

Ozark Run

Scenic Byway

Missouri Application and Corridor Management Plan

Scenic
Missouri

November 6, 2021

Brenda K. Harris
Assistant to State Design Engineer - Right of Way
Missouri Department of Transportation
105 West Capitol Avenue, Jefferson City, MO 65102

Dear Ms. Harris,

Per the 2017 Missouri Byways Program Guide, Scenic Missouri is officially nominating a route for scenic byway designation. The proposed name is the Ozark Run Scenic Byway. We believe that this route exhibits multiple intrinsic qualities that warrant this recognition, specifically, recreational opportunities and scenic beauty. A byway of this magnitude will bring more attention to the state, and economic benefits to the communities along the route.

This application package has been assembled according to the instructions in section C of the Program Guide, and includes a data sheet, a thorough description of the byway route and its intrinsic qualities, and a preliminary corridor management plan. We have presented the idea to several officials and organizations along the route, and the response so far has been very positive. Some of them have provided letters of support, which are appended to this package. Here is a list of stakeholders who have expressed support for the project:

Mike Kehoe, Lieutenant Governor
Stephen Foutes, Missouri Division of Tourism
Drew Buntin, Department of Natural Resources
Shelby Chan, Mayor of Pilot Knob
Dino Romeo, Mayor of Winona
Mike Topliff, Mayor of West Plains
Rusty Ault, Mayor of Merriam Woods
Todd Melkus, City Manager, De Soto

Franklin County Commission
Washington County Commission
Iron County Commission
Oregon County Commission
Jefferson County Growth Association
Ellington Chamber of Commerce
Eminence Chamber of Commerce
Ozark County Chamber of Commerce
Branson Chamber of Commerce
West Plains Tourism

Respectfully,



Eric Hermanson
Scenic Missouri
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314-540-1533

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DATA SHEET

Byway Name	Ozark Run Scenic Byway
Driving Distance	375 miles
Official Designation	342 miles
Routes Included	MO 21, MO 185, MO 106, MO 19, US 63, US 160
Counties	St. Louis, Jefferson, Franklin, Washington, Iron, Reynolds, Shannon, Oregon, Howell, Ozark, Taney
Incorporated towns on route	Hillsboro, Sullivan, Caledonia, Centerville, Ellington, Eminence, Alton, Forsyth
Towns excluded from official designation	De Soto, Potosi, Oak Grove Village, Pilot Knob, Ironton, Arcadia, Winona, Thayer, West Plains, Gainesville, Theodosia, Merriam Woods



DATA SHEET

Organization

Scenic Missouri
607 Dougherty Terrace Dr.
Ballwin, MO 63021

Contact

Eric Hermanson
eric@ozarkrun.org
314-540-1533

Reasons for Designation:

The Ozark Run Scenic Byway will guide drivers through the heart of the Missouri Ozarks region. This route exhibits two intrinsic qualities which qualify it as a scenic byway: recreational and scenic. The Ozark Run provides access to over 150 recreational sites, and travels through unique Ozark scenery from one end to the other.

Ozark Run **Initiative**



We are proposing the designation of a scenic byway across the Missouri Ozarks.

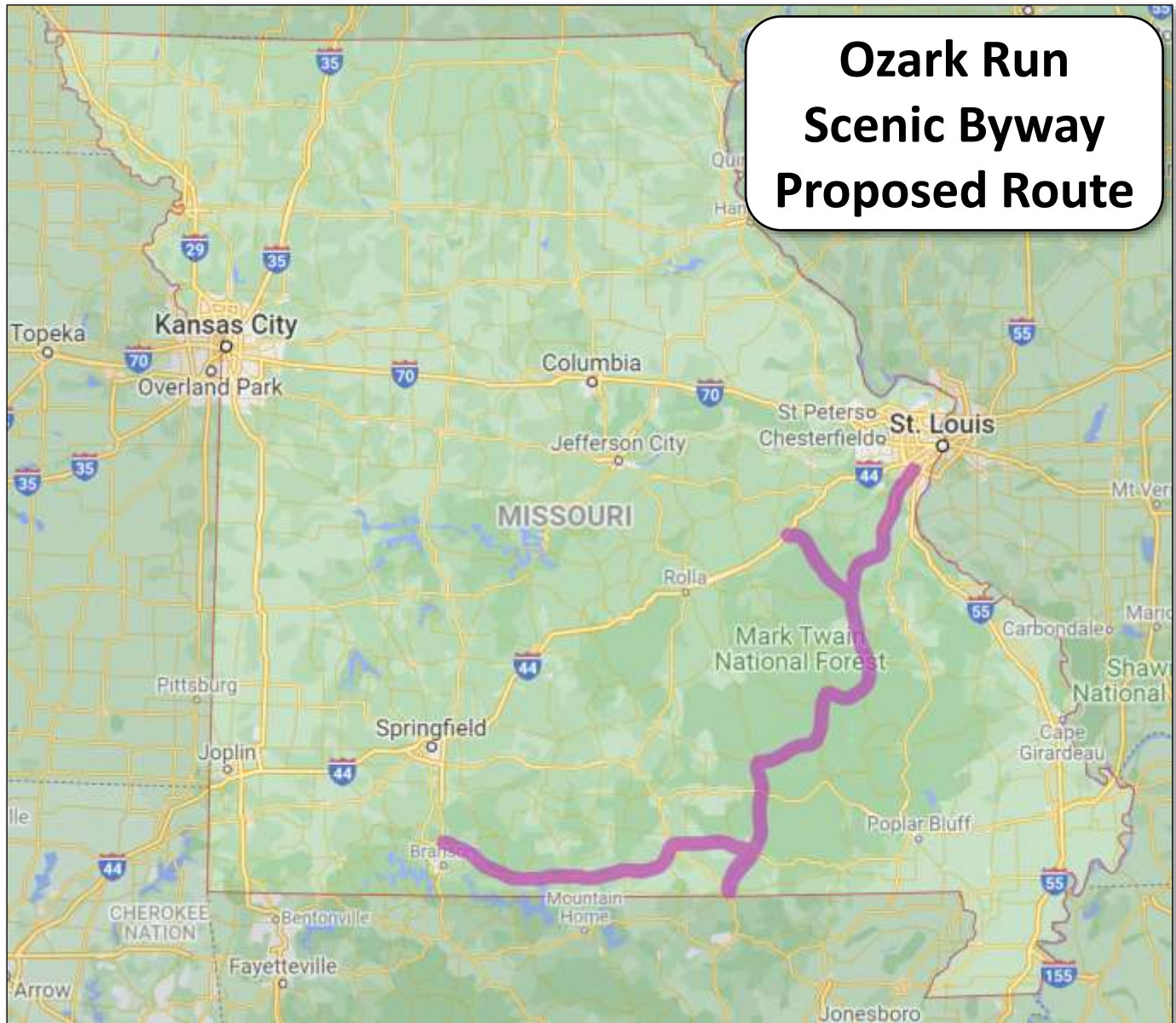
The route will start in St. Louis, head south to the St. Francois Mountains, cross the Ozark National Scenic Riverways, head west past Bull Shoals Lake, and end near Branson.

This 375-mile journey through small towns and wilderness will link together many natural and scenic highlights in the state, and provide access to numerous recreational opportunities.

A scenic byway of this magnitude will help to unite communities and organizations around a common mission: bringing the world's attention to the Missouri Ozarks – a supremely beautiful, yet largely overlooked territory in the heart of our nation.

The name of the proposed route is the
Ozark Run Scenic Byway

Ozark Run Scenic Byway Proposed Route



Ozark Run

Route Map

The Ozark Run Scenic Byway will be a contiguous route, comprised of portions of existing state and federal highways.

The mainline of the byway will start at Interstate 270 near St. Louis, and follow Route 21 south to Ironton and Ellington.

Route 106 will carry the byway to Eminence, then Route 19 south to Alton.

The mainline will continue to the west along US 160, passing West Plains and Gainesville, until its terminus at US 65 north of Branson.

Springfield

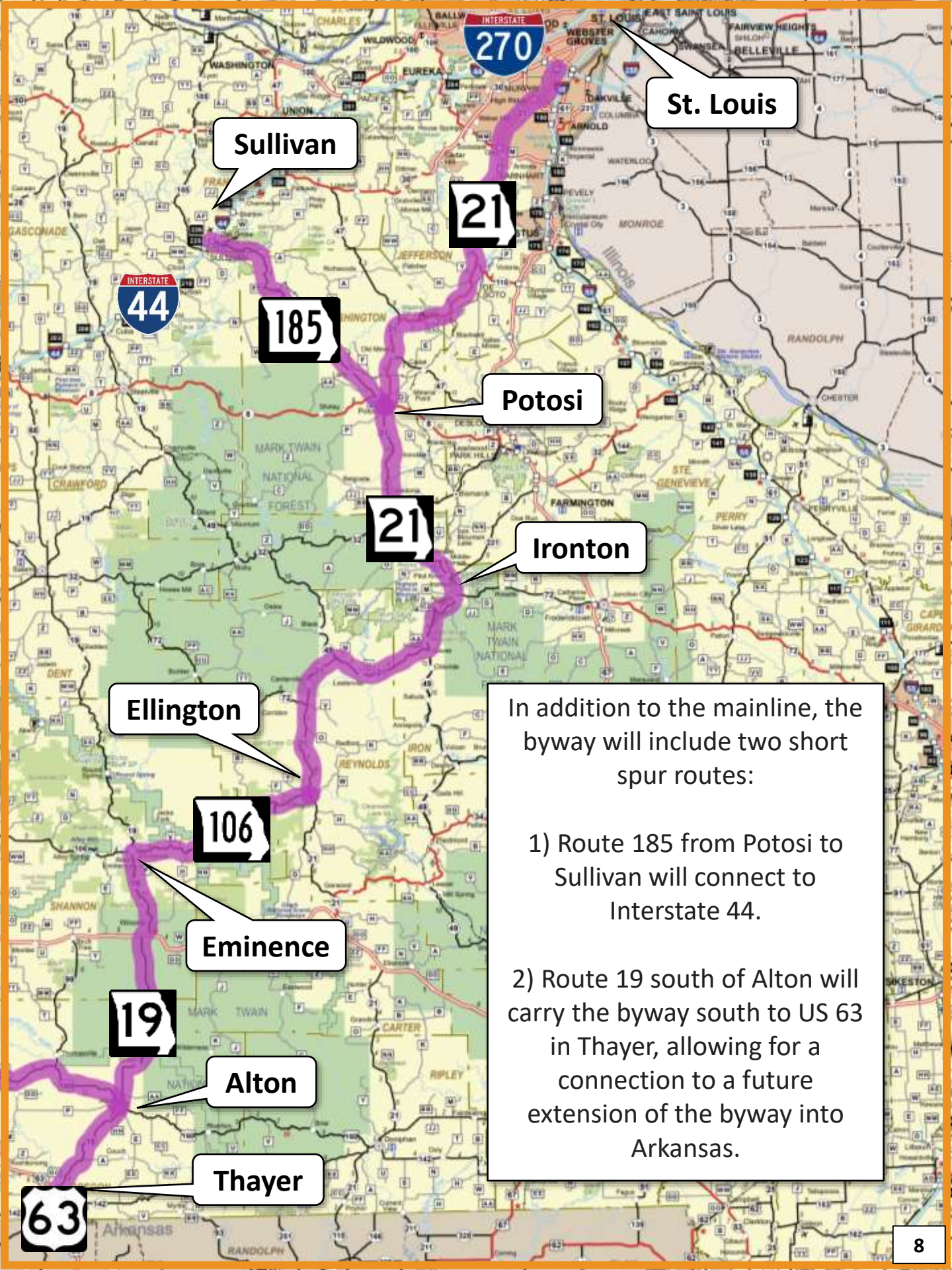


West Plains

Gainesville



Branson



St. Louis

Sullivan

21

185

Potosi

21

Ironton

Ellington

106

Eminence

19

Alton

Thayer

63

In addition to the mainline, the byway will include two short spur routes:

- 1) Route 185 from Potosi to Sullivan will connect to Interstate 44.
- 2) Route 19 south of Alton will carry the byway south to US 63 in Thayer, allowing for a connection to a future extension of the byway into Arkansas.

Ozark Run

Theme



***The purpose of the Ozark Run Scenic Byway is to
Define and Discover
the Ozarks***



Define

What is "The Ozarks"? The answer is not that simple. Is "Ozarks" singular or plural? Is it a plateau, or are they mountains? Where is "The Ozarks"? The boundaries are nearly imperceptible, and there is no obvious center. But one thing is certain: it is a land of variety. Meramec Caverns was carved from limestone, while Taum Sauk Mountain is a dome of granite. The lush green hillsides of Mark Twain National Forest give way to the wide-open rocky glades of the White River Hills. Kayaks float down the untamed Eleven Point River, while pontoon boats wander the massive man-made Bull Shoals Lake. The Ozarks are home to Branson, which boasts a theater district with more seats than Broadway, but it also contains the St. Francois Mountains, one of the oldest mountain ranges on the planet.



Alley Spring Mill

Discover

The towns and natural attractions of the Ozarks are quiet and somewhat remote. This adds to their charm, but it also means they are largely overlooked and unknown. Most major highways bypass the area, to avoid the rough terrain. As a result, many people do not get the opportunity to encounter the treasures waiting to be discovered in the rugged hills.

Now is the time to invite everyone to discover the Ozarks! Everyone should witness the power of millions of gallons of water rushing from Greer Spring. Campers should come spend a peaceful night at Echo Bluff State Park. Hikers should experience the countless wilderness trails, including the 350-mile Ozark Trail. And tourists from other states really ought to know...yes, Missouri actually does have hills!



US 160 – Taney County



Jacks Fork River

What qualifies the Ozark Run to be a Scenic Byway?

In order to earn a designation as a Missouri Scenic Byway, a route "must contain exceptional examples of any of the following six intrinsic qualities: **Cultural, Historical, Archeological, Natural, Scenic and Recreational.**"

The Ozark Run Scenic Byway is primarily **Recreational** and **Scenic**. The next few pages demonstrate the abundance of both recreational opportunities and enjoyable scenery along the route.



Blue Spring Trail

Recreational

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.



Washington State Park

Scenic

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities.

<https://www.scenic.org/bywayqualifications>



Elephant Rocks State Park

Ozark Run

Recreational

The Ozarks region is a vast playground for those who love the outdoors. If you love the smell of fresh air, the sound of the breeze in the trees, and the warmth of the sun on your face, there is an activity here for you – and the Ozark Run Scenic Byway will take you there!

Each of the color-coded dots on this map corresponds to a unique recreational opportunity, either on public land, or an outdoor recreational business. This is not a comprehensive list – there are simply too many other destinations, activities, and adventures to count!

Table Rock Lake

Bull Shoals Lake

Norfork Lake

Castlewood SP

Meramec SP

Washington SP

Taum Sauk Mt.

Ozark Nat'l
Scenic Riverways

Grand Gulf SP

Recreation Map Legend

- State Parks/Historic Sites
- National Park/Forest Sites
- Outdoor Activities (Canoe rentals, etc.)
- Campgrounds/Outdoor Resorts
- RV Parks
- Other Sites/Attractions

Recreational

Play

Hiking is perhaps the most common outdoor recreation activity in the Ozarks. Trails can be found everywhere, from the one-mile paved loop at Elephant Rocks State Park, to the challenging 390-mile long Ozark Trail. Another very popular Ozark activity is floating. The byway provides access to nine navigable streams for canoeing, rafting, and kayaking. Near the Arkansas border, a chain of four lakes along the White River provides opportunities for larger boats, fishing, and watersports. Other activities are hunting, horseback riding, rock climbing, mountain biking, ATV riding, dirt biking, and even disc golf.

See

There is so much to see along the byway! Tourist highlights include the view from Taum Sauk Mountain, the covered bridge at Sandy Creek, the Civil War battlefield in Pilot Knob, the bright blue water of Alley Spring, the collapsed caves at Grand Gulf State Park, and historic mills of Ozark County.

Stay

For those who wish to spend the night under the stars, there are many options, from backcountry camping in Mark Twain National Forest, to RV parks, to outdoor resorts with cabins and swimming pools.



Sandy Creek Covered Bridge



RV park on the Black River



Echo Bluff State Park

Roads

The roads in the Ozarks are an experience unto themselves, and are extremely popular with motorcycles. Several communities around the region publish maps of their local roads – specifically for motorcyclists – boasting that they have the best hills, curves, and views.

Caves

Missouri is home to thousands of caves, most of them in the Ozark region. Meramec Caverns, Onondaga Cave, and several others are open to the public and are located near the byway.

Seasons

The Ozarks have something to offer everyone, in every month of the year. Summer is the best time for campgrounds and marinas. When the heat and humidity fade away, fall is a perfect time to hit a hiking trail. Winter is cold, but the snow doesn't stick around very long, so you can still hop in the car, crank up the heat, and enjoy a scenic drive. Spring puts more rain in the rivers, and more warmth in the air, which are the ingredients for a perfect canoe ride.



Motorcyclists love the Ozarks!

Recreational

State Parks (SP)

Historic Sites (SHS)

Conservation Areas (CA)

Angeline CA
 Babler SP
 Battle of Pilot Knob SHS
 Buford Mountain CA
 Caney Mtn CA
 Castlewood SP
 Current River SP
 Don Robinson SP
 Echo Bluff SP
 Elephant Rocks SP
 Eleven Point SP
 Gov. Dunklin's Grave SHS
 Grand Gulf SP
 Hawn SP
 Jay Nixon SP
 Johnson's Shut-Ins SP
 Ketcherside Mountain CA

Little Indian Creek CA
 Logan Creek CA
 Mastodon SHS
 Meramec SP
 Missouri Mines SHS
 Onondaga Cave SP
 Pea Ridge CA
 Peck Ranch CA
 Robertsville SP
 Rocky Creek CA
 Route 66 SP
 Sam Baker SP
 Sandy Creek SHS
 St. Francois SP
 St. Joe SP
 Sunklands CA
 Table Rock Lake SP
 Taum Sauk Mountain SP
 Washington SP
 White Ranch CA

National Parks / Sites

Alley Spring
 Bell Mountain Wilderness
 Big Spring
 Blue Spring
 Chadwick ATV area
 Clearwater Lake
 Council Bluff Lake
 Current River
 Devil's Backbone
 Wilderness
 Eleven Point River
 Falling Spring
 Gateway Arch National
 Park
 Glade Top Trail
 Greer Spring
 Hercules Glades
 Wilderness
 Irish Wilderness

Jacks Fork River
 Marble Creek
 McCormack Lake
 North Fork Rec Area
 Ozark National Scenic
 Riverways
 Pilot Knob NWR
 Rock Pile Wilderness
 Rocky Falls
 Round Spring
 Silver Mines
 Sutton Bluff
 Thomasville Access
 Ulysses S. Grant National
 Historic Site

Points of Interest

Other Sites /

Attractions

Branson Strip
 Bull Shoals Lake
 Historic Route 66
 Hodgson Mill
 Lake Taneycomo
 Meramec Caverns
 Norfolk Lake
 Ozark Heritage Visitor
 Center
 Ozark Mtn Highroad

Ozark Trail - Route 106
 Ozark Trail - Route 19
 Ozark Trail - Route 32
 Ozark Trail - Route 72
 Ozark Trail - Route 8
 Ozark Trail - Route CC
 Ozark Trail - Royal
 Gorge
 Ozark Trail - US 60
 Silver Dollar City
 Table Rock Lake



Norfolk Lake

Campgrounds/Outdoor Resorts

Americas Best Campground
Arrowhead Campground
Bearcat Getaway
Black River Campground at
Horseshoe Ranch
Branson View Estates
Brushy Creek Lodge
Camp Taum Sauk
Cloud 9 Ranch
Crystal Creek Ranch
Dawt Mill Resort
Deer Creek Campground and
River Outfitters
DragonFly-In Resort/Cabins
Edgewater Beach Resort

Eminence Canoes, Cottages and
Camp
Franklin Floats Campground
Harveys Circle B Campground
Jacks Forks Canoe Rental &
Campground
Jellystone Park
Jellystone Park - Camp Resort
Lost Cabins Resort
Marlaine's Meadow Campground
Parks Bluff
Pontiac Cove Marina and Lake
Harbour Resort
River of Life Farm
Riversedge
Rockbridge Rainbow Trout &

Game Ranch
Rocky Top Campground & Cabins
Shadowrock Park & Campground
Shady Lane Cabins Campground
Stone Park Resort &
Amphitheatre
Sunburst Ranch
Taneycomo Market and
Campground
The Family Campground on the
Current River
Twin Eagle Lake Hideout
Twin Rivers Landing



Outdoor Activities

Akers Ferry Canoe Rental
Bluff View Marina
Carr's Canoe Rental
Cross Country Trail Ride
Eleven Point River Canoe
Harvey's Alley Spring Canoe Rental
Hufstедler's Canoe Rental
Jeff's Canoe Rental
Pettit's Canoe Rental
Richard's Canoe Rental
Shepherd Mountain Bike Park
Southern Heaven Ranch Outdoors
Theodosia Marina
Two Rivers Canoe Rental
Webb Creek Marina
Windy's Canoe Rental

RV Parks

Arcadia Valley RV Park
Bar B RV Park
Big Creek RV Park
Big Spring RV Camp
Branson Lakeside RV Park
Cedar Haven RV and Mobile Home Park
Chipmunk Crossing RV Park
Classic RV Park
Henrys RV Park
Ozarks Mountain Springs RV Park & Cabins
Pin Oak Creek RV Park
Road Runner RV Park
Shawnee Creek Horse Camp & RV Park
Taneycomo Lakefront Resort/RV Park
The Peninsula Cabin & RV Park
Twin Bridges Resort & RV Park

Ozark Run

Scenic

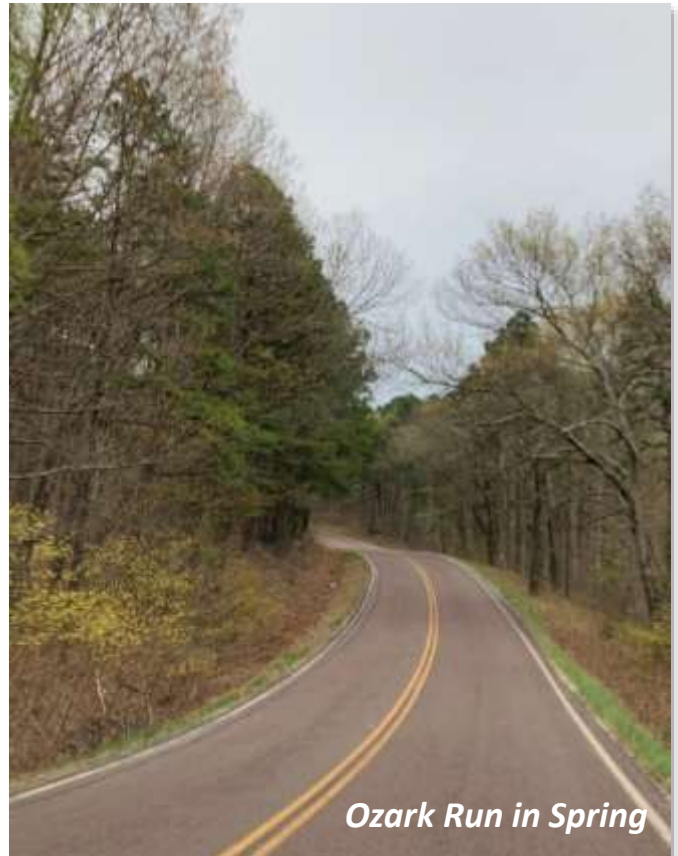


Norfolk Lake

The Ozarks region has a scenic characteristic that is entirely its own, an essence that is not so much seen as felt. The myriad trees and hills, towns and valleys, are certainly pleasing to the eyes. But these are just individual pieces of a larger composition. When the whole landscape is surveyed through a windshield, while gliding along a perpetually winding road, a traveler can sense they are journeying through a distinctly different land. They begin to feel that they are a step removed from civilization, perhaps even a step back in time, to a world where life has a slower pace.



Castlewood State Park



Ozark Run in Spring

The route of the Ozark Run Scenic Byway has been chosen carefully, so that travelers can maintain the feeling of being "in the Ozarks" without interruption, from one end to the other. What are the definitive elements of Ozarks scenery? The rugged terrain is the primary feature that sets the Ozarks apart from surrounding areas on the map. The Ozark uplift in Missouri is primarily a deeply dissected plateau, with a few isolated mountains in the St. Francois range. The hills are notable not for their altitude - the highest peak in Missouri is only 1,772 feet - but for their frequency. The roads in the region constantly curve left and right, up and down, in order to cross the vast network of ridges, valleys, and streams.



Pilot Knob

For various historical and geological reasons, the Ozark uplift is sparsely settled. Reynolds and Shannon counties have nearly the lowest population density in Missouri. Ozark, Oregon, and Iron counties are not far behind. The towns along the route are small, quaint, and scenic in their own right. Besides St. Louis, there are only three communities on the byway with a population greater than 3,000. In fact, there are no stoplights on the byway between Potosi and West Plains - a distance of 170 miles.

Scenic

Hall of Fame



Taum Sauk Mountain

Here is an Ozark Run Scenic Byway “Hall of Fame,” eleven of the most scenic locations that can be accessed from the route. Each of these sites are located within ten miles of the byway. All are located on public lands, either in a state park, national forest, or within the Ozark National Scenic Riverways.



