

Franklin County

In Franklin County, the sky appears to sit aloft the ridged landscape, where it meets the edge of the silica hills. Serenity and beauty abound in the first county east of the largest metropolitan area in the state of Missouri. There is an element of surprise as nature reclaims the disturbance of man in this area of transition.

Franklin County is located immediately west of St. Louis County. The tenth largest county in Missouri, it is home to the Missouri and Meramec Rivers, recreation areas, and a number of wineries as well as 43 miles of Missouri Route 66 State Scenic Byway. The Route 66 corridor in Franklin County contains views that frame quaint railroad towns and rolling countryside, a true transition from the metropolitan area into a more rural Missouri.

Public Involvement

An important part of the information gathering process for the Corridor Management Plan (CMP) was collecting public input through a public meeting process. Meetings were held in each of the ten counties that the Route 66 travels through in the State of Missouri in an effort to communicate about the CMP to stakeholders. These stakeholders were comprised of community leaders, business owners, residents and travelers of the Road.

The public meetings allowed vital input to be collected with regard to the significance that Route 66 has for the state, local communities and individuals. Additionally, opportunities for the preservation, protection and promotion of the resources associated with Route 66 and the value that they provide to the economy were identified through answers to a five question survey administered to attendees.

A summary of results from the five question survey administered in the Franklin County public meeting indicates that 100% of respondents believe that it is important to preserve the Route 66 corridor. 92% of attendees valued scenic intrinsic resources highest, followed by historical and then recreational. Franklin County meeting attendees believe that they will benefit the most from protecting, promoting and preserving Route 66 by increased tourism opportunities, followed by community growth, personal pride, preserving the past and increased financial opportunities respectively. 61% of meeting attendees said that they would explore funding opportunities for the protection and preservation of Route 66.

Intrinsic Resources

Intrinsic resources for Missouri Historic Route 66 represent the characteristics of national significance for the Route as it travels through the state, county by county. The characteristics contain one-of-a-kind features that do not exist anywhere else. Intrinsic qualities are broken into six categories: archaeological, cultural, historic, natural, recreational, and scenic features. These qualities are considered to be representative, unique, irreplaceable, or distinctly characteristic of a place, view, site or building. Byway stakeholders seek to maintain, protect, enhance, interpret, and present the intrinsic resources to byway users for their education and enjoyment.

The major character-defining features of Route 66 in Franklin County include the sandstone bluffs and silica mines, small historic railroad towns, views to the country, vineyards and the Meramec Caverns barn advertising as seen from Route 66.



Mapping

The Missouri Historic Route 66 corridor maps included here show the main driving Route, the Primary Route, and the Alternate Routes. The individual road segments that comprise Missouri Route 66 were verified and precisely located through real-time, kinematic survey using a Global Positioning System (GPS) unit. For some map series, the segments of the Primary and Alternate Routes are color-coded by year to reflect changes in Route 66 through time.

Included on the maps are points of interest along the Corridor that have historical and tourism significance. These points were precisely located through collection by a GPS survey. Since the focus of this document is corridor management, only those points of interest that fall within the primary, secondary, or complimentary corridors, as defined by the CMP, were included in the GIS database and map sets. Geospatial data layers that make up the Route 66 geodatabase include: Missouri Route 66, Missouri highways, county roads, points of interest, National Register of Historic Places sites and districts, Department of Natural Resources public lands, parks, rivers, airports, post offices, cemeteries, churches, bridges, cities and towns, and county boundaries.

Economic Development

Scenic Byway Routes like Missouri Route 66 have value not only for aesthetics and preservation, but also as a way to promote desirable forms of tourism and increase income in regions. Foreign and domestic tourists alike are interested in visiting the various points of interest, and the natural wonders of the physical and cultural environment offered along the Missouri Route 66 corridor.

Economic development opportunities in the Franklin County Route 66 Corridor will be greatly based on corridor travel experience, but include land uses and infill opportunities in the various communities. It should be noted that each municipality within Franklin County should evaluate local economic development needs and opportunities utilizing some of the tools suggested in the Toolbox of this document. The principal benefit of the Corridor Management Plan project would be to encourage access to future commercial sites, particularly those associated with facilities which would expand the opportunities for goods and services or experience for the travelers along the Route.





Toolbox for Franklin County

The toolbox section of the Corridor Management Plan was developed to provide solutions for the Route 66 communities and counties for the implementation of strategies and studies, programs, planning and development design, and funding that will preserve, protect and promote the Missouri Route 66 Corridor. Each section in the toolbox serves as a practical guide for community leaders as they plan. It is intended to connect people with the resources and information they need to strengthen the capacity of their communities.

Because viable communities rely on having a diverse economic base, many of the tools focus around economic development for the Missouri Route 66 corridor. The tools described in the toolbox are accepted standards of practice that have been utilized by numerous communities all across the state and the nation. These tools are all encompassing, and are intended to help communities grow, attract new businesses, and maintain or create a diverse economy that it is resilient when changes occur in the national and international economies. The tools also recognize that to compete in the world economy, communities must work together as a region rather than in isolation; that is, it takes a region to supply the ingredients a successful community needs; the workforce, the housing, the training and education, the transportation network, and the technology. Because Missouri Route 66 is a linear community, it is imperative that the counties and cities work together when possible to protect, promote and preserve the corridor, especially with regard to commerce.



The bulleted list that follows contains the recommended tools from the toolbox of the Missouri Route 66 Corridor Management Plan for Franklin County. The County should refer to the toolbox for the full explanation of the suggested concepts as well as the compilation of information available to communities for their consideration when evaluating ways to promote desirable change, growth and economic development.

- **Adaptive re-use**
- **Protection of historic resources and low impact design**
- **Ordinance development**
- **Cottage business and small business development**
- **Incentives for development**
- **Multi-modal transportation design**
- **Expanded services**
- **Development of art and historical districts**
- **Environmental protection and conservation**
- **Scenic viewshed protection**





