



**MISSOURI RIVERFRONT  
PARKWAY & SCENIC HIGHWAY  
DESIGN STUDY**







# OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

## MISSOURI RIVERFRONT DEVELOPMENT PROGRAM IOWA-NEBRASKA

Sub-Element - 201

# MISSOURI RIVERFRONT PARKWAY & SCENIC HIGHWAY DESIGN STUDY

*The work upon which this publication is based was performed pursuant to Contract No. RDP-01-012 with Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) and was financed by the Cities of Omaha, Council Bluffs and Blair and the Counties of Douglas, Washington and Pottawattamie, with "in-kind" support from the Iowa Highway Commission and the Nebraska Department of Roads.*

*This report endeavors to gather and summarize the early basic requirements of the first steps of Roadway planning which are needed to ultimately achieve a completed facility. Second level studies and investigations will follow with a higher degree of detail and particularity. Subsequent steps are outlined in the implementation section and include consideration of several aspects including engineering, economics, sociology and ecology. These disciplines will be involved in the total systems of procedure to attain a successful completion of the Parkway and related Scenic Highway.*

PREPARED BY:

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Mr. B. P. Pendergrass, Executive Director  
Riverfront Development Committee  
Metropolitan Area Planning Agency  
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Omaha, Nebraska 68102

Dear Mr. Pendergrass:

Please allow this letter to serve as an introduction to the accompanying report. It is presented in compliance with our contract dated April 3, 1973.

The "Missouri River Parkway and Scenic Highway" is the result of a series of meetings held over the past four months involving many interested persons. The time, consideration and effort of these participants, and the parties interviewed for this study, have made invaluable contributions toward the completion of this document.

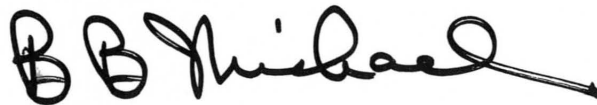
The Parkway detailed in this report will provide over 140 miles of roadway, 135 miles of bicycle trails, a number of scenic overlooks and vista points, and access to many Parkway-related points of interest. The benefits resulting from this study will provide many opportunities, for a variety of recreational activities, for the citizens of the greater Riverfront area.

The Roadway shown in the following pages has been determined by the direction provided by the Transportation Task Force, initial efforts of the Omaha Planning Department, and the existing natural landscapes. This latter item has been the most significant consideration for final alignment decisions. The roadway was field checked in its entirety by at least one mode (car, motorcycle, boat and/or helicopter) to confirm that alignment proposals did not detract from the natural environment.

The final chapter of this document provides guidance for implementation. Initiation of these proposals should help bring the Scenic Highway closer to reality.

It has been a pleasure assisting the Riverfront Development Committee in the preparation of this study. The opportunity to support this undertaking of truly regional significance has been both highly rewarding and professionally satisfying.

Respectfully submitted,  
KIRKHAM, MICHAEL & ASSOCIATES

A handwritten signature in black ink, appearing to read "B B Michael", with a long horizontal stroke extending to the right.

B. B. Michael  
Executive Vice President







## FOREWORD

This report concerns a proposed Parkway and Scenic Highway along both sides of the Missouri River in Harrison, Pottawattamie and Mills Counties in Iowa and Washington, Douglas and Sarpy Counties in Nebraska. The Parkway and Scenic Highway has been described as the "backbone" of the Riverfront Development Program (RDP). This ambitious program has as its objective:

"To achieve the highest possible quality of life for present and future citizens of the region through rational physical, economic and social development in harmony with the human and natural environment."

The proposed Parkway and Scenic Highway is the single most important physical element of RDP and will require the largest expenditure of public funds. It will make the valley of the Missouri accessible to the public, link existing and planned attractions and facilitate planned development while at the same time preserving for posterity the best of the natural attributes of the area.

The Parkway and Scenic Highway is intended to be an amenity to maximize the public's enjoyment and appreciation of both the natural and

man-made attractions of the Missouri River valley. It is not intended as a utility or traffic artery.

Design criteria used to achieve this objective are: (1) alignment will provide significant exposure to each major type of natural landscape; (2) the most scenic possible alignment which is engineeringly and economically feasible will be selected; (3) access to the scenic highway will be selected to minimize use of the road as a traffic artery; this is accomplished by having quicker alternate routes available between any two access points; (4) sufficient public estate will be acquired (fee, development rights, scenic easements, etc.) to preserve the integrity of the project in its aesthetic, environmental and ecological aspects.

The report concentrates on the selection of preliminary alignment which offers a high degree of service, capturing the beauty and rapture of the river, while imposing the least amount of intrusion on the natural landscape.

A list of contributing agencies and organizations is included in the Appendix. A special thanks goes to the Omaha and Council Bluffs Planning Departments, the Transportation Task Force Committee and the Riverfront staff of MAPA. The consultants also acknowledge their debt to the hundreds of volunteers in the unique Riverfront Development Committee organization. These vol-

unteers—over a period of more than two years—provided ideas, expertise and an inspiring degree of cooperation in developing the concept upon which this report is built.

## SUMMARY

The Missouri River Valley offers a great diversity of natural scenic resources. These range from the wooded bluffs to the broad, open floodplain. Preservation and protection of these irreplaceable resources should be a goal of the first order for individual citizen, governmental sub-divisions, and private organizations.

The Riverfront Development Program offers an excellent opportunity to capture these lands and safeguard them from present and future despoilment. One of the principal Program elements that can achieve these objectives is the Scenic Highway. By acquiring a Parkway of sufficient width to insure a satisfactory visual experience, large elements of wooded bluffs and ecologically delicate bottomlands will be protected.

The Parkway will provide a vehicular connection between all of the principal recreation/preservation areas in the Riverfront Area. DeSoto National Wildlife Refuge, Fort Atkinson (National Historic Landmark), Lake Manawa State Park, Fontenelle Forest, Gifford Environmental Educa-

tion Center, Wilson Island State Park, and the Strategic Aerospace Museum are just some of the affected areas. The diversity of these facilities will enhance and extend the Parkway's value.

The potential for a meaningful experience will be available to all Parkway users. An appreciation of the natural resources will be initiated for some and enhanced for others. The opportunity for exposure to the diversity, quantity and quality of undisturbed ecological areas will be insured by the Scenic Parkway. This total experience will offer recreational, environmental, conservation, aesthetic and social values to users of the Parkway. The aggregate merit of these considerations make the Riverfront Parkway and Scenic Highway an undertaking of national-level significance and value.

The proposed Roadway alignment and related facilities will provide over 140 miles of continuous Parkway experience. Expenditures for the land acquisition and development of these facilities will cost \$80,000,000.00 in 1973 dollars. Because of the unlimited benefits to be received by this proposal, the associated rise in land costs through speculation, the anticipated inflation factors, and the lengthy construction period expected, the speedy initiation of this undertaking is recommended.









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# PROJECT BACKGROUND









## INTRODUCTION

It has been said that the quality of life in America is failing. Growing crime rates, a declining family structure, increasing environmental pollution, and an inability to utilize our growing leisure time have all been brought forward as reasons for this. Whatever these reasons be, the important consideration is to now reverse these trends of apathy and rekindle the dynamic attitudes that fostered the birth and development of our nation.

No one can dispute the ideal of correcting the ills of our nation. It is the details that need to be resolved.

In 1969 a group of concerned persons met to review these problems in the Omaha-Council Bluffs Metropolitan Area. They discussed their various concerns, listed their priorities, and then attempted to develop a program to achieve the diversity of goals. Finally, an answer was found . . . and it was called "Return to the River".

The Missouri River was projected as the medium to bring together the affected people and their common concerns. A "Return to the River" will attempt to restore the dynamic quality of life associated with the era when the Missouri was an important and integral element of Middle-American Life.

Within the Riverfront Program a series of varied but related proposals have been tendered. New residential areas, convenient to the River and downtown business community, are proposed to replace a deteriorating warehouse district. New parks will help relieve the bounding increase in demand for recreation facilities. New industrial parks are being programmed to utilize the existing labor market and available traffic resources of the river. Major environmental preservation and education centers are proposed to increase the area's ecological awareness. Finally, a Riverfront Parkway and Scenic Highway is proposed to traverse the divergent elements along the river, making them accessible to the half million persons of the area.

The following report will address planning details of the Parkway. It shall discuss the roadway alignment, associated open spaces, natural vistas, areas of conflict, relationship to other elements of the riverfront program, generalized cost estimates, and anticipated construction techniques.

It is the intention of this publication to serve as a transition from the initial conceptual riverfront planning through the construction documents programmed for the coming years. The Roadway





details that follow are based upon field review of the total Parkway, sound engineering principles, and a review series by the Transportation Task Force.

The proposed Parkway is a highly feasible undertaking and should be initiated as soon as possible. It will be an appropriate and deserving beginning for implementation of the total Riverfront program. The benefits to be derived from its construction will be realized for present and future generations.

## HISTORY

There are two areas of historic relevancy for the Scenic Parkway Study. The first is the impact of the history-rich country that the Parkway is built within. The second item deals with the history of the Parkway itself.

Development of a regional level undertaking, such as the Scenic Parkway, cannot help but be exposed to the area history. Conversely, the Parkway will be a richer experience because of the historic areas and items that surround it. After all, the early influence of Lewis and Clark, Mormon immigrants, army troops, early settlers, and Indians was important in the formative periods of the area's development. Decisions made during this period influenced the location of communities, their patterns of development, and affected growth decisions a half-century later. The importance of individual historical considerations will be recognized throughout the Scenic Parkway Study. The accompanying exhibit shows the locations of historic areas throughout the study area.

The history of the Parkway itself has roots that transcend the Riverfront Development Proposal. Mr. Roy N. Towl, former Mayor and Park Commissioner of Omaha, proposed a Riverfront Drive during his administration of the 1930's. The concept of an all weather roadway, making the scenic values of the Riverfront accessible to area citizens was as valid in that period as it is today. Making the riverfront available to the area citizens for sight-seeing and recreation access is a goal that

spans four decades. The proposals of the earlier era were valid at the time of their presentation, and are still so.

## LANDSCAPE EXPERIENCES

One of the desirable aspects of this Parkway is the variety of landscapes that will be introduced to the viewing public. Each landscape-type is unique unto itself. Open agricultural lands, steep wooded bluffs, rolling pastureland, extensively developed industrial tracts, and sedate residential areas are all found within, or close to, the Riverfront Parkway and Scenic Highway. The diversity of visual exposure available to potential Parkway visitors is one of the reasons that this is such a desirable project. To insure the continuous availability of Parkway features, efforts must be extended to protect the landscape features from destruction. The different landscape experiences are presented below:

*Floodplain.* The majority of Parkway lands are within this habitat. This is land, generally 5 to 10 miles across, running the length of the Parkway. It is the river valley encompassing the land between the bluffs. Most of the natural vegetation cover has been removed by river-action or man. The primary land use is agricultural production.

Floodplain lands have the opportunity for pleasant, uncomplicated roadway segments of long duration. Because of the level topography, alignments have few restrictions. Therefore, the Scenic Parkway will assume a carefree pattern, meandering between the river, existing natural features and other riverfront attractions taking best advantage of vistas and stopping-off points while being cautious not to destroy natural habitats.

*Steep, Wooded Bluffs.* Selected areas of the riverfront offer a pronounced contrast to the floodplain landscape. This habitat offers very steep topography and heavily wooded bluffs. Slopes are practically vertical and will require specialized



attention at the time of construction. With isolated examples of residential areas and auto salvage yards, the dominant land use is undeveloped timberland.

The character of the bluffs offers many desirable characteristics for the Scenic Parkway. Roadway patterns, conforming to the existing topography, will require a reduced speed. Panoramic vistas will be available from selected points. Finally, this landscape will offer high potentials for open spaced/recreation oriented activities.

*Developed Land.* These areas are located within, or close to the urban centers of the Riverfront Parkway. These vary in the character of development—industrial, commercial, or residential.

Some developed areas are more compatible with the Parkway concept than others. Areas of industrial manufacturing and storage, barge access points, power plants, and pollution control facilities will require special techniques to insure a continuous Parkway attitude. Some segments such as spurs along the existing residential streets will only require signing. Other segments will appear to be undeveloped because of existing vegetation cover or proposed landscaping.

*Rolling Bluffs.* This landscape character is similar to the wooded bluffs. Notable exceptions are more gentle gradients and more diverse patterns of land use. The wooded areas are limited primarily to the ravines, while farming or grazing occupies the cleared land. Areas within this category exhibit selected characteristics of both the wooded bluffs and floodplain.

The diversity within this landscape attitude will be an asset to the total Parkway. There will be opportunities for segments of open unrestricted driving and scenic overlooks from wooded bluffs. In selected areas existing grades will require specialized attention to insure safe alignment.

## TERM DEFINITION

A terminology series has been developed for the Riverfront Parkway and Scenic Highway. Some of these terms are unique to the study, while others are refinements or adaptations of previously used words. These are outlined below as a means to better comprehend the following study.

**PARKWAY**—The right-of-way for the Scenic Highway. This will not be of a fixed dimension but flexible to the natural resources of the area. Minimal widths (200-300 feet) are recommended in areas of marginal scenic value while extensive areas are proposed for the highly scenic areas.

**ROADWAY**—The driving surface within the Parkway. There are a number of different roadway techniques. These are explained below:

*4-Lane Urban*—This will be of a four-lane construction with curb and guttering. The two exterior lanes will be for slow speed driving and viewing while the interior lanes serve more conventional patterns. The opposite direction lanes will be split, both vertically and horizontally, for safety and visual separation. This roadway type will be used primarily in an urban setting.

*4-Lane Rural*—This roadway technique will be similar to the 4-Lane Urban with the exception of no curb and guttering. It will be found principally in rural areas.

*2-Lane Rural*—This will be utilized in the periphery of the Riverfront area. It will be one-lane in each direction, with shouldering.

**SPUR**—This will be a utilization of existing roads to connect the Scenic Parkway to features of interest convenient to the Parkway. The only improvements will be signing.

**CONNECTOR**—This will be a utilization of existing roads and bridges to connect elements of the Parkway.

**SPLIT-LANE**—A physical separation of the opposite direction lanes.



## ENGINEERING CONSIDERATIONS

### General Criteria

The Engineering concepts relating to detailed Parkway design and construction should follow criteria established by the Highway Standards of the respective states of Nebraska and Iowa and the Federal Highway Administration. When passing through areas of local jurisdiction, such as counties and cities, their established criteria should also be followed. Conformance to these standards will insure a quality roadway with the utmost in safety, driving pleasure and maximum longevity.