Elephant Rocks



Johnson's Shut-Ins



Blue Spring



Lake Taneycomo



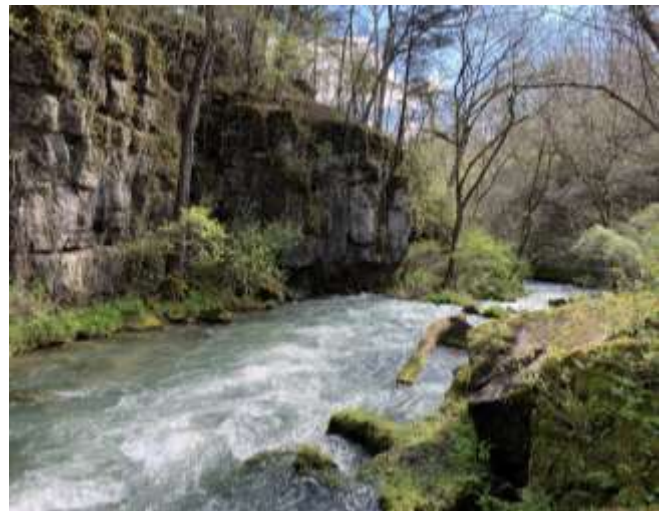
Alley Spring



Current River



Falling Spring



Greer Spring



Rocky Falls



Washington State Park

Scenic

Seasons

The Ozarks experiences four distinct seasons, and the roadside views take on an entirely different appearance for each one. In the summertime, the trees are dense, lush, and leafy. Many miles of the byway wind through the forests, in shady tunnels of green. On the occasion that a mountain can be seen from a distance, the tall trees on its slopes seem to enhance its elevation. Autumn brings a blaze of bright colors, as thousands of hillsides slowly trade green leaves for yellow, orange, and red.



Current River in Summer



St. Francois Mountains in Autumn

After the leaves fall, winter brings another layer of beauty to the Ozarks. The sculpted ridges and hillsides become visible through bare forests. Vistas of distant mountaintops suddenly appear. Tall pines and dark green junipers stand out among the hardwoods. Springtime brings splashes of pastel colors - redbuds, dogwoods, and millions of little wildflowers. Spring rains also bring creeks and waterfalls back to life.



Wintertime



Redbuds and Dogwoods in Spring



Route 21 near Hillsboro

Ozark Run

The Region

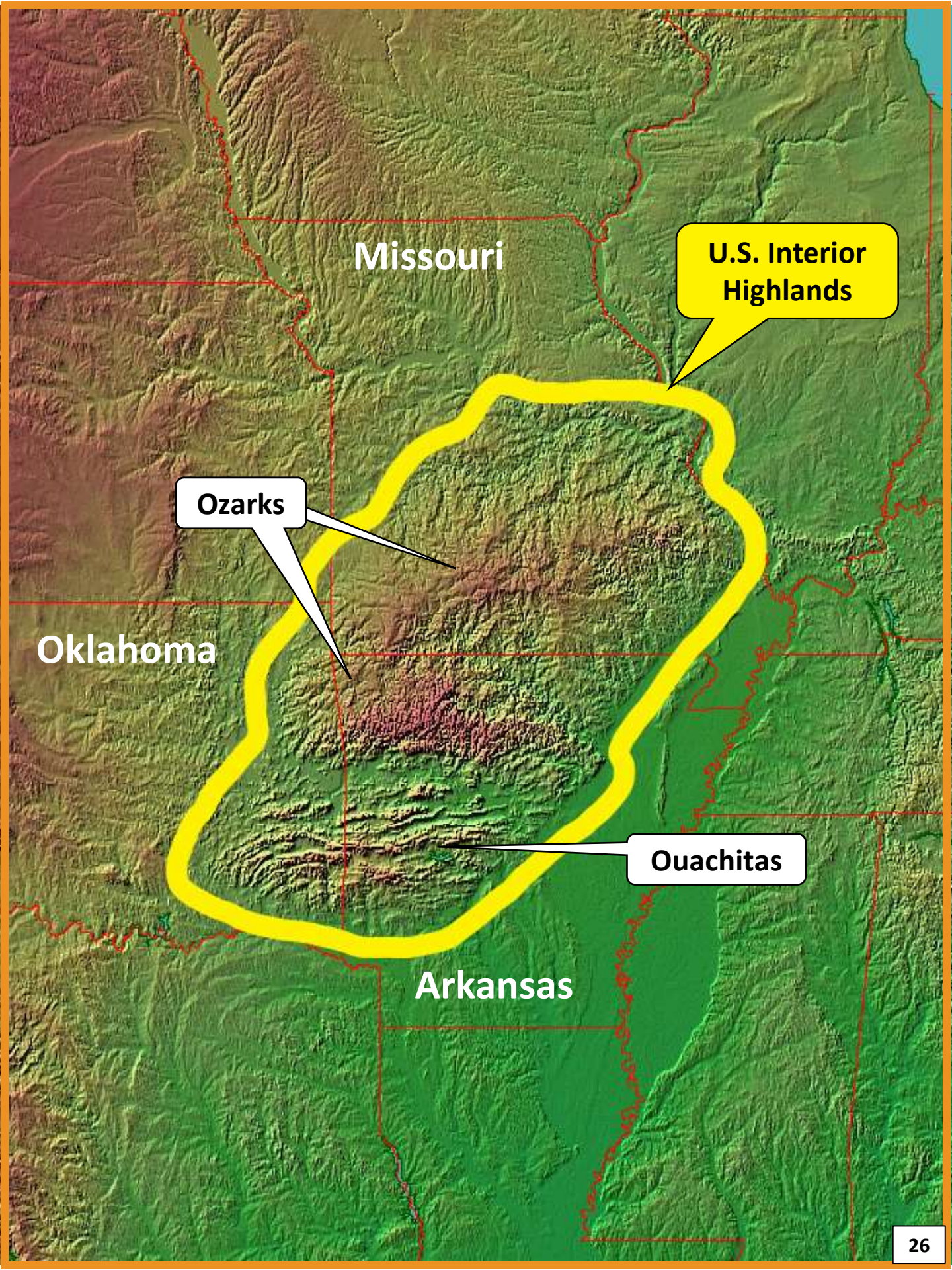


Not many people understand the true extent of the Ozarks region. Weekend travelers proudly announce they are “going down to the Ozarks”, before heading out for places like Branson or Lake of the Ozarks. But if you ask them where the Ozarks actually begins, would they know the answer?

They may be surprised to learn that “the Ozarks” is part of a unique geological uplift that starts in St. Louis County, and extends nearly to Texas! The whole region encompasses almost 70,000 square miles, roughly the same size as New England.

The Ozarks, together with the Ouachita Mountains, comprise a region known officially as the U.S. Interior Highlands. These forested hills and valleys are the dominant feature of southern Missouri, northern Arkansas, and southeast Oklahoma. It is the most significant area of highlands between the Appalachians and the Rockies.

A key objective of the Ozark Run Scenic Byway is to help people understand the significance and scope of this region, by providing them a path to drive from one corner to another.



Missouri

U.S. Interior
Highlands

Ozarks


Oklahoma

Ouachitas

Arkansas

Ozark Run

The Sprints



The Ozark Run Scenic Byway is a long route, covering 375 miles across 11 counties in Missouri. It will be most efficient to describe it one segment at a time. We will refer to these segments as “Sprints”.

The following pages provide important details about each sprint. These include the starting and ending points of the sprint, route numbers, length in miles, counties and communities, and characteristics of the roadway itself. The sprint pages also include a brief history of the local area, a list of recreational sites, and an inventory of tourist services. Detailed maps depicting the towns, route numbers, and points of interest along the sprint are also included.

The opposite page contains a color-coded overview map showing the five sprints, and how they connect to each other. The sprints are named Gateway, Meramec, St. Francois, Riverways, and Heritage.



Gateway Sprint

Route Details



Washington State Park

Road: *Route 21*

Begin: *Interstate 270 near St. Louis*

End: *Potosi*

Length: *55 miles*

Counties: *St. Louis, Jefferson, Washington*

Communities: *Hillsboro, De Soto, Potosi*

The northernmost sprint of the Ozark Run starts at the very edge of the Ozark uplift, in southern St. Louis County. After only a few short miles of suburban driving, Route 21 glides across the Meramec River and escapes into the hills of Jefferson County, as a scenic four-lane freeway.

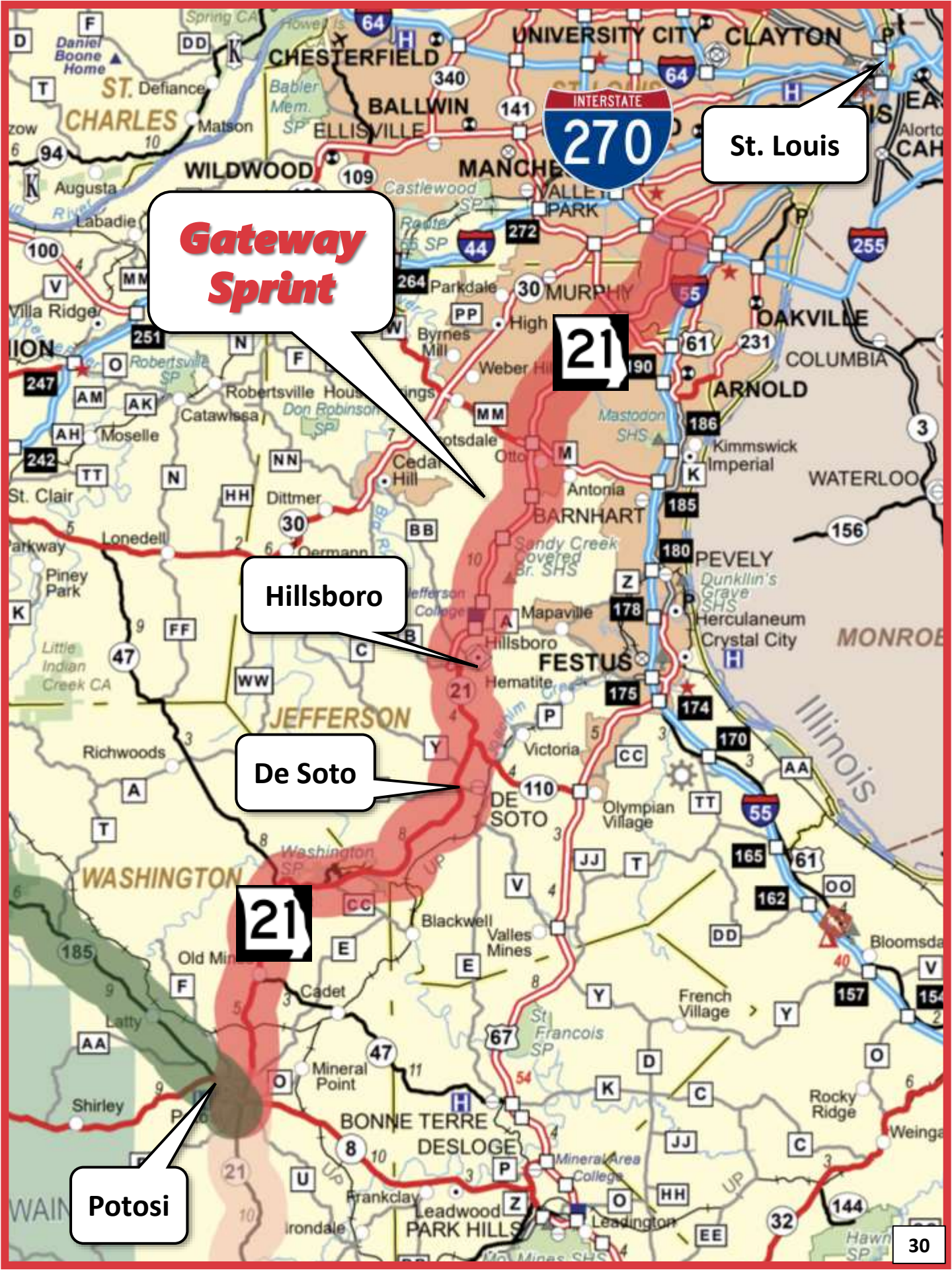
South of Hillsboro, Route 21 assumes a rural two-lane configuration, providing a gently curving ride toward Potosi. Along the way, the route crosses the Big River, and passes the entrance to Washington State Park. There are several picturesque state parks in this area.



Don Robinson State Park



Castlewood State Park



St. Louis

Gateway Sprint

21

Hillsboro

De Soto

21

Potosi

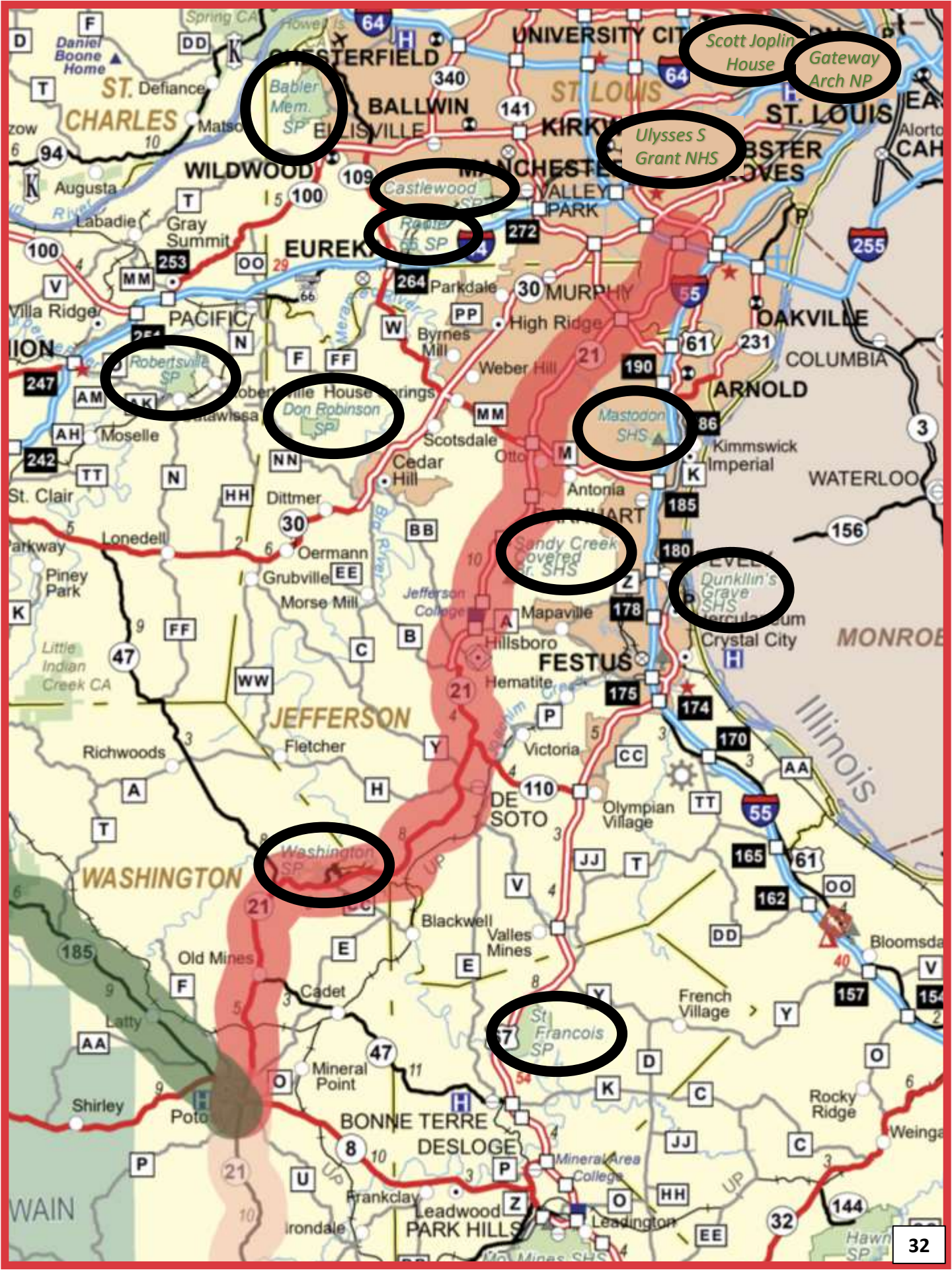


State Parks	Miles from byway
Washington	0
Castlewood	13
Don Robinson	13
Route 66	14
St. Francois	14
Babler	24
Robertsville	24

State Historic Sites	Miles from byway
Sandy Creek	2
Mastodon	9
Gov. Dunklin's Grave	12
Scott Joplin House	13

National Park Sites	Miles from byway
Ulysses S. Grant	2
Gateway Arch	15





St. Louis County Lodging

Fairfield Inn & Suites by Marriott – St. Louis South
 Holiday Inn Express & Suites – St. Louis South
 Hampton Inn & Suites – St. Louis South
 Best Western St. Louis Inn

Jefferson County Lodging

Pear Tree Inn – Arnold
 Drury Inn & Suites – Arnold
 The Russell House Restaurant Inn and Brewery – Hillsboro
 Jefferson Square Inn – De Soto
 Super 8 by Wyndham – Potosi

Potosi Restaurants

Dairy Queen	Little Caesars Pizza
Domino's Pizza	McDonald's
Dos Primos	Sonic Drive-In
Family Steakhouse	Subway
Hardee's	Taco Bell

De Soto Restaurants

Café Smok N Pi	Imo's Pizza
Coyol Mexican Bar & Grill	KFC
Dairy Queen	McDonald's
Domino's Pizza	Pizza Hut
Hardee's	Sonic Drive-In
Huddle House	Subway
	Taco Bell

Tourism Links

St. Louis – <https://explorestlouis.com/>
 Jefferson County – <https://www.jcgamo.org/jefferson-county-tourism-commission/>
 Washington County – <https://www.washingtoncomo.com/160/Attractions>

St. Louis County

Restaurants

Arby's	Imo's Pizza
Chevy's Fresh Mex	Jack in the Box
Crazy Bowls & Wraps	McDonald's
Domino's Pizza	Murphy's on 21
Double D's Pizzeria	Pad Thai St. Louis
Dulany's Grille and Pub	St. Louis Bread Co.
Firehouse Subs	Starbucks
	Subway

Hillsboro Restaurants

Casey's	S&J Snocones
Dairy Queen	Saucy's Pizzeria
Domino's Pizza	Siam Express
Fountain City Grille	Subway
Happy China	Taco Bell
Hardee's	The Boro & Den
Imo's Pizza	The Donut Hole
Los Portales	The Russell House
McDonald's	Restaurant Inn & Brewery

Other Restaurants

Pit Stop Sports Bar and Grill – Blackwell
 Steve's Place Bar & Grill – Old Mines
 Trattoria Giuseppe – Imperial



Route 21

Area History

The counties to the north of St. Louis are primarily filled with gently rolling fertile fields of corn and soybeans. But just to the south, the land is distinctly different. The northern border of the Ozark uplift cuts right across portions of St. Louis County. The line is barely noticeable, but beyond it, the subdivisions and parking lots quickly give way to a land of rugged hills and valleys. The difficult terrain of the Ozarks has always presented a challenge. Before 1700, the Osage Indians lived in the region, but they had very few permanent settlements in the Ozark uplift. The rocky soil was not good for farming, and they ventured into the uplift area only for extended hunting trips.



Only after the first French missionaries floated down the Mississippi River did villages start to appear in the Ozarks. Around 60 years before the founding of St Louis, French explorers noticed the abundance of lead in southeast Missouri. Mining operations started shortly afterwards, and still continue around the area to this day. The village of Old Mines, which still exists on Route 21, dates back to 1720. Due to its rugged surroundings, this area remained culturally and geographically isolated. The Missouri French culture persisted for generations, even as Americans moved in from the east and settled the rest of Missouri. Two hundred years later, when Route 21 was first constructed, there were still hundreds of French-speaking families living nearby.

Meramec Sprunt

Route Details



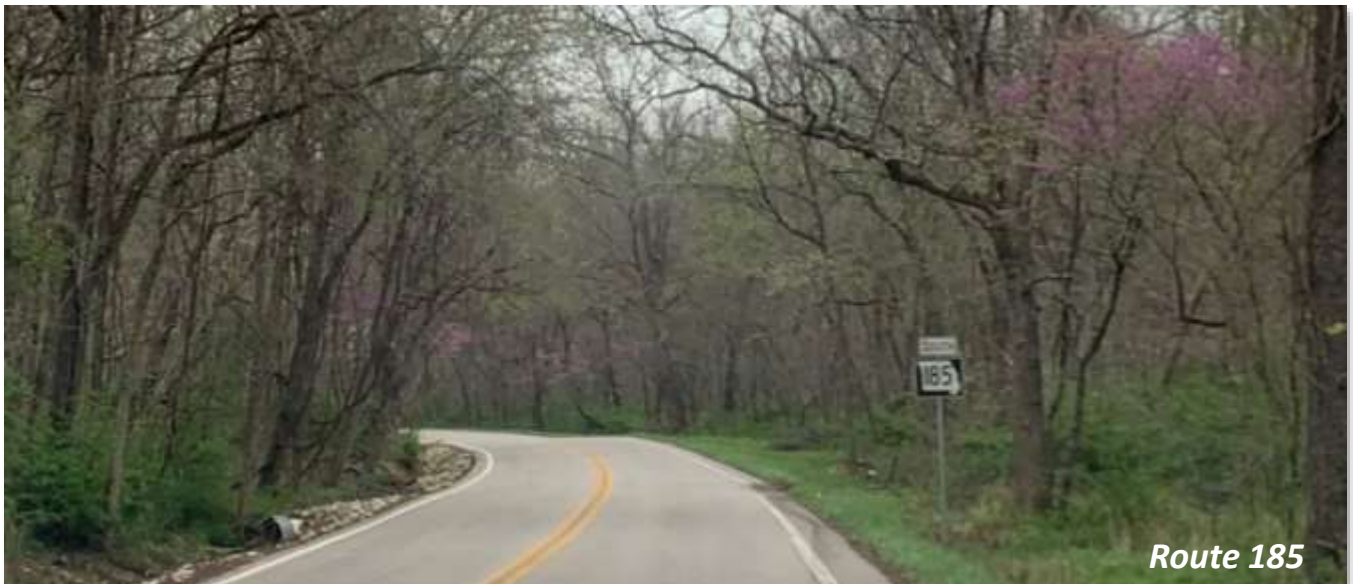
Bluebells in bloom

Road: Routes AF, 185, and 8
Begin: Interstate 44 at exit 226
End: Route 21 in Potosi
Length: 35 miles

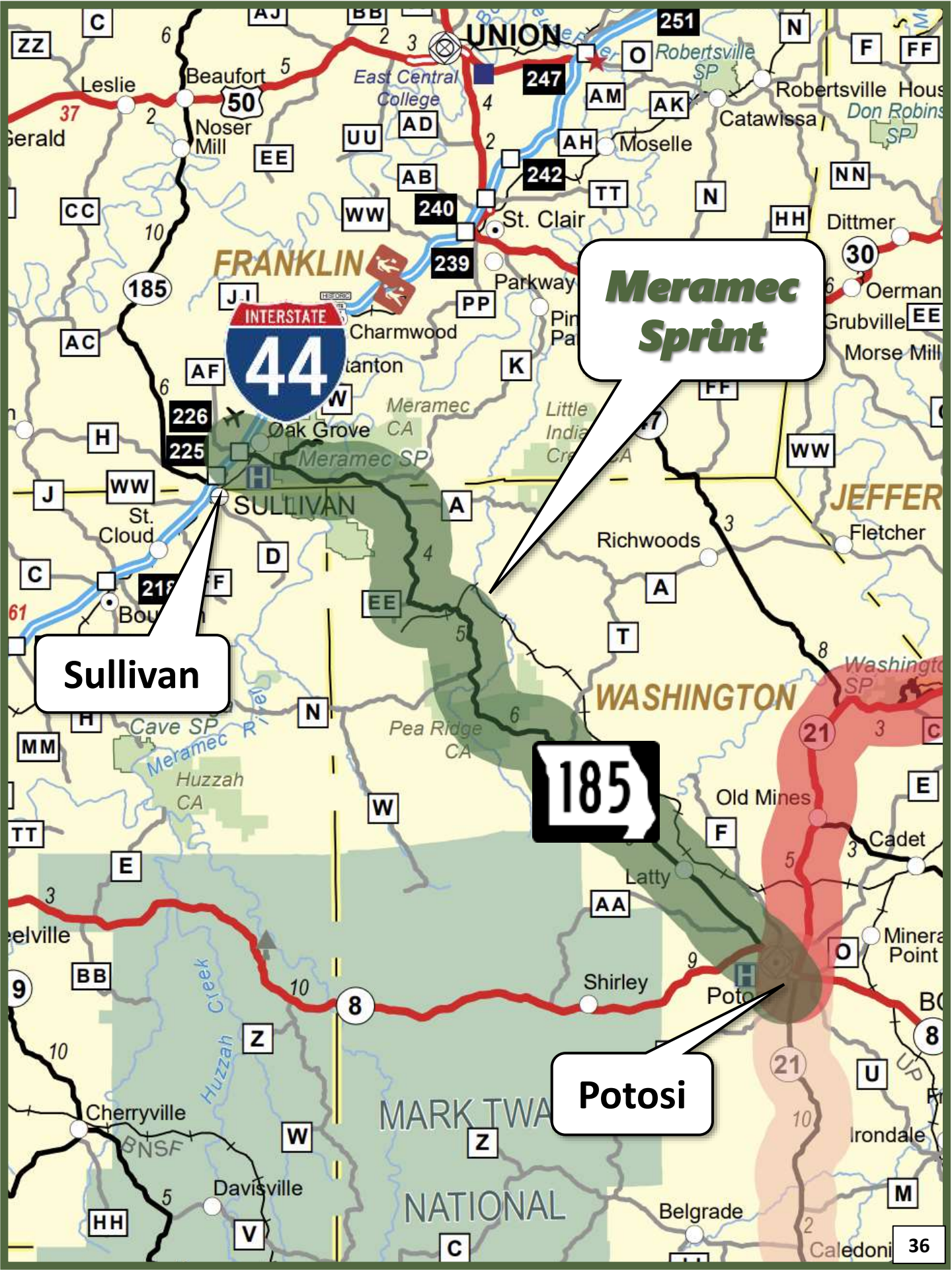
Counties: Franklin, Washington
Communities: Sullivan, Oak Grove Village, Potosi

This branch provides byway travelers an alternate approach to the north end of the mainline, connecting Potosi and Sullivan. The Meramec River is the highlight of this area, with numerous opportunities for camping, canoeing, kayaking, caving, hiking, and more. The famous Meramec Caverns are also nearby.