**HISTORIC ROUTE 66
FRANKLIN COUNTY**



LEGEND

HISTORIC ROUTE 66

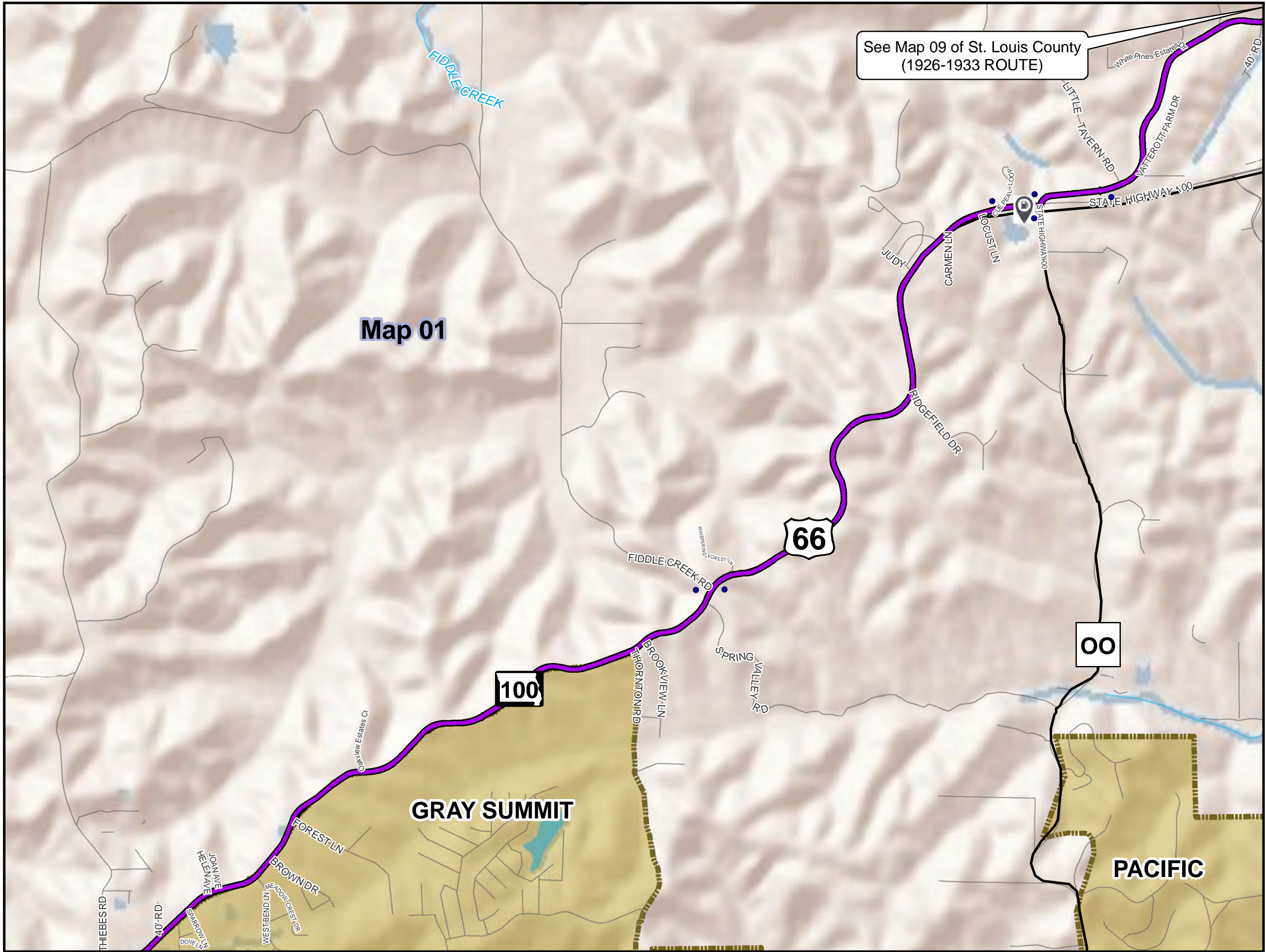
- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- MAPBOOK PAGES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 2.5 miles
0 2.5 5 Miles



Map created by:



