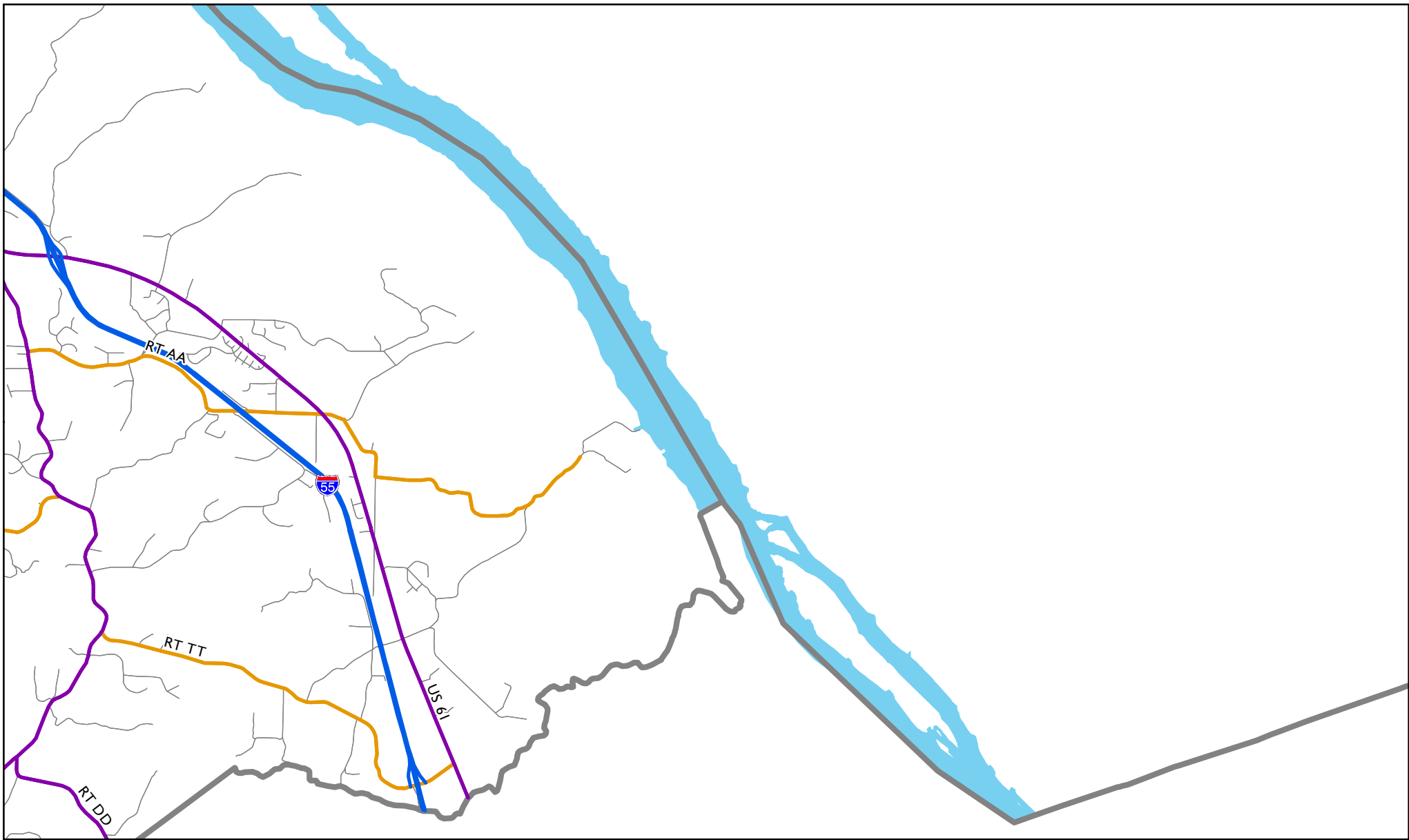
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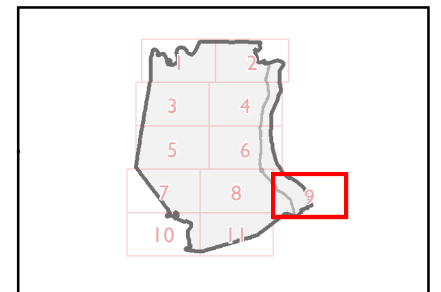
Map 9 of 11
Jefferson County, Missouri
November 2019

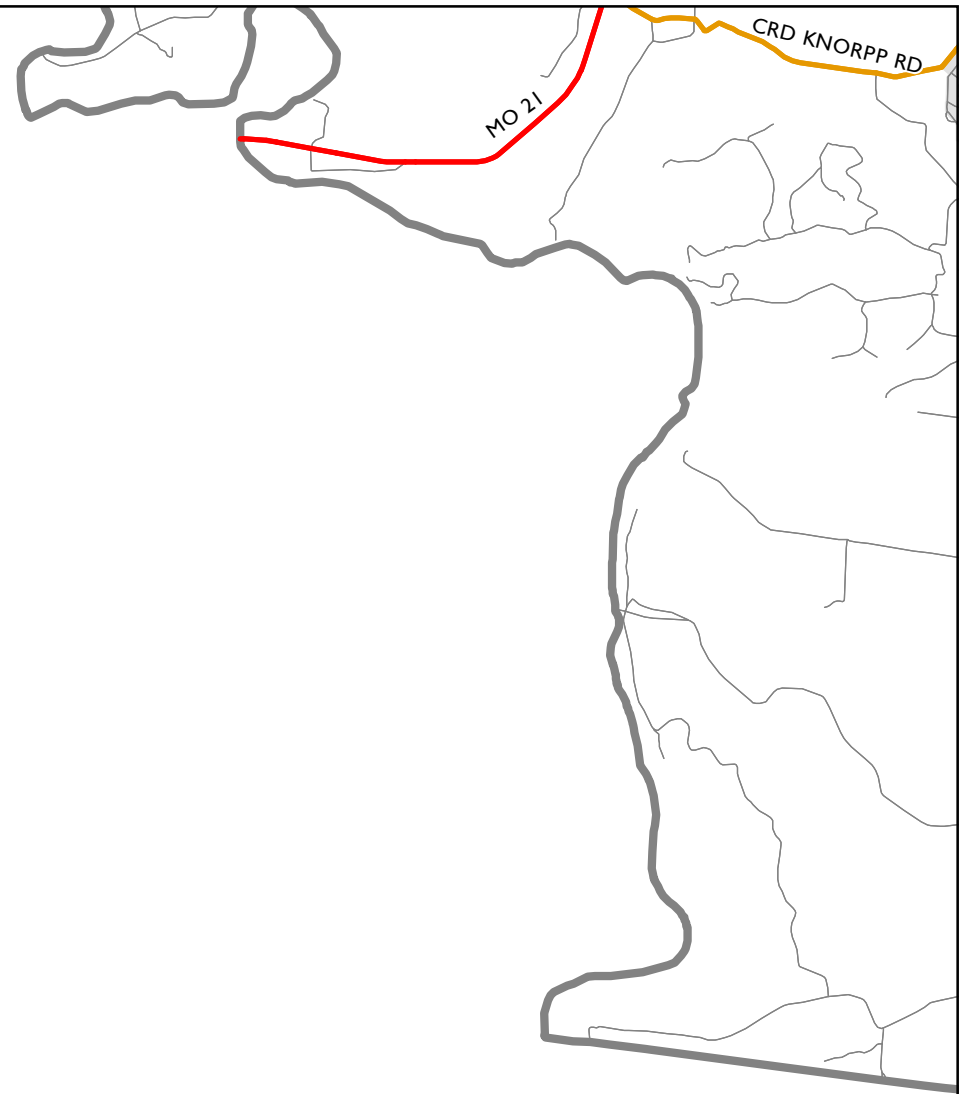
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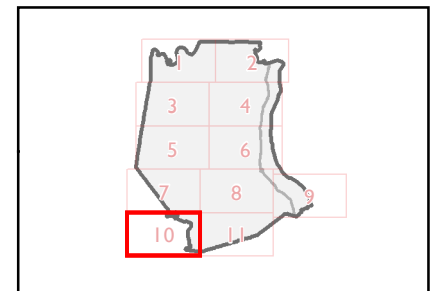
Map 10 of 11
Jefferson County, Missouri
November 2019

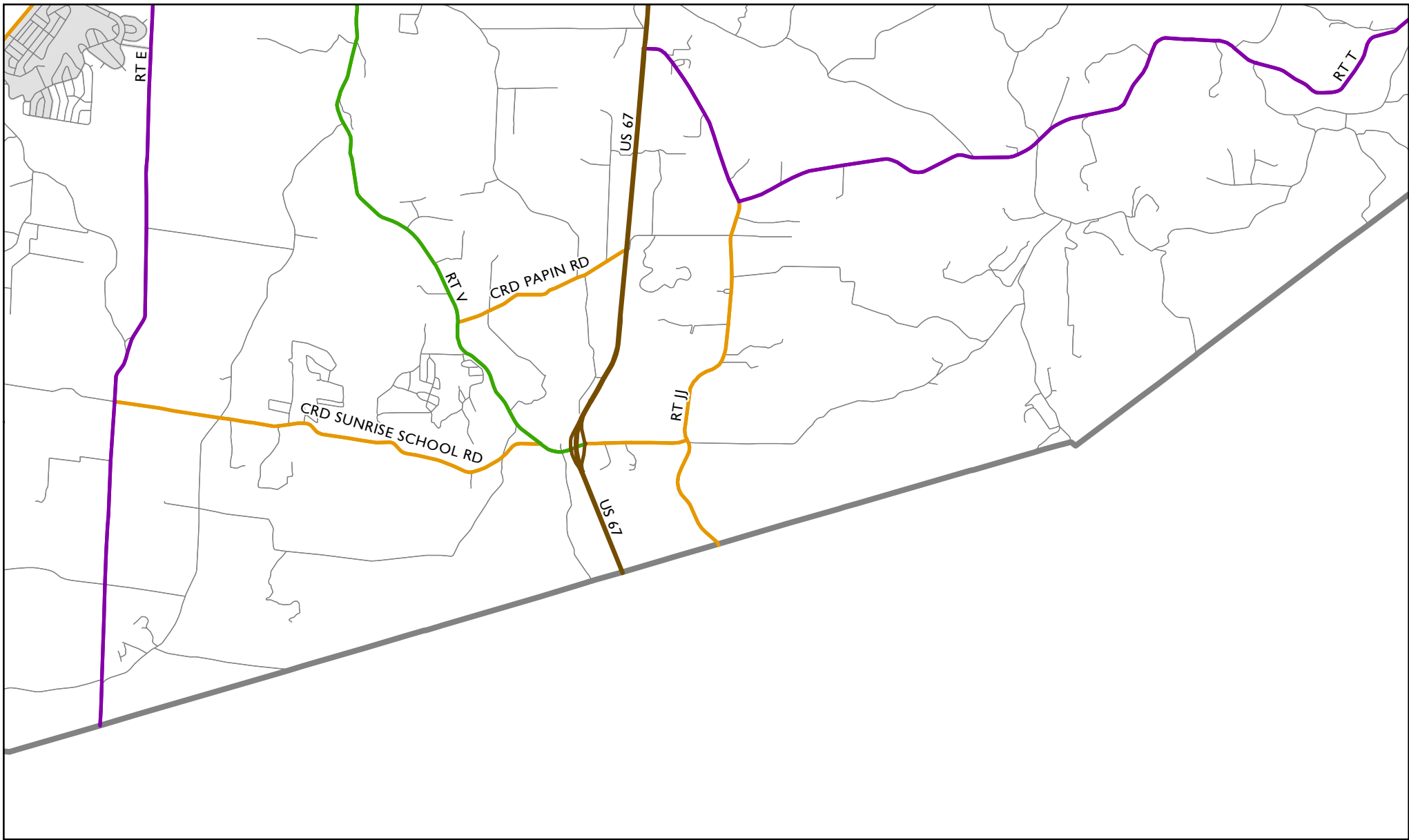
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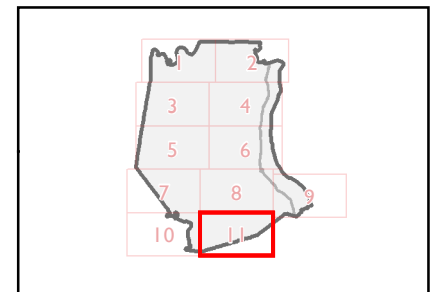


Map 11 of 11
 Jefferson County, Missouri
 November 2019

- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
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Appendix C
STREET ACCEPTANCE PROGRAM
DEPARTMENT OF PUBLIC WORKS

Accepted Overall Subdivision Development or Individual Street/Road Name	Miles of Roads or Streets Accepted	Remarks
Mystic Valley Estates	0.608	public maintenance began on 10/01/2018
Pine View Acres	1.634	public maintenance began on 10/01/2018
San Marino	0.379	public maintenance began on 10/01/2018
Highland House Manor	0.771	public maintenance began on 10/01/2018
Fenton Park II	0.488	public maintenance began on 10/01/2018
Valley Oaks Plat 1 & 2	2.534	public maintenance began on 10/01/2018
Villages at Windmill Summit	0.425	public maintenance began on 10/01/2018
Countryside	0.562	public maintenance began on 10/01/2018
Camelot Gardens	0.336	public maintenance began on 10/01/2018