Route 185 itself is one of the attractions. It has a characteristic Ozark feel to it, with tight turns and steep hills, diving into river valleys, and racing along ridges. These 35 miles are incredibly fun to drive.



Route 185



Sullivan

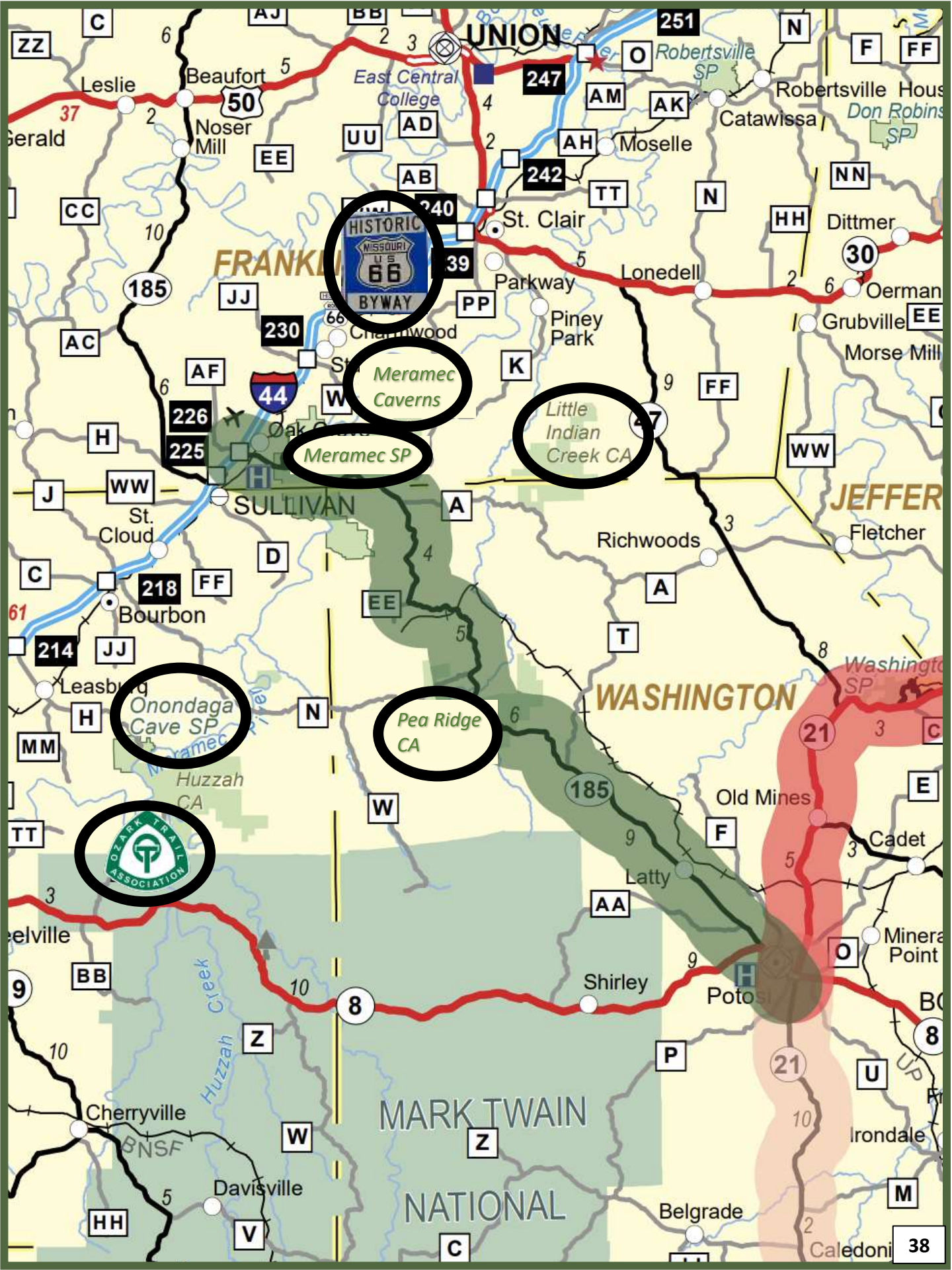
Meramec
Sprunt

Potosi



Points of Interest	Miles from byway
Historic Route 66	0
Meramec State Park	0
Pea Ridge Conservation Area	0
Meramec Caverns	8
Little Indian Creek Conservation Area	11
Onondaga Cave State Park	15
Ozark Trail	16





Sullivan Restaurants

Applebee's
Arby's
Chill Billy's Snowcones
China Buffet
China King Sullivan
Clark Street Café & Bakery
Cracker Barrel
Dairy Queen
Denny's

DKI Homecookin' & Steakhouse
Domino's Pizza
El Nopal Sullivan
El Sol Mexican
Imo's Pizza
Jack in the Box
Jimmy John's
KFC
Lion's Choice

Little Caesars Pizza
McDonald's
One More Pub and Grub
Pizza Hut
Rich's Famous Burgers
Starbucks
Subway
Taco Bell
The Donut Box of Sullivan

Sullivan Lodging

America's Best Value Inn
Baymont by Wyndham
Comfort Inn
Meramec Caverns Motel
Meramec State Park
Lodge
Motel 6
Super 8 by Wyndham

Potosi Restaurants

Bearfoot Café
Blackbird Café & Bakery
Casey's
Hub's Pub & Grill
Rhapsody Juice Bar and Café
Sweet Memories Sandwich Shop
TOPS Bar & Grille

Other Lodging

Super 8 by Wyndham – Potosi
Budget Inn Motel – Bourbon

Tourism Links

Franklin County – http://thebigmuddy.net/franklin_county_map.html

Sullivan – <https://www.sullivanmochamber.com/outdoors>



Potosi

Area History

Sullivan is the first major pit stop on Interstate 44 west of St. Louis. Sullivan owes its existence to travelers, in fact the travelers were here first. Long ago, Osage Indians discovered that one of the easiest ways to cross the Ozark uplift was to follow the northern ridge of the Meramec watershed. When Americans from the eastern states started settling Missouri, they followed the same path westward from the Mississippi River. By the 1840s, the state of Missouri had authorized the "Springfield Road", and stagecoaches were making regular trips between St. Louis and Springfield. In 1859, when the Frisco Railroad was under construction, Stephen Sullivan donated ground for the railroad right-of-way, and built a train depot himself. The railroad named the station "Sullivan". In 1926, Route 66 was paved through the city. Finally, Interstate 44 arrived in 1972.



Meramec Caverns

Nearby Meramec Caverns also has an interesting history. In 1720, French explorer Philipp Renault led an expedition up the Meramec River with an Osage Indian guide. He was intrigued by a legend about a cave with 'veins of glittering yellow metal'. He found the cave (one of the largest west of the Mississippi) and discovered the mystery material was actually saltpeter, which was used for making gunpowder. Saltpeter was mined from the cave for the next 144 years, until Confederate soldiers destroyed the operation during the Civil War. In the following decades, locals would use the cave to escape the summer heat, and hold parties in one of the massive rooms. The notorious Jesse James even used the cave as a hideout after a robbery. In 1933, an entrepreneur bought the property, renamed it to Meramec Caverns, and developed it into one of Missouri's best known tourist attractions.

St. Francois Sprint



Taum Sauk Mountain summit



Johnson's Shut-Ins

Route Details

Road: Route 21

Begin: Potosi

End: Ellington

Length: 71 miles

Counties: Washington, Iron, Reynolds

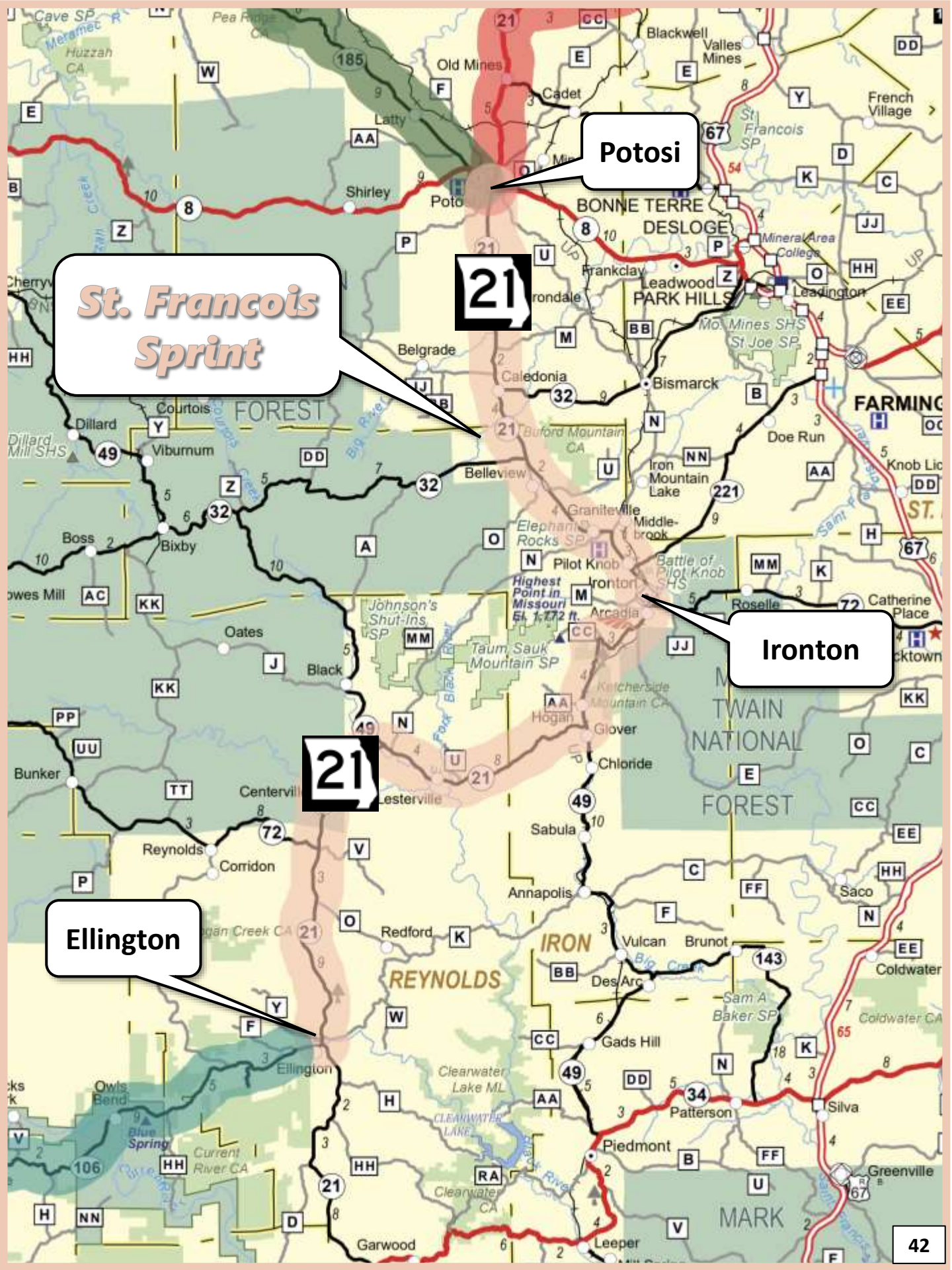
Communities: Potosi, Caledonia, Pilot Knob, Ironton, Arcadia, Lesterville, Centerville, Ellington

South of Potosi, the Ozark Run passes through the historic town of Caledonia, on its way to the scenic Arcadia Valley. The towns of Pilot Knob, Ironton, and Arcadia are nestled together among the ancient St. Francois Mountains, and is a popular destination for outdoor enthusiasts. This area is home to dozens of parks, conservation areas, campgrounds, wilderness areas, and hiking trails, as well as three crown jewels of Missouri's state park system – Elephant Rocks, Johnson's Shut-Ins, and Taum Sauk Mountain. Two divisions of the Mark Twain National Forest are also in the neighborhood.

South of Arcadia, the road passes through Royal Gorge, and the small towns of Lesterville and Centerville. Then the road straightens out, and the speed limit goes up a bit, for a true sprint to the finish in Ellington.



Elephant Rocks State Park



Potosi

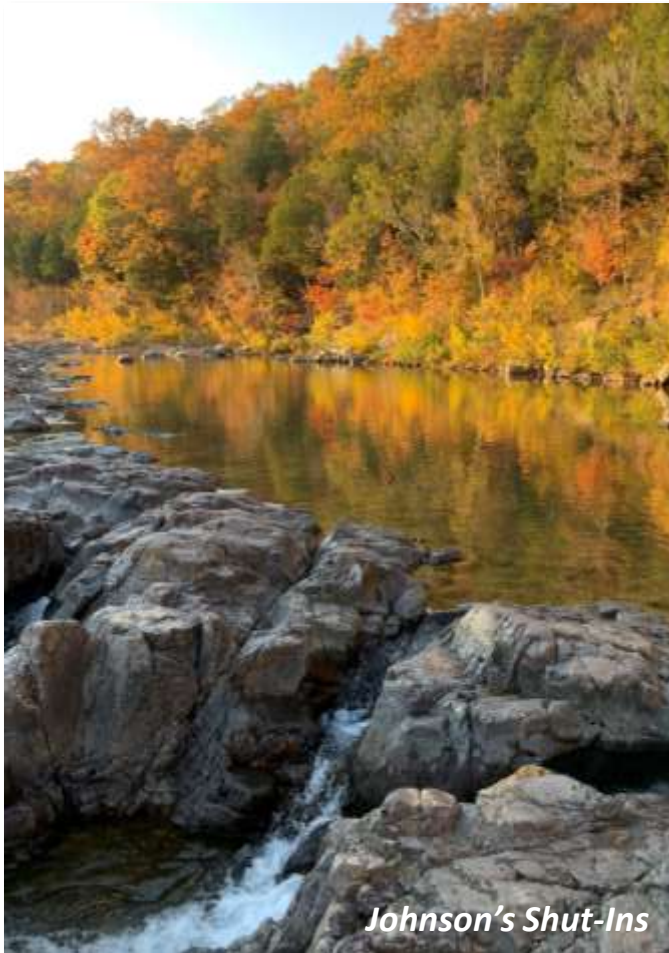
*St. Francois
Sprint*

21

Iron

Ellington

21



Johnson's Shut-Ins

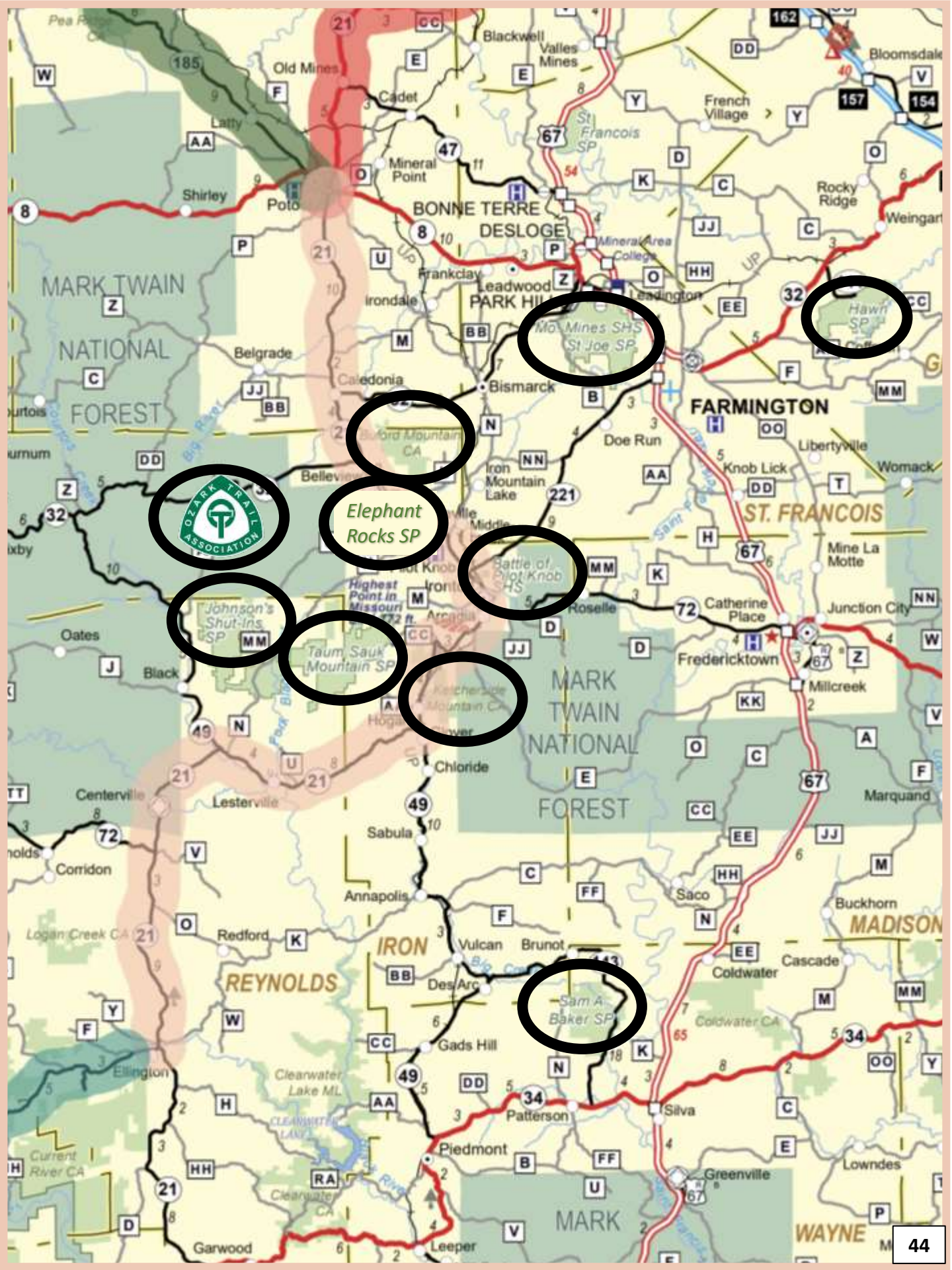


Route 21

State Parks	Miles from byway
Battle of Pilot Knob	0
Elephant Rocks	0
Taum Sauk Mountain	4
Johnson's Shut-Ins	5
Jay Nixon	7
St. Joe	15
Missouri Mines	17
Sam Baker	29
Hawn	31

National Forest Sites	Miles from byway
Sutton Bluff Rec. Area	5
Bell Mountain Wilderness	13
Marble Creek Rec. Area	13
Council Bluff Lake	17
Silver Mines Rec. Area	17
Rock Pile Wilderness	25

Other Sites	Miles from byway
Ozark Trail	0
Royal Gorge	0
Buford Mountain CA	1
Ketcherside Mountain CA	1



Elephant
Rocks SP

Johnson's
Shut-Ins SP

Taum Sauk
Mountain SP

Ketchikan
Mountain SP

Mo. Mines SHS
St. Joe SP

Hawthorn
SP

Sam A.
Baker SP

Arcadia Valley Restaurants

Pilot Knob

Catfish Bowl
Fort Davidson Café
McDonald's
The Rustler Café
Subway

Ironton

Arcadia Valley Roasting Company
Baylee Jo's Barbecue
Casey's
Checo's Mexican Restaurant
La Chatina Mexican Restaurant
The Iron Mule

Arcadia

Desi's Diner
Thee Abbey Kitchen
Porter's Candy World & Ice Cream
Parlor

Caledonia

1965 Café
Russell's Triangle Café

Lesterville

Black River Ice Cream Parlor
Lazy River Café
Paula's Home Cookin'
Rio Rata

Ellington

Checo's Mexican
Spooners
Vintage Market Café

Arcadia Valley Lodging

Pilot Knob

Fort Davidson Hotel
Shepherd Mountain Inn & Suites

Ironton

Dragonfly-In Bed and Breakfast
Parlor Bed & Breakfast
Plain & Fancy Bed & Breakfast

Arcadia

Arcadia Academy
Arcadia Valley Bungalows
Nostalgic Place Laundry House
Bed & Breakfast

Tourism Links

Arcadia Valley - <https://www.visitarcadiavalley.info/>

Caledonia

Old Caledonian Bed & Breakfast

Lesterville

Black River Lodge
Crocker's Country Charm B&B
Twin Rivers Landing
Wilderness Lodge Resort

Black

Brushy Creek Lodge & Resort
The Meadows

Ellington

Scenic Rivers Motel



Caledonia

Area History

Just south of Potosi, nestled between Buford Mountain and Mark Twain National Forest is the Bellevue Valley. This small pocket of fertile farmland attracted settlers as early as 1798. The village of Caledonia was established in 1818. Much of the town remains the way it originally appeared in the nineteenth century, and is listed on the National Register of Historic Places. The Caledonia Historic District contains 33 buildings, including antique shops and restaurants.

The heart of the St. Francois mountain region is the Arcadia Valley, which is comprised of the three small towns of Ironton, Arcadia, and Pilot Knob. Like other communities in the region, Arcadia Valley grew around the mining industry, especially after the discovery of iron ore nearby. In order to transport the ore to the Mississippi River, a wooden plank road was constructed from Iron Mountain to Ste. Genevieve. This was the longest plank road in the United States. In just a few years, the road was replaced when the St. Louis-Iron Mountain railroad was extended to Pilot Knob.



During the Civil War, the valley was host to two notable events. Ulysses S. Grant was stationed here in command of several regiments, when he was notified of his promotion to Brigadier General. In 1864, one of the most significant battles in Missouri happened at Fort Davidson in Pilot Knob. Confederate troops attacked the fort, as part of a campaign to reach St. Louis. The battle was technically a Confederate victory since the Union soldiers eventually abandoned the fort, but the weakened Confederate division never reached St. Louis. The battleground is preserved as a state park.

After the Civil War, the railroad eventually extended across Arkansas and brought passenger service to the Arcadia Valley, turning the area into a popular summer resort destination. The passenger service ended in 1968, but returned in 2016, when the Amtrak Texas Eagle started making regular stops in Arcadia. The Arcadia Valley today is frequented by nature lovers and outdoor enthusiasts who come to visit the state parks and wilderness areas.



Eleven Point River

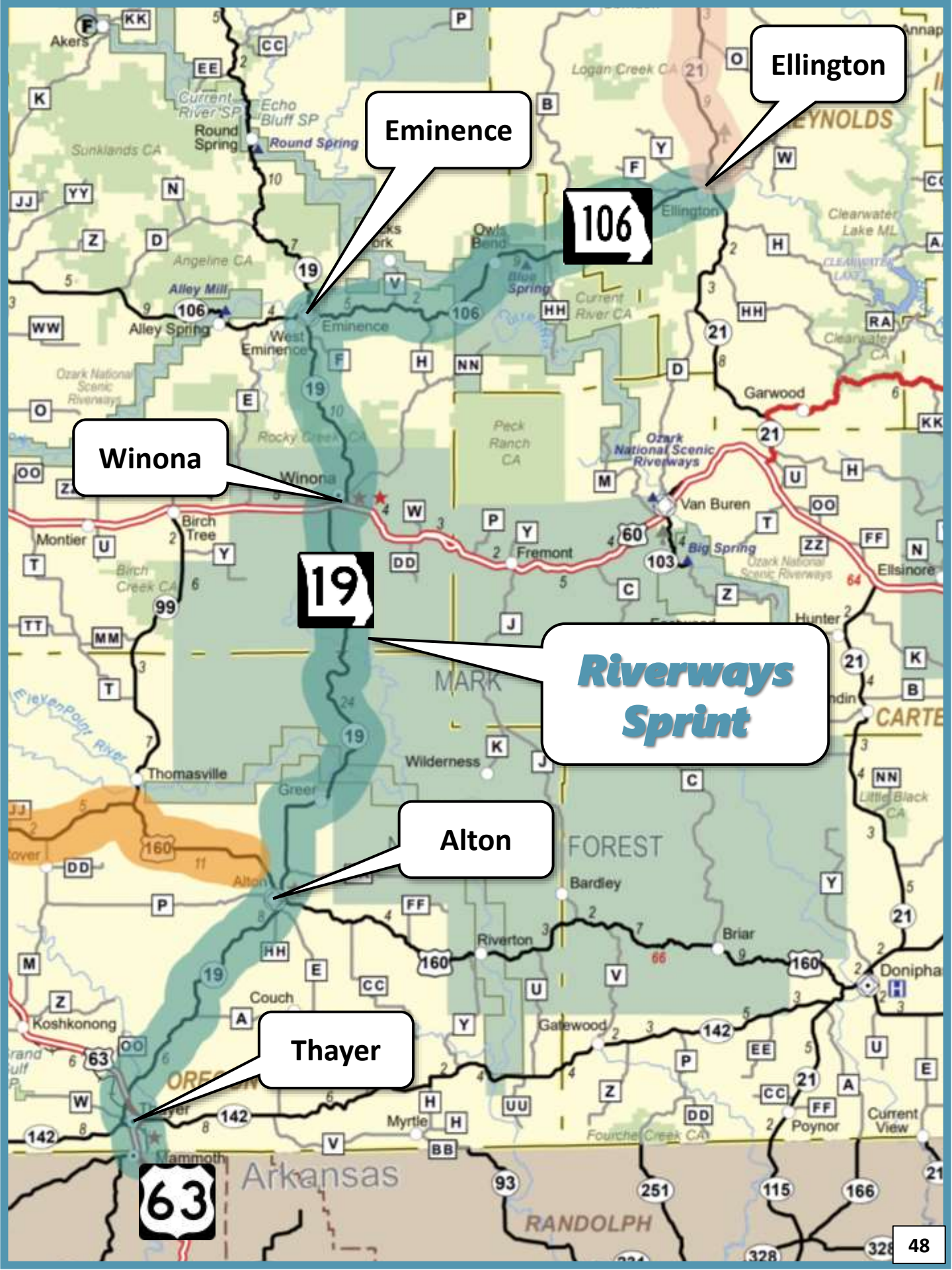
Roads: Route 106, Route 19, US 63
Begin: Ellington
Thru: Eminence, Winona, Alton
End: Arkansas border near Thayer
Length: 84 miles

Counties: Reynolds, Shannon, Oregon
Communities: Ellington, Eminence,
Winona, Alton, Thayer

This sprint runs through the Courtois Hills, the most rugged terrain in all of Missouri. The roads here are part of the experience, with sharp curves, steep hills, and surprises around every bend. This area is especially popular with motorcyclists who enjoy the rollercoaster-like dips and drops.