In selecting the general alignment for the Parkway, careful attention has not only been given to the aesthetic aspects but also to the safety, utility and economy required for sound road construction. Compatibility with the environment, riding comfort and pleasing views from and of the Parkway were also major considerations employed in the Parkway location selection.

### Traffic and Roadway Configuration

The investigation into the potential of the Linear

Parkway as a traffic carrying facility was not within the realm of this report. The alignment, as exhibited herein, was intentionally located to discourage its use as a convenient thoroughfare for commuters and business transportation purposes. Generally, throughout the Parkway corridor, there are more suitable, high-speed, traffic carrying facilities adjacent to or in the vicinity of the proposed scenic highway which will be more attractive to motorists who are intent on getting from one place to another as rapidly as possible. Regardless of Parkway location, however, there will no doubt be traffic attractions to motorists who will use the road as a convenience or commuting route along with Parkway oriented travelers. This will increase volumes on certain segments. The roadway, especially in the urbanized regions, should be designed to accommodate this potential traffic load to prevent congestion and insure safe and efficient traffic conditions. Four lanes divided with landscaped medians and left turn space are proposed for these areas.

Throughout this report, the number of recommended lanes is indicated by mapping and illustrations which demonstrate typical sections of the Parkway in various types of terrain. In the interest of safety, efficiency, and ease of operation, lane widths of 12 feet are recommended for all segments. Shoulder width varies with a minimum of 8 feet in the bluff terrain to 10 feet in the low lands. Section depth will depend on soil bearing strength and design loadings. A minimum design depth of 8-inch concrete or an equivalent asphalt section is contemplated at this time.

The recommended width for bike paths is eight feet, but heavily used, urban bike routes may exceed this, depending upon location. For a one-way bike trail, the minimum width generally recommended is four feet. Where conditions warrant split trails, sections with widths of three to four feet would be considered adequate, but minimal.

### Parkway Gradients

The existing physical features of the various terrain types will directly affect vertical alignment. Design grades should be set to impose the least



amount of intrusion on the natural landscape while remaining functional. A 12% uphill grade for short distances may be considered a working maximum, while 8% is a desirable maximum. With heavy truck traffic prohibited from the Parkway, grade maximums may be higher than used for normal highway construction. Parkway design on the bottomlands should not present any major problems, however, it is desirable to maintain slight gradients for water run-off.

#### **Bridges, Structures**

Aesthetic excellence should rank as one of the more important considerations for bridge design. Compatibility with, and the blending into of natural settings will be significant in maintaining a Parkway mode. The normal roadway section, including full shoulders, should be carried over all structures of lengths up to 100 feet. On longer structures shoulders narrower than 8 feet may be considered for economy. Bridges often provide ideal vantage points to stop and view the surrounding scenery and wildlife. This can be a dangerous practice and is generally not allowed, however, written restrictions are sometimes not sufficient to control this type of activity. Bridges should be constructed of ample width not to encourage this practice but to promote safety as much as possible.

#### **Running Speeds and Safety**

Safe running speeds will be selected in conjunction with the physical outlay of the roadway depending on the final geometric features. Because of the variety of terrain through which the roadway passes, rate of speed recommendations will vary from 50 miles per hour on the long uniform



stretches to 25 miles per hour on the mountainous type bluff roads. Speed restrictions will be an important factor in maintaining safety, driving pleasure and Parkway attitude.

Among the considerations of safety that are reflected in the roadway selection are features that reduce the variance in speeds of vehicles. Transition links have been incorporated when the alignment changes from straight to curvilinear segments so as not to introduce motorists directly from high speed to a low speed situation.

Statistical data indicates that control of access is one of the most important factors in accident reduction. Accident and fatality rates for fully controlled access highways have been consistently about one-third to one-half those for highways with no control of access. The Parkway attitude concept has access control built in as one of its major features and should be considerably safer than an equivalently designed highway. Other features recommended for acci-

dent prevention include the following: guarded railroad crossings with overpasses where necessary; restriction of roadside objects; construction of cable guard rail which protects vehicles without obstructing visual direction; well marked areas and warning signs at points of farm implement cross overs; and extra length in structure spans to allow room for wildlife crossings. Other factors pertaining to safety will be implemented when detailed design procedures indicate the need for them.

## **FLOOD LEVEL AND FREQUENCY STUDY**

#### **Introduction**

An important aspect of any project proposed in a floodplain area is how often and to what degree would an elevated water level be expected. In other words, would the proposed facility expect to be inundated and how often. The original premise of periodic flooding was assumed when it was proposed to locate the majority of the Parkway along the banks of the Missouri River. Possible flooding of the proposed facility can be reduced to a minimum by proper alignment location of the proposed Parkway facility.

#### **Source of Information**

To determine the anticipated extent and frequency of flooding along the Missouri River, work was coordinated with the U.S. Army Corps of Engineers. It was determined that presently there is no current Missouri River Floodplain Study available. The Corps of Engineers will be mapping the Missouri River during the 1974 fiscal year and data will be available the latter part of 1974. The

information received from the Corps of Engineers included the following:

1. Missouri River plotted profiles for high flows in 1969 and 1971.
2. Missouri River plotted profiles for April 1952 flood.
3. Tabulated water surface profile for August, 1972.
4. Missouri River rating curves for locations at the former Ak-Sar-Ben Bridge and the mouth of Pigeon Creek.
5. Missouri River flow probability curves for Omaha, Nebraska; Nebraska City, Nebraska and St. Joseph, Missouri.

The only available over bank flow data above Omaha consists of a water surface profile of the 1952 flood. Since 1952, several major channel changes have been completed, thus affecting the usefulness of the data for this study. For comparison purposes, the 1952 flood profile was plotted on the accompanying graph.

The various profiles plotted on the graph were prepared using the April, 1969 and August 7, 1972 water surface profiles and the flow probability curve for Omaha, Nebraska. Due to the alluvial nature of the Missouri River water surface, elevations could vary several feet for a given discharge and as a result, the accompanying profiles should be looked upon as approximations only. The various proposed roadway and existing bank elevations were taken from the United States Geological Survey Maps. The roadway section was assumed to be four (4) feet above the existing terrain. Exact elevations would be determined as part of future studies and plan preparation.



# FLOOD LEVEL & FREQUENCY PROFILES

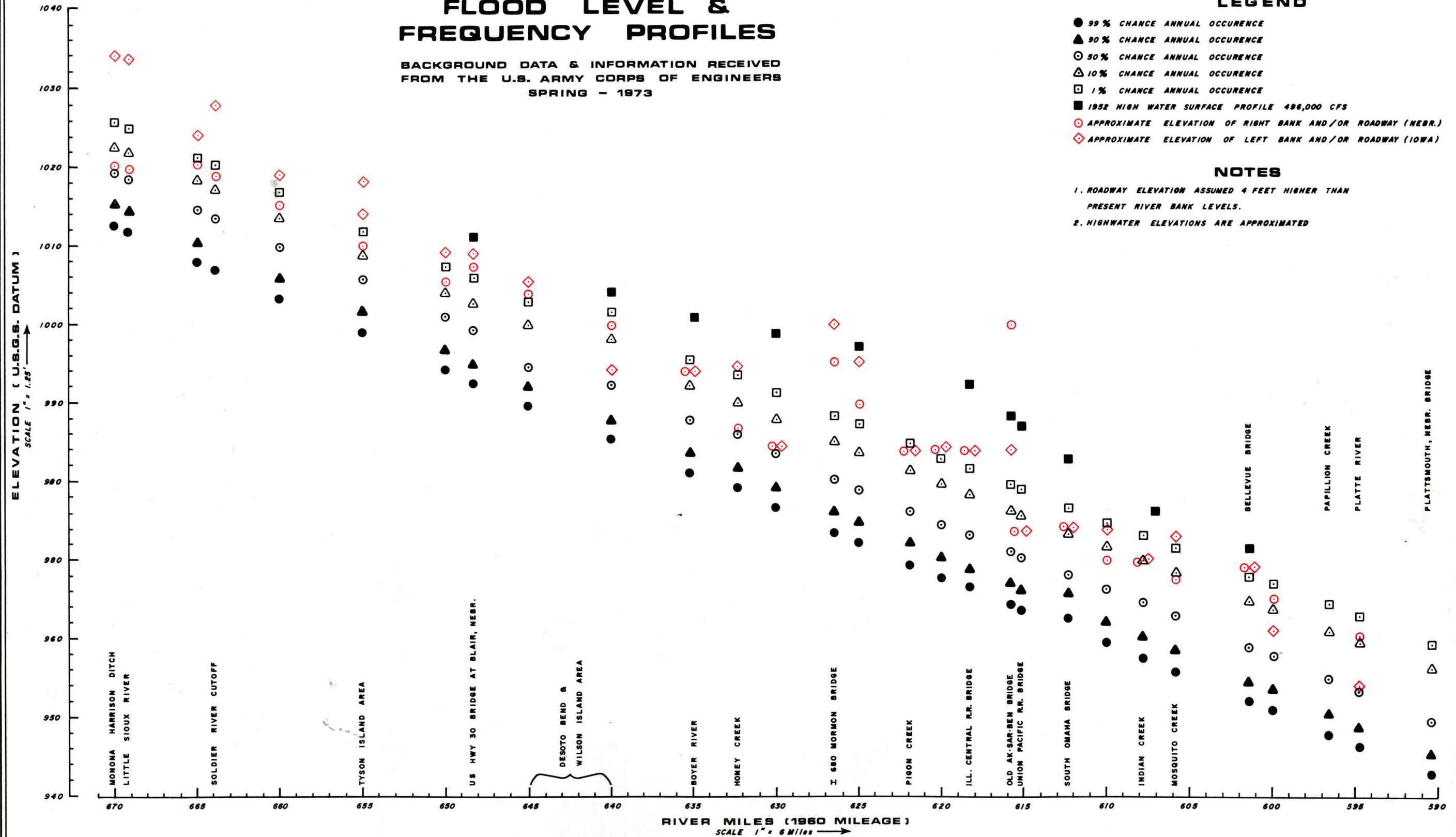
BACKGROUND DATA & INFORMATION RECEIVED  
FROM THE U.S. ARMY CORPS OF ENGINEERS  
SPRING - 1973

## LEGEND

- 99% CHANCE ANNUAL OCCURENCE
- ▲ 90% CHANCE ANNUAL OCCURENCE
- 50% CHANCE ANNUAL OCCURENCE
- △ 10% CHANCE ANNUAL OCCURENCE
- 1% CHANCE ANNUAL OCCURENCE
- 1952 HIGH WATER SURFACE PROFILE 496,000 CFS
- APPROXIMATE ELEVATION OF RIGHT BANK AND/OR ROADWAY (NEBR.)
- ◇ APPROXIMATE ELEVATION OF LEFT BANK AND/OR ROADWAY (IOWA)

## NOTES

1. ROADWAY ELEVATION ASSUMED 4 FEET HIGHER THAN PRESENT RIVER BANK LEVELS.
2. HIGHWATER ELEVATIONS ARE APPROXIMATED



The following flows and corresponding water surface elevations were observed at or near the old Omaha, Nebraska Ak-Sar-Ben Bridge:

Flow in Cubic Feet Per Second	Elevation	Date
51,600	969.0	August 7, 1972
70,000	970.0	May 1, 1950
77,000	972.2	June, 1971
96,100	975.5	April, 1969
189,100	978.8	April 26, 1950
496,000	988.4	April 18, 1952

The frequencies used in the study were derived from the flow probability curve supplied by the Corps of Engineers dated December, 1951. The flow probability curve lists the percentage chance of annual occurrence which can be transposed into 1 through 100 year flood frequency curves. The following table lists the various frequencies and resultant flows selected for this study:

% Chance Annual Occurrence	Frequency of Recurrence in years	Flow in Cubic Feet Per Second
99	1	29,000
90	10	44,000
50	50	73,000
10	90	135,000
1	100	195,000

Conclusions

In all cases, the elevation of the top of the existing bank or the elevation of the proposed roadway was above the level of a 50 percent chance of an

annual flood occurrence and over three quarters of the river bank or proposed roadway would be above the level of a 10 percent chance of an annual flood occurrence or once in 90 years. The segments of the proposed roadway which might be subject to a once in 90 year flood would be:

1. Between Wilson Island State Park and the levee north of I-680 on the Iowa bank.
2. Between the Boyer Chute and the N.P. Dodge Park on the Nebraska bank.
3. Between the Union Pacific Bridge and Mandan Park on the Nebraska bank.
4. Between the Union Pacific Bridge and Chain-Of-Lakes Park on the Iowa bank.

Segments of the proposed roadway which would be constructed on top of the levees would be above the level of a 1 percent chance of an annual flood and in some cases above the level of the 1952 flood.

The proposed alignment can be segmented by closing individual access points, thus placing sectors of roadway out of service. This may be necessary during the rare periods of extreme high water. It is not anticipated that inundation would cause severe damage to the roadway itself. Parkway facilities, such as permanent structures, monuments, etc., may be damaged and it is suggested that discretion be used when selecting locations for such facilities.

SOILS FOUND IN STUDY AREA

Introduction

The study area consists primarily of the Missouri River Flood Plain and some of the adjacent upland bluff formations. The Parkway corridor includes portions of Harrison, Pottawattamie and Mills

Counties in Iowa, and Washington, Douglas and Sarpy Counties in Nebraska.

The study area is a broad loess-mantled upland hill plain into which the valley of the Missouri River is eroded. Terraces locally separate the valley floors from the upland. The highest terrace surface is best preserved in north Omaha and adjacent to the hills south of Fort Calhoun.

The predominant soils in the area are of the Recent Series and consist of flood plain alluvium, alluvial-fan deposits, terrace alluvium, and slope wash. Flood plain alluvium is the predominant



soil. The hills and bluffs adjacent to the flood plain are of the Pleistocene Series and consist primarily of Bignell and Peorian Loesses, Terrace alluvium and Loveland Loess. Some material dating to the Missouri Series is found in isolated outcrops and quarry locations and consists of the Kansas City and Lavsing Group.

Principal Soil Types

Flood Plain alluvium is the most abundant soil encountered in the study area. It is principally sand and fine pebble gravel. A layer of humic silt 1-4 feet thick generally overlies the coarser alluvium. In some areas clayey silt forms deposits in old swales, meanders and oxbow lakes. Sources of the flood plain alluvium are twofold—from local materials along tributary streams and from materials north of this area along the Missouri River valley.

The Loess Hills found in the study area are a unique land form. This land form is not found elsewhere in the North American Continent and can be only compared with one other area in the world, that of the Yellow (Hwang-Ho) River of China.

Suitability Of Existing Soil Material For Roadway Construction

The majority of the soil material within the study area is a silty-clayey alluvium which is generally considered marginal roadbed material. But with ready access to the Missouri River and an abundant source of a sandy fill material, a relatively inexpensive solution to roadway sub-grade construction along the river becomes possible by dredging.

