

# Summary of the Rock Island Corridor Condition



Missouri State Parks Planning and Development program staff conducted a visual inspection of the Rock Island corridor from mile marker 72 near Beaufort, Missouri, to mile marker 215 near Windsor over a series of trips from April 30, 2018 to May 23, 2018. Detailed notes are included on the following pages and are broken up by major towns.

Over the past five years, Ameren has cleared the Rock Island corridor of track, railroad ties, and brush, leaving a layer of gravel that is drivable in most places. Some sections of the corridor are no longer drivable due to overgrown vegetation. Railroad ties, plates, and spikes have been piled sporadically along the corridor from Windsor (mile marker 215) to the Osage River (mile marker 144).

There are 28 total bridges on this section of the corridor spanning about 6,300 feet in length, with more than half of them in the middle section between the Gasconade and Osage Rivers. The Osage River and Gasconade River bridges are greater than 1,400 feet while the rest of the bridges are smaller than 500 feet. Abutment and decking work are the most common repairs needed on the bridges, but the piers and structures appear to be in good condition.

Three tunnels are located along this section of the corridor and are 700, 1,200, and 1,600 feet respectively. Headwall repairs, seepage/drainage repairs, and liner repairs are needed at each tunnel. The 1,200 foot tunnel in Argyle/Meta has no liner and will need major improvements before being usable. Other notable issues with the corridor include the following:

- Two bridges over Hwy. 65 and Hwy. 52 were removed by MODOT years ago and would need to be reconstructed
- The Highway 50 crossing near Beaufort is on grade with a poor site line to the east. Highway 5 in Versailles is another on grade crossing but the road is smaller and traffic is slower.
- In areas where the corridor goes through a town and is below grade, trash was present along the hillsides.
- Encroachment from landowners is present throughout the corridor
- Potential drainage issues were noted in areas where the corridor is below surrounding grade.
- Several county roads have been built up with no bridge, leaving the corridor 10-20 feet below the county road grade.
- Box culverts will need to be inspected and assessed
- The corridor is being used by locals for both transportation and recreation.
- There are three or four fenced cattle crossings that were encountered along the corridor.
- The corridor passes through the middle of the Diamond Pet Food plant in Meta, Missouri

# DETAILED REPORT BY SECTION

## Beaufort to Gerald (Mile Marker 72 to 81)

- MM 72-73 – Yards, sheds within 50’ of corridor centerline
- MM 73-74 - Houses near corridor with yards extending into the corridor
- Between MM 75 and 76 – Major petroleum pipeline crossing
- MM 76 – Highway 50 crossing with no bridge. Poor sightline to the East
- MM 76.5 – Concrete drive crossing to a house and shed. Shed approximately 70’ from corridor center, house approximately 100’ from corridor center
- Between MM 78 and 79 – 80’ bridge over Route C needs to be completely removed and replaced.

## Gerald to Rosebud (Mile Marker 81 to 85)

- Between MM 84 and 85 – A road crossing the corridor is built up and will require additional fill to bring corridor up to grade and solve some drainage issues
- Between MM 84 and 85 – Area of concern along corridor where there is no grass growth. Should be investigated during the Phase 1 environmental assessment
- No major structures

## Rosebud to Owensville (Mile Marker 85 to 92)

- MM 85 – Cut area in the corridor (surrounding area is higher than the corridor surface). Drainage during rain events could be an issue. Rockslides were also noted.
- MM 86 - Corridor goes under Highway 50
- MM 87 – 182’ bridge over Soap Creek. Bridge itself in good shape, abutments and decking need repaired. Between MM 90 and 91 – Box Culvert to possibly be replaced.

## Owensville to Belle (Mile Marker 92 to 106)

- No bridges or other noteworthy issues encountered in this stretch.