The most outstanding feature of this area, however, is found between the hills: *water!* Three pristine, spring-fed Ozark rivers wind through this territory, providing opportunities for anglers, kayakers, and more. The Current and Jacks Fork Rivers are protected as part of the Ozark National Scenic Riverways, and the Eleven Point National Scenic River flows through Mark Twain National Forest.

The springs that feed them are worth a visit also. Due to its unique geology, the Missouri Ozarks has the highest concentration of springs in the nation, and some of the largest. Five first-magnitude springs are located in the vicinity of the Ozark Run.



Ellington

Eminence

106

Winona

19

**Riverways
Sprint**

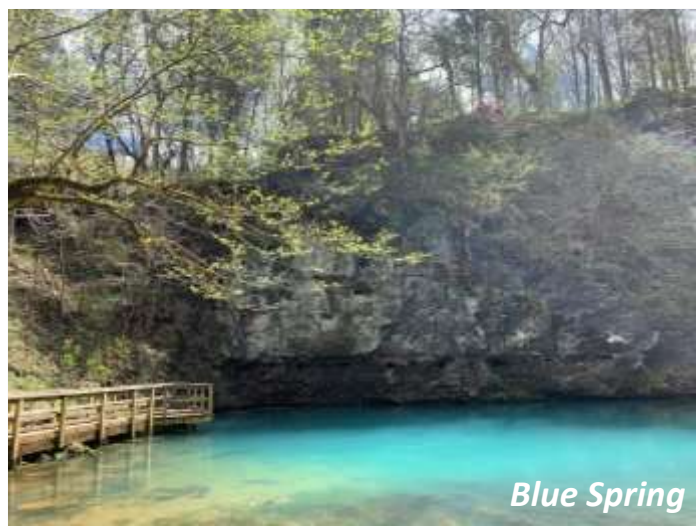
Alton

Thayer

63



Roadside view near Winona



Blue Spring

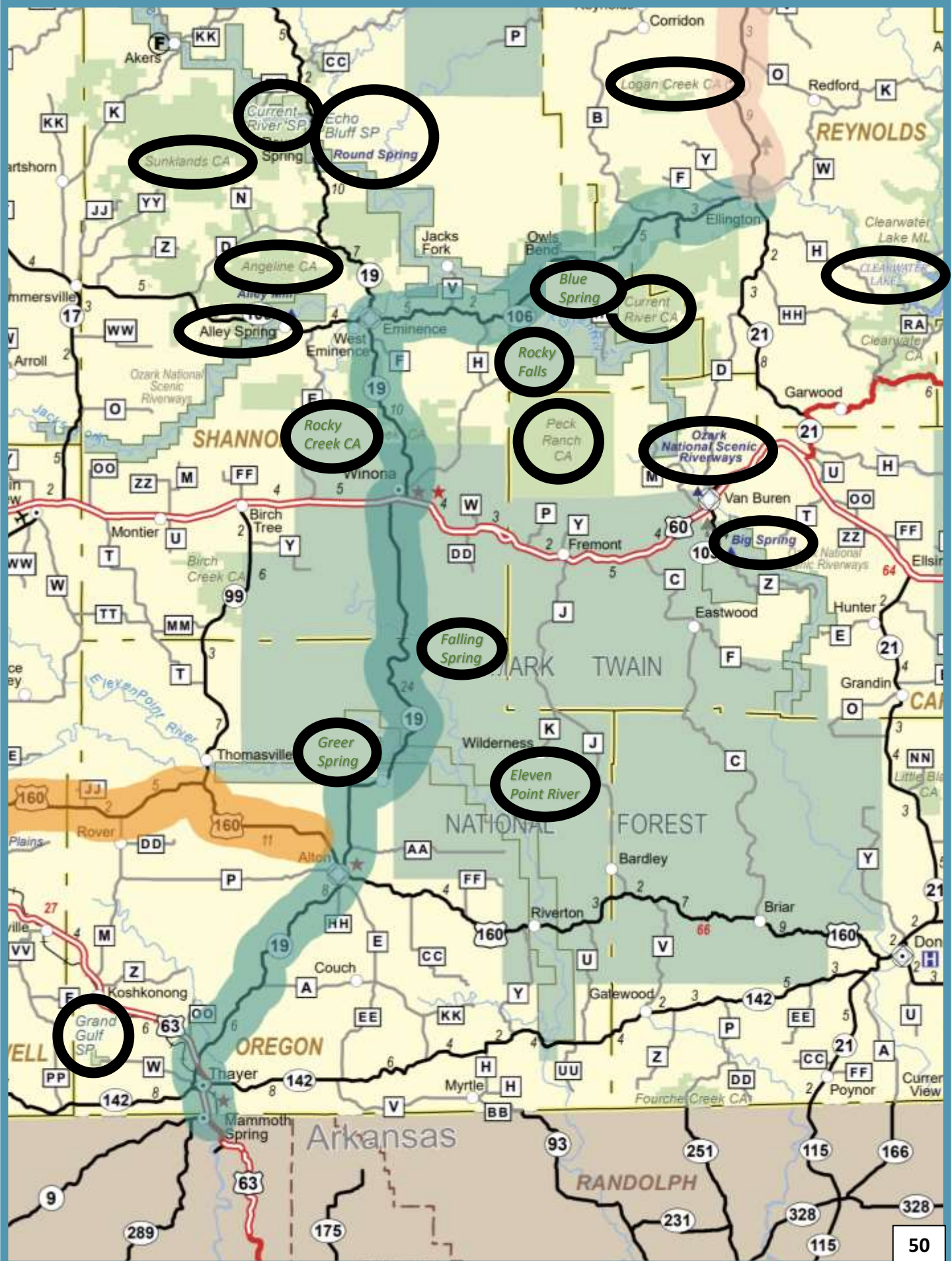


Rocky Falls

State Parks and Conservation Areas	Miles from byway
Rocky Creek CA	0
Current River CA	2
Angeline CA	3
Logan Creek CA	4
Grand Gulf SP	7
Peck Ranch CA	11
Eleven Point SP (future)	13
Sunklands CA	13
Echo Bluff SP	15
Current River	17

National Forest Sites	Miles from byway
Eleven Point National Scenic River	0
Greer Spring	0
Ozark Trail	0
Falling Spring	2
McCormack Lake	2
Clearwater Lake	13

Ozark National Scenic Riverways	Miles from byway
Current River	0
Jacks Fork River	0
Blue Spring	3
Alley Spring	6
Rocky Falls	6
Round Spring	12
Big Spring	25



Riverways Restaurants

Eminence

Dairy Shack
Dos Rios Mexican Grill
Hogan's Hideout Bar & Grill
Ozark Orchard
Rollin' Bolin's
Ruby's
Taste the Occasion

Winona

Casey's
Kapp's Country Kitchen
Subway

Alton

Alton Burger Palace
Corn-Fed Rascal
Hometown Café
The Lunch Box

Thayer

Casey's
Country Cottage
Dairy Queen
El Charro
McDonald's
Pizza Inn Carryout
Subway

Riverways Lodging

Eminence

Cedar Stone Lodge
Eagle's Landing River
Resort and Cabins
Eminence Cottages &
Camp
Hawkins House Bed &
Breakfast
Rivers Edge Inn Resort
Riverside Motel
Shady Lane Cabins &
Motel

Ellington

Homeport Inn

Winona

Motel 60

Alton

Eleven Point Cottages

Thayer

Comfort Green Motel
Mammoth Spring Lodge

Mammoth Spring, AR

Riverview Trout Lodge
The Roseland Inn

Tourism Links

Ellington – <http://www.ellingtonmo.com/>

Eminence – <https://visiteminence.com/>

Thayer – <https://www.cityofthayer.org/things-to-do.html>



Alley Spring

Area History

The most significant feature of this region is and always has been the water. Today, the Current, Jacks Fork, Black, and Eleven Point Rivers attract kayakers and campers. But when settlers were first moving into the territory, these rivers were the highways into the rugged Ozark uplift. One of the earliest industries was lumber. The forested hills provided plenty of wood, powerful spring water powered the sawmills, and the rivers provided the transport to market. There are still sawmills and lumberyards in operation in southern Missouri today.

In the 1930s, the U.S. Army Corps of Engineers proposed building a dam on the Current River to control downstream flooding. This would have put Big Spring and Eminence permanently underwater, prompting protests from Missouri. Eventually, the Ozark National Scenic Riverways was established, to preserve the rivers in their natural state.



Falling Spring

Heritage Sprint

Route Details

Road: US 160

Begin: Alton

End: US 65 near Branson

Length: 130 miles

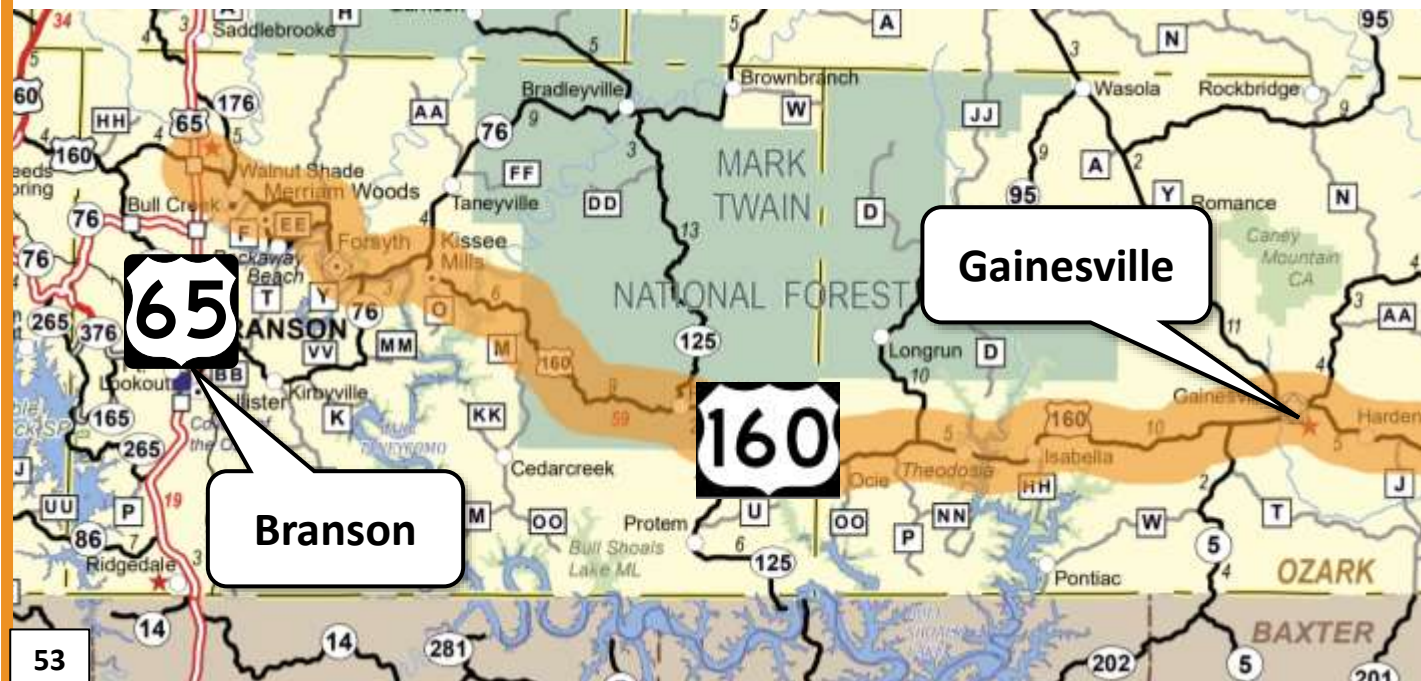
Counties: Oregon, Howell, Ozark, Taney

Communities: Alton, West Plains, Gainesville, Theodosia, Forsyth, Branson

Heading west from Alton, the byway passes through rolling farmland and glades, and passes through West Plains, the largest city in the area. The byway then crosses Ozark County, which takes pride in its collection of old grist mills. Here, the route crosses parts of Norfolk Lake and Bull Shoals Lake, as well as the towns of Gainesville and Theodosia. In Taney County, the roadway winds through the rugged White River Hills, and the historic town of Forsyth. Finally, an impressive stone gateway marks the end of the line, where the byway reaches US 65 a few miles north of Branson.



Roadside view in Taney County





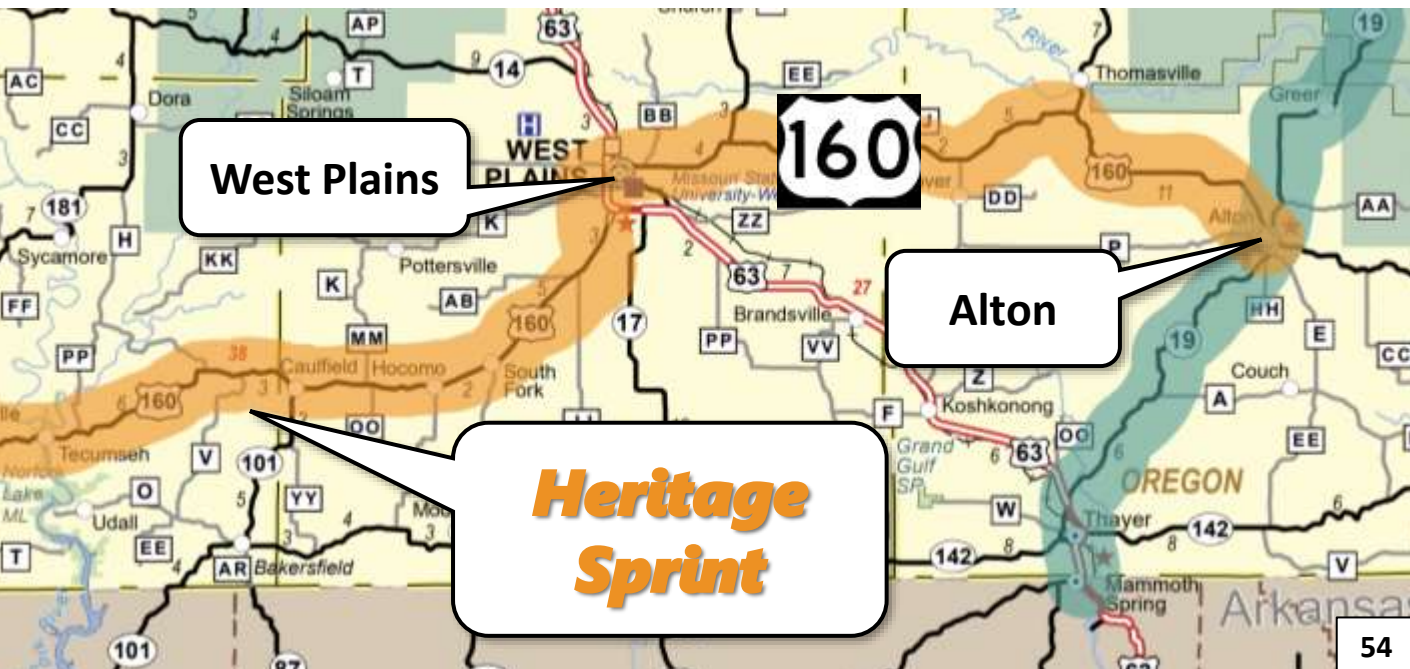
US 160 in Forsyth



Shadow Rock Park



US 160



West Plains

160

Alton

**Heritage
Sprint**

Heritage Sprint

Points of Interest Inventory

Public Lands	Miles from byway
Mark Twain National Forest	0
Ozark Mountain Highroad Scenic Byway	3
Glade Top Trail Scenic Byway	4
Caney Mountain Conservation Area	6
Table Rock Lake State Park	15

Natural Features	Miles from byway
Bull Shoals Lake	0
Lake Taneycomo	0
Norfork Lake	0
Table Rock Lake	15

Other Sites	Miles from byway
Dawt Mill	2
Ozark Heritage Visitor Center	2
Branson Strip	8
Silver Dollar City	12
Hodgson Mill	14



Area History

The Heritage branch reaches across the southern Missouri counties of Oregon, Howell, Ozark, and Taney. For a long time, this area was wild, rugged, and unclaimed. Unlike eastern Missouri, where French explorers set up camp along the Mississippi River as early as 1700, this remote territory was largely overlooked until the early 1800s. Osage Indians originally claimed the area for their hunting grounds, and then clashed with other tribes as they were displaced from the eastern states. By 1830, all the tribes were relocated further west, and as they moved out, new settlers from Tennessee and Kentucky moved in.

Communities started to emerge first along the rivers. Thomasville was founded in 1803 in the upper reaches of the Eleven Point River. Trappers and fur traders built cabins along the banks of the White River near Forsyth in 1818. Flatboats carried goods up and down the waterways. The construction of overland roads in the 1830s gave birth to new towns like West Plains, Gainesville, and Springfield. The 1840s and 1850s brought a period of economic prosperity and population growth. Lead mines, sawmills, and steamboats started operating in the area.

That all changed with the onset of the Civil War. Taney, Ozark, Howell, and Oregon counties were literally on the border between the Union and the Confederate States, and they were utterly destroyed by the conflict. Most residents fled the area, which experienced continuous guerrilla warfare for four years. Most of the towns, including all four county courthouses were burned to the ground. Most of the homes, crops, and livestock were also destroyed. By the end of the war, only a few hundred people remained, and it took nearly 20 years for the region to start recovering.



The railroad reached West Plains in 1883, and the town experienced a population and building boom. Many of the buildings around the courthouse square were built in this era, and are preserved as a national historic district. Some buildings were reconstructed in the 1930s, including the courthouse itself, following a major explosion.

Branson was founded in 1882 with only a post office and a general store, but even from the beginning, it seemed destined to be a tourist destination. In 1894, an entrepreneur started charging fees for visitors to see Marvel Cave. In 1907, Harold Bell Wright wrote his classic novel 'The Shepherd of the Hills', and readers were inspired to come visit the area to experience it themselves. In 1913, construction of the Powersite Dam in Forsyth created Lake Taneycomo, and quickly became a popular spot for boating, fishing, and swimming.

Modern Branson was born in the years leading up to 1960. The Table Rock dam was completed, creating Table Rock Lake, but also turning the downstream waters of Lake Taneycomo cold. Tourists shifted their attention from Rockaway Beach and Forsyth, and started visiting Branson and the new lake. Around that same time, the first live music show started on the strip, an outdoor theater started producing 'The Shepherd of the Hills' as nightly stage show, and the Silver Dollar City amusement park was developed around the entrance to Marvel Cave. Branson has grown more popular every year since.



Lake Taneycomo

Traveler Services Inventory

West Plains Lodging

Baymont by Wyndham
Hampton Inn
Holiday Inn Express & Suites
Quality Inn
Rest Inn Motel
Super 8 by Wyndham
Victoria Gardens Bed/Breakfast
West Plains Inn
West Plains Motel

Taney County Lodging

Forsyth

Forsyth Inn
Twin Lakes Motel

Rockaway Beach

Branson Lakes Family Resort
Duck Harbor Resort
Pipers Lakeshore Resort
Rainbow Haven Resort & Marina
Rockaway Inn
Rocking Eagle Inn
Twin Lakes Motel

Branson

Hampton Inn – Branson Hills

Ozark County Lodging

Tecumseh

Dawt Mill Resort

Gainesville

Antler Motel
Ozark Plaza Motel & RV Park

Theodosia

Turkey Creek Ranch Resort

West Plains Restaurants

10/40 Coffee
Arby's
Bootleggers BBQ
Burger King
Captain D's
Casey's
Chen's Garden
Colton's Steak House & Grill
Diamond Head
Domino's Pizza
El Charro Mexican
Fish Shack
Hardee's
Hibby's Sports Grille
Jimmies Walleye & Catfish
Kiko Japanese Steakhouse & Sushi
KFC
Little Caesars
McDonald's
Ozark Café
Ozark Pizza & Break Company
Pizza Shack
Ruby Tuesday
Skillet's
Sniders BBQ
Sonic Drive-In
Spring Dipper
Steak N Shake
Subway
Sugar Lily Bakery & Floral
Taco Bell
The Hangout Drive In
The Ranch House Bar & Grill
TJ's Hickory House
Wendy's

Tourism Links

West Plains –
<https://wpchamber.com/recreation-and-tourism/>
<https://westplains.gov/ozark-heritage-welcome-center/>
Ozark County – <https://www.ozarkcounty.net/>
Branson – <https://www.explorebranson.com/>

Forsyth Restaurants

Blackberry Lane
Casey's
Champs Chicken
Fat Daddy's BBQ
Hong Kong Express
John's Frosted Mug
McDonald's
Mountain William Pizza
Oaxaca Mexican
Sonic Drive-In
The Coqui Here
Thrive Coffee and Café
Yummy Donuts

Other Restaurants

Caulfield

101 Pastries & Cream
Three Legged Mule Pub & Pizza

Gainesville

Antler Package & Pizza
Smokin' Joe's BBQ/Pizzeria
Subway


Theodosia

Cookie's

Ozark Run

The Future

St. Francois Mountains



Designating a scenic byway in Missouri is just the first step of a larger initiative. The ultimate vision for the Ozark Run Scenic Byway is to provide a designated driving route across the *entire* Ozark/Ouachita region – from one corner to the other – spanning Missouri, Arkansas, and Oklahoma.

The Byway will link together many of the key natural highlights in each of the three states, including mountains, rivers, springs, state parks, national forests, caverns, and more. It would help to unify the region, define its boundaries, and demonstrate its scale. Once the byway exists in all three states, the route will qualify to become the
Ozark Run *National* Scenic Byway.

The full route, as currently proposed, will cover 1,155 miles. This would make it one of the five longest National Scenic Byways. With its unique and significant qualities, the Ozark Run may even be a strong candidate for All-American Road status.

**Ozark Run
National Scenic Byway
Proposed Route**



Ozark Run

Questions



Current River

Are you building a new road through the Ozarks?

No. No road construction is involved in this proposal. We are simply taking existing roads and putting up signs indicating that you are driving on the Ozark Run.

Does a byway have to be scenic?

No. While byway travelers expect a pleasant drive, a byway that offers outstanding examples of one or more of the other six recognized intrinsic qualities may qualify as a byway – even if the route is not recognized as particularly scenic in nature. However, commercial and industrial zones are not part of the official byway designation.

What is a Corridor Management Plan (CMP)?

A CMP is a required element of the byway application and outlines how the applicant plans to involve the local community and maintain, improve and promote the byway. It states the vision, strategies and theme for the byway. The CMP contains vision statements on ways to maintain, enhance or develop the intrinsic qualities of the roadway corridor.

Does “corridor” refer to private property along the proposed byway?

“Corridor” commonly refers to the public right-of-way and the area adjacent to the roadway that possesses any of the intrinsic qualities. This may or may not include everything that can be seen from the roadway. The community and the local government define the corridor that best fits their byway’s important features. However, existing laws cannot be changed without local government approval.

If a roadway becomes a byway, does its Corridor Management Plan become law?

No. The CMP does not supersede local land use or zoning requirements. No changes can be made to existing laws, land use restrictions and zoning regulations without approval by the local government, nor does the plan impose restrictions, if none currently exist.

How are byway programs funded?

Byways programs can be funded through private as well as local, state and federal sources. Fundraising and grant writing should be part of the functions of the byway group.

Will byway designation lead to changes in zoning or property rights in areas adjacent to the roadway?

CMPs may suggest certain measures to maintain, enhance, or develop the intrinsic qualities of the roadway. However, no changes can be made to existing laws, nor can new laws be established without approval by the local government. Property rights are not infringed upon with the designation of a byway.

Will my city or county have to implement zoning or overlay districts in order to comply with a byway corridor management plan?

No. Corridor management plans do not hold the force of law. It is up to local communities to decide how they will maintain their byway. Zoning laws or overlay districts are strictly a local issue and cannot be developed without local government approval.

How will byway designation affect my property values?

Byway designation, coupled with a corridor management plan that contains an aggressive marketing component, can be an effective way to draw tourism dollars to a participating community. In addition to possibly expanding the community's economy, property values of land adjacent to byways may also increase.

Will byway designation enable someone to take my land, or restrict my ability to manage my property?

No. Byway designation is a voluntary program that is developed and managed on the local level and the locally approved CMPs do not hold the force of law. There is no provision for zoning restrictions or the force of eminent domain in the byways program

Will I be forced to comply with new rules and regulations if a roadway near my property is designated as a byway?

No. Your participation in the byway program is voluntary and will be up to you and other local property owners and volunteers.

Will the additional traffic generated by byway designation create a safety problem for my family and me?

Many CMPs include provisions to construct safety features such as turnouts or shoulder improvements to ensure that the roads are safe. Each CMP is established on a case-by-case bases in an effort to best serve the desires of each community.

Source: Missouri Byways Program Guide, Missouri Department of Transportation, 2017

Ozark Run

Corridor Management Plan



Route 21

Byway Benefits

The Ozark Run Scenic Byway will provide many benefits to its communities and counties, Missouri, and the larger Ozark region. First, the Ozarks will benefit from greater recognition, simply through designating the byway. Maps and signs will provide visibility of the route, and will help to define the extent of the region. Second, the byway will call attention to the unique intrinsic qualities of the area, helping people discover its recreational opportunities and scenery. Third, the byway will be a source of inspiration and pride to its communities, who may pursue community improvement projects to enhance the byway experience.