The other major soil material encountered in the study area is loess. This material proves to be satisfactory for roadway subgrade construction if



sound construction practices are observed, such as moisture-density control, compaction control and proper subgrade drainage.

Soil Data References

As with all major construction endeavors, a series of soil samples should be obtained and tests run to determine proper design data. The Missouri River area has had extensive studies published on soil origins and types and further expansion on the subject would be repetitious.

Additional detailed information on the soils found in the study area is available from the following publications:

- 1. *Geology of the Omaha—Council Bluffs Area Nebraska—Iowa*, Geological Survey Professional Paper 472, by Robert D. Miller.
- 2. *Soil Survey of Washington County, Nebraska* United States Department of Agriculture Soil Conservation Service, Series 1957, No. 19, Issued September 1964.
- 3. *Soil Survey of Sarpy County, Nebraska*, United States Department of Agriculture in cooperation with the University of Nebraska, State Soil Survey Department of the Conservation and Survey Division, Series 1935, No. 10, Issued October 1939.

COST ESTIMATES

Land Acquisition

The land requirements for the Linear Park are shown by the variable width belt illustrated on the alignment plates. This strip of land, shaded in green, runs concurrently on both sides of the river generally throughout the scope of the Parkway corridor. An attempt to achieve a "leisure time"

pattern of land use rather than physical road construction requirements was the basis for the park width selection. Although final parkway acquisitions will no doubt vary from those shown, the indicated acreages were evaluated for the purpose of this report.

In order to systematize the appraisal, the various types of land were categorized as follows:

- 1. Upland woods
- 2. Lowland woods
- 3. Upland farm.
- 4. Lowland farm
- 5. Rural flood plain
- 6. Urban flood plain

When available, the recent sales data was gathered within the appropriate categories from the geographic region affected. Comparable land transactions reflecting specific areas and land type formed the basis of the evaluation. Improvements were evaluated separately because of the quality variance on comparable tracts and are classified as follows:

Improvement Classification	Units required
1. Permanent Residences	18
2. Seasonal Residences (cabins)	55
3. Farmsteads including houses	5
4. Businesses	1
5. Miscellaneous Structures	5

The number of required units was determined by field observation, current mapping and aerial photos. Obviously, since no in-depth appraisals or investigations were made within the improvements, actual purchase costs and estimates offered herein may vary considerably.

The prices of land selected from courthouse records and based on comparable agricultural

transactions are considered to be raw data only. Adjusting factors were included to appropriately place the values at more realistic levels which are more compatible with the fact that a potential Parkway would become a reality. In the past, experience has shown that land costs rise considerably as an improved transportation facility begins to develop. The multiple factors were estimated using examples of land value increases in the Omaha Metropolitan Area.

Scenic Easements

There are certain areas along the river which, though not essential for Parkway construction or related space requirements, would be desirable to retain in either present state or have access rights to allow clean-up and plantings. Examples of this would be the proposed greenbelt along the Iowa bank of the river across from the proposed Airport Bend Park and some of the auto junkyards in the scenic hills north of Council Bluffs. Direct ownership would not be acquired and unobjectionable activities such as farming operations would be allowed. Restrictive covenants would be placed on undesirable activities such as dumping and land misuse. A lump sum figure was added to the total cost estimate for this purpose.

Construction Costs

Current 1973 unit prices were used to compute construction costs. Estimates are based on the construction of a high level, quality roadway conforming to standards previously mentioned. Included with the road and bridge construction estimates are bike paths, landscaping, signing, scenic overlook and picnic area surfacing.

Cost Summary

The following is a total cost breakdown for the

proposed Parkway. Construction costs include 20 percent for engineering and contingencies.

Land Acquisition	—11,800 Acres @ \$1,325* =	\$15,635,000.00
Improvements	—As listed	1,220,000.00
Roadway Construction—Approximately 142 miles		59,400,000.00
Scenic Easements	—	3,000,000.00
Total—Land, Roadway & Easements		\$79,255,000.00

In view of the fact that the accuracy of all preliminary cost estimates are subject to uncertainties due to passage of time and a host of other unknown factors, it would be reasonable to round-off the total figure above to **80 million dollars**. This would be a convenient quotable figure and probably within the realm of accuracy desired at this stage of the Parkway development.

PARKWAY CONSIDERATIONS

This element will touch on a variety of topics relevant to the Scenic Parkway. Because of the introductory nature of this study, generalized statements will be directed to nonfinite design. Concerns of this discussion will be environmental, recreational, social, and aesthetic.

Environmental

Protection and preservation concern for conservation of the area's natural environment have

\*Average per acre cost for all land acquisition. Needless to say, a wide variance of land cost was encountered.



been among the main principles of the Riverfront Development Program since its inception. This might seem initially inconsistent with other Riverfront goals of residential and industrial development, but with sound land-use practices, all of these objectives can be realized.

Because of their decreasing quantity, the remaining areas of undisturbed natural environment should be protected through all means possible. Fontenelle Forest, Neale Woods, Gifford Environmental Center and DeSoto National Wildlife Refuge are primary preservation areas at this time. Zoning, acquisition of lands, preservation easements, and public educations are all appropriate preservation techniques.

Important as they are, they should not overshadow the smaller tracts—the underbrush slopes, the intermittent streambeds, the wild animal runs, the steep bluffs, and the wooded bottom lands. Preservation of the secondary areas is as important as the larger tracts. Each provides habitation opportunities for the vast variety of faunal types. In addition to the resident mammals, birds and reptiles, migratory bird patterns should also be considered. The most prominent of these are the spring and fall patterns. An excess of 1 million birds utilize the Missouri River Flyway during this time period. Provision for the need for these should also be considered in Parkway development and acquisition.

The educational opportunities associated with larger preservation areas offer a secondary value. Environmental Education Centers can appreciably

expand the ecological awareness of the local citizens.

Caution has been exercised to minimize disturbance of the natural environment in the roadway alignment. Sensitive areas have been skirted where possible. A new alignment is proposed to avoid areas of animal crossings to the river in the DeSoto National Wildlife refuge. Wooded areas are respected by lane splits or peripheral roads, as opposed to bisecting them. Wetland marshes are viewed in the same attitude.

In areas where construction techniques will require disturbance of the environment, caution will be exercised to minimize the disturbance. Techniques of minimum cross section, split lanes, switchbacks, and bridging will be employed wherever appropriate. In those areas where the Roadway would deface the natural environment excessively, no construction is contemplated. The Fontenelle Forest property is such an area.

Other details relevant to the Parkway effect on the natural environment must be answered adequately prior to construction of the Roadway.

#### **Recreation**

The demand for recreational opportunities continues to grow. Longer weekends, greater mobility, increasing popularity of recreational vehicles, and the introduction of daylight savings time all add to the growing desirability of recreation facilities.

One of the most popular, traditional activities is driving for pleasure. The basic requirements are an open road, a motorized vehicle, and the time necessary to utilize the previous two. However,





the experience is appreciably increased with a higher quality visual resource. "Standards are not applicable as...(driving for pleasure is)...totally resourced, oriented and locationally specific. In other words, the principal feature can be developed only where found naturally and essentially cannot be created by man's manipulation..."<sup>1</sup>

In this context, the proposed Scenic Drive offers an opportunity unparalleled for both many miles and many years. The visual experiences from riverscapes, to blufftop vistas, to dense woods, to broad, open floodplains must be captured before it is divided into segments directed to individual localized objectives. The regional value of the Scenic Parkway must be initiated now to realize the educational potentials of the existing resources. It will provide an unparalleled opportunity to initiate the Riverfront Development Program.

#### **Social**

The Scenic Parkway will offer a number of positive social values. These should be evaluated with equal importance as previously discussed items.

Appreciation of the natural environment will be one of the most important considerations. Development of affirmative attitudes toward the natural elements through exposure and education will further the understanding of our surroundings. Illustrating that modern construction techniques can be applied in a method complimentary to the environment will serve as an example of sympa-

thetic design. The parkway will become both a model and an educational tool. Illustrating by positive example will help persons to understand the processes of nature so that they may better integrate the actions of society and the natural laws of ecology.

#### **Aesthetic**

Making available to the motorists the natural beauty of the Parkway is one of the primary goals of this study.

This will be achieved in a variety of construction methods. Roadway alignments will visually guide the visitor into Riverfront panoramas. Pull-offs are provided at those points that justify specialized attention. Overlooks will be designed in the bluffs and at vista points. Visual diversity is achieved through lane splits in selected areas.

Construction techniques will be utilized that further enhance the visual experience. Organic design attitudes will be employed for both minimum disturbance of the landscape and maximum visual exposure.

Surfacing will be a non-obtrusive material while guard rails will be of high strength, steel cables. Signing will be of a simple design and constructed of a long lasting material.

The visual diversity throughout the Parkway System will be one of its most desirable assets. Constantly changing panoramas range from hilltop vistas, to rolling agricultural lands, to riverside woodlands, to urban activities. Making these various features available to Parkway visitors will be best achieved through a subtle unobtrusive

design attitude. A simple, uncomplicated roadway will do the most to respect the natural environment.

The transformation of the alignment proposals presented in the preceding chapter into a usable roadway will entail considerable further efforts. This study has considered many important details of the Parkway, and will provide a solid foundation on which to base the subsequent studies. The accompanying graph outlines the major elements necessary to achieve roadway construction.

The first step—Adoption of the Study—will be necessary to provide a firm basis for project implementation. It will insure that information within this study is consistent with the total Riverfront Program. Because of the close contact with Riverfront staff personnel, many Transportation Task Force meetings, and extended interface with other on-going Riverfront studies, the formal adoption of this document should be but a formality.



Development of an appropriate governmental structure to effectively administer to the total Riverfront Program will be an important element in the process to achieve implementation of the Scenic Parkway. The University of Nebraska—Omaha is investigating the possibilities and will present recommendations to organize such a structure.

After an organization is determined for implementation of the Parkway a second level study should be initiated. This would refine the right-of-way requirements and designs for the roadway, bicycle path, and other Parkway details. At that time, a detailed environmental evaluation would be prepared, hearings would be conducted, and acquisition of required lands would be initiated.

Because of the anticipated total cost of \$80,000,000, a phasing of the Parkway and roadway construction is anticipated. The phases would be based on the different Parkway segments and the decision to determine construction priorities would be the next element in the process leading to roadway construction. Logical criteria for these decisions would be the amount of anticipated use of the segments, the degree of probability of the Parkway lands being used for other purposes and the availability of funds. These priorities would be determined as the next implementation phase.

Once these priorities are determined, preliminary functional plans, along with social, economic and environmental analysis, would be prepared for the construction area. The engineering evaluation at this time would consider grades, drainage,

<sup>1</sup>Outdoor Recreation in Iowa, Second Revision, Volume 7, Page 7 by the Iowa Conservation Commission, Planning and Programming Section, Des Moines, Iowa, 1972.



cross-sections, and other construction information in sufficient scale and detail to review all aspects of the intended construction. The socio-economic and environmental study would be a prerequisite of environmental impact statement preparation and form a data base for public hearings and final project justification.

The functional plans become the basis for detailed construction documents. Expansion of the information prepared at the functional level is refined into plans and specifications. These documents will contain all material necessary to build the various elements. This will be the final step in the process necessary to achieve development of the Missouri Riverfront Parkway and Scenic Highway.

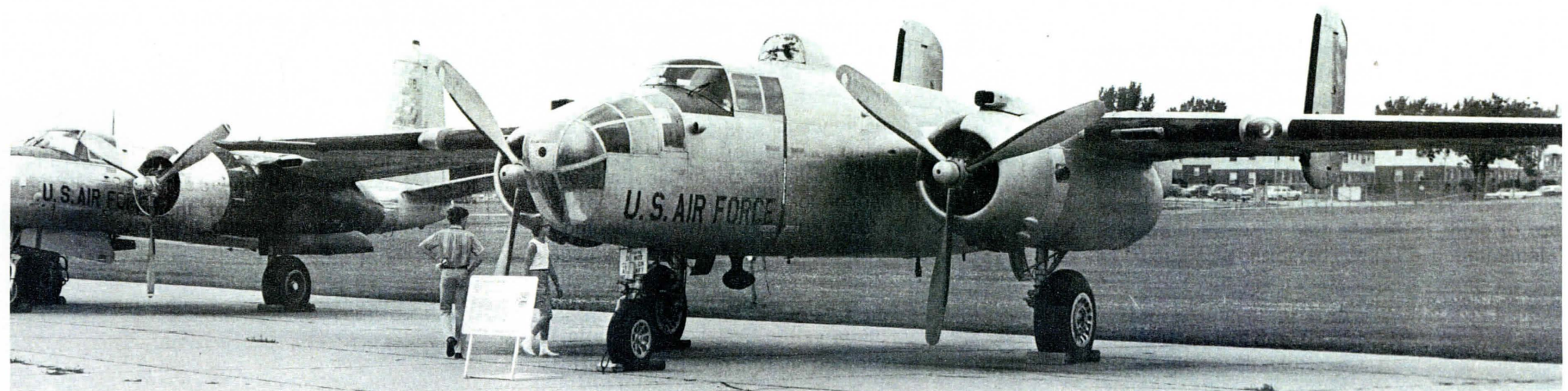








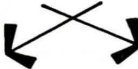








PLATE LEGEND

PARKWAY FEATURES

PARKWAY	
EXISTING WATER	
PROPOSED WATER	
PROPOSED LEVEE	
EXISTING TREES	
BICYCLE ROUTE	
LANDSCAPING	
EXISTING PARK BOUNDARY	
VISTA	
VISUAL CONSIDERATION	
HISTORICAL AREA	
PICNIC AREA	
CLEAN-UP AREA	