MAP 01

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet

0 1,600 3,200 Feet



MAP 02

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

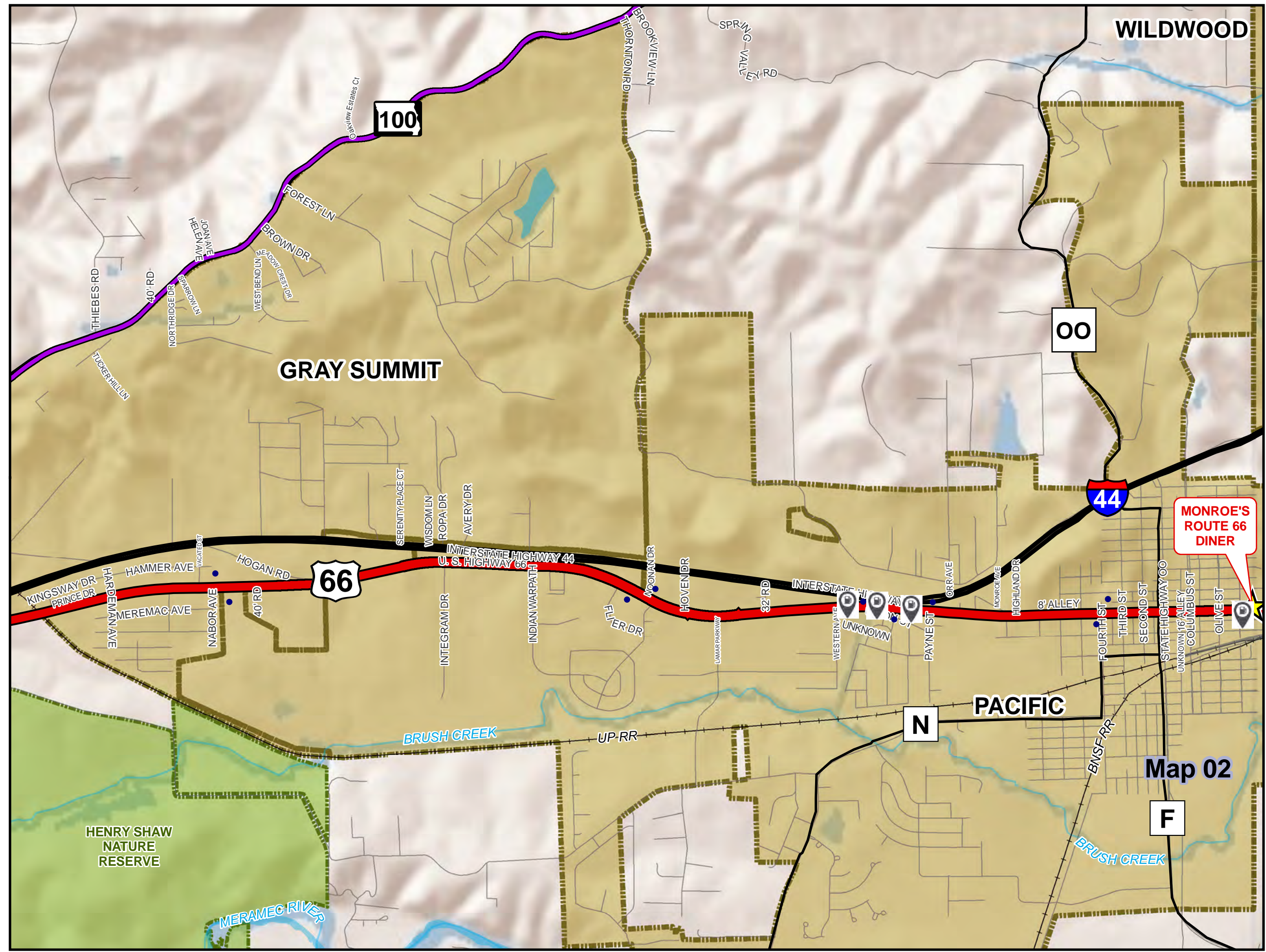
- 1926-1933
- PRIMARY ROUTE

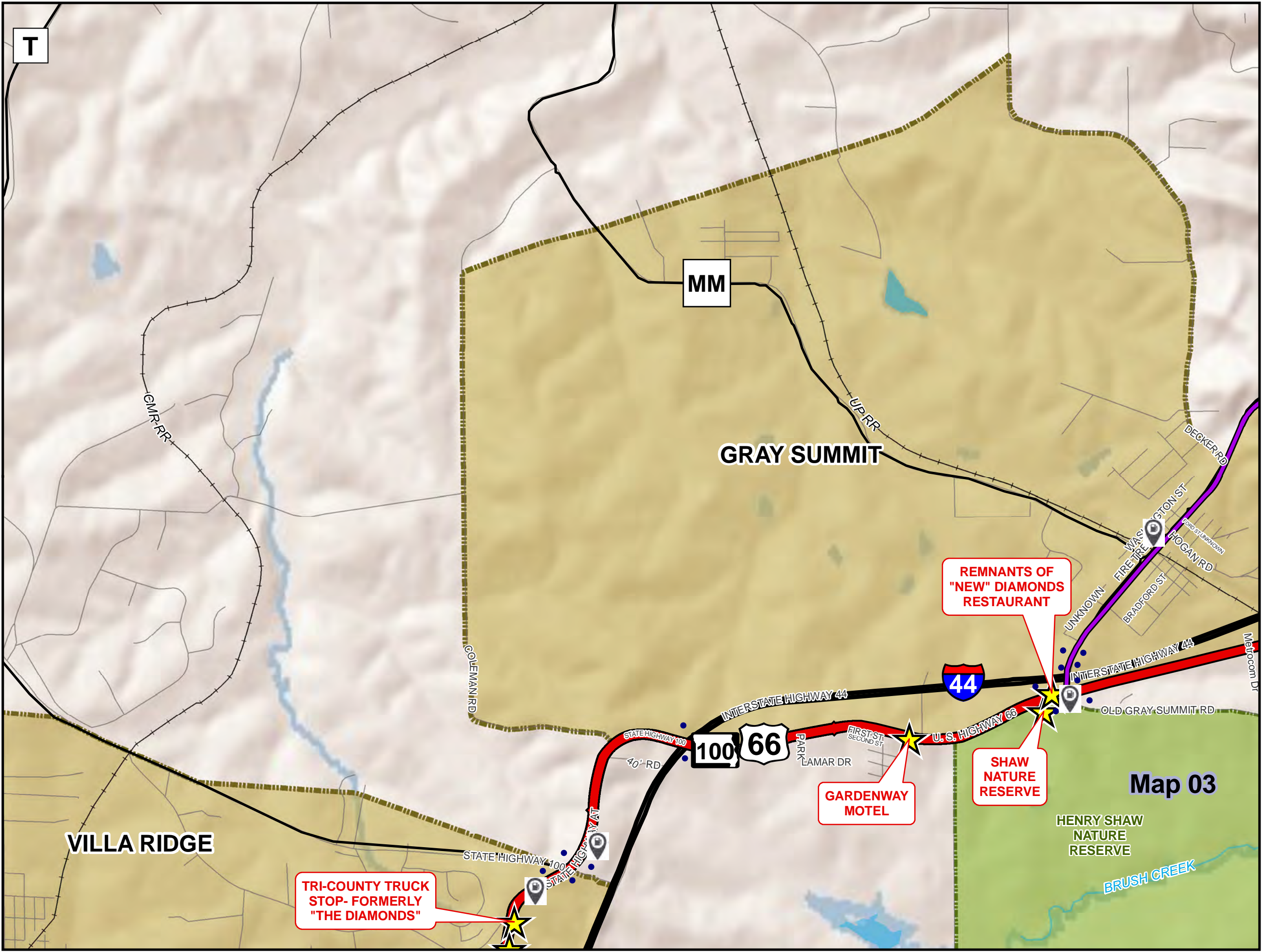
- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet
0 1,600 3,200 Feet



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MAP 03

HISTORIC ROUTE 66

FRANKLIN COUNTY



- #### LEGEND
- DIRECTIONAL SIGN
 - CHARGING STATION
 - FUELING STATION
 - POINTS OF INTEREST

- #### HISTORIC ROUTE 66
- 1926-1933
 - PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet

0 1,600 3,200 Feet



MAP 04

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

- #### HISTORIC ROUTE 66
- 1926-1933
 - PRIMARY ROUTE

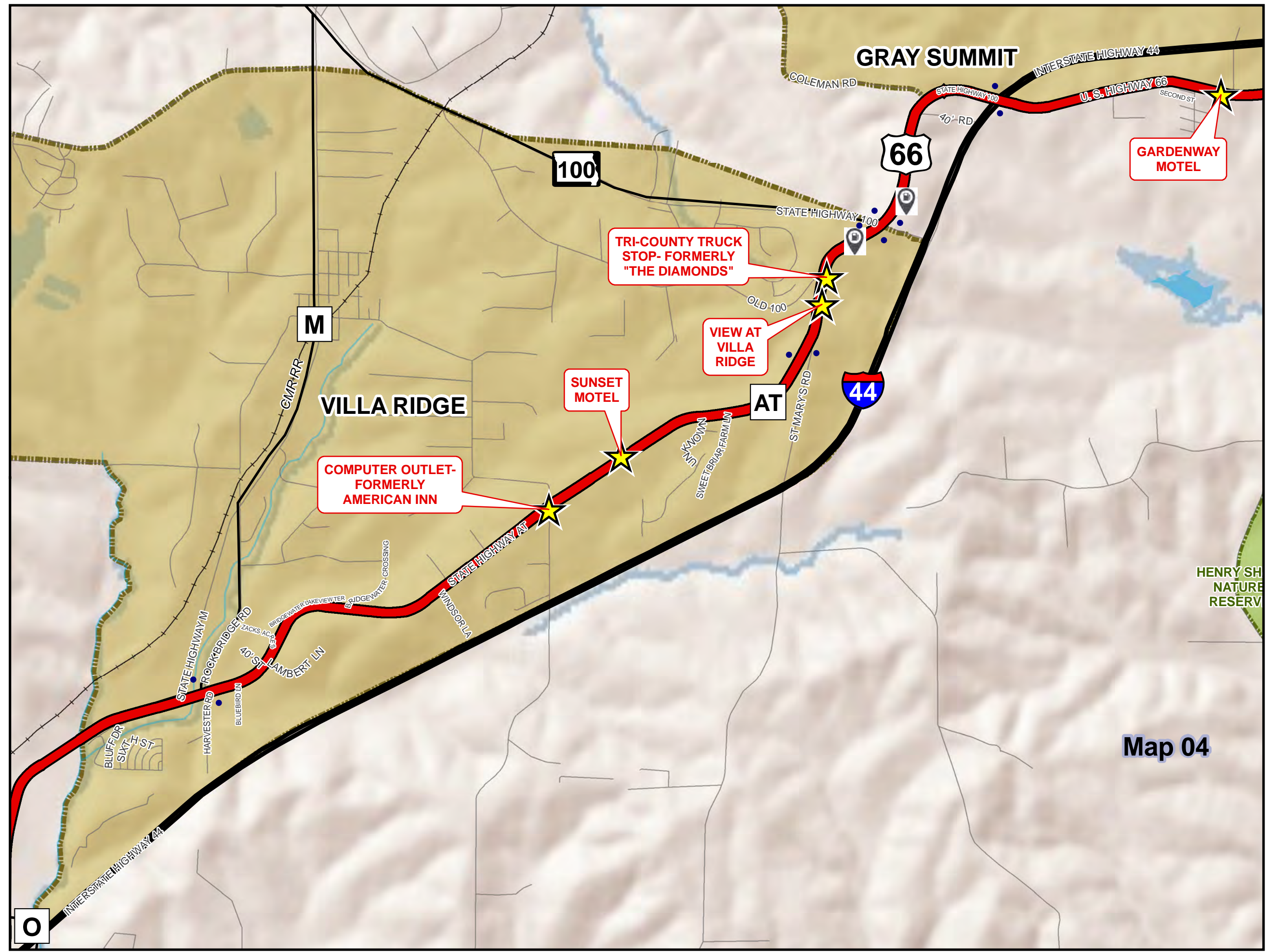
- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet

0 1,600 3,200 Feet



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MAP 05

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

- #### HISTORIC ROUTE 66
- 1926-1933
 - PRIMARY ROUTE

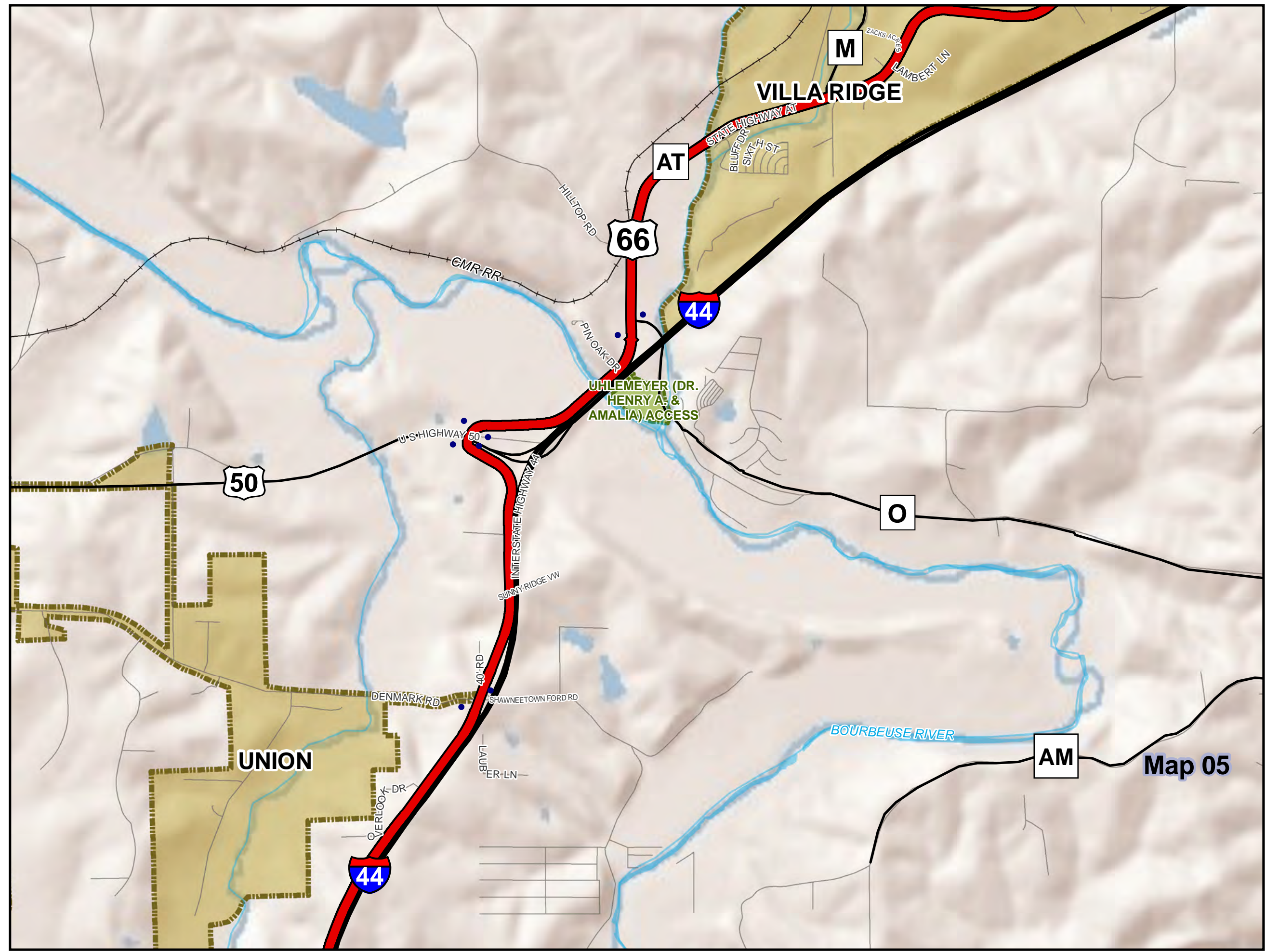
- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet

0 1,600 3,200 Feet



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MAP 06

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

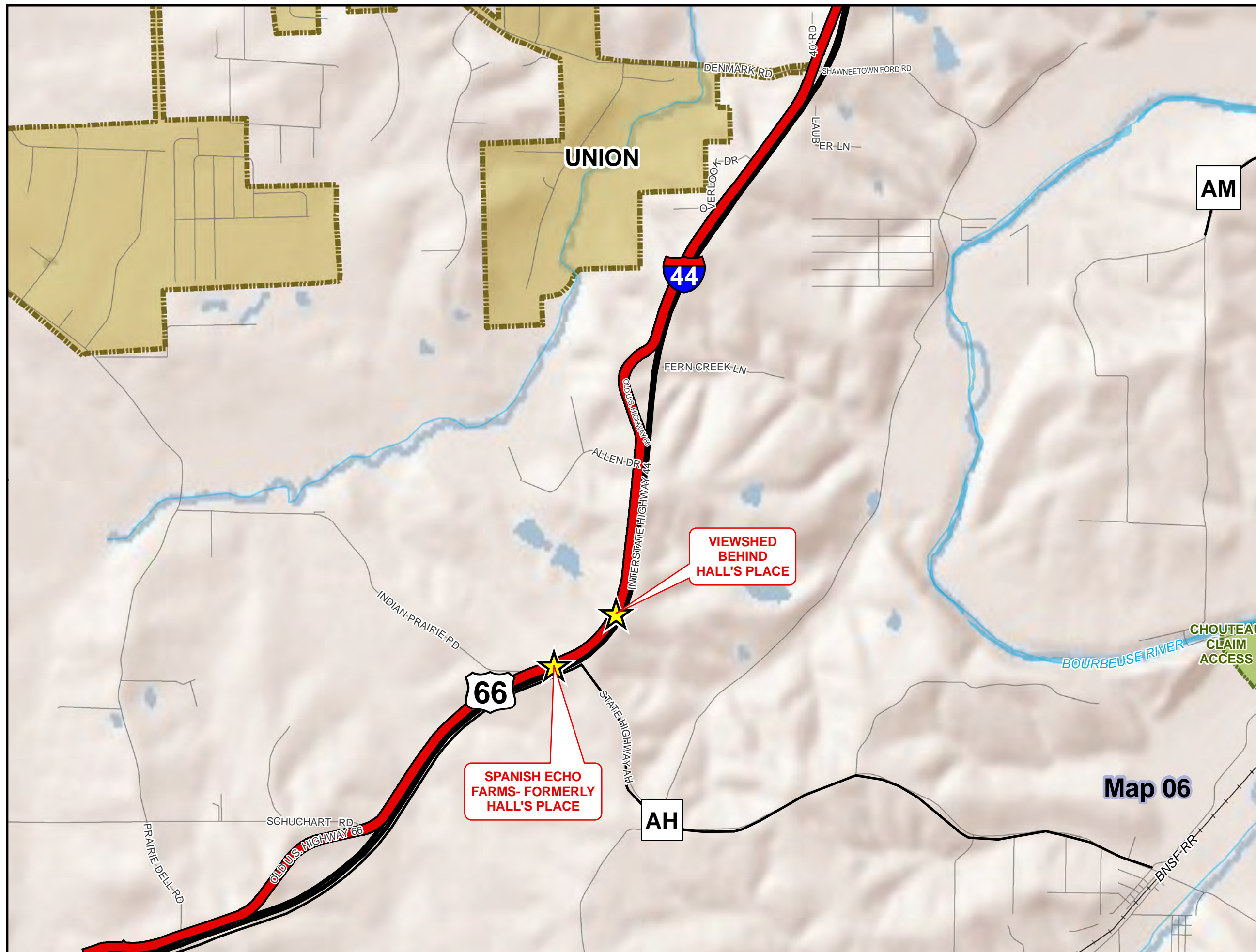
- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet
0 1,600 3,200 Feet



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MAP 07

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

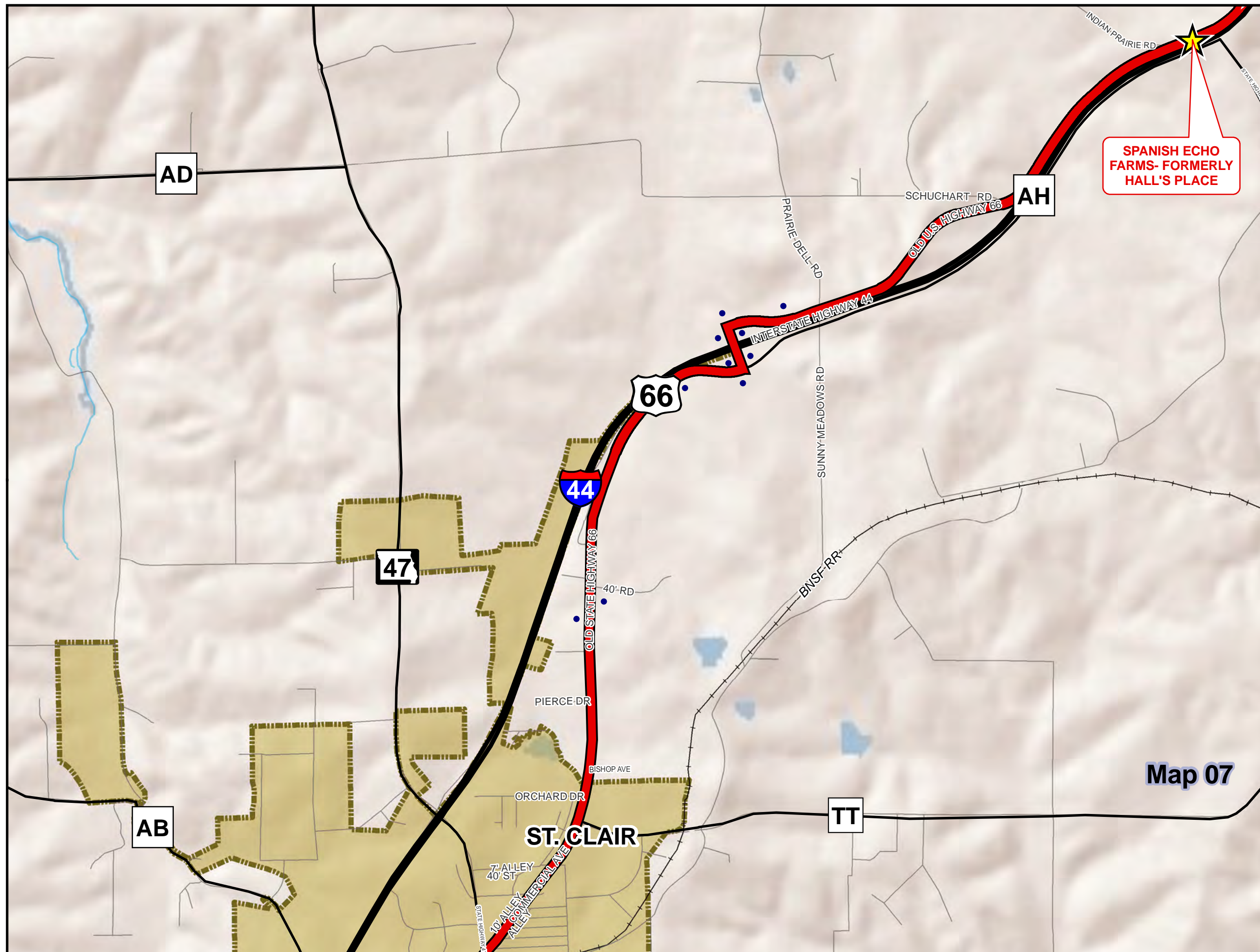
- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet
0 1,600 3,200 Feet