Finally, the byway will be a boost to Missouri tourism. For many years, proponents of scenic byways have promised economic benefits to citizens and leaders in their communities. The task of actually measuring and proving that economic benefit can be daunting. Fortunately, in recent years, the tools and methodologies of these quantitative studies have been improving. Byway proponents can now point with confidence to specific figures showing increases in jobs and visitor spending. Here are some examples of scenic byways and their corresponding economic impacts:

Byway	States	Miles	Impact/yr
Volcanic Legacy	CA, OR	500	\$163 M
Blue Ridge	VA, NC	469	\$1.1 B
Natchez Trace	MS, TN, AL	444	\$142 M
OZARK RUN	MO	375	???
Harriet Tubman	MD, DE	125	\$30 M
Scenic Byway 12	UT	124	\$12 M
Cherokee Hills	OK	84	\$35 K
Beartooth Highway	MT, WY	68	\$45 M
Paul Bunyan	MN	54	\$21 M

Current State

Roadway Conditions

All of the roadways included in the Ozark Run proposal are state or federal highways, are well-maintained and in good condition. Many of the roads in this region are curvy and hilly, but they are very well marked. There are few known safety concerns, though some areas could use wider shoulders. None of the bridges are on MoDOT's list of substandard bridges. There are no one-lane bridges or low-water crossings directly on the route. Much of the byway is comprised of two-lane rural highways with no shoulders, with these exceptions:

- Route 21 - I-270 to MO 141 - Five-lane suburban artery
- Route 21 - MO 141 to Hillsboro - Four-lane limited-access highway
- Route 21 - Hillsboro to Ironton - Two-lane highway with shoulders
- Route 21 - Centerville to Ellington - Upgraded two-lane highway with wide shoulders
- Route 8 - Potosi - Two-lane city street
- US 60 in Winona - Four-lane divided highway (for 0.8 miles)
- US 63 - Thayer to Arkansas border - Upgraded four-lane highway
- US 63/160 - West Plains - Upgraded four-lane highway

Traffic

Most of the Ozark Run sees very light automobile and commercial traffic. The chance of encountering a speeding semi truck is relatively low. There are isolated exceptions, like some trucks that serve a power plant in Iron County. Some smaller vehicles may also appear. The increasingly popular TransAmerica Bike Trail shares the byway route from Lesterville to Eminence, and in a few places, an Amish buggy may be setting the pace.

The Annual Average Daily Traffic (AADT) counts for the majority of the route is less than 2,000, with the following exceptions:

- Tesson Ferry Road in St. Louis County: 16,000
- Route 21 north of Potosi: 5,000 to 8,000
- Ironton, Winona, Thayer, Forsyth: 2,000 to 6,000.
- West Plains: 5,000 to 9,200.

The areas of lightest traffic are:

- Route 185 north of Potosi - 238
- US 160 west of Theodosia - 222
- Route 106 east of Eminence - 107

Zoning

There are very few places along the byway that may be zoned commercial or industrial. The exceptions may be located in the larger towns: West Plains, Forsyth, Thayer, St. Louis County.

Route 21 Extension

The extension of the Route 21 freeway from Route B in Hillsboro to Desoto has been approved by the East West Gateway Council of Governments but has not been funded. Once this final segment of the highway is constructed, the Ozark Run Scenic Byway designation should follow the new alignment.



Route 21 Extension

Potosi Traffic Improvement

The intersection of Route 8 and Route 185 currently does not require Route 8 traffic to stop. Byway travelers on southbound Route 185 have to wait at a stop sign until a break in traffic allows them to turn left. Possible safety improvements include adding stop signs or a stoplight, or converting the intersection to a roundabout. This project would require cooperation with MoDOT, since these are both state highways.



Potosi intersection

Flooding Restoration

Theodosia and Tecumseh both experienced flooding in recent years, where US 160 crosses Bull Shoals Lake and Norfolk Lake. The parks which provide river access in these locations will be popular byway destinations, once flood restoration has been completed.



Tecumseh Bridge

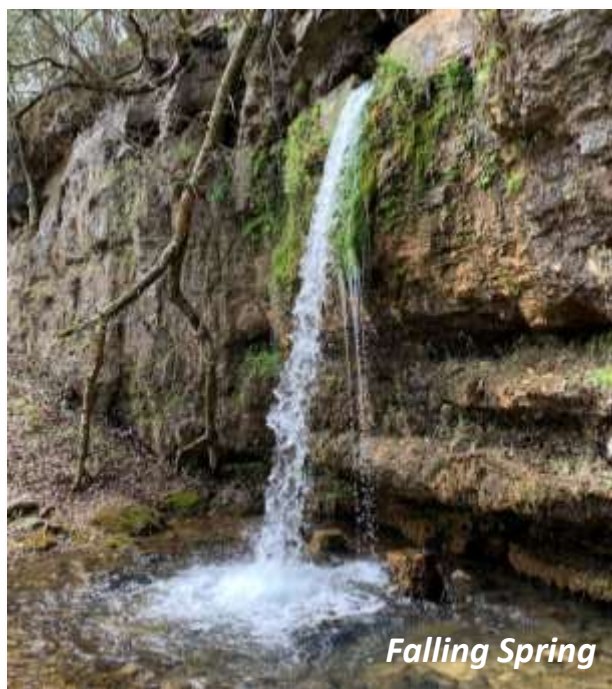
Greer Spring Mill

Directly off Route 21, there is a parking lot and a well developed trail to access Greer Spring. However, there is currently no public access to the historic Greer Spring Mill complex. An organization is working to restore the property, and make it more accessible to the public. MoDOT has determined the property is not suitable for its own parking lot, but the organization hopes that someday a path can be cut from the parking lot at the Greer Spring trailhead.



Falling Springs Mill

Falling Springs Mill is a picturesque and unique historical and natural site. While it is well-known among locals, it is not frequently visited by tourists. The access road is unpaved, rocky and bumpy, and there are no wayfinding signs from Route 19. Any improvements to this access road may help this site to become a very popular Ozark Run roadside attraction.



West Plains Railroad Crossing

The route that US 160 takes through West Plains includes an awkward turn that may confuse visitors. From the east, 160 follows Independence Dr across the Burlington Northern Santa Fe railroad. Shortly after the railroad crossing, it follows Concord Rd. south for only a quarter of a mile. Then, it goes west on Missouri Ave. and Gibson Ave. to an intersection with US 63. The short segment down Concord Rd. is not intuitive. The gutters at either end of the road give drivers the impression they are turning into a parking lot, and there are no stop lights, stop signs, or obvious turning lanes. The Independence Dr. at-grade railroad crossing is scheduled to be replaced by an overpass in 2024. One recommendation is for the overpass to curve south from the railroad, through the field behind the sheriff's office, and align directly with Missouri Ave, eliminating the need to use Concord Rd.



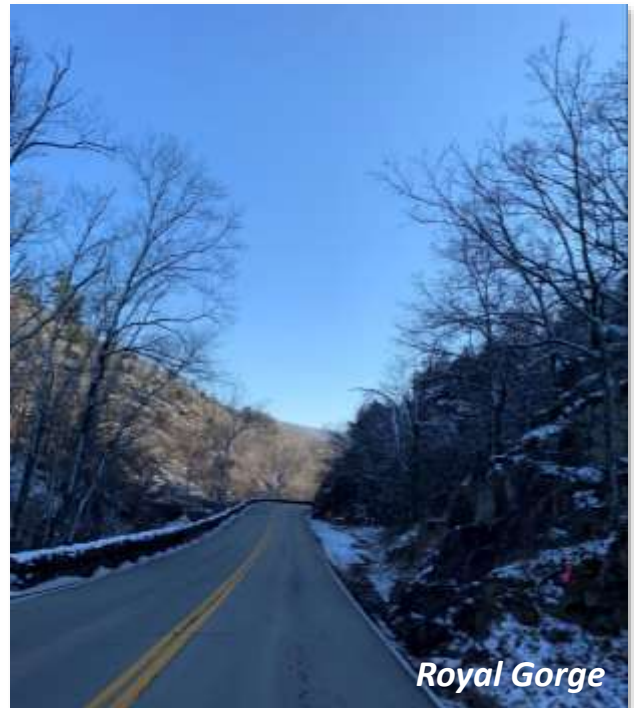
Prairie Hollow Gorge

Prairie Hollow Gorge is a beautiful natural area, featuring an igneous gorge with sheer canyon walls, and an intermittent stream with shut-ins. This area is found within the Ozark National Scenic Riverways, near the confluence of the Current and Jacks Fork rivers. The access road is unpaved, rocky and bumpy, and there are no wayfinding signs from Route V, which provides access to the rivers. There is also very limited parking, and no developed trails. This area is under the jurisdiction of the National Park Service, and is two miles away from the byway.



Royal Gorge

Just south of Arcadia, Route 21 runs through Royal Gorge. This has been a roadside attraction since the 1930s, when the Civilian Conservation Corps improved the roadway with stone railings. It even appears in vintage postcards. However, since that time, the native trees have grown back in the gorge, preventing passing motorists from seeing the rocky cliffs on either side. Strategic tree removal could be a useful improvement to Royal Gorge, to restore iconic views. Other improvements to the area may include improved parking, reduced speed limit, crosswalks, improved trailhead signs, and an overlook to view the gorge. This would make the gorge more of a destination to enjoy, and not just something to drive through, which only lasts a few seconds.



Old Mines Historical Village

The mission of the Old Mines Area Historical Society is to preserve and promote the cultural and historical heritage of the early French in North America, with a focus on the Old Mines area. They have an ongoing project to develop "Le Village de Vielle Mine" (The Village of the Old Mine). They are gathering old cabins from around the Old Mines area, and rebuilding them on a piece of property adjacent to the byway, directly across from Washington State Park. This could be an excellent future attraction for byway travelers. The byway organization may be able to help promote their efforts, and connect them with other organizations along the route.



Le Village de Vielle Mine

Mining Historical Boards

Lead and iron mining have been important to the history of the eastern Ozarks. It would be appropriate to construct a wayside exhibit and picnic area, where interpretive signing can highlight the history of mining activities and the early settlers. One appropriate location for this picnic area might be adjacent to Le Village de Vielle Mine, or at another nearby site on the byway.



Le Village de Vielle Mine

Low-Water Crossing

Hodgson Mill is not located directly on the byway route, but instead is on Route 181 several miles from the byway. Just south of the site is a low-water crossing, which may provide an obstacle for travelers to visit.



Hodgson Mill

Visitor Center / Ozarks Museum

One possible enhancement that would bring tremendous value to travelers would be a byway visitor center. If built, it should be established somewhere near the northern terminus. Tesson Ferry Rd. in St. Louis County may provide opportunities for temporary retail space, or more permanent roadside properties that are highly visible and easily accessible. Two other potential locations are where the byway intersects Route 141 and Route M, where the surroundings are a little more scenic. A visitor center may include exhibits that describe the byway, provide historical and geographical information about the Ozarks, as well as a complete set of maps and guides for communities and points of interest along the way. Certain museum-type exhibits may also be appropriate, such as a theater. Perhaps an existing museum, such as the Ancient Ozarks Natural History Museum near Branson, could partner with the byway organization and provide traveling exhibits.

Outdoor Advertising

According to state statute, once a route has been officially designated as a scenic byway, no new advertising devices which are visible from the highway may be erected, except for

- (A) On-premises advertising devices;
- (B) Tourist-oriented directional and other official signs; and
- (C) Advertising devices located in areas zoned commercial or industrial which are segmented as non-scenic.

Federal regulations also prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads.

Portions of the following national highways and federal-aid roads are included in the Ozark Run route:

- Missouri Routes 21 and 19
- US 160, US 60, US 63



Arcadia Valley Visitor Center

Scenic Turnouts/Overlooks

While driving through the Ozarks, there are many occasions where a hilltop might provide an outstanding view, except for the thick surrounding forest. There are several places along the Ozark Run where a strategically placed observation tower, just above the treetops, could provide travelers with outstanding views. The pictures below show examples of various overlook designs from around the world.

- Route 185 – A lookout could be placed near the Little Courtois Creek or in the Pea Ridge Conservation Area.
- Route 21 – Shepherd Mountain in Ironton may be a good location for an observation tower, providing views of Arcadia Valley, Fort Davidson, and Pilot Knob.
- Route 21 – Just east of Taum Sauk Mountain State Park, there is already a turnout with a nice scenic overlook, but it could use better parking and signage.
- Route 21 – The Lesterville area is particularly scenic, however, there are no good places to pull over. This area could use at least one turnout or picnic area, perhaps on the bank of the Middle Fork of the Black River.
- Route 106 – The ridges in the vicinity of the Current River and Blue Spring would provide an especially good location for a lookout tower.
- Route 160 – There are some opportunities for a good lookout in Mark Twain National Forest, between Forsyth and Theodosia.



Zarasai Lake Observation Bridge, Lithuania



Pikes Peak State Park, McGregor, Iowa



Camp Adventure Forest Tower, Denmark



Hitchcock Nature Center, Honey Creek, Iowa



Metelai Observation Tower, Lithuania



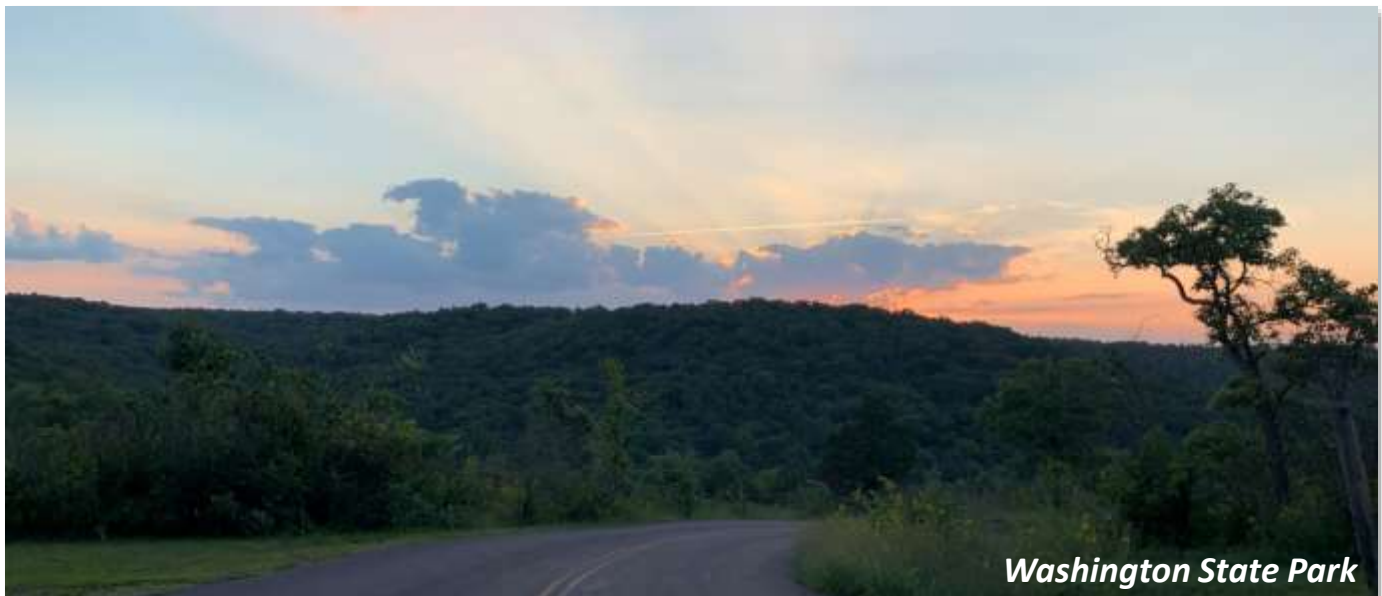
Neabsco Creek Boardwalk, Woodbridge, Virginia

Traditional Marketing

The Ozark Run Scenic Byway is a big deal! Right at the beginning, there should be a press release announcing the designation process, and effort should be made to get a spot in local news outlets. But this is just the beginning. The byway organization should publish brochures, and a hardcopy of the traveler's guide. The byway should also be advertised in printed materials from other organizations – visitor's guides, etc. Partnerships with and among local tourism organizations will be essential. Organizations in West Plains, Jefferson County, and Branson have already offered their support. The byway exists to bring visibility to their communities, and in return, they have incentive to publicize the byway. One of the most significant benefits of the byway concept is that it will encourage byway stakeholders to work together and promote the region as a whole.

Digital Marketing

Once the byway designation process is underway, the project may benefit from collaboration with a digital marketing firm. Areas of focus could include search engine advertising and social media marketing. The Ozark Run has a domain name: <https://ozarkrun.org>. However, the current website application is intended to be temporary. A new permanent website should be constructed, using better development and content management tools. This will allow the site to grow larger, and should also make future modifications easier. Once the byway has been designated, a mobile-friendly byway traveler's guide should be developed. This guide should be designed so that it will still function in the absence of cell phone service. Another way to increase interest and familiarity with the byway is to create a series of documentary videos, under the Ozark Run banner. These videos could cover topics such as state parks, historical events, and even the story behind how the Ozark Run Scenic Byway came into being.



Washington State Park

Special Events

The organization can facilitate special events, such as a motorcycle tour (“The Ozark Run”), a bicycle race, byway association meetings, and historic tours. The byway organization should look for ways to sponsor other events and organizations as well, to promote name recognition. Here is a list of some existing special events along the route:

Gateway Sprint Events	Location	Date
Hillsboro Homecoming & Festival	Hillsboro	May
Jefferson County Rodeo	Hillsboro	June
Jefferson County Fair	Hillsboro	July
Washington County Fair	Potosi	August
Good Old Truck & Tractor Pull	Hillsboro	August
Horse Show/Heritage Festival	Hillsboro	October
La Fete de l'Automne	Old Mines	October

St. Francois Sprint Events	Location	Date
Arcadia Valley Mountain Music Festival	Iron-ton	May and October
Pickin on the Square	Iron-ton	Fridays in Summer
Arcadia Valley BBQ Battle	Iron-ton	June
Battle of Pilot Knob Re-Enactment	Pilot Knob	September
Caledonia Junk-a-Roma and Street Fair	Caledonia	September

Riverways Sprint Events	Location	Date
Ozark Mountain Festival	Eminence	May
Thayer Fall Festival	Thayer	October

Heritage Sprint Events	Location	Date
Greater Ozarks Blues Bash	West Plains	May
Bluegrass and BBQ Festival	Silver Dollar City	May
Old Time Music Ozark Heritage Festival	West Plains	June
National Harvest and Cowboy Festival	Silver Dollar City	Sept-Oct
An Old Time Christmas	Silver Dollar City	Nov-Dec
Ozark Mountain Christmas	Branson	Nov-Dec

Wayfinding Signs

The main purpose of creating the Ozark Run Scenic Byway is so that drivers can find their way from one corner of the Ozarks to the other. That purpose will require specific signage.

Currently, some Missouri state scenic byways are marked only with a generic sign that says “Missouri Byway” above the normal state route wayfinding sign. For an example, see the sign for northbound Route 25. A driver can tell that they are on a byway, but there is nothing that states they are on the “Stars and Stripes Scenic Byway”.

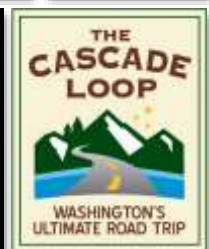
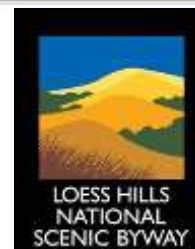


Many driving trails, in particular those that cross multiple states, have unique wayfinding signs below the route number sign. The examples to the right are all found in Missouri – the Lewis & Clark Trail, Historic Route 66, and the Great River Road. The Ozark Run will eventually enter three states, and should be marked this way as well.



A concept for the Ozark Run byway sign is currently being developed. It will incorporate many of the elements that are indicative of Ozark scenery. With recent advancements in technology, the sign should be colorful and eye-catching, similar to these examples from Minnesota, Iowa, Washington, and California.

In the future, perhaps the current standards for all Missouri scenic byway signs can be revisited. The existing state byways could benefit from having individualized logos, while still adhering to a unified branding strategy. Use this URL to see byway signs in Iowa, which are great examples: <https://iowadot.gov/iowasbyways/images/AllIowaByways.jpg>



Gateway Signs

The Ozark Run Scenic Byway will be the longest Missouri state scenic byway. When combined with the byway segments in Arkansas and Oklahoma, the Ozark Run will become one of the longest national scenic byways. A tourist attraction of this magnitude warrants a memorable gateway sign at its northern and western entrances.

The official northern terminus of the byway will be the intersection of Route 21 and Interstate 270 in St. Louis County. The first byway wayfaring signs can be installed here, on the posts below the Route 21 signs, inviting byway drivers to start the journey southward. However, a large welcome sign for a scenic byway would seem out of place among the grocery stores and gas stations. The scenic hills begin just south of the Meramec River and Route 141. This would be a perfect place for a large gateway sign, followed shortly afterwards by a mileage sign to key destinations along the route - such as Ironton, Eminence, and Branson. A companion sign in the northbound lanes should congratulate drivers for completing the Ozark Run, and welcome them to St. Louis.

The Meramec Sprint will provide an alternate northern terminus in Sullivan, at the junction of Interstate 44 and Route 185. Just a quarter-mile from this interchange, the byway will cross Historic Route 66, which is now an All-American Road. This intersection will become a key junction point in the Missouri scenic byway network. An Ozark Run gateway sign can be placed within the first mile, before the byway enters Meramec State Park property.

The western byway terminus will be the intersection of US 160 and US 65, north of Branson. Immediately adjacent to this interchange, US 160 passes through a large rock cut, about a quarter of a mile long. This would be a perfect place for a large welcome sign, followed shortly afterwards by a mileage sign to key destinations along the route - such as Gainesville, West Plains, and Eminence. A companion sign in the westbound lanes should congratulate drivers for completing the Ozark Run, and welcome them to Branson.



Scenic Missouri – Byway Managing Organization

Scenic Missouri is a 501c3 non-profit organization dedicated to the enhancement and preservation of Missouri's scenic landscapes and communities. This is the only statewide nonprofit focused on the visual quality of our beautiful state. Its major issues are: Education, Billboard Control & Community Appearance, Scenic Byways/Heritage Tourism, and Green Highways. Scenic Missouri is a chapter of Scenic America, whose stated mission is to preserve and enhance the visual character and scenic beauty of America.

Scenic Missouri is proud to be the managing organization for the Ozark Run Scenic Byway, and is prepared to support the byway in the following ways:

- Oversee the evolution of this Corridor Management Plan.
- Communicate with stakeholders along the route to rally support for the byway concept.
- Facilitate public meetings as required.
- Advocate for the state byway designation in Missouri by communicating with any relevant local or state entities.
- Solicit donations and apply for grants to fund byway development projects.
- Publish marketing materials, byway guides, mobile apps, etc.
- Sponsor special events to bring attention to the byway.
- Identify sites of historic or cultural significance along the byway and promote local efforts to preserve and enhance these sites.
- Prepare for the designation process in Arkansas and Oklahoma.
- Prepare to apply for national scenic byway status.

Ozark Run Association – Destination Marketing Organization

Scenic Missouri will need additional help in order for the byway to reach its full potential. A second entity, called the Ozark Run Association, will be established once the byway is increasing in popularity. This will be incorporated as a 501c6 Destination Marketing Organization, and will offer memberships to businesses and organizations along the byway. These memberships will provide a revenue stream which can be used to fund byway operations. Additional revenue will also come from selling advertising in the visitor guides, and receiving grants intended for tourism-related organizations.

Ozark Run Association members will receive certain benefits, including advertising spaces. More importantly, membership in the association will create a link between people across the state. A marina owner near Gainesville, a canoe outfitter in Eminence, and a campground operator in Lesterville would usually have no reason to interact with each other. But as members of the Ozark Run Association, they would have something in common, a mutual interest, a bond between them, a larger voice. There is tremendous power in that. Once the byway extends across Arkansas and Oklahoma, the association would include members from an even wider territory, and could become an influential voice in promoting the region.

Public Involvement

We have been steadily spreading the word about the new byway, and the response so far has been very positive. We have contacted several chambers of commerce, counties, and cities along the route, and attended meetings in person and virtually. Many people are excited about the Ozark Run. We have received several letters of support, including from the Missouri Division of Tourism and the Lieutenant Governor.

Going forward, we foresee continued attendance at public meetings, identifying enthusiastic stakeholders for a steering committee, and other public outreach. Scenic Missouri will collaborate with MoDOT and local highway departments on projects involving parking and safety improvements. The Ozark Run Association will work with local parks and planning departments on possible improvements to green spaces and Main Street beautification projects.

Five Year Plan

Here is a road map for our activities over the next five years. This is just a preliminary framework – the details are subject to change as the project proceeds.

Five Year Plan	
Year One	Install Wayfinding Signs Establish fundraising Establish steering committee Establish marketing plan Publish brochures Start Arkansas designation process
Year Two	Establish Ozark Run Association (501c6) Create smartphone app Identify locations for overlooks Identify locations for historical boards Construct Gateway Signs
Year Three	Sponsor special events Start Oklahoma designation process
Year Four	Construct overlooks Start national scenic byway process Start planning for Visitor Center/Museum
Year Five	Construct Visitor Center/Museum

According to Missouri statutes, commercial and industrial zones are automatically excluded from a scenic byway designation. Although these areas will not be officially included, the route will be promoted as a continuous scenic byway as allowed by federal legislation and signed accordingly. For the Ozark Run, there are 12 excluded segments, totaling around 33 miles. Therefore, even though the total driving distance of the Ozark Run Scenic Byway is 375 miles, the official designation covers only 342 miles. Here is a list of the exclusions, followed by detailed maps of each area.