ROADWAY FEATURES

4 LANE	
2 LANE	
1 LANE	
CONNECTOR	
SPUR	
PULL-OFF OR PARKING AREA	
POTENTIAL EXPANSION	

LAND USE CONSIDERATIONS

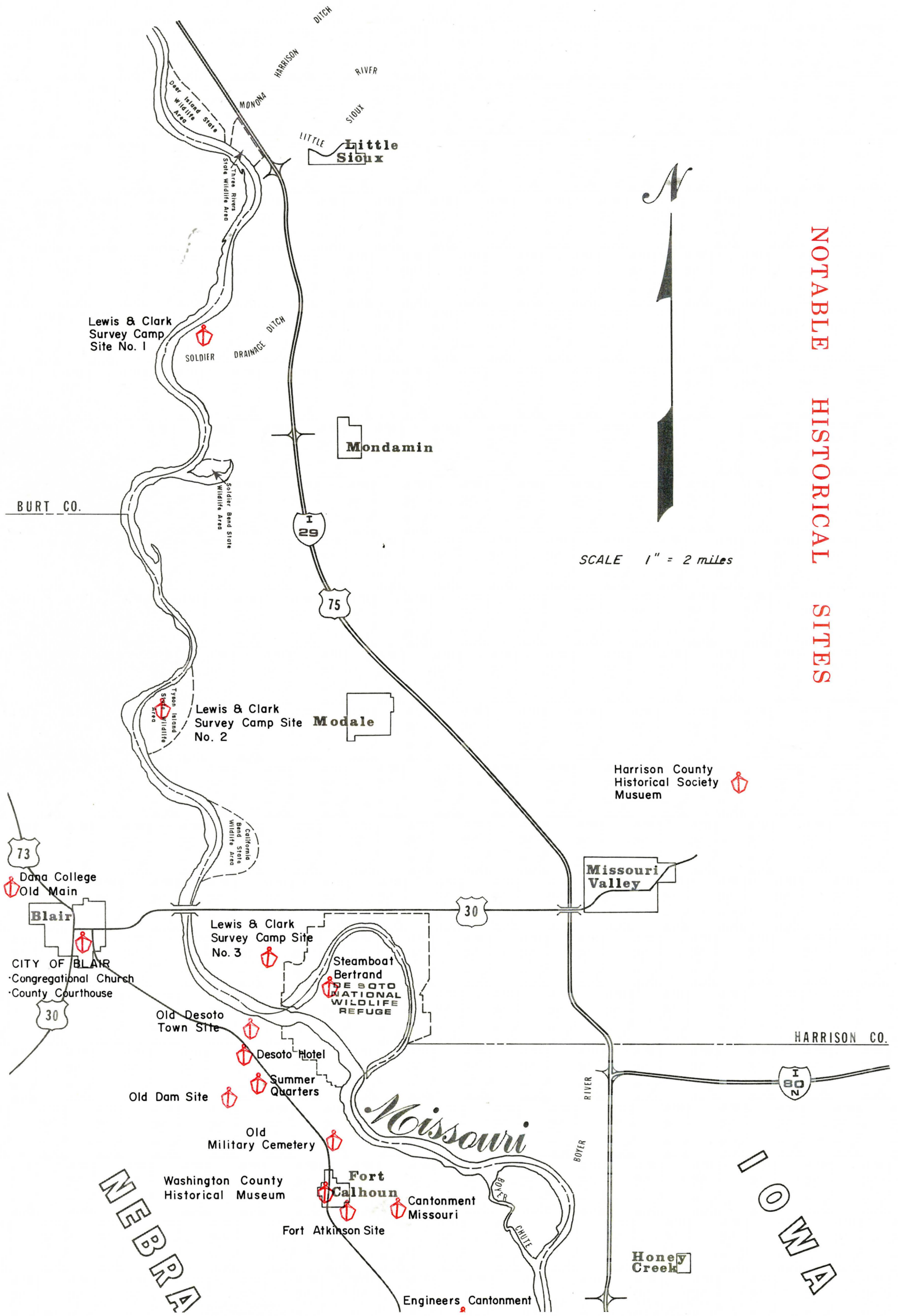
PROPOSED COMMERCIAL	
PROPOSED INDUSTRIAL	
POTENTIAL RESIDENTIAL	







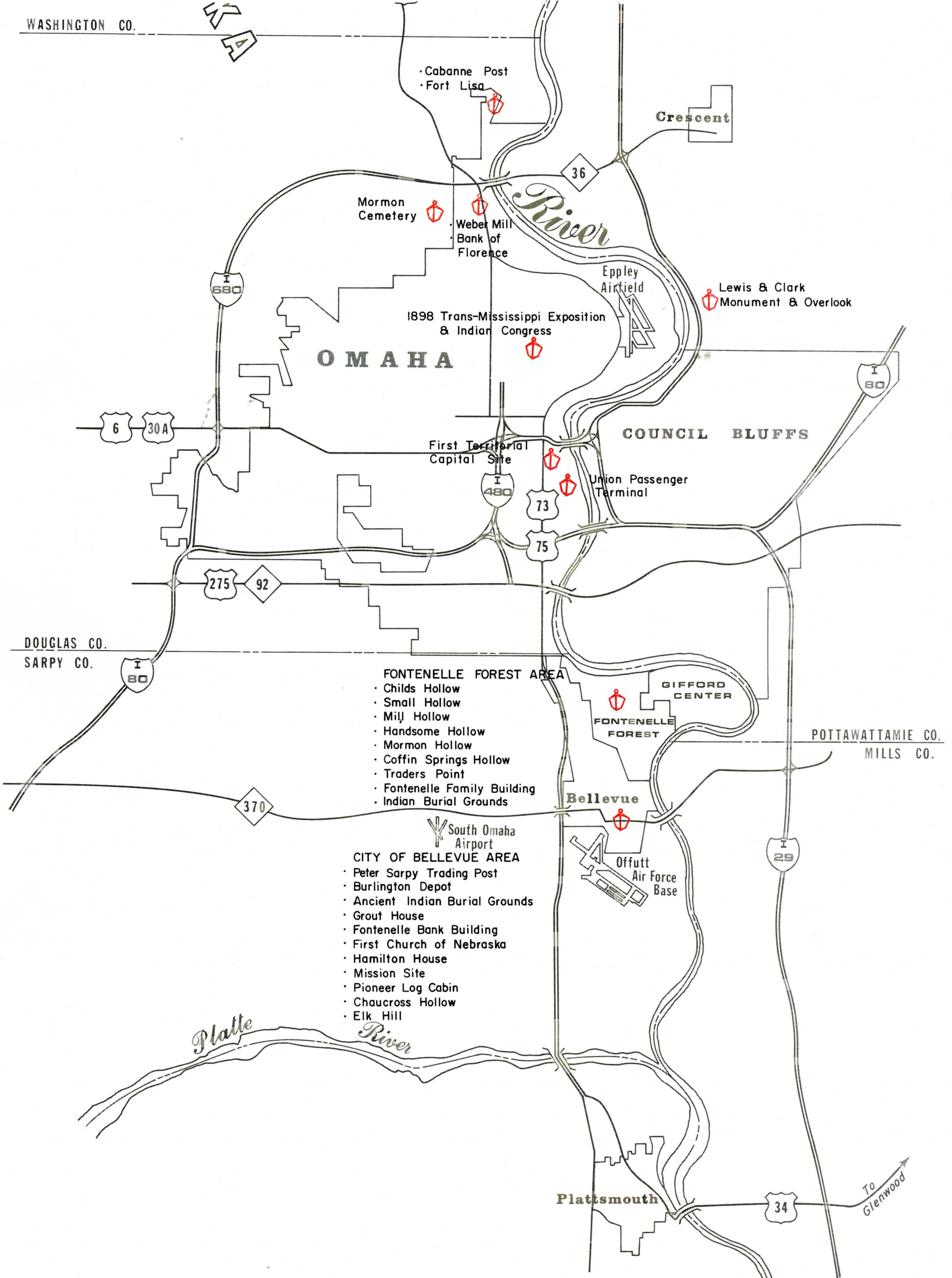
NOTABLE HISTORICAL SITES



SCALE 1" = 2 miles











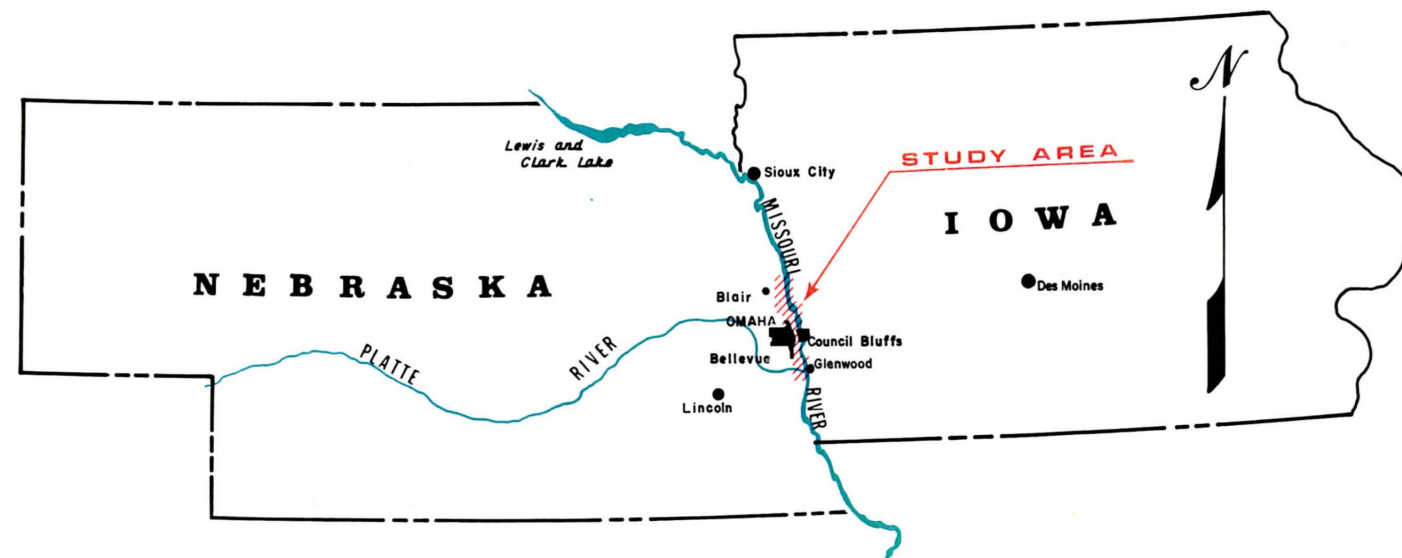




# PARKWAY SECTORS







**VICINITY MAP**

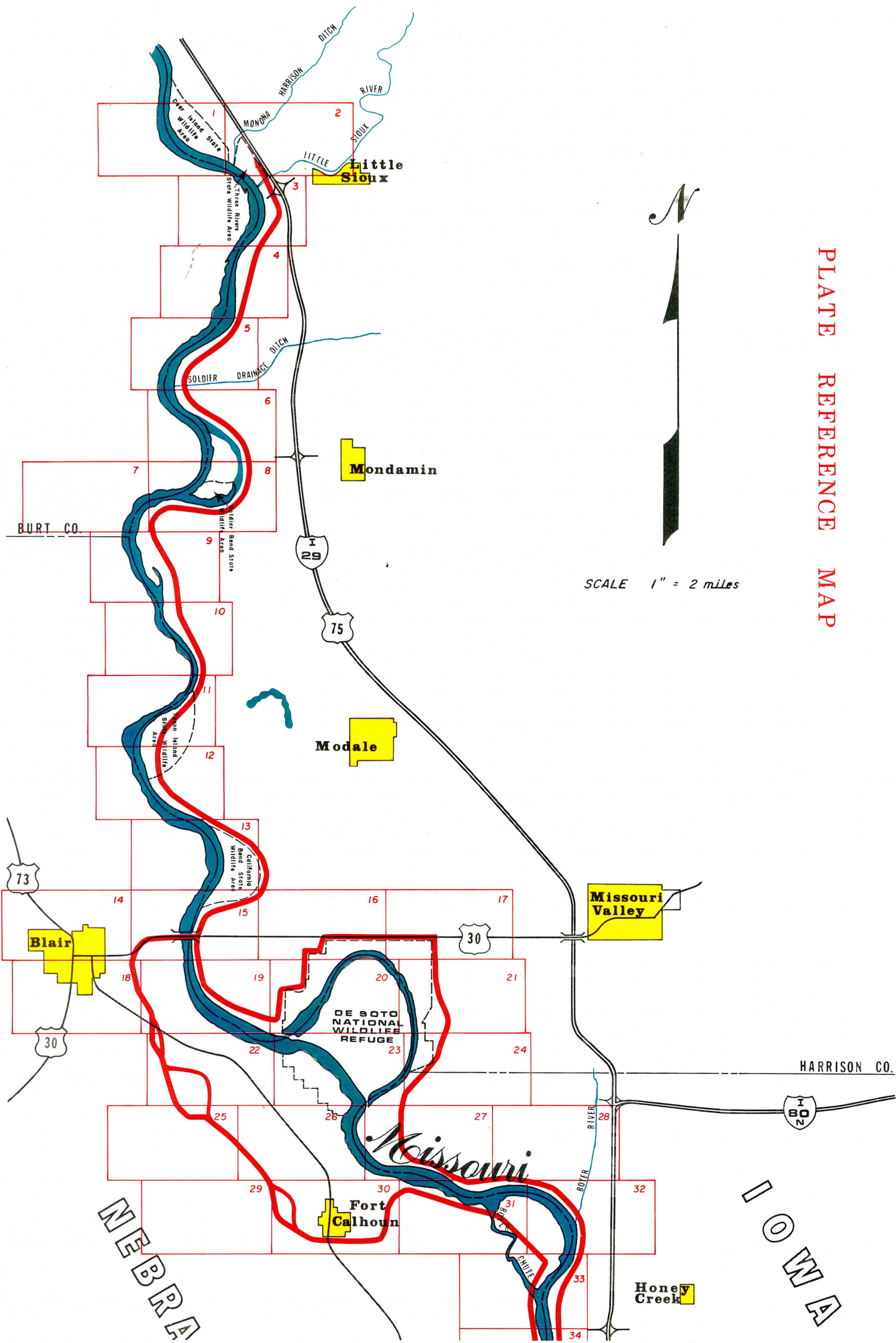




PLATE REFERENCE MAP



SCALE 1" = 2 miles

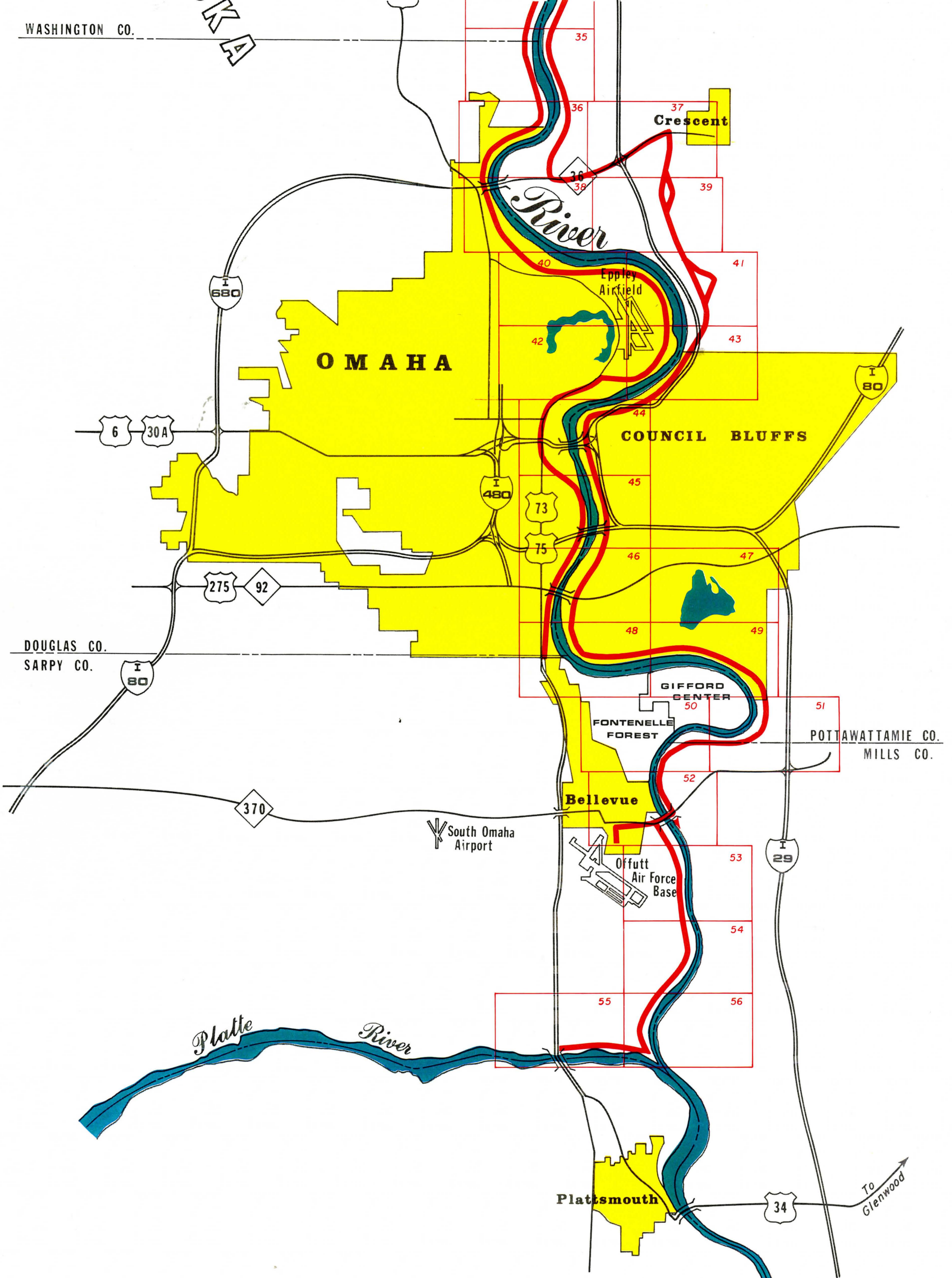






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To  
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## AN INTRODUCTION

This segment of the "Missouri River Parkway and Scenic Highway" deals with the alignment through its entire course. Different aspects relating to the Parkway: landscapes, construction considerations, existing facilities, proposed developments, etc. are discussed in detail.

The alignment is presented in segments. These elements are based upon a number of considerations, among them the natural capabilities of the land, the amount of man-made developments, their appropriateness as a Scenic Parkway, the anticipated construction techniques and the potentials for relating to other Riverfront projects. Each segment is based upon its individual characteristics.

This breakdown also allows for a year-to-year construction of the Roadway. Those segments with a higher priority would be acquired and built first.

Construction techniques would be based upon the capabilities and character of the separate elements. High, wooded bluffs would be more appropriate for a curvilinear, split-lane configuration, while the lowlands through the urban areas

will be a four-lane Roadway with curb and guttering. Different landscapes will dictate different construction techniques.

A number of proposed or existing developments have influenced the alignment. Unique attractions, such as the proposed Black Elk-Neihardt Monument and the Aerospace Museum, are included into the Parkway System through spur roads. Major industrial areas such as the Iowa Power Plant and the Omaha Industrial Foundation Tract north of Eppley Field have altered the original alignment. Other considerations are major potential residential areas, quarrying sites, and principal environmental preservation/education sites.

The Roadway placement has been sensitive to the Parkway elements of a smaller scale. The small timber groves, the secondary river access points, the modest meadows, the animal runs, and the game management areas have all been given due consideration in alignment routing.

The concern for all of these factors is shown in the following plates. They begin at the northern Parkway terminus, Little Sioux, Iowa, and are presented from left to right.