## Belle to Freeburg (Mile Marker 106 to 119)

- Corridor in good shape.
- MM 107 – 90’ bridge, did not evaluate. Replace decking.
- MM 114 - 1,776’ bridge over Gasconade River. Could not access. Fire was reported on the bridge in 2017 but reports note it appears to have caused little damage. Rail could possibly still be on the bridge.
- MM 118 - Freeburg tunnel (710’) was not accessed. A sinkhole in the garden above the tunnel was noted and the tunnel was thought to have collapsed. Ameren sent a team to investigate and found the tunnel still intact. Repairs to western headwall, repairs to concrete liner, and controlling groundwater seepage are needed.

### Freeburg to Meta (Mile Marker 119 to 134)

- MM 121.5 – 460’ bridge over the Maries River. In good condition, replace decking.
- MM 123 – 15’ bridge over stream, replace decking.
- MM 125.5 – 15’ bridge over stream, replace decking.
- MM 126 – 24’ bridge over stream, replace decking.
- MM 129 – Argyle/Meta tunnel – it is unlined and has a curve in it. According to a 1994 report, it is in the worst shape of all the tunnels. Rattlesnakes are present on the rock slopes on both sides of the tunnel. Needs concrete liner, repairs to both headwalls, and water runoff/seepage needs to be addressed.
- MM 126 - 133 – Access to corridor is limited due to lack of road intersections. No bridges or other known issues with this section.
- MM 134 – 51’ bridge over Sugar Creek, replace decking.

### Meta to Osage River (Mile Marker 134 – 144)

- MM 134.5 – Diamond Pet Food Plant in Meta on either side of corridor.
- MM 134.8 – 57’ bridge over stream east of Diamond, new decking.
- MM135.5 – 150’ bridge over Sugar Creek, new decking.
- MM 135.7 – 30’ bridge over stream, new decking.
- MM 136.4 - 30’ bridge over stream, new decking.
- MM 137 – 275’ bridge over Sugar Creek, new decking.
- MM 137.6 – 24’ bridge over Old St. Thomas Road, new decking across bridge indicates local use. Incorrectly labelled a crossing.
- MM 138.3 – 24’ bridge over stream, new decking.
- MM 140 – 154’ bridge over Sugar Creek at Osage River confluence, could not access, assume new decking.
- MM 142.6 – Fenced cattle crossing across the corridor obscures view of previous bridge, some encroachment into corridor.
- MM 143.5 – 1,466’ bridge over Osage River and bottom land. Edges are deteriorating due to vegetation growing up and around the bridge. Could not access middle section of bridge due to safety concerns. Rail is still on the bridge.

### Osage River to Eugene (Mile Marker 144 to 150)

- Corridor inaccessible due to fence still being up and vegetation growth. Intersections and parallel county roads indicate corridor is in good condition.
- MM 146 – 46’ bridge viewable from Tavern Creek Road, good condition, replace decking.
- MM 149 – Eugene Tunnel under Hwy. 19. Could not access due to vegetation growth and fencing. A 1999 inspection stated the tunnel was in excellent shape with only drainage improvements and caulking of joints between concrete slabs needed at that time.
- MM 149+ - 29’ bridge over small creek, replace decking.

### Eugene to Eldon (Mile Marker 150 to 158)

- Corridor inaccessible in this section due to fencing and vegetation growth.
- Jenkins Road Bridge over corridor.
- MM 155 – Bridge indicated in GIS, confirmed to be a box culvert in good shape.
- MM 158 – Hwy. 54 crossing. Looks to be fine from highway, could not access.

### Eldon to Versailles (Mile Marker 158 to 177)

- Corridor from Eldon to Versailles appears to be clear and in good condition. Fencing was up everywhere at most crossings.
- MM 160 – Eldon Drive-In gravel lot over corridor. Unclear where it crosses Aurora Street (Bus. 54).
- MM 160.5 – Bridge indicated on GIS, could not access due to fencing and growth but does not appear to be there.
- MM 162.1-162.5 – Some railroad ties still in ground, cut area with rock slide potential, corridor not well graded from CR-52-6 to bridge over the South Moreau Creek.
- MM 162.5 – 231' bridge over South Moreau Creek. Abutment work and new decking needed.
- Between MM 165 and 166 – Beacon Road crossing is 15 feet above corridor grade. Trailer along corridor is ~20' from corridor. Corridor is in a cut area through Barnett and trash is present along embankments.
- Between MM 167 and 168 – Quarry Rd intersection is built up 10 above corridor grade.
- Between MM 174 and 175 – Corridor is cleared and has limestone chat for ~.25 miles.