Castlegate	1.516	public maintenance began on 10/01/2018
The Crossings at Seckman	0.593	public maintenance began on 10/01/2018
Creekside	0.638	public maintenance began on 05/01/2019
Joshua Crossing	0.326	public maintenance began on 05/01/2019
Williamsburg Estates / St. Luke's Church Road	1.519	public maintenance began on 05/01/2019
Parc at Kimmswick	0.765	public maintenance began on 05/01/2019
Carlton Manor	0.688	public maintenance began on 05/01/2019
Winter Bluff Estates/West Grove Condominium	0.972	public maintenance began on 05/01/2019
Northwest Point / Fawn Hollow	0.829	public maintenance began on 05/01/2019
Brooks Farm Estates	0.410	public maintenance began on 05/01/2019
Whitehall Estates	0.944	public maintenance began on 05/01/2019
The Oaks	1.628	public maintenance began on 05/01/2019
Kneff Farms	1.179	public maintenance began on 05/01/2019
Remington Place - Phase 1	0.526	public maintenance began on 05/01/2019
La Bon Country Estates	0.709	public maintenance began on 05/01/2019
Fountains at Moss Hollow	1.159	public maintenance began on 05/01/2019
Cape Town Village South	2.833	public maintenance began on 05/01/2019
Corisande Crossing	0.346	public maintenance began on 05/01/2019
Imperial Hills	1.345	public maintenance began on 05/01/2019
Winter Lakes Estates	1.251	public maintenance began on 05/01/2019
Ivy Trails	0.654	public maintenance began on 05/01/2019
Harbor View Estates	0.797	public maintenance began on 05/01/2019