# IOWA

## LITTLE SIOUX RIVER— SOLDIER RIVER

### INTRODUCTION AND ITEMS OF INTEREST

This Parkway segment covers Plates 1-5 and approximately 4½ miles of proposed Roadway which offers several different but related visual experiences ranging from open farm lands, to pastures, to timberland wildlife areas. Vistas and scenic views are available throughout the Drive.

The northern terminus of the Parkway occurs near the Little Sioux River specifically at the River Sioux—I-29 Interchange on the Iowa side of the Missouri River.

Extension of the Parkway to the north, and possible connection with a similar system proposed by the Siouxland Interstate Metropolitan Planning Council, is an important element in developing a continuous Missouri River Parkway System.

Deer Island State Wildlife Management Area (Plate 1) consists of approximately 512 acres and is managed by the Iowa State Conservation Com-

mission. The area is devoted to wildlife management, with hunting and fishing permitted in season. During 1973, camping pads and a boat access ramp will be constructed at the north end of the area. Public access to the area is presently by county road.

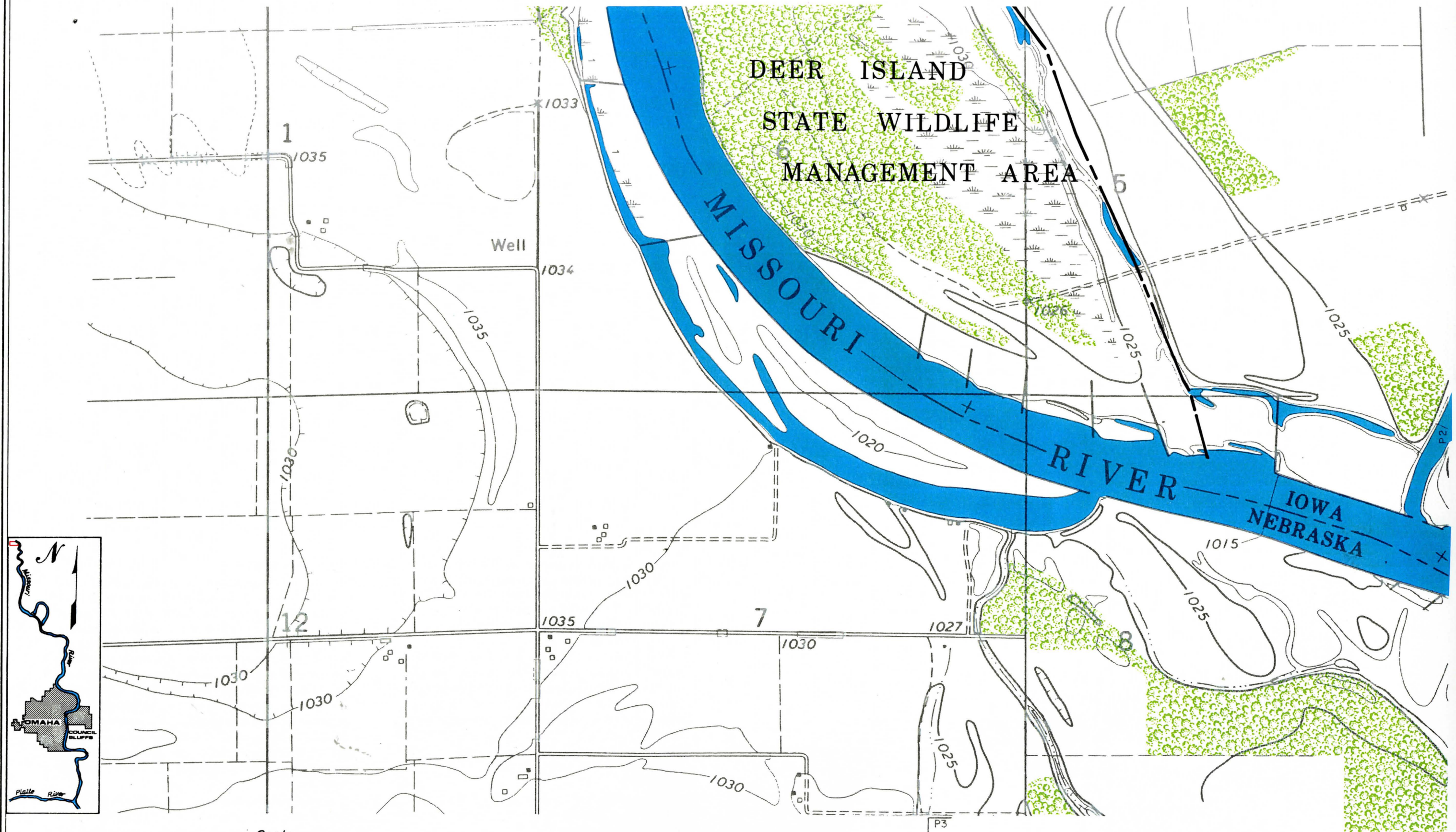
Approximately 1 mile downstream from the Deer Island area is the Three Rivers State Wildlife Management Area (Plate 2). This is located between the Missouri River, I-29, the Monona-Harrison Ditch and the Little Sioux River. This area is primarily a State Conservation Commission Wildlife Management Area and contains approximately 385 acres. At present, there is no public access to this area other than by the River. Future extension of the Parkway to the north along the west side of Interstate 29 would provide the possibility for overland public access to this area.

South of the Little Sioux River is the area known as Little Sioux Village which is a proposed water-oriented, recreation facility with an old western theme. The present concept proposes a commercial area and camping complex including both highway and general service commercial facilities. The













proposed camping complex will be constructed in 2 phases starting with approximately 1200 camping sites while the second phase will offer an additional 1000 sites. These will be for both purchase and rent. Related support facilities, including a marina, will be provided.

Approximately 3½ miles northeast of the River Sioux—I-29 Interchange is the Murray Hill Lookout. This overlook area is being developed by the Harrison County Conservation Board. With favorable conditions, an unmatched panorama of this section of the Missouri River is available. Area residents claim visibility to Sioux City (50 miles north) and Omaha (40 miles south) on a clear day.

The area north of the Soldier River Cutoff (Plates 4 & 5) is a heavily wooded wildlife area with scattered open areas.

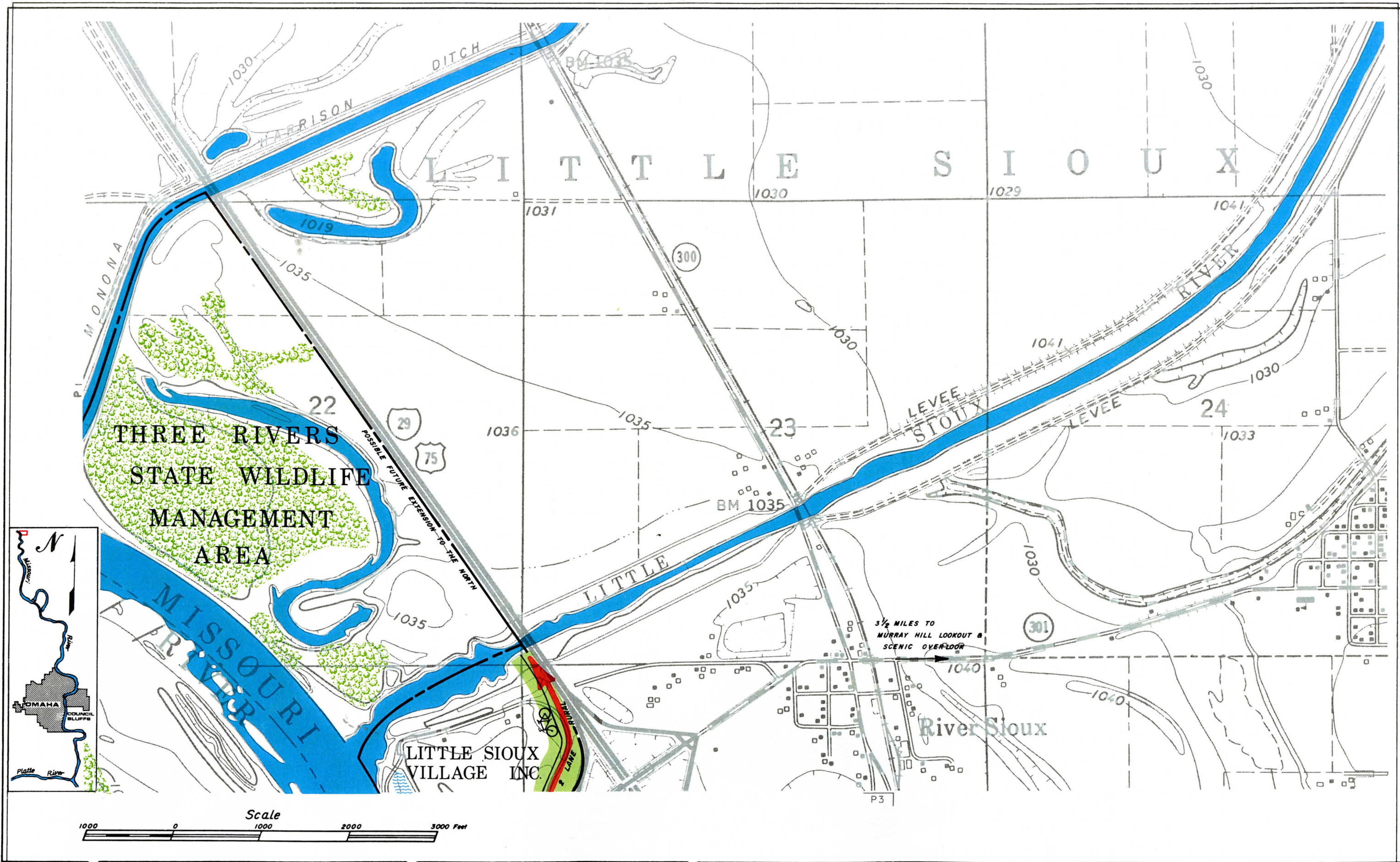
Opportunity is provided for intimate contact with the area. Directly to the west of this area is a sandy wetlands area offering a different, contrast-

ing environment.