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MAP 08

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

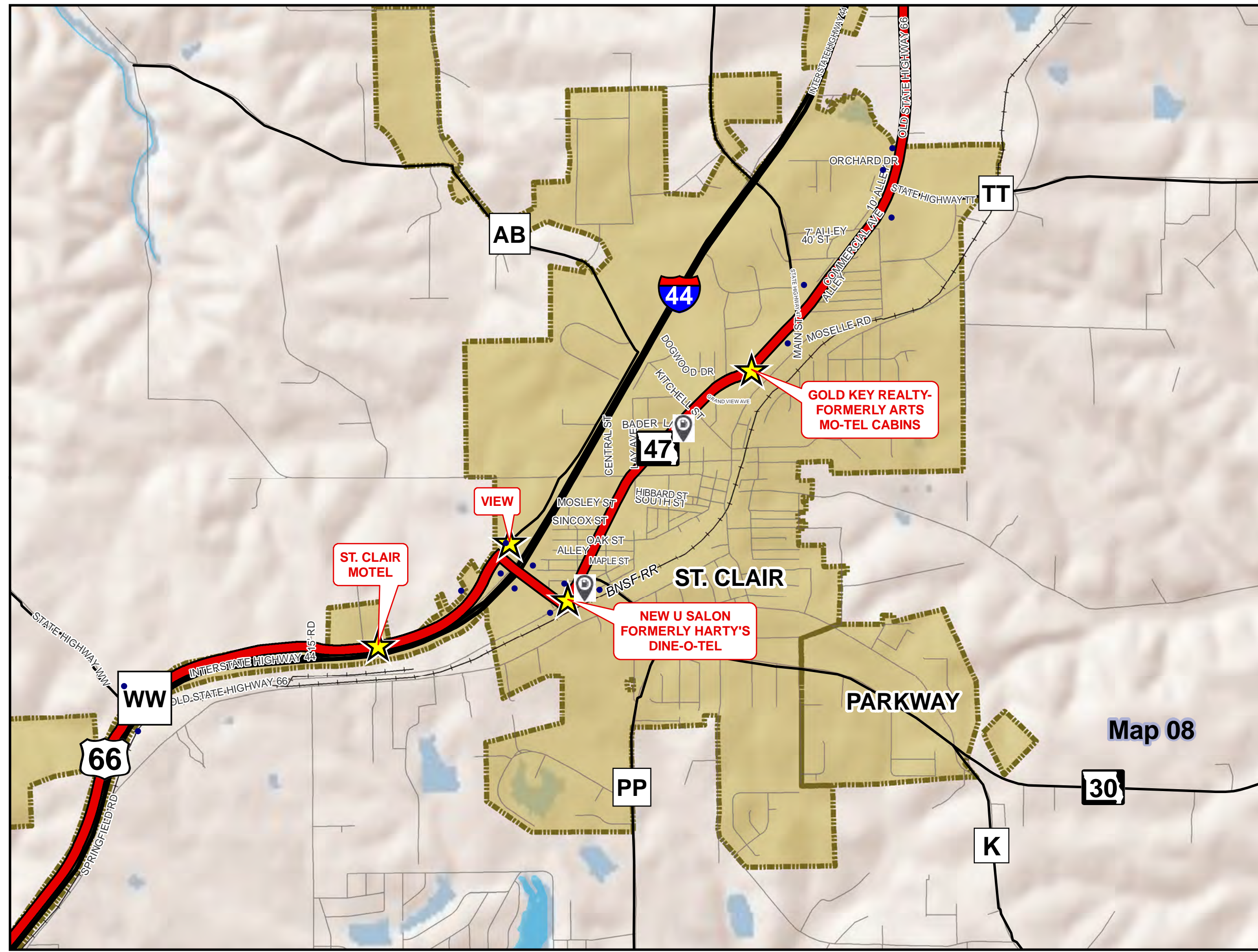
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- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