Lake Estates at Crystal Highlands	0.572	public maintenance began on 05/01/2019
Estates of Castlegate	1.050	public maintenance began on 05/01/2019
Twin Pines	1.116	public maintenance began on 10/01/2019
Konert Lake Estates	0.416	public maintenance began on 10/01/2019
Timber Ridge	1.157	public maintenance began on 10/01/2019
Amberleigh Woods	2.354	public maintenance began on 10/01/2019
Silver Maple View	0.391	public maintenance began on 10/01/2019
Eagle Point Estates	0.533	public maintenance began on 10/01/2019
Twin Oaks Estates	0.368	public maintenance began on 10/01/2019
Williams Brook Meadows	0.360	public maintenance began on 10/01/2019
Wimbledon Estates	0.869	public maintenance began on 10/01/2019
Meramec Estates	0.422	public maintenance began on 10/01/2019
West Elm Estates	0.383	public maintenance began on 10/01/2019

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Accepted Overall Subdivision Development or Individual Street/Road Name	Miles of Roads or Streets Accepted	Remarks
Village of Jefferson	0.894	public maintenance began on 05/01/2020
The Cedars-Phase One	0.341	public maintenance began on 05/01/2020
Mastodon Meadows	0.887	public maintenance began on 05/01/2020
Harmony Hills	0.707	public maintenance began on 05/01/2020
Bridal Crest	0.521	public maintenance began on 05/01/2020
Antire Valley	0.587	public maintenance began on 05/01/2020
Country Ridge	0.281	public maintenance began on 05/01/2020