### Versailles to Stover (Mile Marker 177 to 186)

- Corridor accessible and in great condition. Farmers use corridor to access fields in some areas.
- MM 178 – Hwy. 5 crossing in Versailles on grade. Low speed limit with good sight lines.
- MM 181 – Farmer using corridor to access fields and a circle drive for house. Limestone chat added for the circle drive portion.
- MM 182.5 – Warren Road intersection incorrectly shown as a crossing bridge. It is a normal crossing.
- MM 183.5 – 300' curved bridge. Abutment and decking work needed.
- MM 184.5 – Wood bridge over corridor that goes to a field, no thru traffic. Bridge appears to be privately built.
- Between MM 185 and 186 – Cut area east of Stover has a lot of trash along hillside.

### Stover to Cole Camp (Mile Marker 186 to 199)

- MM 186 – 183' bridge over unmarked creek, near Stover wastewater treatment plant. Abutment and decking work needed.
- MM 190 – 285' bridge over unnamed creek, Abutment and decking work needed.
- MM 192.5 – CR 841 intersection, Road is filled in and corridor is 20 feet below road grade.
- MM 194 – Trash noted along corridor.
- MM 195.4 – Hwy 52 crossing. Bridge was demolished and will need replaced.
- MM 197 – Turkey Farm ~100' from corridor. Farm uses both sides of corridor.
- MM 198 – Crossing noted on GIS is a field crossing.

### Cole Camp to Windsor (Mile marker 199 to 215)

- MM 200.4 – Fenced animal crossing across corridor. Inaccessible.
- MM 202.6 – Barn approximately 100 feet from corridor with parking lot closer still.
- MM 202.8 – Hwy. 65 intersection. Bridge needed over the highway.
- MM 204.5 – Cut Area with standing water noted.
- MM 207 – 71' bridge, good channel alignment. New decking, abutment work.
- MM 210.5 – 40' bridge. 2 girders, fracture critical.
- MM 211 – Railroad ties stacked in piles along corridor.
- MM 211.5 – 60' bridge, replace decking, evaluate west abutment.
- MM 215 – 142' bridge, replace decking and abutment work.

## Structure Table

Bridge	Mile Marker	Length (ft)	Status
1	78.5	80	Total Replacement
2	87	182	Abutment and decking work needed
3	107	90	did not get to, replace decking
4	114	1,776	Could not get to, edges probably need work, replace decking, rail still on it?
5	121.5	460	Good Condition, replace decking
6	123	15	replace decking
7	125.5	15	replace decking
8	126	24	replace decking
9	134	51	replace decking
10	134.8	57	replace decking
11	135.5	150	replace decking
12	135.7	30	replace decking
13	136.4	30	replace decking
14	137	275	replace decking
15	137.6	24	replace decking
16	138.3	24	replace decking
17	140	154	assume new decking
18	143.5	1,466	Osage River bridge, edges deteriorating, rail still present
19	146	46	replace decking
20	149	29	replace decking
21	162.5	231	replace decking, possible abutment work
22	183.5	300	curved bridge, abutment, decking work needed
23	186	183	replace decking
24	190	285	wooden piers/girders around edges, replace decking
25	207	71	replace decking, abutment work
26	210.5	40	2 girders, fracture critical
27	211.5	60	replace decking, evaluate west abutment
28	215	142	replace decking, abutment work
	Total Length:	6290	
Tunnel	Mile Marker	Length (ft)	Status
1	118	710	Freeburg, headwall, liner, and water repairs needed
2	129	1,200	Argyle/Meta, worst condition, needs liner, headwalls need repaired, and water repairs
3	149	1,600	Eugene, good condition, minor drainage improvements and some liner patching