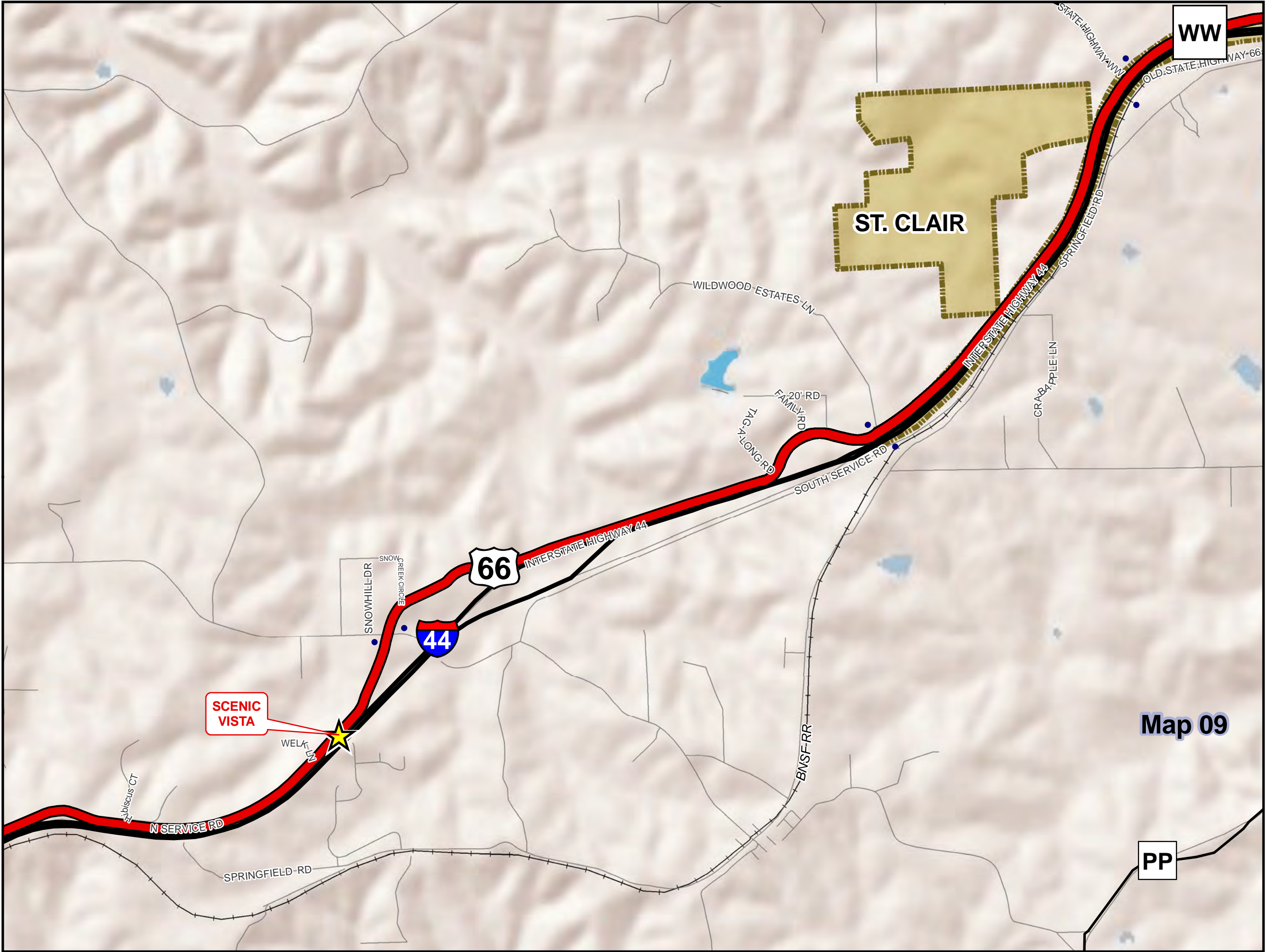
HISTORIC ROUTE 66

- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet
0 1,600 3,200 Feet





MAP 09

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

Map 09

1 inch = 1,600 feet
0 1,600 3,200 Feet



MAP 10

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

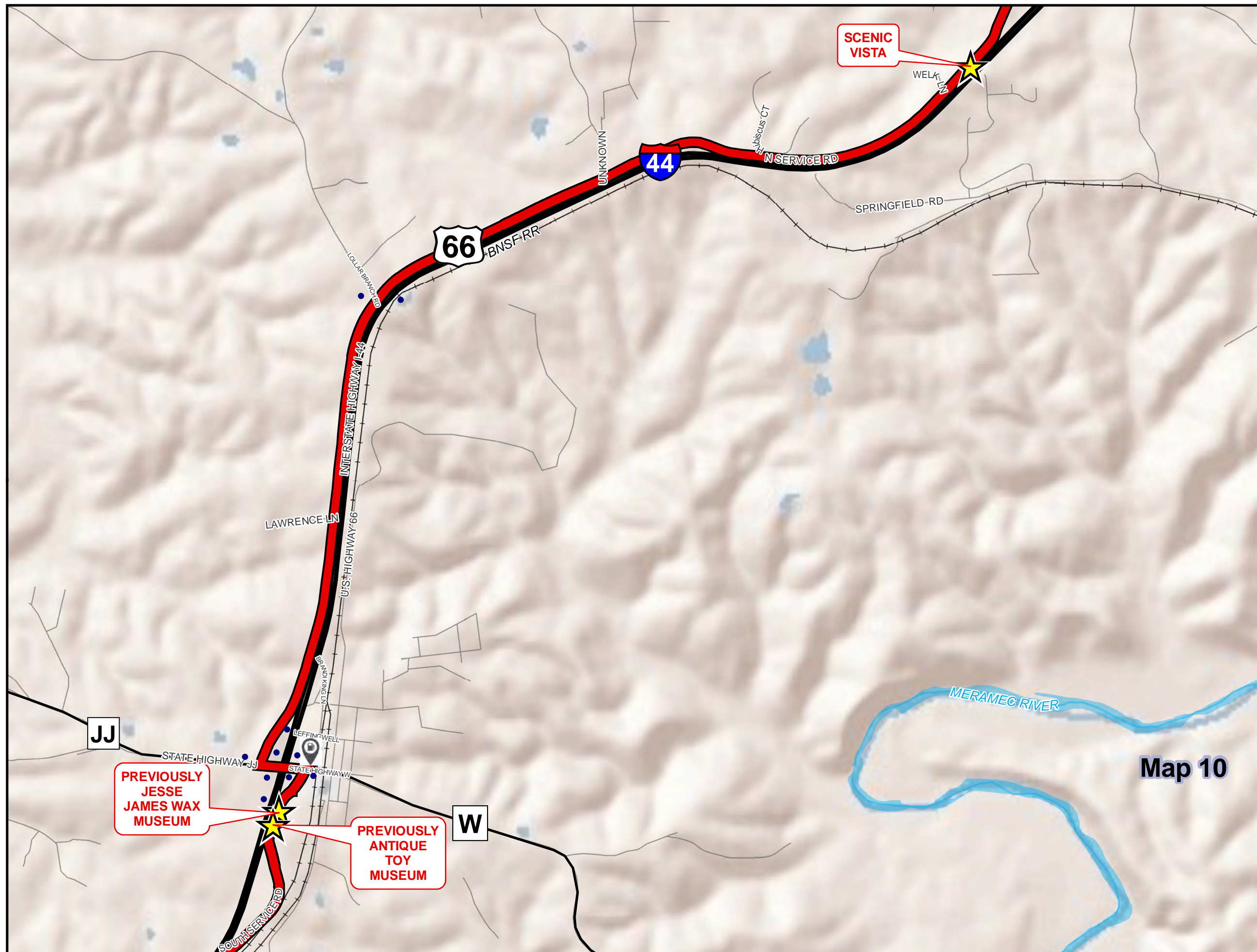
- 1926-1933
- PRIMARY ROUTE

- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet
0 1,600 3,200 Feet



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MAP 11

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