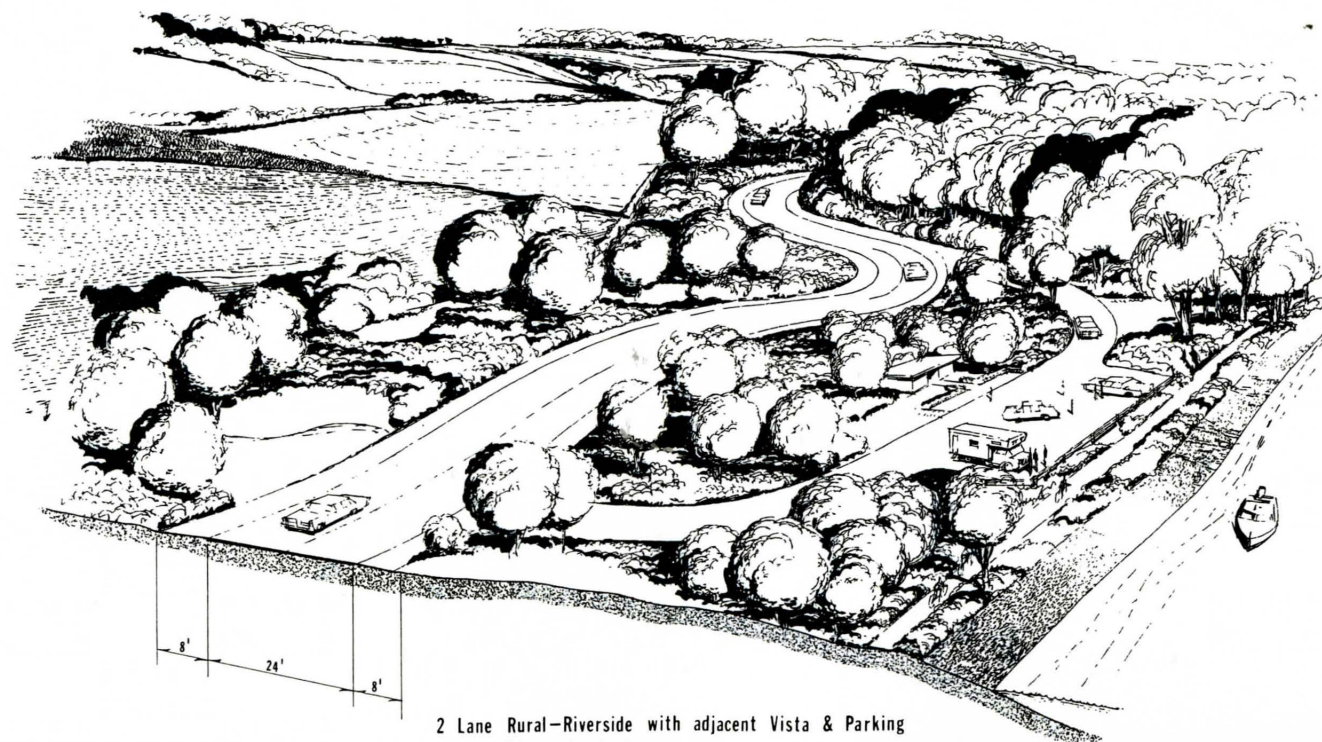
The Iowa State Historical Society has indicated that in the area of the southeast corner of Section 9 (Plate 5) is located the Lewis and Clark Survey Camp Site No. 3, a point of historical significance. This is the first of three Survey Campsites along the proposed Parkway. These three historic areas were the overnight stopping points for the Expedition of Meriweather Lewis and William Clark. The function of this trip, commissioned by President Thomas Jefferson in 1804, was to explore the newly-acquired Louisiana Territory. This timbered area also offers an excellent opportunity to develop a looped bicycle/hiking path enabling still further contact with the area.

Conservation personnel from Harrison County noted that The Soldier River Cutoff serves as a wildlife corridor for wild animals moving from the bluffs area to the Missouri River. Efforts will be made, when developing the Parkway across this wildlife corridor, to minimize its disturbance or









disruption. This policy of minimal disruption of natural areas has been a careful consideration for roadway location throughout the Parkway corridor.

The levee on both banks of the Soldier River Cutoff (Plate 5) would provide excellent access by bicycle and hiking to the bluff area southeast of Little Sioux. The south bank of the Cutoff between the River and the levee presently is being used for grazing. This area has a mature timber growth, and due to the pasture usage, undergrowth is minimal. Development of a picnic area, bicycle and hiking access, fishing access and parking area would offer an excellent respite for Parkway travelers.

#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

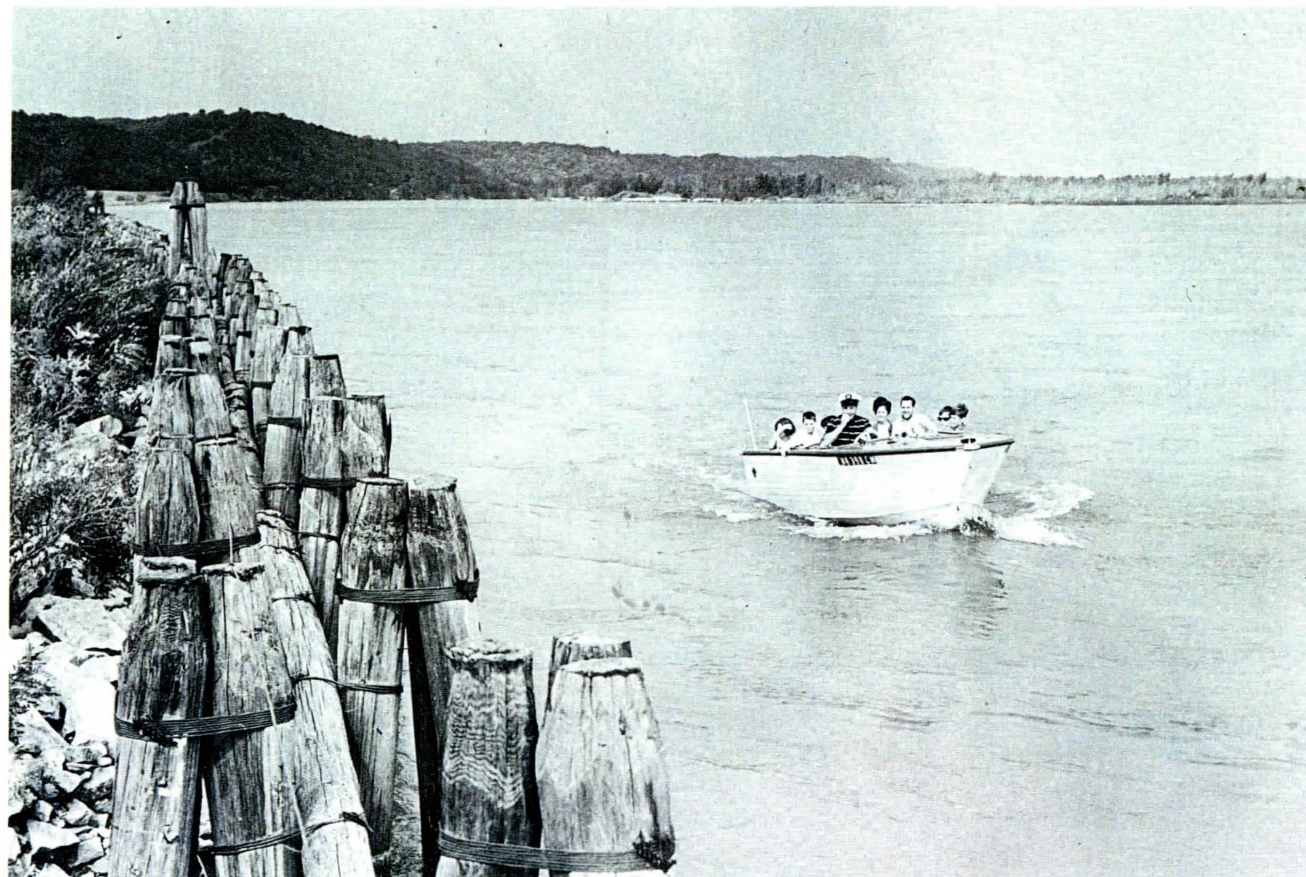
The Roadway in this segment of the Parkway would be predominantly a two-lane rural section. In order to reduce or eliminate adverse impact on the timbered wildlife areas, a split-lane rural roadway would be used in selected areas.











The Parkway would range in width from 150 feet thru the Little Sioux Village complex to 650 feet in the more open areas with an average of 450 feet. The Parkway expands to take advantage of the natural area near the southern end of this segment. (Plates 4 and 5).

Extension of the Roadway and Parkway development to the north from the River Sioux—I-29 Interchange could take several possible routes. For the purpose of this study, it is sufficient to say that extension is feasible and desirable.

Access would be located approximately 600 feet south of the River Sioux—I-29 Interchange overpass from the existing county road. The Parkway would pass through the proposed commercial area of the Little Sioux Village. The alignment south of the Little Sioux Village would follow the east edge of the timbered wildlife area which is also the east edge of the Little Sioux Village complex. Approximately 3/4 of a mile south of the River Sioux access point, the Parkway would pass close to the Missouri River where a pullout could be developed. A scenic view up and down the Missouri River would be available from this point. Proceeding south, the Parkway would follow the existing high bank offering several vistas of the Missouri River through and of the riverside timber growth.

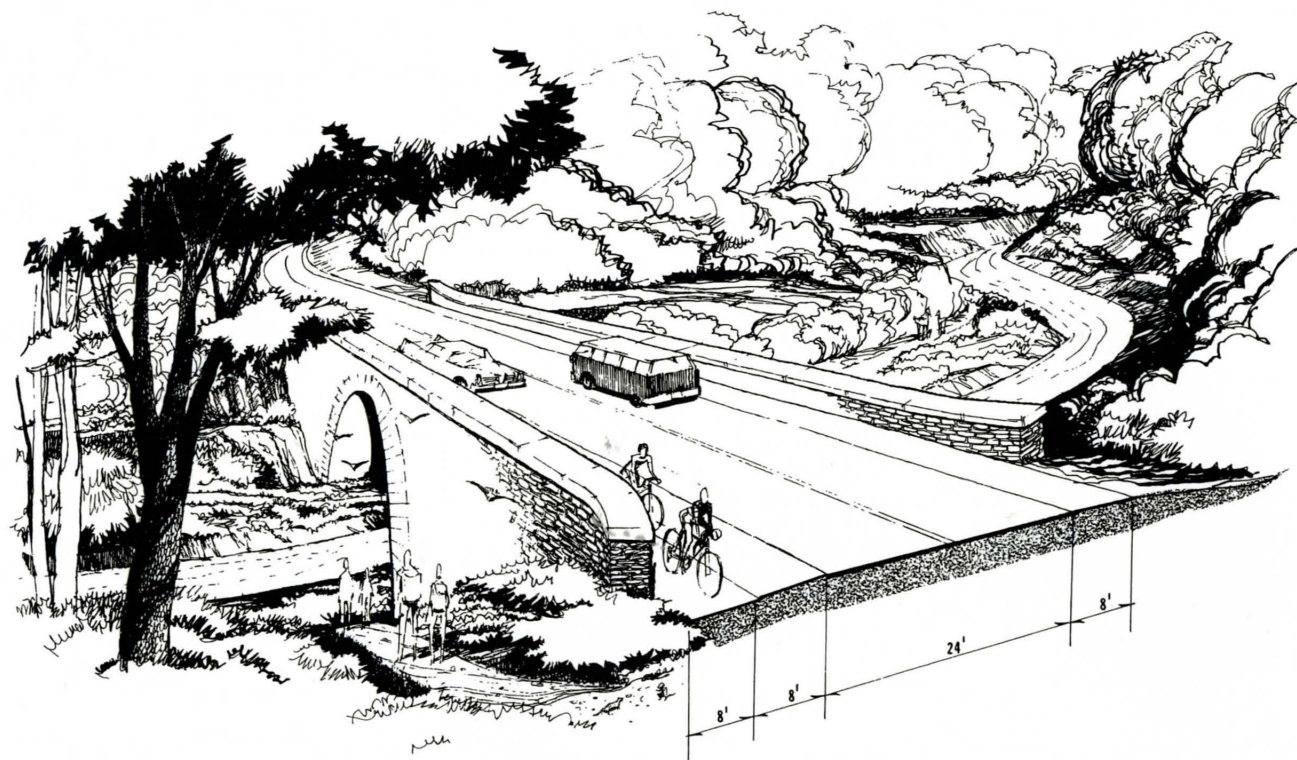
At a point where the Parkway crosses the north line of Section 3 (Plate 4) a farm vehicle crossing and access point is proposed. This crossing would allow access to the agricultural area to the west of the alignment. The access point would permit parkway travelers a connecting point to the Smith Lake area, 2 1/2 miles to the east. At the south line of Section 3 (Plate 4) another farm vehicle crossing should also be provided to permit farming operations between the Parkway and river.

Near the south line of Section 3, the Parkway alignment would begin to follow the existing levee and would assume a split-lane configuration near the west side of section 10 as shown on Plate 4. One lane would be located east of the timber and one lane west of the timber. The northbound lane would follow the existing levee and offer a vista of the bluffs south of Little Sioux. By developing the Parkway alignment around the edges of the timbered area (Plate 5), which includes the Lewis and Clark Survey Site No. 3, the area would be protected, yet made accessible to users of the Parkway. The southbound lane would be routed between the low marshy timber areas. As it approaches the south line of Section 9 (Plate 5), it would offer an excellent vista of the area along the east bank of the Missouri River. Near what would be north









Typical Stream crossing structure with Bicycle crossing and room for Game Passage beneath

central portion of Section 16 (Plate 5), the Roadway would return to a two-lane rural configuration.

A parking area would be developed near the south line of Section 9 which would allow access to the proposed bicycle path and associated picnic areas. The alignment north of the Soldier River Cutoff would lie east of the levee and timbered area. The Soldier River Cutoff crossing would require a major bridge structure spanning approximately 700 feet. The bridge which will be visible from the river should have a rustic appearance, such as a wood timber trestle with room for game crossings. This would also permit development of a bike underpass to the bluff area to the east.

