

► Ozarks Transportation Organization

Chadwick Flyer Rail Trail (South)

Corridor Description

The Chadwick Branch of the old St Louis San Francisco Railroad was originally established to transport timber and railroad ties produced in Christian County for railroad expansion to the west. The Chadwick Flyer made daily trips on the corridor, carrying both cargo and passengers between Springfield and Chadwick, Missouri. The majority of the Chadwick Branch was left abandoned after the Great Depression. As a shared-use path corridor, the Chadwick Flyer Rail Trail offers a vital connection between City of Ozark and the growing regional trail system.

Original Alignment

The original alignment for the south segment of the trail begins southwest of Lake Springfield at the James River Greenway and future east-west primary arterial. It travels south and east along the abandoned Chadwick Branch railroad right-of-way for its entirety until reaching the Ozark Community Center and Finley River Greenway. Major crossings include State Highway CC, Fremont Road, 21st Street, a new bicycle and pedestrian bridge over US Highway 65, and Jackson Street.

Alternative Alignment #1 (Preferred)

The first alternative alignment begins one quarter mile west of the Chadwick Branch rail corridor at the James River Greenway crossing over the James River. It travels south along the east bank of the river, then east to the abandoned rail corridor. The trail turns south along a future primary arterial road before reaching Westwind Drive and crosses the unnamed creek. The trail continues along the unnamed creek until State Highway CC, crosses over the unnamed creek, and travels through the north and east legs of the Highway CC and Fremont Road intersection. The trail resumes on the abandoned rail corridor south of Fremont Road to 22nd Street, south along the west side of 22nd Street to 21st Street, south along the east side of 21st Street

to Longview Road. The trail continues south on the planned extension of 21st Street to 20th Street, crosses 20th Street to the abandoned rail corridor, then crosses over US Highway 65 on a new bicycle and pedestrian bridge. The trail follows the abandoned rail corridor south, crosses Jackson Street through a new underpass east of the Finley Creek tributary, and connects to the Finley River Greenway at the Ozark Community Center.

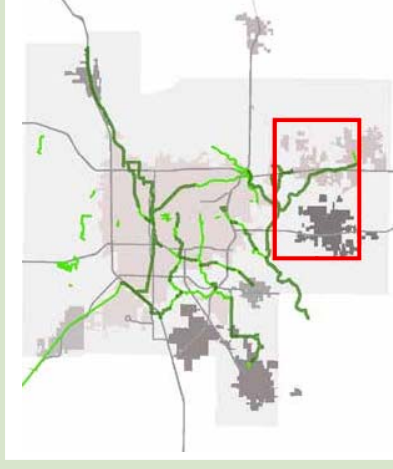
Alternative Alignment #2

The second alternative alignment begins at the same location as the original alignment and follows the same path until reaching 21st Street. The alternative then travels along the east side of 21st Street to Longview Road, turns east on Longview Road and along the future secondary arterial roadway connecting Longview Road to State Highway NN. The alignment turns south and travels along the future secondary arterial roadway between US Highway 65 and State Highway NN south to 17th Street, then south along the west side of 17th Street. The alignment rejoins the abandoned Chadwick Branch railroad corridor and travels south to across Jackson Street and connects to the Finley River Greenway at the Ozark Community Center.

Alignment Scoring

Score	Priority	Orig	Alt 1	Alt 2
Network Connections	High	●	●	●
User Experience	High	●	●	●
Enhances Bicycling & Walking	High	●	●	●
Logical Segments	Med.	●	●	●
Cultural & Natural Resources	Med.	●	●	●
Environmental Conditions	Med.	●	●	●
Cost	Low	●	○	●
Route Directness	Low	●	●	●
Ownership / Right-of-Way	Low	●	●	●

Planning level cost for preferred alignment: \$9,476,277.



Chadwick Flyer Rail Trail (South) priority trail segment location.

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