HISTORIC ROUTE 66

- 1926-1933
- PRIMARY ROUTE

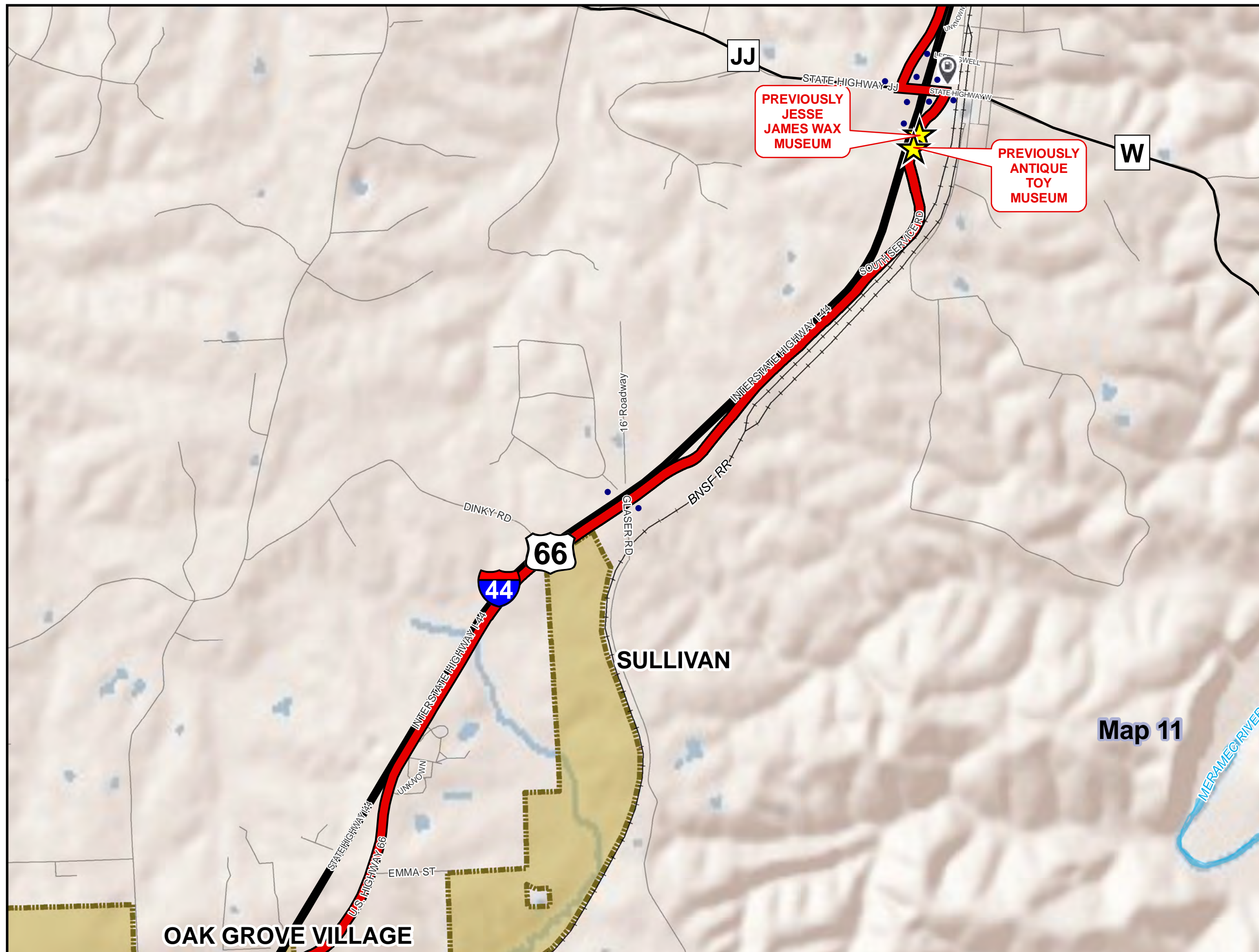
- RAILROADS
- HIGHWAYS
- COUNTY ROADS
- RIVERS
- WATERBODIES
- PUBLIC LANDS
- CITIES & TOWNS
- COUNTIES

1 inch = 1,600 feet

0 1,600 3,200 Feet



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MAP 12

HISTORIC ROUTE 66

FRANKLIN COUNTY



LEGEND

- DIRECTIONAL SIGN
- CHARGING STATION
- FUELING STATION
- POINTS OF INTEREST

- #### HISTORIC ROUTE 66
- 1926-1933
 - PRIMARY ROUTE

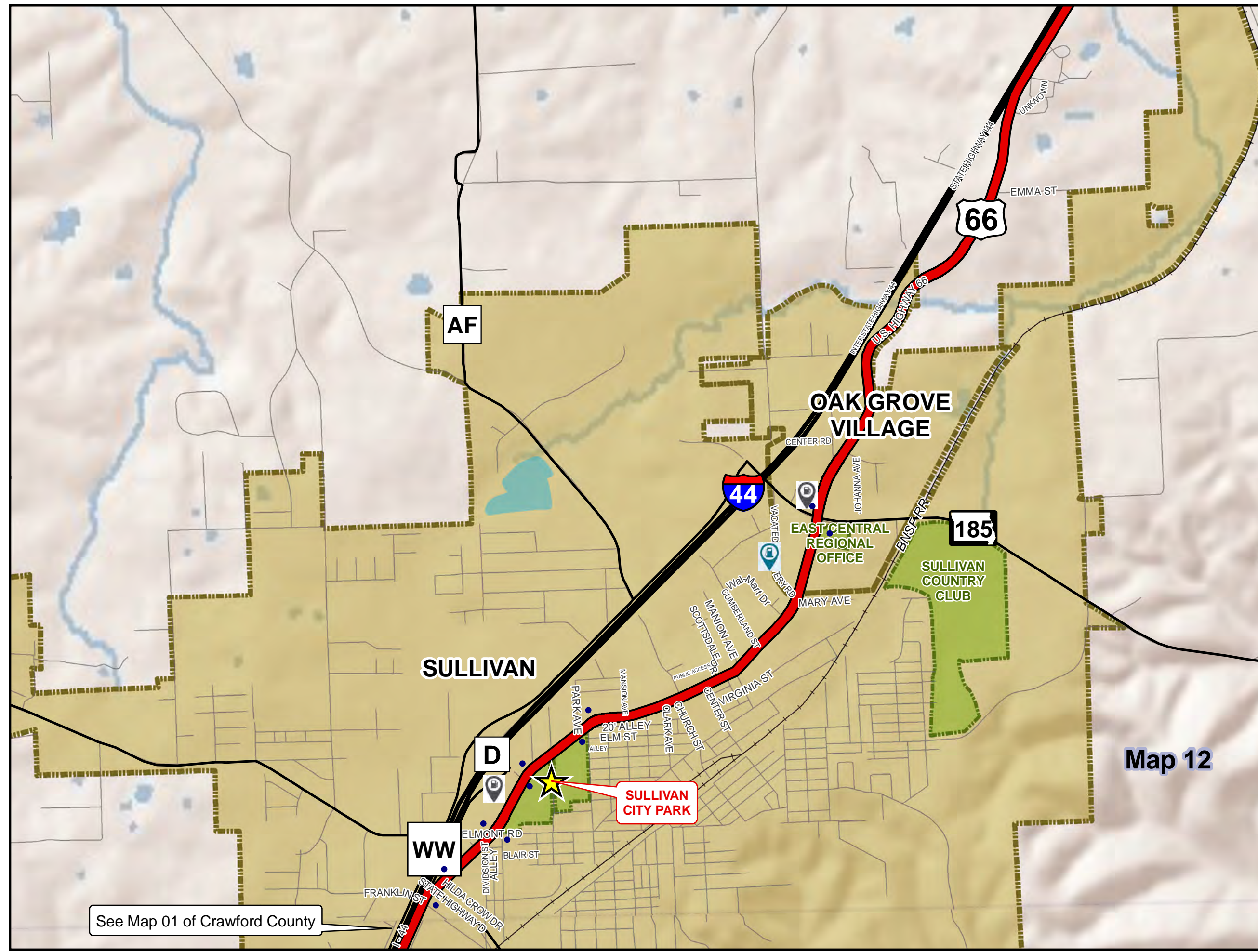
- RAILROADS
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Map 12