## SOLDIER RIVER — U.S. 30

### INTRODUCTION AND ITEMS OF INTEREST

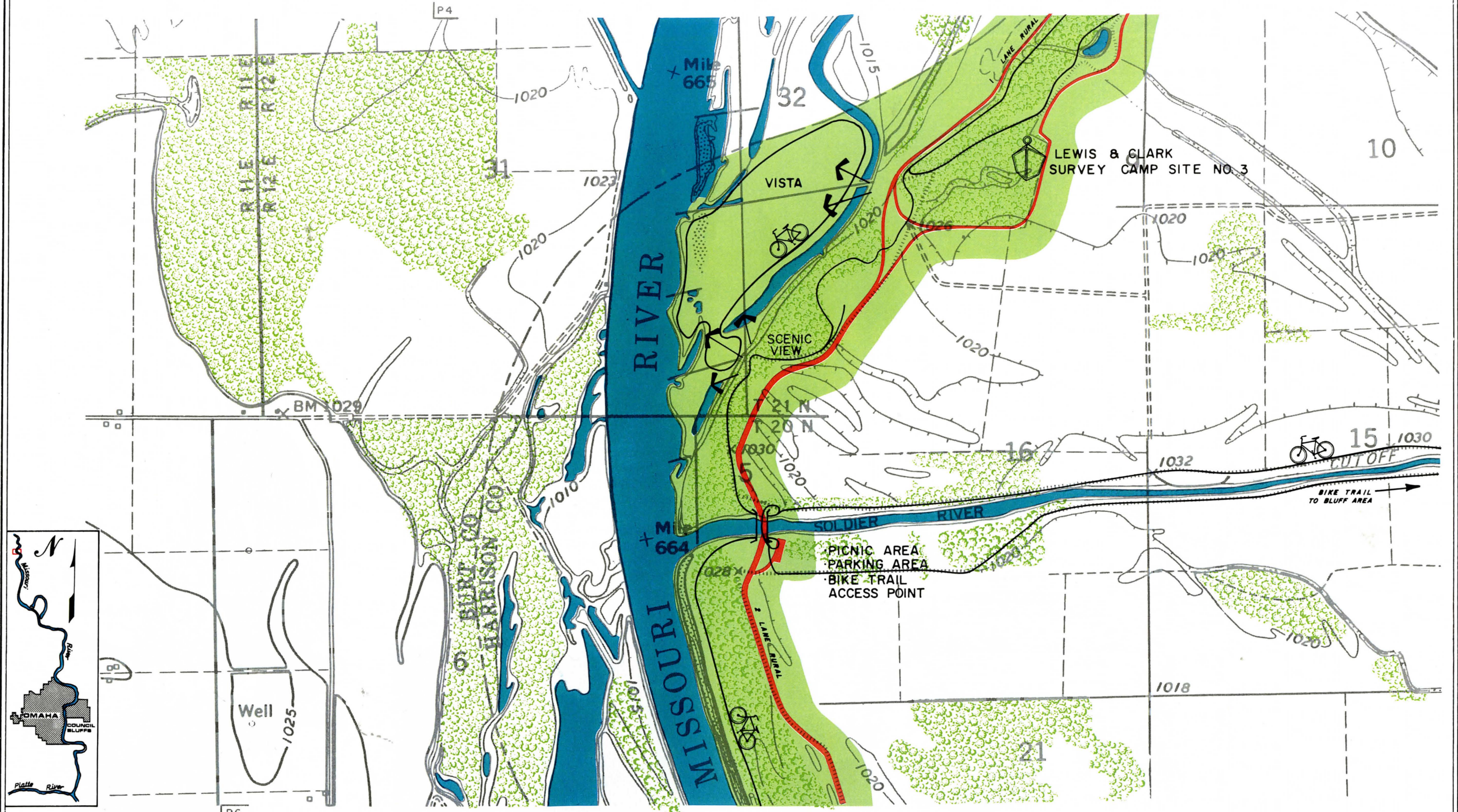
This segment of the Parkway exhibits a flood-plain character and includes Plates 5 thru 13 and 15. The alignment would pass through open agricultural areas, wetland marshes and numerous small timbered areas. This element would contain

three state Wildlife Management Areas, one County Conservation Board boat ramp, and several natural oxbow lakes created by the Missouri River.

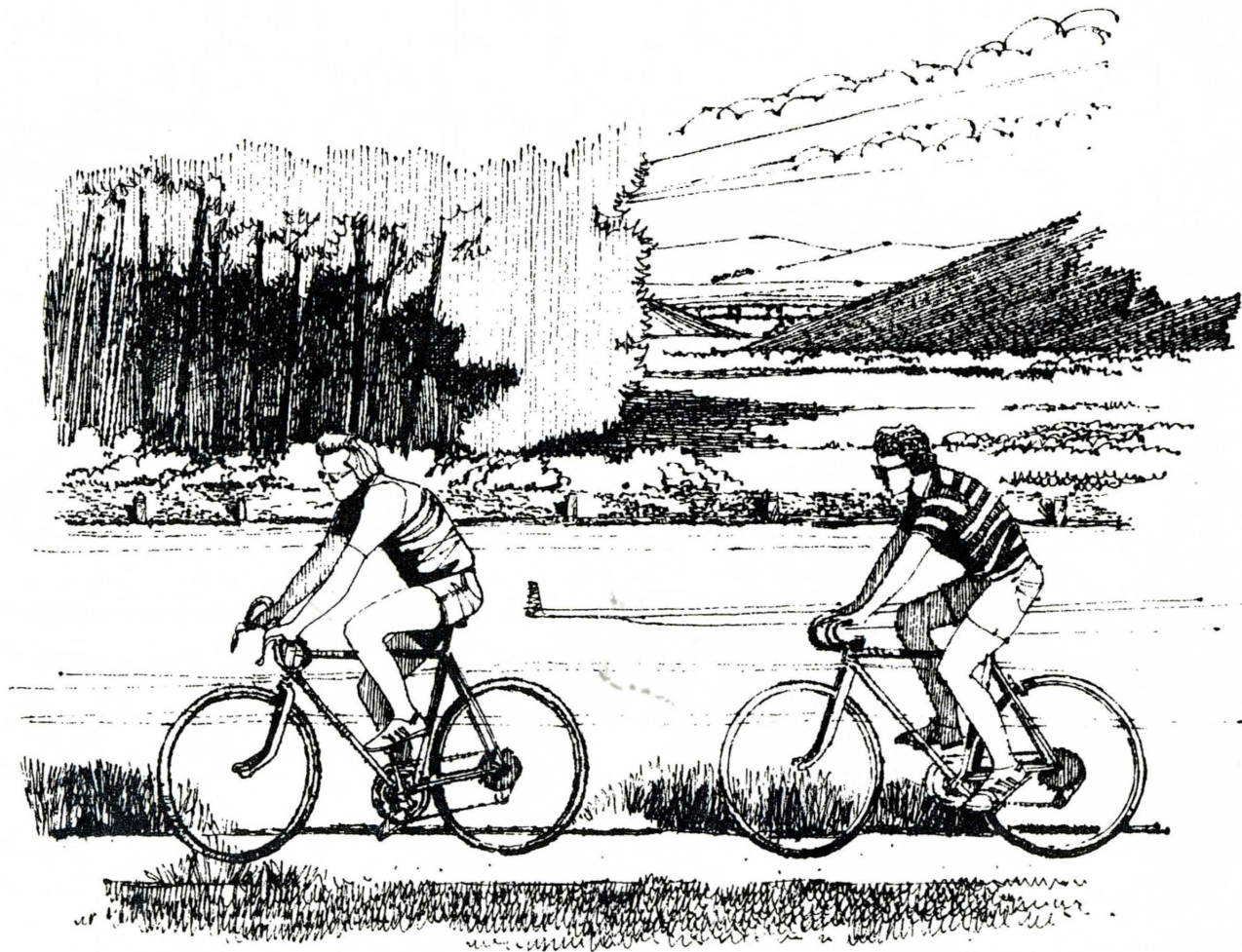
Near the top of Plate 6 is a field road which connects to an existing county road that extends to the east, and provides access to Round Lake State Wildlife Management Area. The Round Lake area comprises approximately 400 acres of marshy terrain. This area is managed by the State Conservation Commission, and is used primarily for wildlife propagation and hunting.

The Soldier Bend area (Plates 6 and 8) is located 2½ miles west of Mondamin in a parcel of land that lies on the east side of the Missouri River but is a part of Nebraska. This has been caused by the changing course of the Missouri River. In this area, there is a long narrow oxbow lake that is an excellent example of the remains of an old river channel. Near the southern end of the Soldier Bend area is the Soldier Bend State Wildlife Management Area (Plate 8). This includes approximately 115 acres, about half of which is backwaters of the Missouri River. The area is managed by the State Conservation Commission. At this time, there is no public access except by the River.



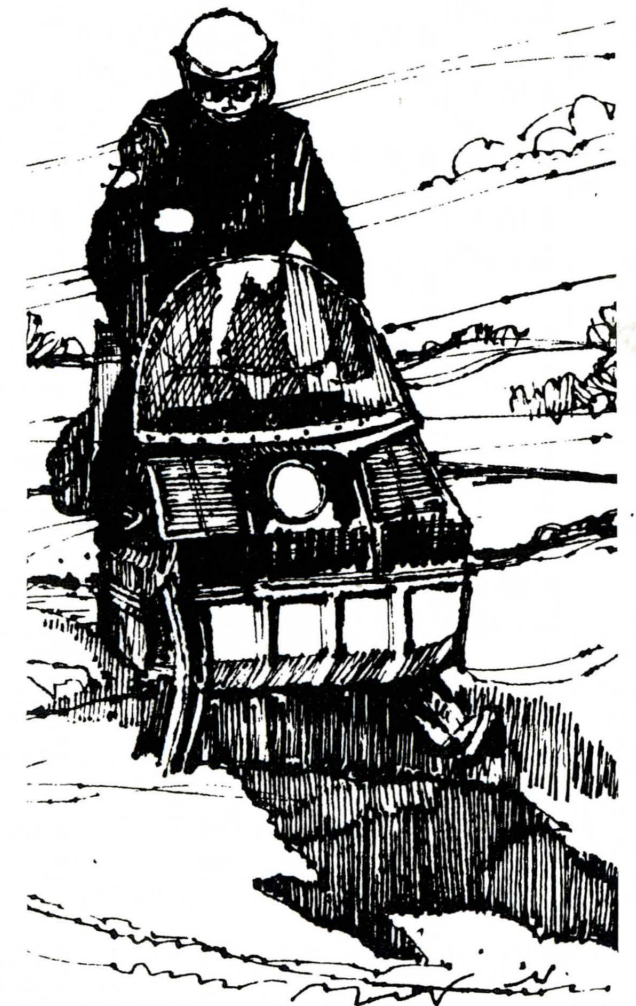




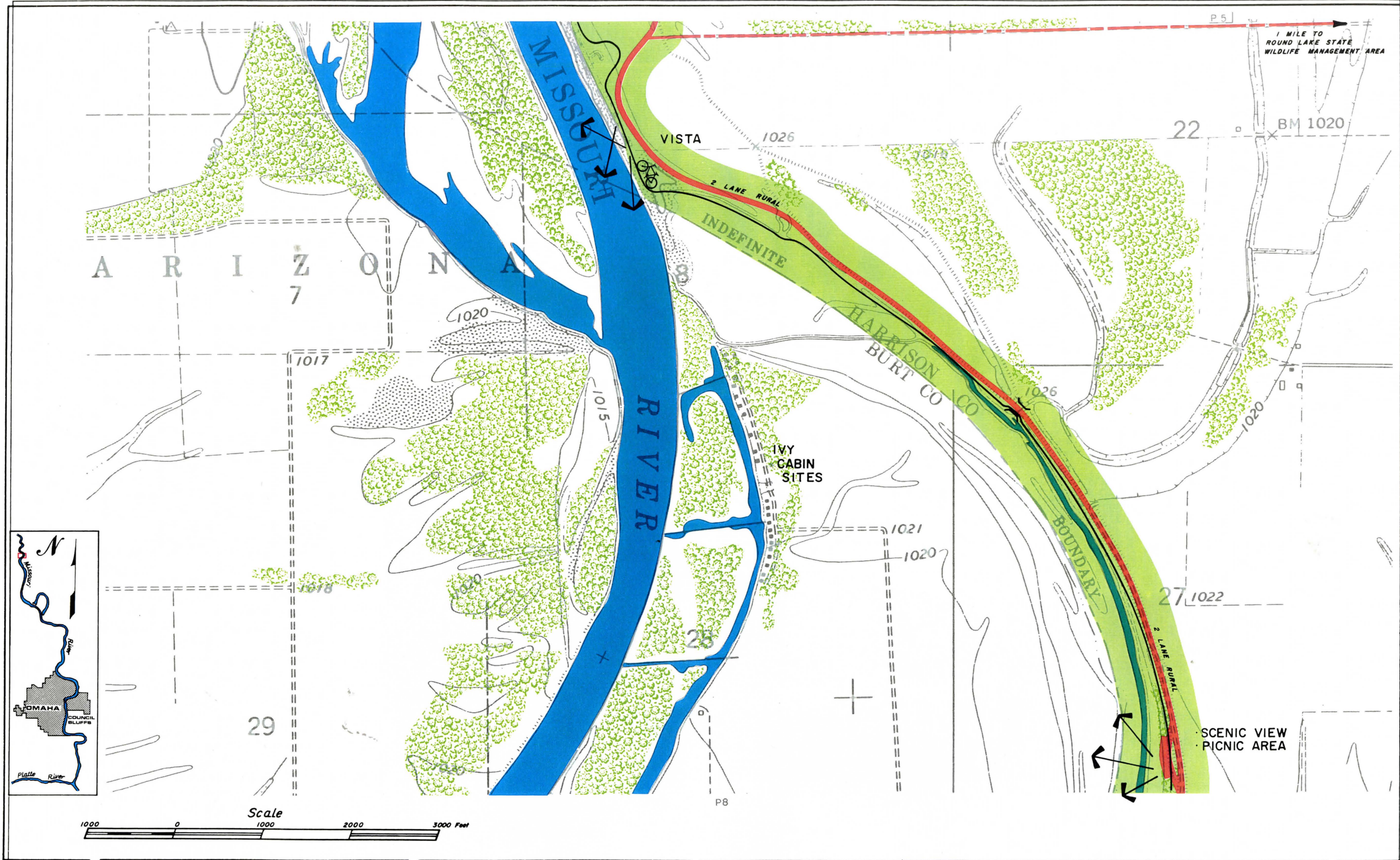


Approximately four miles east of the Mondamin—I-29 Interchange are the proposed locations of two dams. These will be used for watershed protection and recreation purposes. One dam will be constructed on Allen Creek, the other on Steer Creek. These facilities are planned by the State Conservation Commission. The Allen Creek project will create a dam with a recreational pool of approximately 127 acres. The Steer Creek Dam will create a recreational pool of approximately 62 acres. Both of these dams would be constructed near the western edge of the bluff area and will provide future recreational facilities convenient to the Parkway.

The Harrison County Conservation Board Boat Ramp (Plate 7), directly south of the Soldier Bend area, provides public boat launching facilities. Present access is by county road from the east.