Route 21

- 1) St Louis County: I-270 to Wells Rd. (2.5 miles)
- 2) Jefferson County: Route 110 through De Soto city limits (3.7 miles)
- 3) Washington County: Potosi city limits (1.5 miles)
- 4) Iron County: Pilot Knob, Ironton, Arcadia city limits (4.7 miles)
- 5) US 160
- 8) Howell County: West Plains city limits (5 miles)
- 9) Ozark County: Gainesville city limits (5.3 miles)
- 10) Ozark County: Theodosia city limits (2.0 miles)
- 11) Taney County: Merriam Woods city limits (0.9 miles)

Route 8

- 5) Washington County: Potosi city limits (1.5 miles) (0.5 miles)
- 12) Franklin County: I-44 to the railroad overpass

Route 19 / US 60 / US 63

- 6) Shannon County: Winona city limits (3.1 miles)
- 7) Oregon County: Thayer city limits (3.1 miles)

Route 21 – Tesson Ferry Road St. Louis County

Zoning in Unincorporated Area St. Louis County, Missouri

Zoning Categories

- CL, C2, C3, C4, C8
- CO, CT
- M1, M2, M3
- MXD
- NU
- PS
- R1, R1A
- R2, R3, R4, R5
- R6, R6A, BAAA, R7, R8
- Special Flood Hazard Areas (1% Annual Chance)
- Other Flood Areas (0.2% Annual Chance)
- FEMA Floodway
- Incorporated Areas

Source: St. Louis County GIS Services Center.
gis@stlouisco.com, 314-615-4615

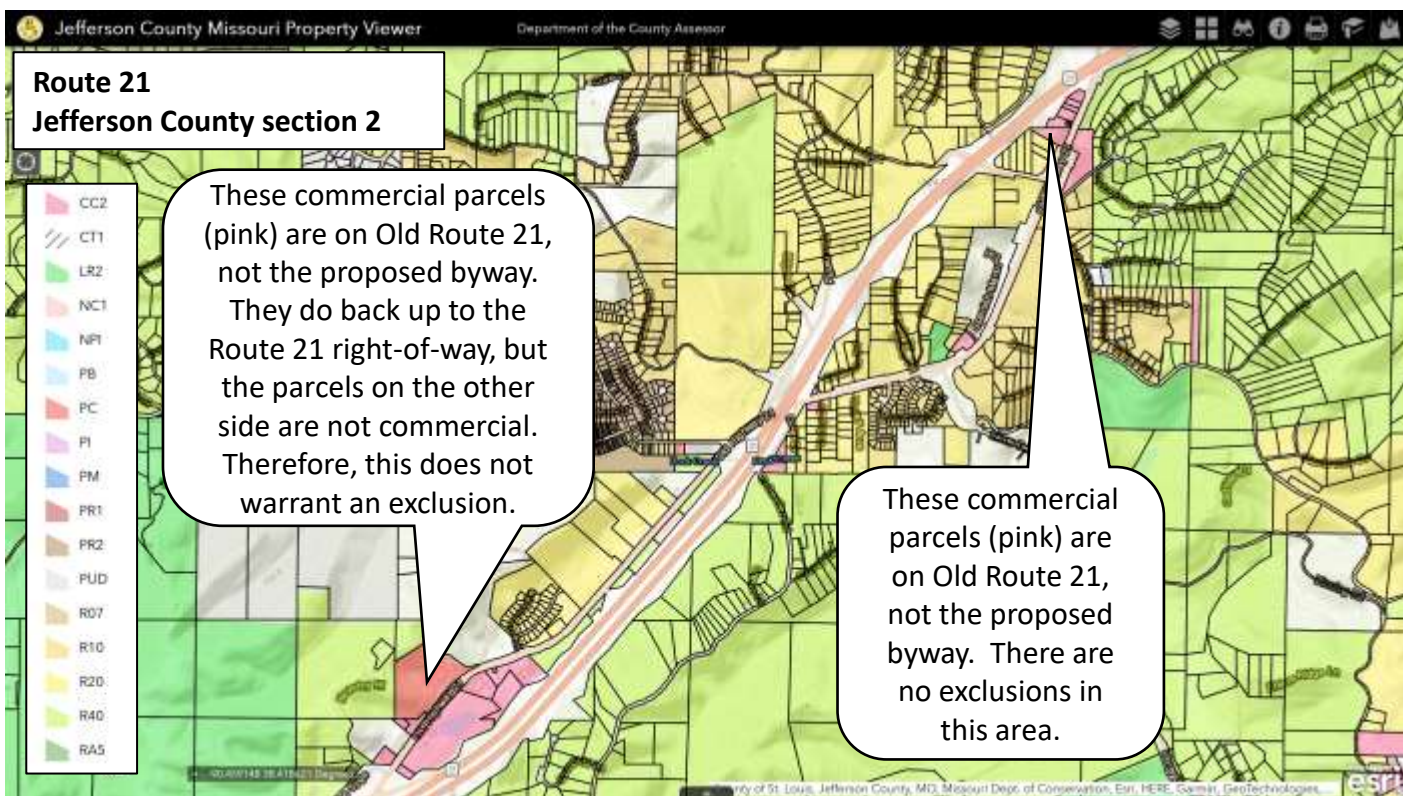
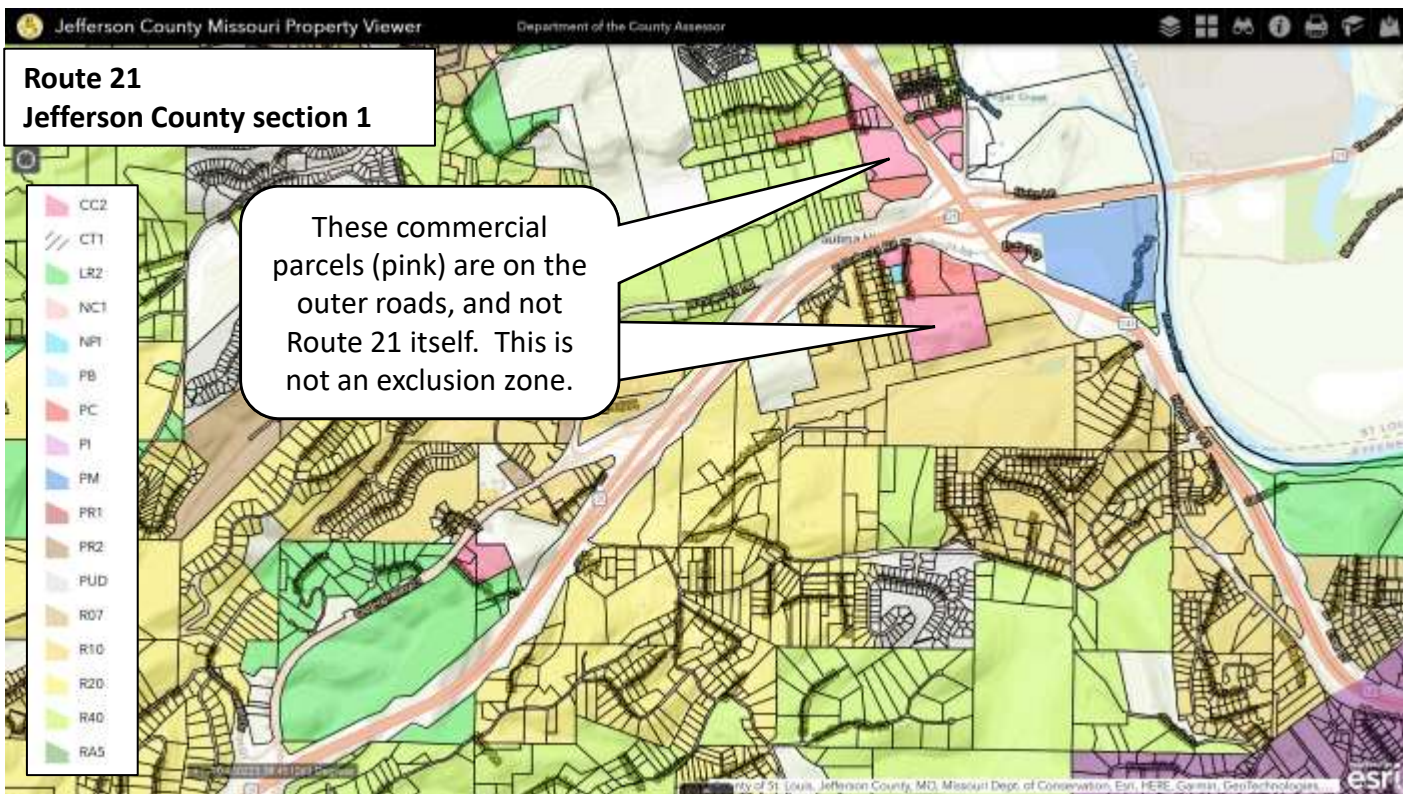
EXCLUSION #1

This area is unquestionably commercial (red and pink), from I-270 to Wells Road. This segment is excluded.

From Wells Road to the Meramec River, there are two commercial parcels (red), and they are on only one side of the road. Therefore there are no exclusions in these 2.5 miles.

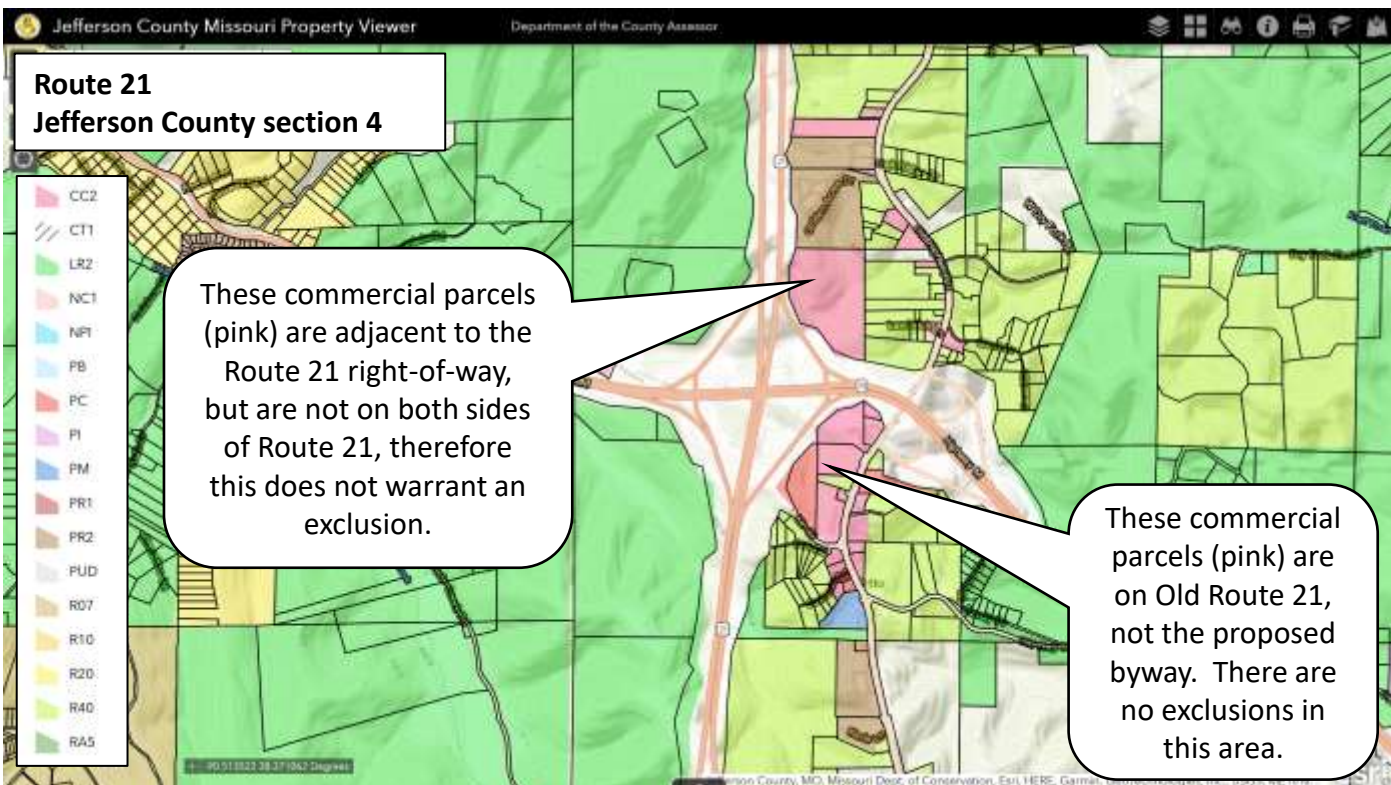
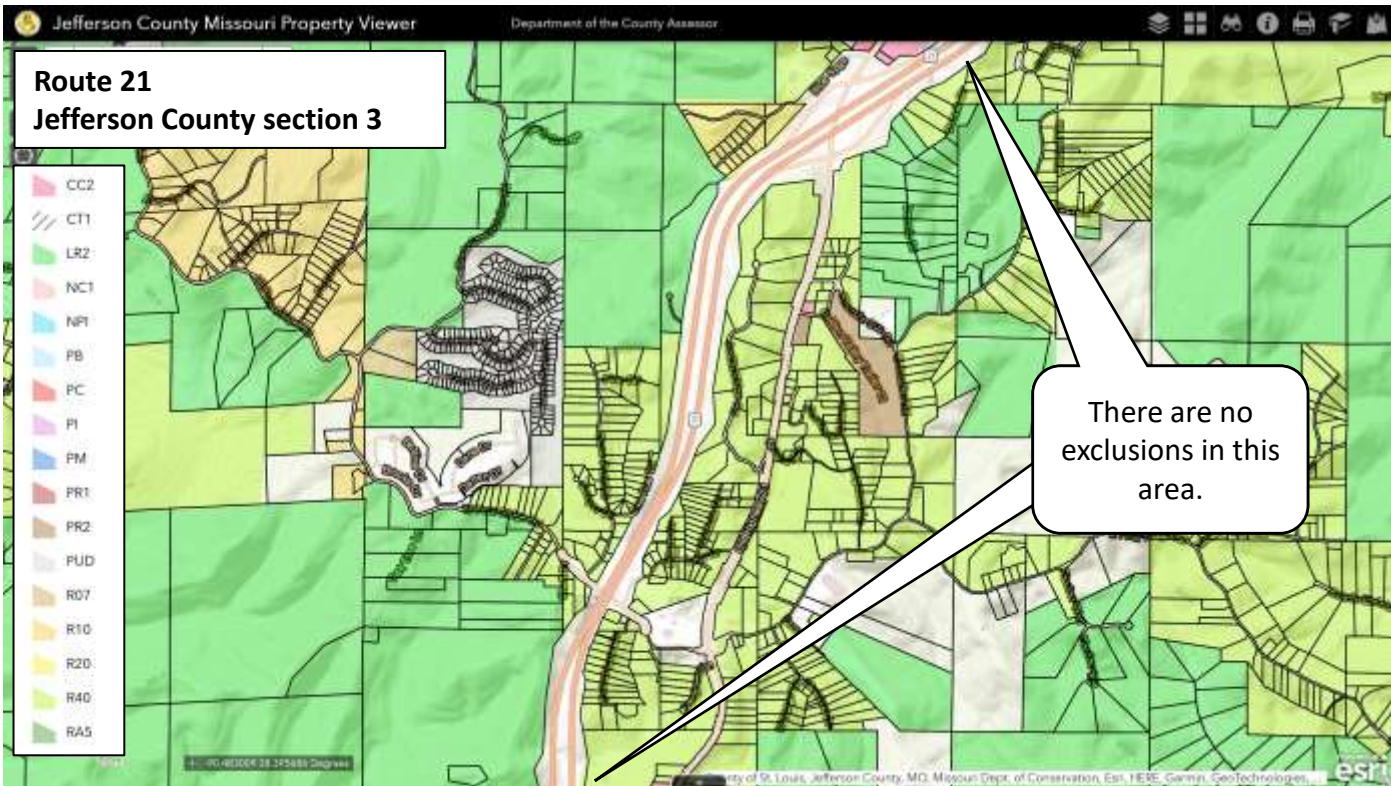
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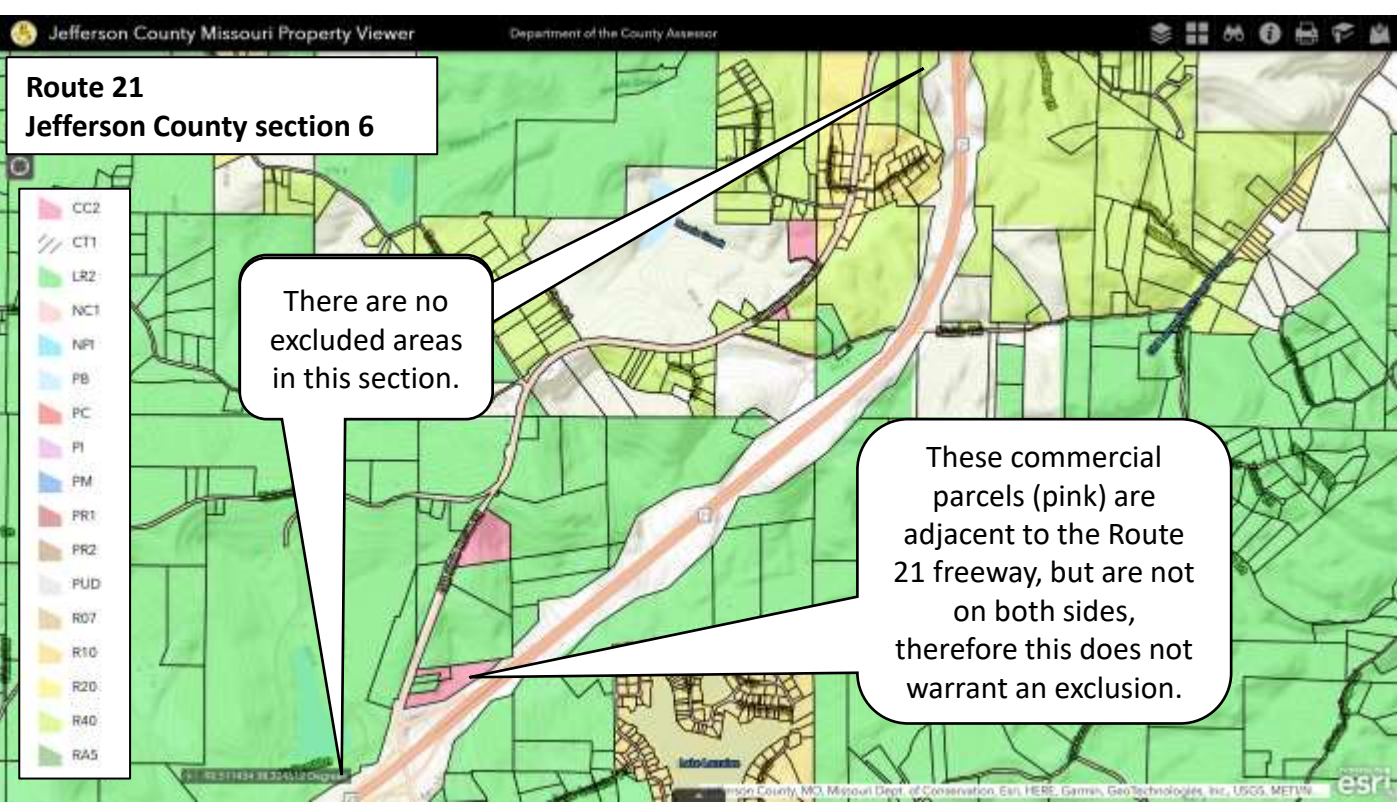
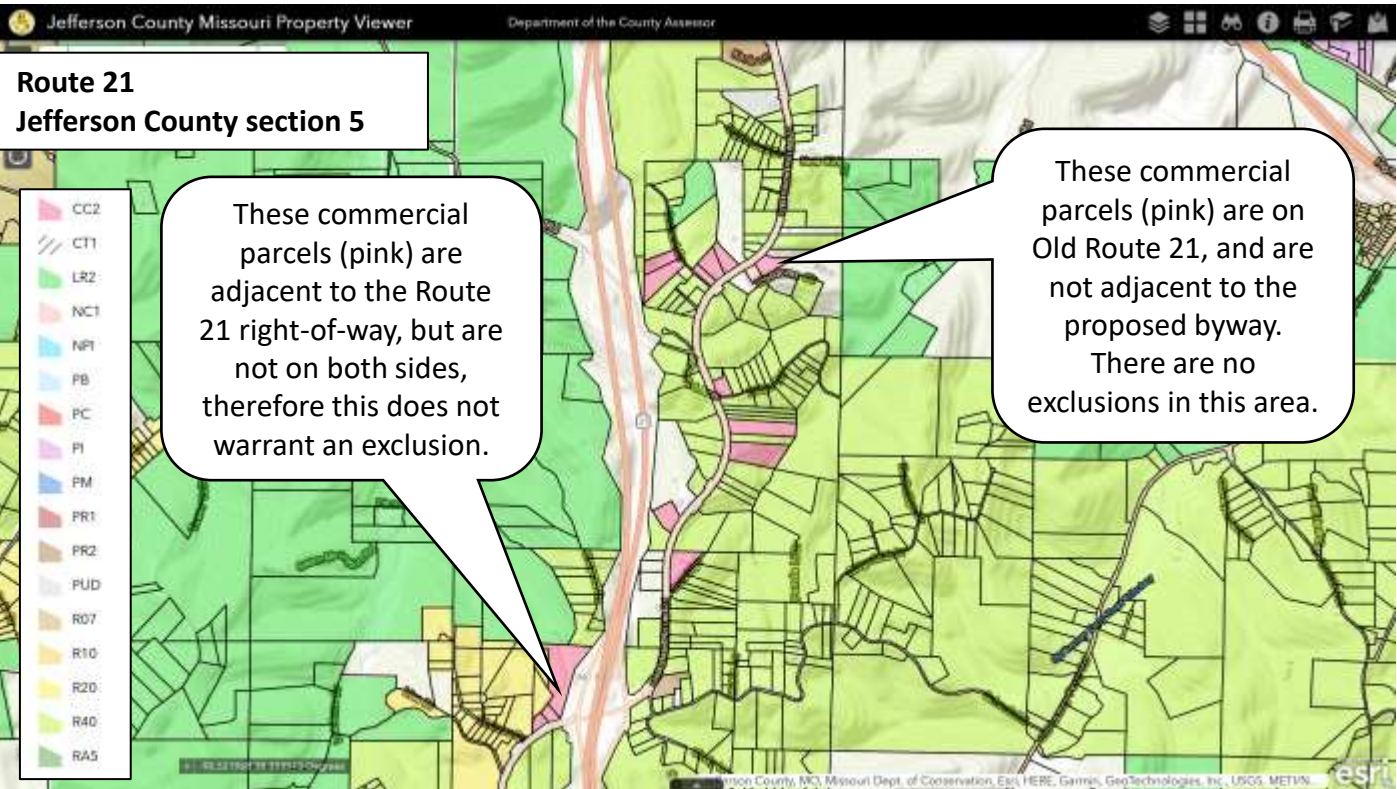
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Source:

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Source:
<https://jeffcomo.maps.arcgis.com/apps/webappviewer/index.html?id=efafd2634c3c494ab61f03bbcd759ec7>

Route 21 Jefferson County section 7

These commercial parcels (pink) are adjacent to the Route 21 right-of-way, but are not on both sides, therefore this does not warrant an exclusion.