Delores	1.052	public maintenance began on 05/01/2020
Turn-Bo Estates	0.938	public maintenance began on 05/01/2020
Sycamore Lane	0.173	public maintenance began on 05/01/2020
Shelley Manor	1.812	public maintenance began on 05/01/2020
Barretts at Cedar Ridge	0.190	public maintenance began on 05/01/2020
Cape Town Village	1.383	public maintenance began on 10/01/2020
Hartford Glenn	0.206	public maintenance began on 10/01/2020
Villages of Windmill Forest	0.328	public maintenance began on 10/01/2020
Parkview Estates	0.229	public maintenance began on 10/01/2020
Brook Stone Phase 1	0.472	public maintenance began on 10/01/2020
Imperial Industrial Park	0.104	public maintenance began on 10/01/2020
Willow Trace	0.263	public maintenance began on 10/01/2020
Emerald Pointe	0.206	public maintenance began on 10/01/2020
Streets of Kimmswick	0.587	public maintenance began on 05/01/2021
The Lake at Cedar Springs	0.814	public maintenance began on 05/01/2021
Shadows II	0.146	public maintenance began on 05/01/2021
Maxwell's Ninth	0.192	public maintenance began on 05/01/2021
Whitetail Estates	0.291	public maintenance began on 05/01/2021
Country Club of Sugar Creek	3.526	public maintenance began on 05/01/2021
Winter Valley	4.692	public maintenance began on 05/01/2021
Villages at Arrow Ridge	0.922	public maintenance began on 05/01/2021
Sue-Lynn Estates	1.291	public maintenance began on 05/01/2021
TOTALS =	63.390	