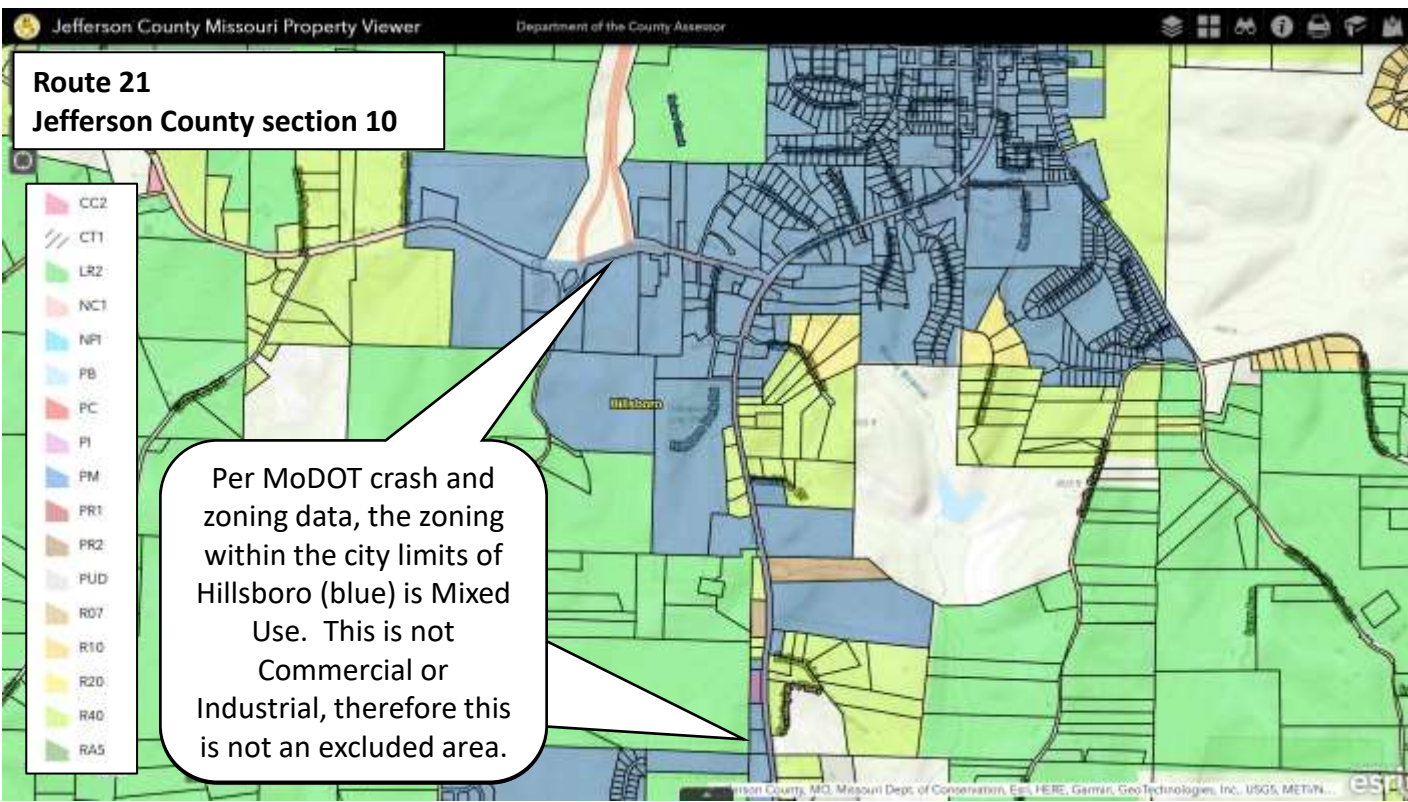
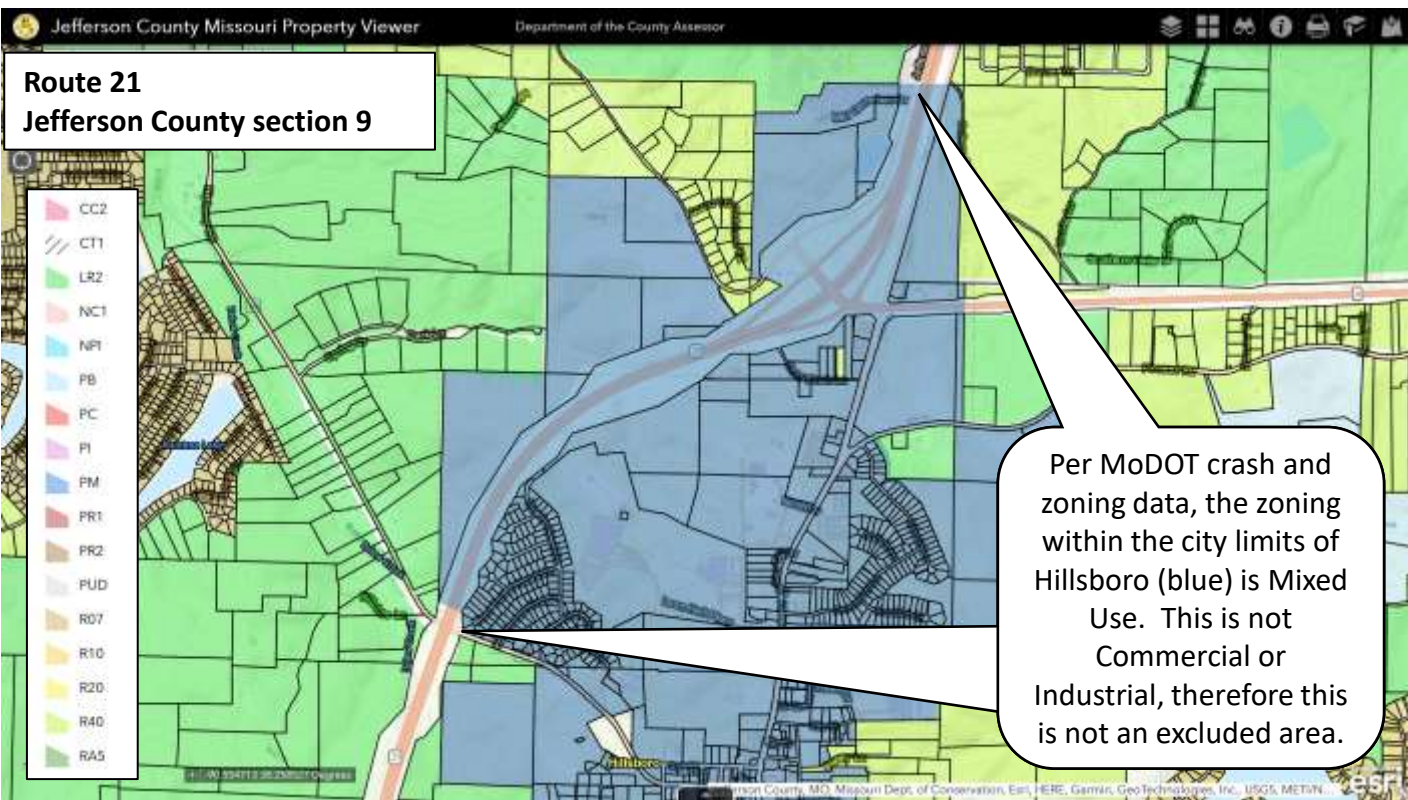
These commercial parcels (pink) are on Old Route 21, and are not adjacent to the proposed byway. There are no exclusions in this area.

Route 21 Jefferson County section 8

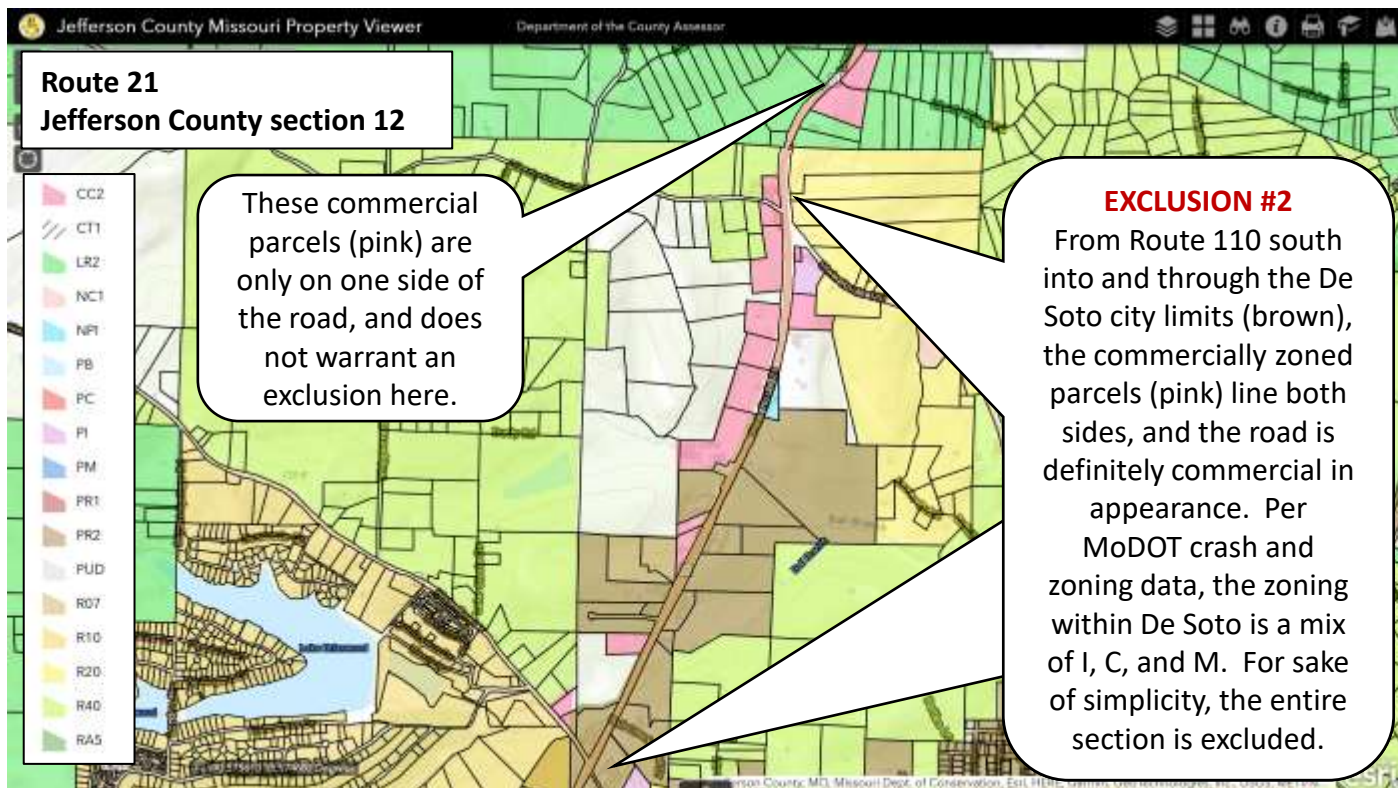
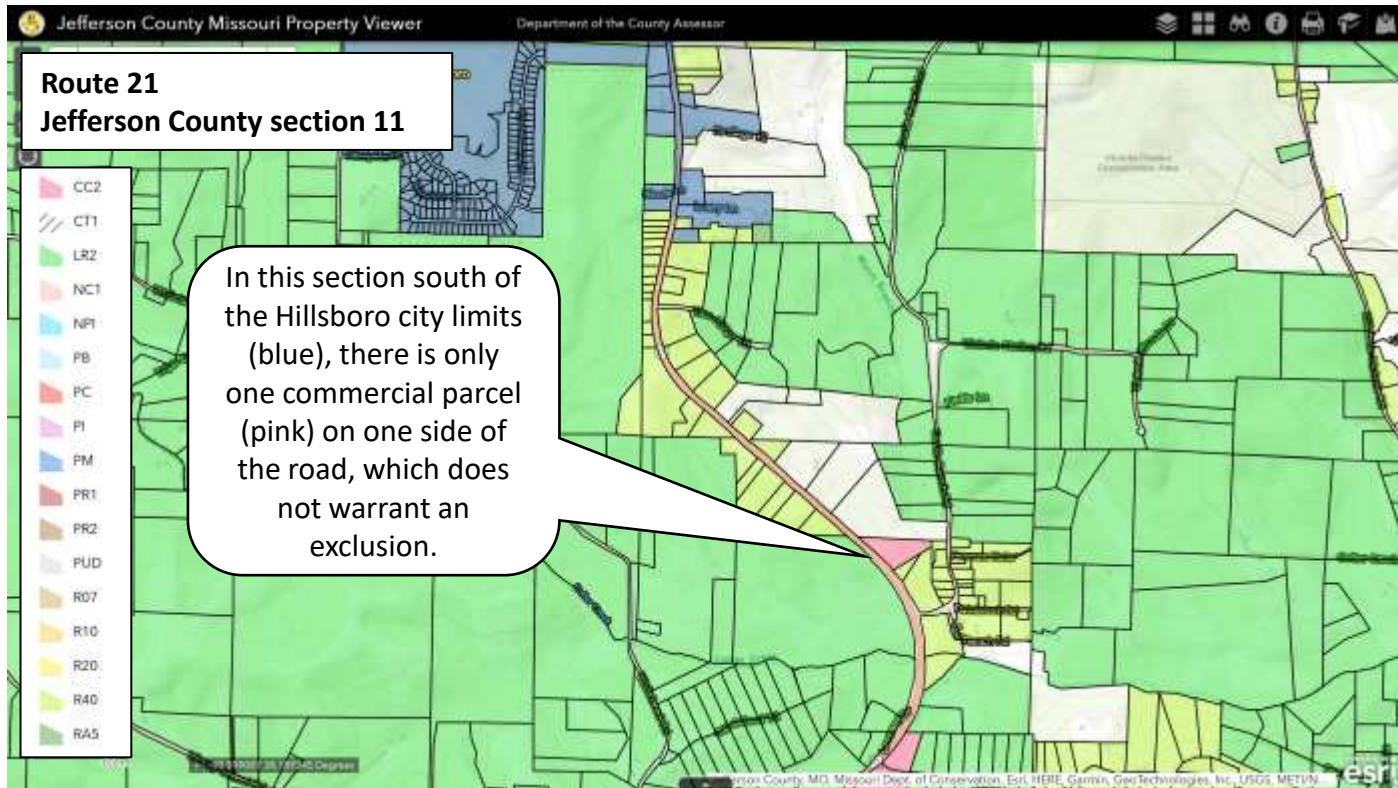
In this section, the only commercially zoned parcels (pink) are located on Old Route 21, and are not adjacent to the proposed byway. There are no exclusions in this area.

Source:

<https://jeffcomo.maps.arcgis.com/apps/webappviewer/index.html?id=efafd2634c3c494ab61f03bbcd759ec7>

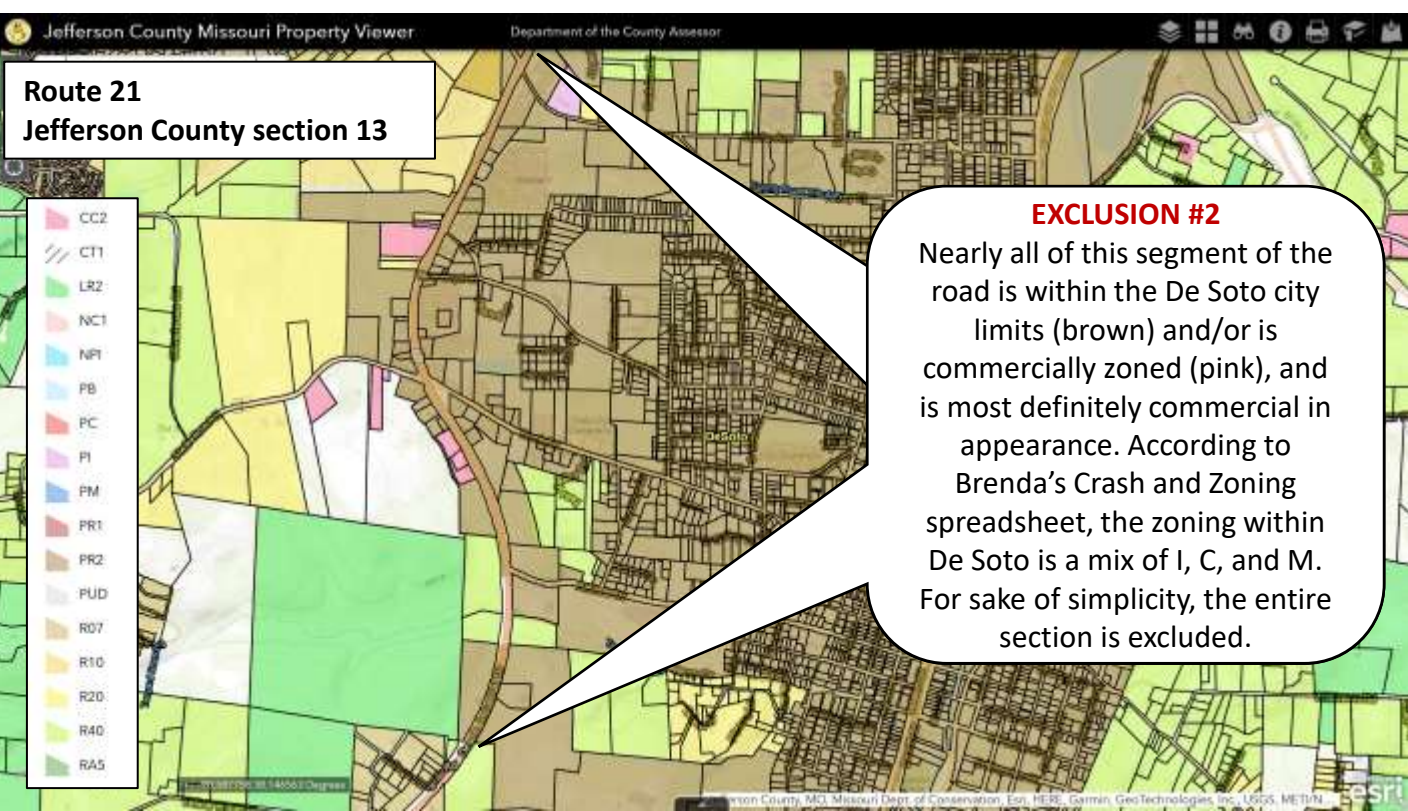


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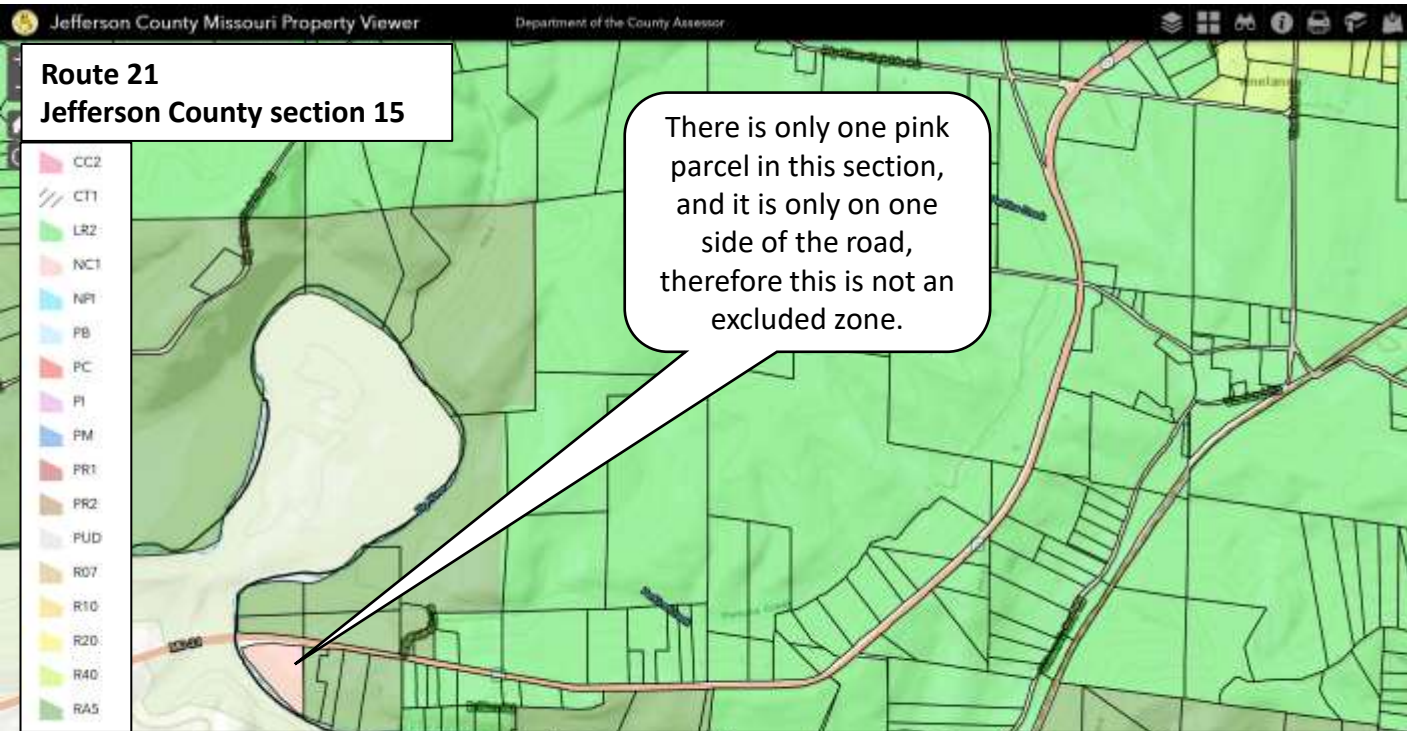
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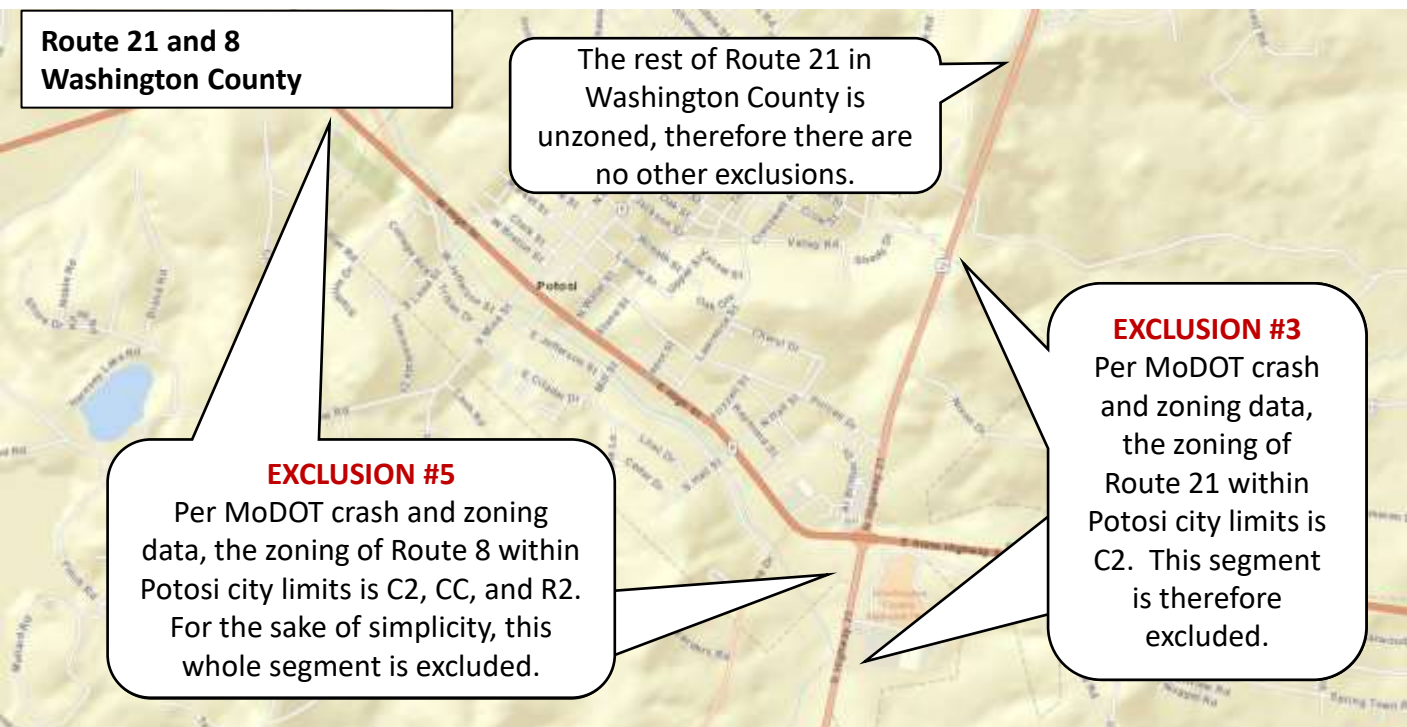
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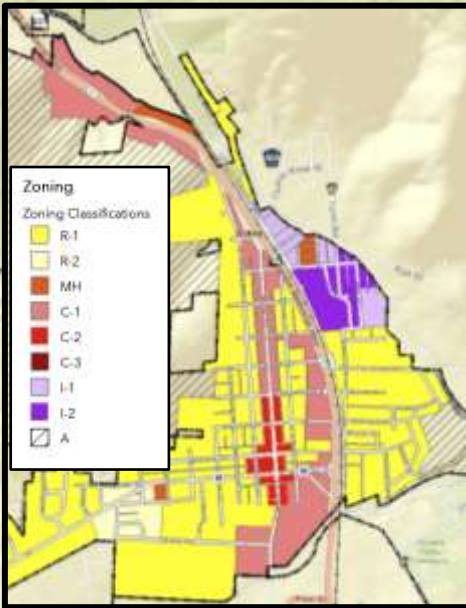
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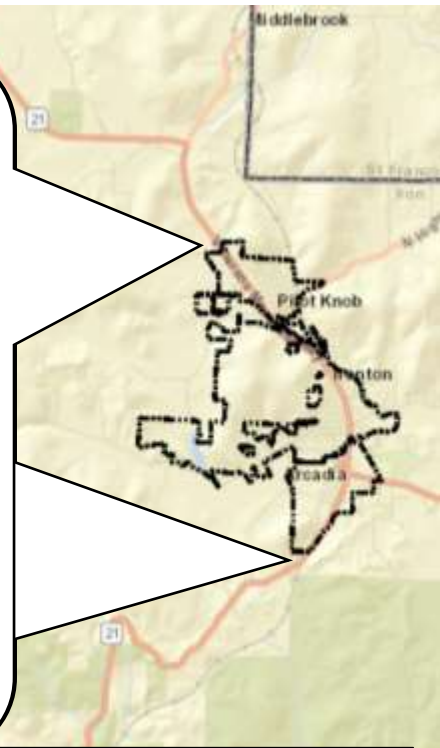
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Route 21 Iron County



EXCLUSION #4

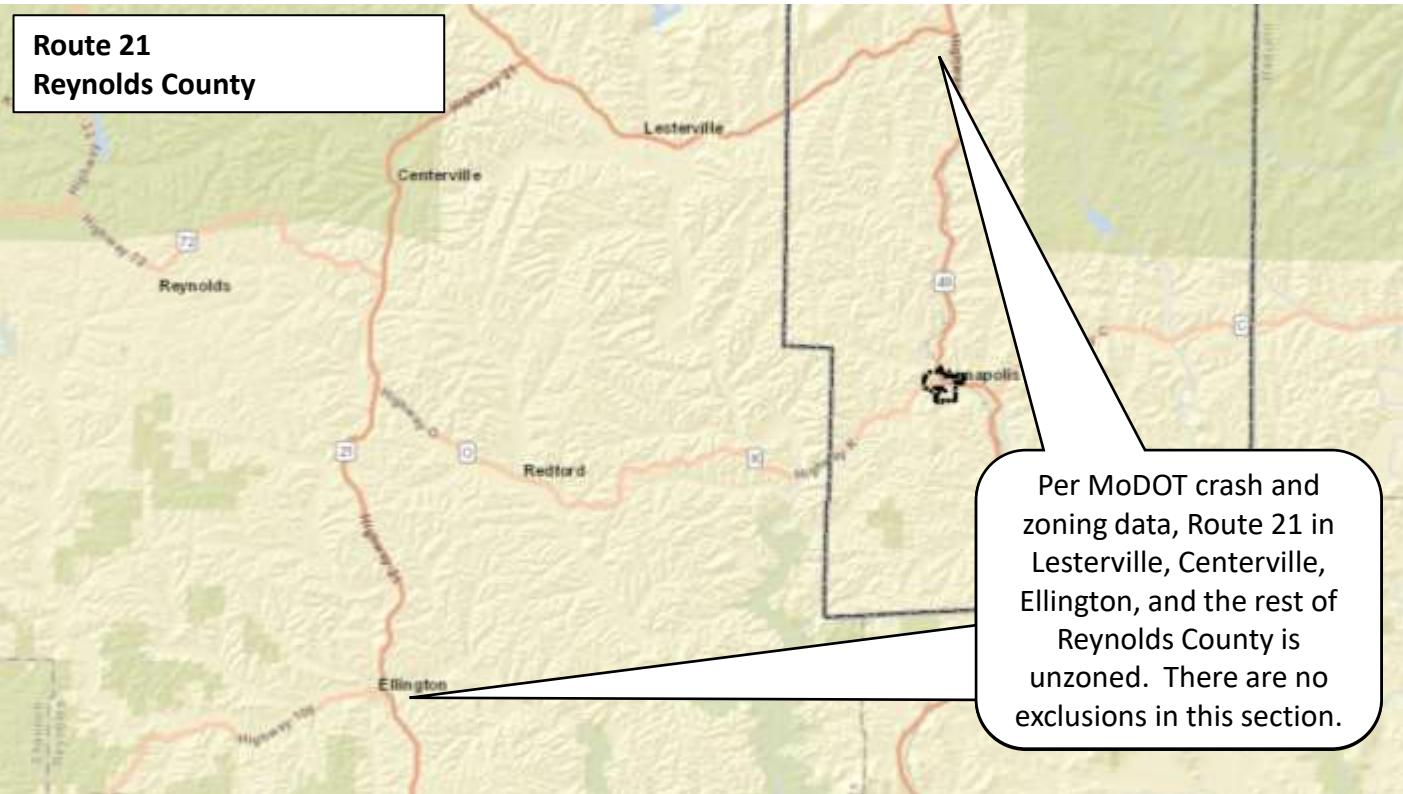
The cities of Pilot Knob, Ironton, and Arcadia are immediately adjacent to each other. Per MoDOT crash and zoning data, Pilot Knob and Arcadia both contain some C1 and I zoning along Route 21. According to the zoning map for Ironton, most of Route 21 is lined with commercial parcels. For the sake of simplicity, the entire segment within the three communities is excluded. The rest of Iron County is unzoned – this is the only exclusion.



Source:

<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=0d6f8d2550cd491ea05ed275c6568853>

Route 21 Reynolds County

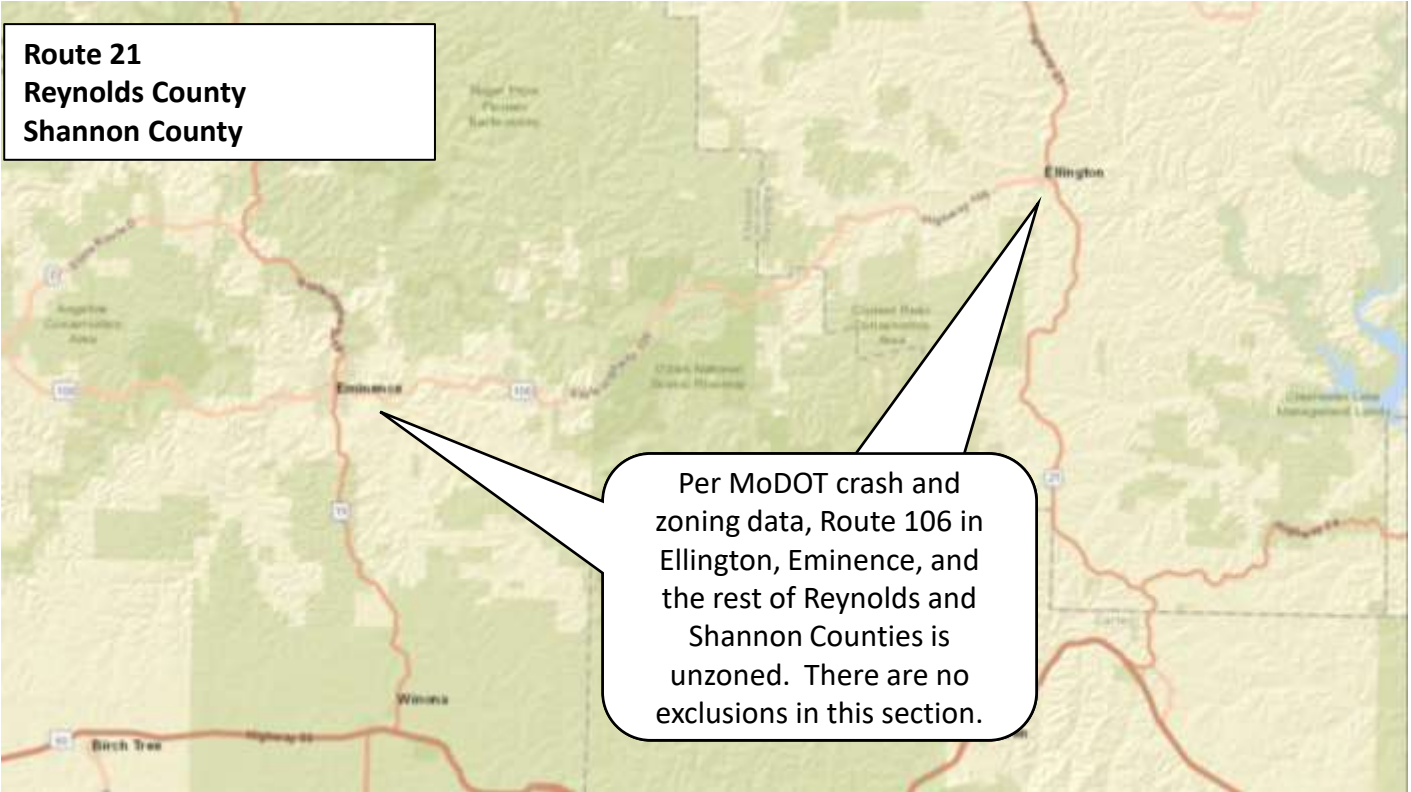


Per MoDOT crash and zoning data, Route 21 in Lesterville, Centerville, Ellington, and the rest of Reynolds County is unzoned. There are no exclusions in this section.

Source:

<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=0d6f8d2550cd491ea05ed275c6568853>

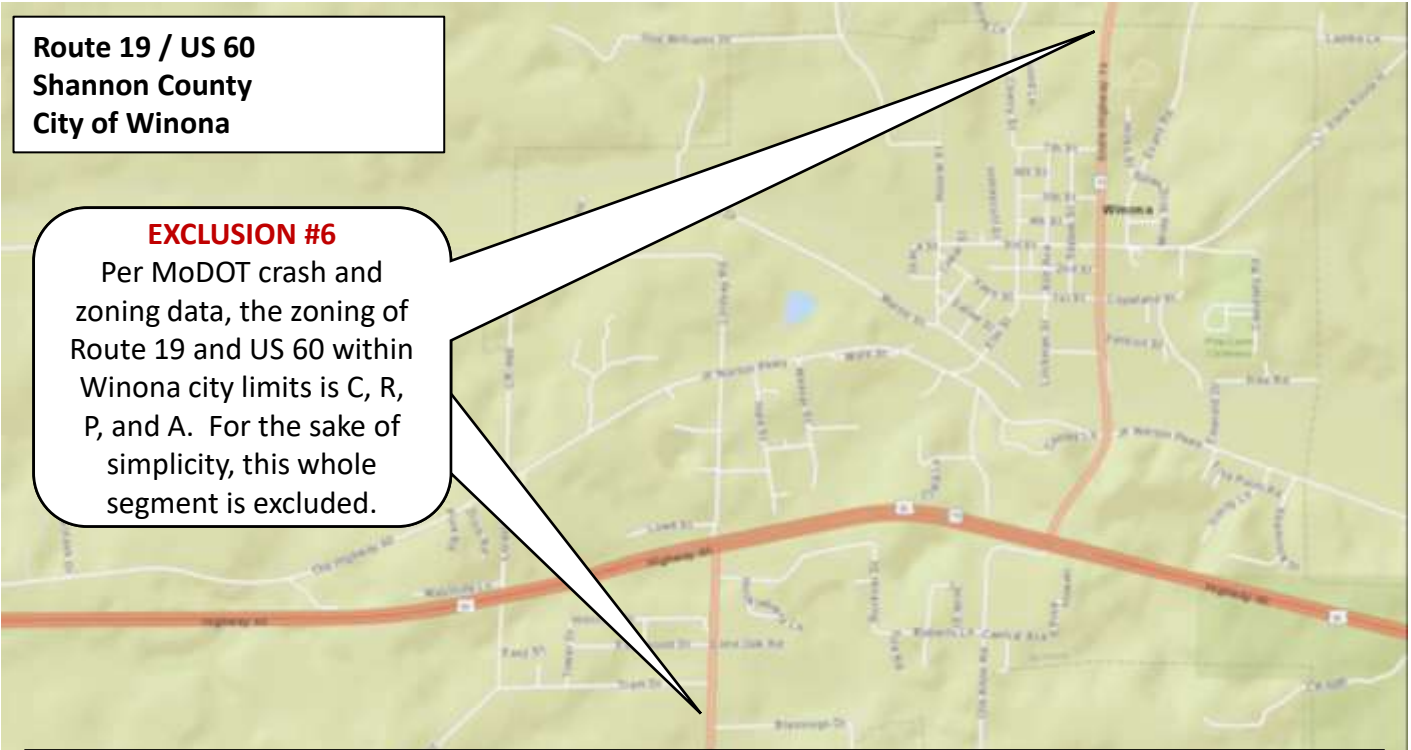
Route 21 Reynolds County Shannon County



Per MoDOT crash and zoning data, Route 106 in Ellington, Eminence, and the rest of Reynolds and Shannon Counties is unzoned. There are no exclusions in this section.

Route 19 / US 60 Shannon County City of Winona

EXCLUSION #6



Per MoDOT crash and zoning data, the zoning of Route 19 and US 60 within Winona city limits is C, R, P, and A. For the sake of simplicity, this whole segment is excluded.

Source:

<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=79d57ba88d7047e887bf23539106adda>

Route 19 / US 63
Oregon County
City of Thayer

EXCLUSION #7

Per MoDOT crash and zoning data, the zoning of Route 19 and US 63 within Thayer city limits is zoned commercial. Therefore, this whole segment is excluded.

The rest of Oregon County is unzoned, including the city of Alton and the last mile before the Arkansas state line, so there are no other exclusions.

Source:

<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=79d57ba88d7047e887bf23539106adda>

US 160
Howell County
City of West Plains

The rest of Howell County is unzoned, so there are no other exclusions.

EXCLUSION #8

According to this map, the zoning of US 160 within West Plains city limits is predominantly commercial. For the sake of simplicity, this whole segment is excluded.

Source:

<https://gis.westplains.net/portal/apps/webappviewer/index.html?id=76e4c12298dd46f59a67aea0c7f69051>

US 160 Ozark County City of Gainesville

Except for the village of Theodosia, the rest of Ozark County is unzoned, and there are no more exclusions in that area

EXCLUSION #9

Per MoDOT crash and zoning data, the zoning of US 160 within Gainesville city limits is zoned 25% commercial. Without any more specific details, for the sake of simplicity, the entire segment is excluded.

Source:
<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=79d57ba88d7047e887bf23539106adda>

US 160 Ozark County Village of Theodosia

Except for the town of Gainesville, the rest of Ozark County is unzoned, and there are no more exclusions in that area

EXCLUSION #10

Per MoDOT crash and zoning data, the zoning of US 160 within Theodosia city limits is mostly zoned commercial. For the sake of simplicity, this whole segment is excluded.

Source:
<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=79d57ba88d7047e887bf23539106adda>

US 160
Taney County
City of Merriam Woods

EXCLUSION #11

According to Brenda's Crash and Zoning spreadsheet, the zoning of US 160 within Merriam Woods city limits is a mix of R and C. For the sake of simplicity, this whole segment is excluded.

The rest of US 160 in Taney county, including Forsyth, is zoned R and M. There are no other zones that warrant exclusion.

Source:

<https://semorpc.maps.arcgis.com/apps/webappviewer/index.html?id=79d57ba88d7047e887bf23539106adda>

Route 185
Franklin County
Cities of Sullivan and
Oak Grove Village

EXCLUSION #12

Per MoDOT crash and zoning data, Route 185 in Oak Grove Village is zoned commercial. Therefore, the segment from I-44 to the railroad tracks is excluded.

This single parcel of C-2 is only on one side of the road, and does not warrant an exclusion.

The remaining miles of Route 185 within Franklin and Washington counties are unzoned – no exclusions here.

Source:

https://cms3.revize.com/revize/cityofsullivan/forms/uploads/ZONING_JAN_2015.pdf



Ozark Run

**Letters of
Support**

STATE CAPITOL
201 W. CAPITOL AVENUE, ROOM 224
JEFFERSON CITY, MISSOURI 65101



PHONE: (573) 751-4727
FAX: (573) 751-9442
MIKE.KEHOE@LTGOV.MO.GOV

MIKE KEHOE

LIEUTENANT GOVERNOR
STATE OF MISSOURI

August 11, 2021

Brenda K. Harris
Assistant to State Design Engineer – Right of Way
Missouri Department of Transportation
105 W. Capitol Ave.
Jefferson City, MO 65102

Dear Ms. Harris,

I write in support of Scenic Missouri's Ozark Run Scenic Byway designation proposal.

This proposed byway will benefit communities along the route and further promote Missouri's tourism industry. Missouri tourism injects more than \$17 billion annually into our economy, provides more than 300,000 jobs and attracts nearly 43 million visitors a year.

I support the Ozark Run Scenic Byway application and I look forward to the Missouri Department of Transportation's thorough and favorable consideration of Scenic Missouri's byway designation request.

Thank you for your leadership and support of Missouri's transportation systems, including our state's scenic byways. Please do not hesitate to reach out if I can be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Mike Kehoe".

Mike Kehoe



August 23, 2021

Brenda K. Harris
Assistant to State Design Engineer – Right of Way
Missouri Department of Transportation
105 W. Capitol Ave.
Jefferson City, MO 65102

Ms. Harris,

As Missouri rebounds from the COVID-19 pandemic, there are signs that citizens and out-of-state visitors have interest in traveling around the Show-Me State.

Recent data suggests that leisure travel is driving demand at hotels, motels, campgrounds, Air BnB, and VRBO-type properties. Tourism-related spending from January-May saw a significant uptick as compared to the same period in 2020.

While there has been a significant increase in air travel over the last several weeks, consumer sentiment studies suggest motor vehicle travel will be the primary method used by travelers in the near-term. Missouri, which shares borders with eight other states, has long been considered a “drive-to” destination.

With these factors in mind, and on behalf of the Division of Tourism, I support your efforts to complete a comprehensive review of the Ozark Run Scenic Byway proposal submitted by Scenic Missouri.

Although the Division of Tourism remains focused on keeping visitors within the borders of our state, and Ozark Run is a multi-state effort, we recognize that travelers do not see boundary lines as we do. As such, this proposed route may help entice travelers in the border states of Arkansas and Oklahoma to visit regions of Missouri they may not have otherwise considered.

While further study is required, communities along the proposed route may find economic benefits to increased tourism in the area, as visitors patronize restaurants, lodging properties, convenience stations and attractions. We support the efforts your office may undertake to gauge local interest from communities along the proposed route and to consider all points of view related to the proposal.

If you find there are opportunities for the Division of Tourism to support MoDOT during the review process, please let us know. Our office is willing to assist at your request.

Thank you for your time.

Sincerely,

Stephen Foutes
Director
Missouri Division of Tourism

MISSOURI DIVISION OF TOURISM

Harry S Truman Building - 301 West High Street - Room 290 - PO Box 1055 - Jefferson City, MO 65102-1055

VisitMO.com



Missouri Department of dnr.mo.gov

NATURAL RESOURCES

Michael L. Parson, Governor

Dru Buntin, Director

October 22, 2021

Brenda K. Harris
Assistant to State Design Engineer – Right of Way
Missouri Department of Transportation
105 Capitol Ave.
Jefferson City, MO 65102

Dear Brenda K. Harris:

I am writing in support of the Ozark Run Scenic Byway designation proposal.

The Missouri Department of Natural Resources protects our air, land, water, and mineral resources; preserves our unique natural and historic places; and provides recreational and learning opportunities; while promoting the environmentally sound and energy-efficient operations of businesses, communities, agriculture, and industry for the benefit of all Missourians.

We believe that this scenic byway, which lies within an easy drive to 25 of our 92 Missouri State Parks and Historic Sites, will promote the outdoor recreational activity which is integral to the mission of the Missouri Department of Natural Resources. The addition of this scenic byway would attract more visitors to Missouri's wonderful cultural and natural resources.

We appreciate the potential to draw attention to the scenic beauty of the Ozarks region. Please let us know what we can do to support the project further.

Sincerely,

Dru Buntin
Director





400 EAST LOCUST STREET
ROOM 206
UNION MISSOURI 63084
COMMISSION: (636) 583-6358
FAX: (636) 583-6399
www.franklinmo.org

July 15, 2021

TIM BRINKER
Presiding Commissioner
of the County Commission

Brenda K. Harris
Assistant to State Design Engineer-Right of Way
Missouri Department of Transportation
105 West Capitol Avenue, Jefferson City, MO 65102

TODD BOLAND
Commissioner 1st District

Dear Ms. Harris,

DAVE HINSON
Commissioner 2nd District

We are pleased to support the Ozark Run Scenic Byway for Missouri State Scenic Byway designation.

The Ozarks region, and Franklin County in particular, provides an abundance of recreational opportunities. There are several state parks, campgrounds, and floating streams located within just a few miles of the proposed byway route. I believe that an official scenic byway would make these recreational opportunities easier to find, and would encourage more tourism in our area.

We recognize that the Ozarks region also contains beautiful scenery, and we believe that the selected route for the byway would provide drivers with a pleasant way of experiencing that authentic Ozarks scenery. We further believe that a scenic byway designation will help to preserve and enhance the scenic qualities of the area for future generations.

We believe that the Ozark Run Scenic Byway would be a tremendous benefit to our community, and the other communities along the route. I urge you to grant the Missouri State Scenic Byway designation to the Ozark Run Scenic Byway. The Recreational and Scenic features alone make it deserving of this prestigious designation.

Sincerely,



Tim Brinker, Presiding Commissioner



Todd Boland, First District Commissioner



Dave Hinson, Second District Commissioner

JIM SCAGGS

Presiding Commissioner

BEN YOUNG

Southern District Commissioner

RONNIE CHANDLER

Western District Commissioner

IRON COUNTY COMMISSION

250 SOUTH MAIN STREET

P.O. BOX 42

IRONTON, MISSOURI 63650

(573) 546-2912

FAX (573) 546-6499



September 2, 2021

Brenda K. Harris

Assistant to State Design Engineer-Right of Way

Missouri Department of Transportation

105 West Capitol Avenue

Jefferson City, MO 65102

Dear Ms. Harris,

We are please to support the Ozark Run Scenic Byway for Missouri State Scenic Byway Designation.

The Ozarks region, and Iron County in particular, provides an abundance of recreational opportunities. There are several state parks, campgrounds, and floating streams located within just a few miles of the proposed byway route. I believe that an official scenic byway would make these recreational opportunities easier to find, and would encourage more tourism in our area.

We recognize that the Ozarks region also contains beautiful scenery, and we believe that the selected route for the byway would provide drivers with a pleasant way of experiencing that authentic Ozarks scenery. We further believe that a scenic byway designation will help to preserve and enhance the scenic qualities of the area for future generations.

We believe that the Ozark Run Scenic Byway would be a tremendous benefit to our community, and the other communities along the route. I urge you to grant the Missouri State Scenic Byway designation to the Ozark Run Scenic Byway. The Recreational and Scenic features alone make it deserving of this prestigious designation.

Sincerely,

Jim Scaggs, Presiding Commissioner

Ben Young, Southern Commissioner

Ronnie Chandler, Western Commissioner



WASHINGTON COUNTY COMMISSION

102 North Missouri Street
Potosi, Missouri 63664
(573) 438-4346
FAX (573) 438-4038



DOUG SHORT
COMMISSIONER
1ST DISTRICT

DAVE SANSEGRW
PRESIDING COMMISSIONER

CODY BRINLEY
COMMISSIONER
2ND DISTRICT

August 16, 2021

Brenda K. Harris
Assistant to State Design Engineer – Right of Way
105 W. Capitol Avenue
Jefferson City, Missouri 65102

Dear Ms. Harris,

The Washington County Commission fully supports Scenic Missouri's Ozark Run Scenic Byway designation proposal. This proposed byway will benefit communities along the route and further promote Missouri's tourism industry. Washington County welcomes the opportunity for two highways that intersect near Potosi to be included in this project.

We fully support the Ozark Run Scenic Byway application and look forward to the Missouri Department of Transportation's thorough and favorable consideration of Scenic Missouri's byway designation request.

Sincerely,



Dave Sansegraw
Presiding Commissioner



City of De Soto

17 Boyd Street
De Soto, MO 63020-1747
Phone: (636) 586-3326
Fax: (636) 586-9201

June 29, 2021
Brenda K. Harris
Assistant to State Design Engineer-Right of Way
Missouri Department of Transportation
105 West Capitol Avenue, Jefferson City, MO 65102

Dear Ms. Harris,

I am pleased to support the Ozark Run Scenic Byway for Missouri State Scenic Byway designation.

The Ozarks region, and Jefferson County in particular, provides an abundance of recreational opportunities. There are several County parks, and the Big River that is located within just a few miles of the proposed byway route. I believe that an official scenic byway would make these recreational opportunities easier to find, and would encourage more tourism in our area.

I recognize that the Ozarks region also contains beautiful scenery, and I believe that the selected route for the byway would provide drivers with a pleasant way of experiencing that authentic Ozarks scenery. I further believe that a scenic byway designation will help to preserve and enhance the scenic qualities of the area for future generations.

I believe that the Ozark Run Scenic Byway would be a tremendous benefit to my community, and the other communities along the route. I urge you to grant the Missouri State Scenic Byway designation to the Ozark Run Scenic Byway. The Recreational and Scenic features alone make it deserving of this prestigious designation.

Todd Melkus

City Manager
City of De Soto
t.melkus@desotomo.com
636-586-3326

CITY OF PILOT KNOB
112 South McCune Street
P.O. Box 188
Pilot Knob, MO 63663

Mayor
SHELBY CHAN
Board President
ROBERT SCHROER

(573)-546-2175
FAX (573) 546-2286

Aldermen
STEVE STIRTS
RICHARD STIRTS
ROBERT THOMSON

July 1, 2021

Brenda K. Harris
Assistant to State Design Engineer-Right of Way
Missouri Department of Transportation
105 West Capitol Avenue, Jefferson City, MO 65102

Dear Ms. Harris,

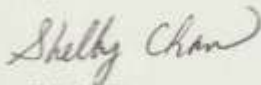
The City of Pilot Knob is pleased to support the Ozark Run Scenic Byway for Missouri State Scenic Byway designation.

The Ozarks region, Iron County in particular, provides an abundance of recreational opportunities. There are several state parks, campgrounds, floating streams, swimming, biking and hiking located within just a few miles of the proposed byway route. We believe that an official scenic byway would make these recreational opportunities easier to find and would encourage more tourism in our area.

We recognize that the Ozarks region also contains beautiful scenery and we believe that the selected route for the byway would provide drivers with a pleasant way of experiencing that authentic Ozarks scenery. We further believe that a scenic byway designation will help preserve and enhance the scenic qualities of the area for future generations.

We believe that the Ozark Run Scenic Byway would be a tremendous benefit to our community and the other communities along the route. Our area relies heavily on tourism for our economy and we feel the impact this would have will be noticeable. We urge you to grant the Missouri State Scenic Byway designation to the Ozark Run Scenic Byway. The recreational, scenic and historical features alone make it deserving of this prestigious designation.

Sincerely,



Mayor Shelby Chan
City of Pilot Knob

ELLINGTON CHAMBER OF COMMERCE

P O BOX 515
ELLINGTON, MISSOURI 63638
573 663-7977
www.ellingtonmo.com

July 19, 2021

Brenda Harris
Assistant to State Design Engineer-Right of Way
Missouri Department of Transportation
105 West Capitol Ave
Jefferson City, MO 65102

Re: Ozark Run Scenic Byway

Please accept this letter as the Ellington Chamber of Commerce's endorsement for the Ozark Run Scenic Byway for Missouri State Scenic Byway designation.

The Ozark region provides a wealth of outdoor recreation and beauty, often unknown to many travelers including Missourians. Designated highways would bring travelers that would not typically visit our area, in turn bringing revenue dollars to small rural communities in the region. We know the Ozarks region contains beautiful scenery, and believe that the selected route for the byway would provide drivers with a pleasant way of experiencing the Ozarks.

As an organization, we believe this is a valuable project with a positive impact for tourism and rural Missouri; we ask that you to consider the Missouri State Scenic Byway designation proposed by the Ozark Run Scenic Byway.

Thank you for your consideration.

Christy Roberts

Christy Roberts
President
Ellington Chamber of Commerce

Cc: Representative Chris Dinkins
Senator Elaine Gannon
RC Commissioner Joe Loyd



Ozark Run **Scenic Byway**

<https://ozarkrun.org>

Submitted by:

Eric Hermanson

Scenic Missouri

eric@ozarkrun.org

(314) 540-1533

Scenic Missouri

www.scenicmissouri.org