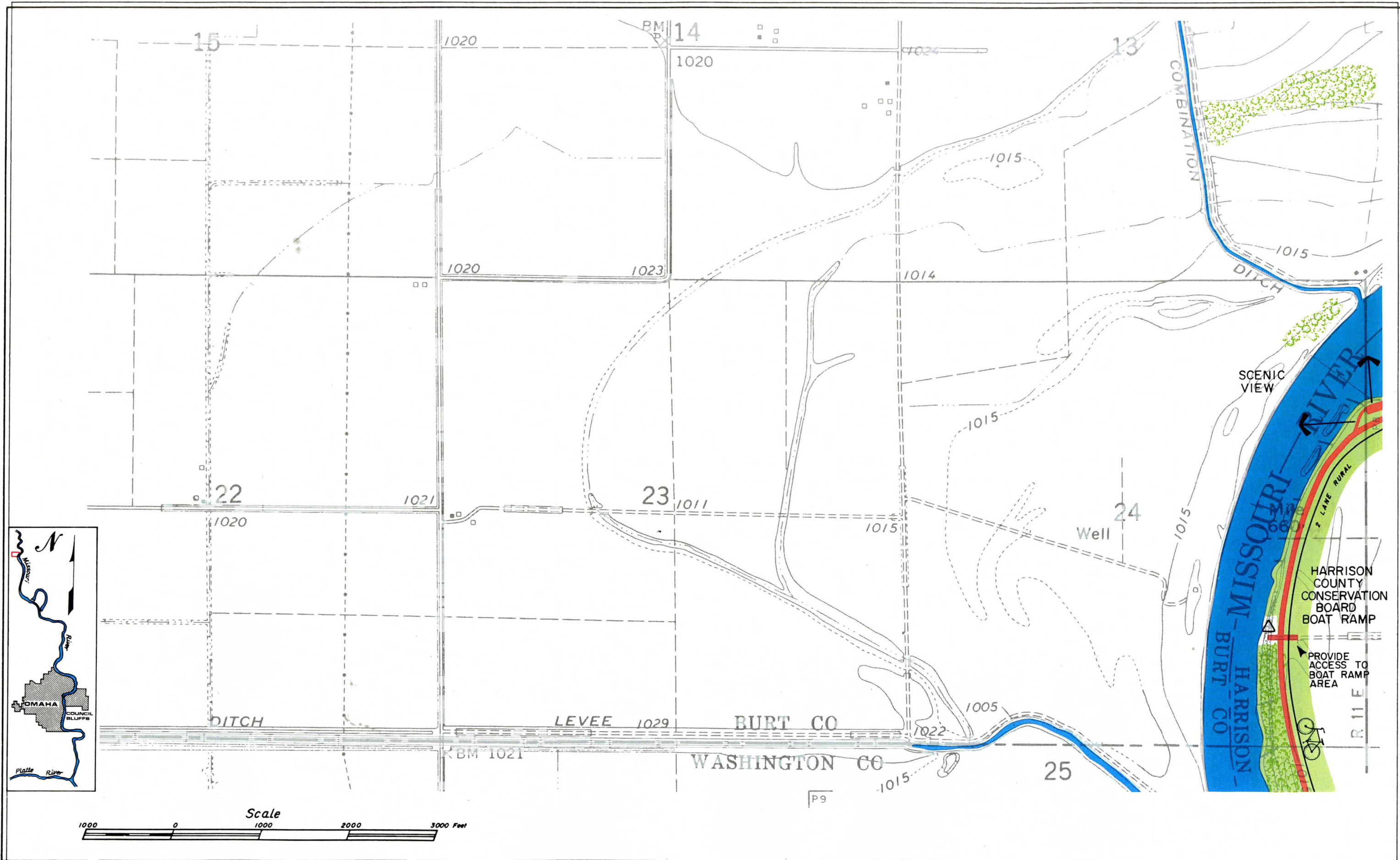
The Tyson Island State Wildlife Management Area (Plates 10, 11 & 12) is located  $4\frac{1}{2}$  miles west of Modale. The Tyson Island area consists of approximately 840 acres which are managed by the State Conservation Commission. The primary use is hunting and fishing. Public access is available from a road which traverses the levee and connects to an existing county road. There are plans presently underway for parking facilities and a boat ramp for the Tyson Island area.

An open space area (Plates 11 & 12) is included in the alignment along the east and south sides of the Tyson Island area. The primary function would be to promote a more intimate contact with the wildlife areas by means of bicycle and hiking paths, in addition to a split-lane roadway. Access from the open space area to the Modale—I-29 Interchange would be developed near the northwest corner of Section 33 (Plate 11).

Horseshoe Lake is located  $2\frac{1}{2}$  miles east of Tyson Island. This is an oxbow lake that has been indicated by the Conservation Commission as a possible future acquisition.

The Iowa Historical Society has evidence that within the Tyson Island area, the Lewis and Clark Survey Camp Site No. 2 is located (Plate 11).









The California Bend State Wildlife Management Area (Plate 13) is located about 1 ½ miles north of U.S. Highway 30. The California Bend area is comprised of approximately 340 acres managed by the State Conservation Commission. The area presently does not have a public land access. However, with construction of the Parkway, this could be developed.

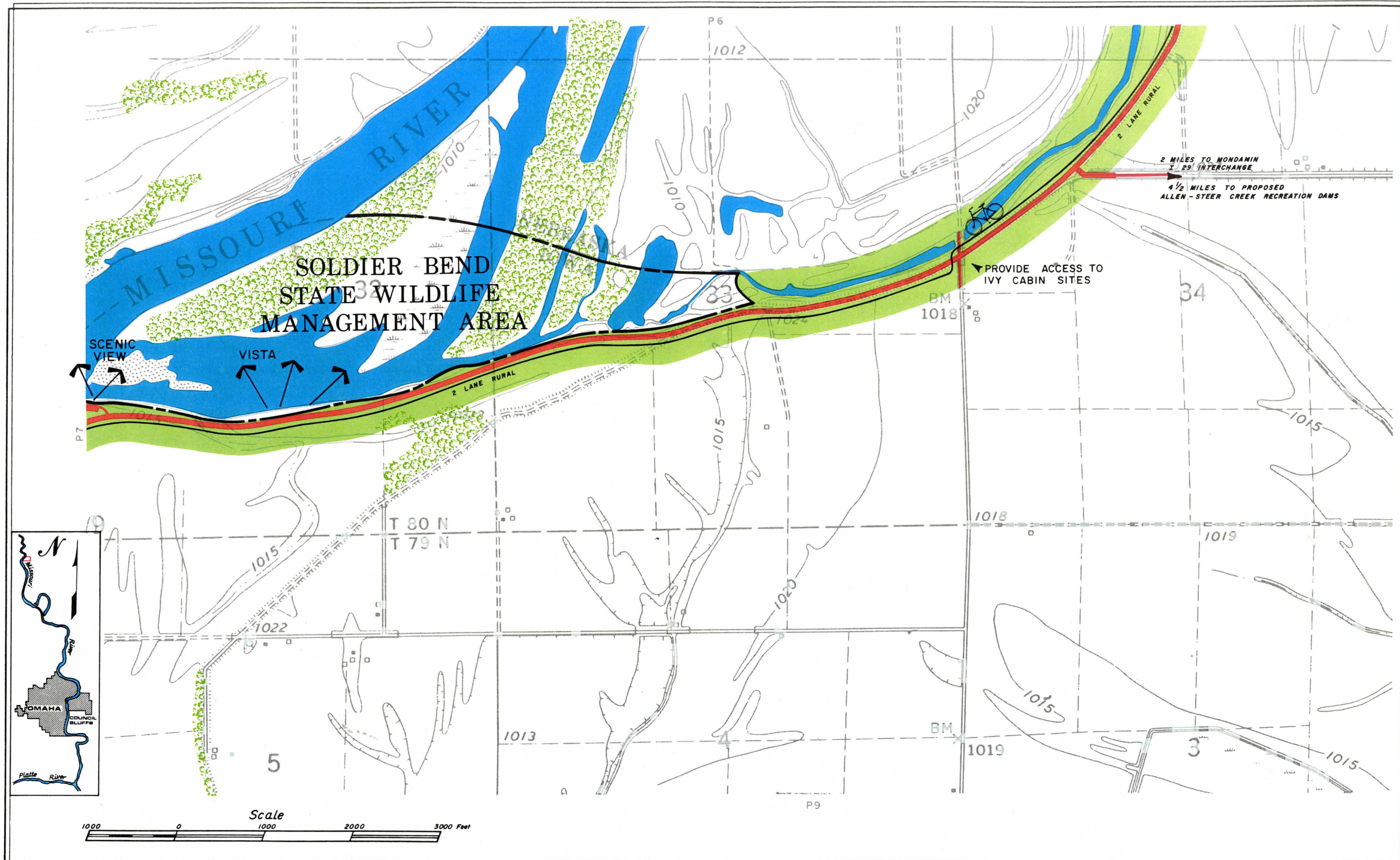
#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

The Roadway through this segment would be primarily a two-lane rural section with three miles having one-way split lanes. The two-lane segments would be adjacent to the timbered areas, along the levees adjacent to the Missouri River and parallel to the state wildlife areas boundaries. The split-lane segments would be employed to provide a more intimate contact with the timbered wildlife areas and to increase roadway safety considerations.

The Parkway width through this segment would vary from 400 feet to 1,700 feet with an average width of 700 feet. The maximum width would be encountered in the portion of the Parkway east and south of Tyson Island (Plates 11 & 12) which could serve as an open space area.











The Parkway alignment immediately south of the Soldier River Cutoff (Plate 5) would be adjacent to the timbered area and would follow the existing levee alignment. It is recommended that near the top of Plate 6 an access point be developed, right-of-way acquired, and a 1-3/4 mile county road be constructed to provide access to the Round Lake area 2 1/2 miles to the east.

Near the top of Plate 6 the alignment would swing west and offer a fine vista of the Missouri River. The Parkway would then move to the east,

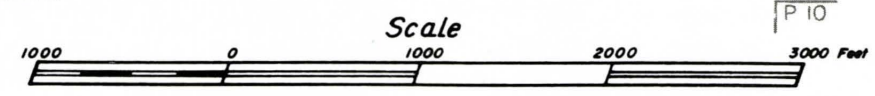
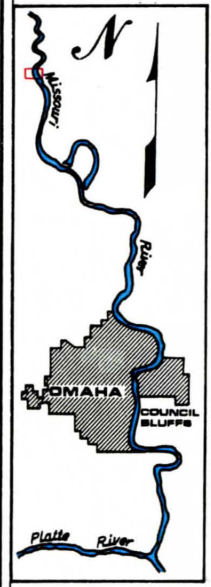
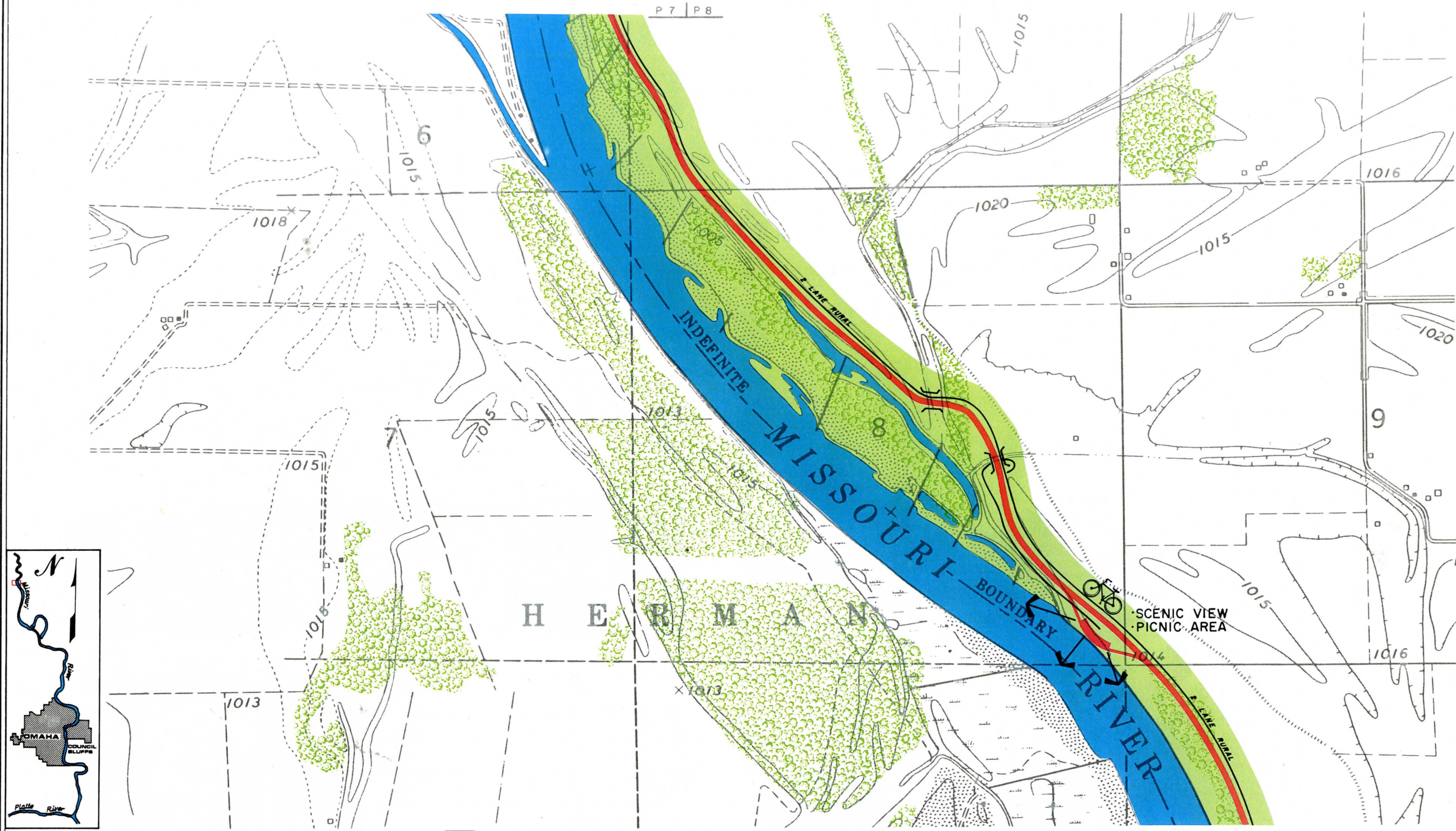
respecting the Soldier Bend area. The Parkway in this area would be approximately 700 feet wide and extend from the state boundary line to the east. The roadway would travel along the existing levee with one lane atop the levee and the other near the levee bottom.

Near the center of Section 27 (Plate 6) the Parkway would offer an excellent vista of the area west of the oxbow lake. Nearby is proposed a pulloff area which would have parking facilities and a picnic area. A drainage structure would be required





P 7 | P 8

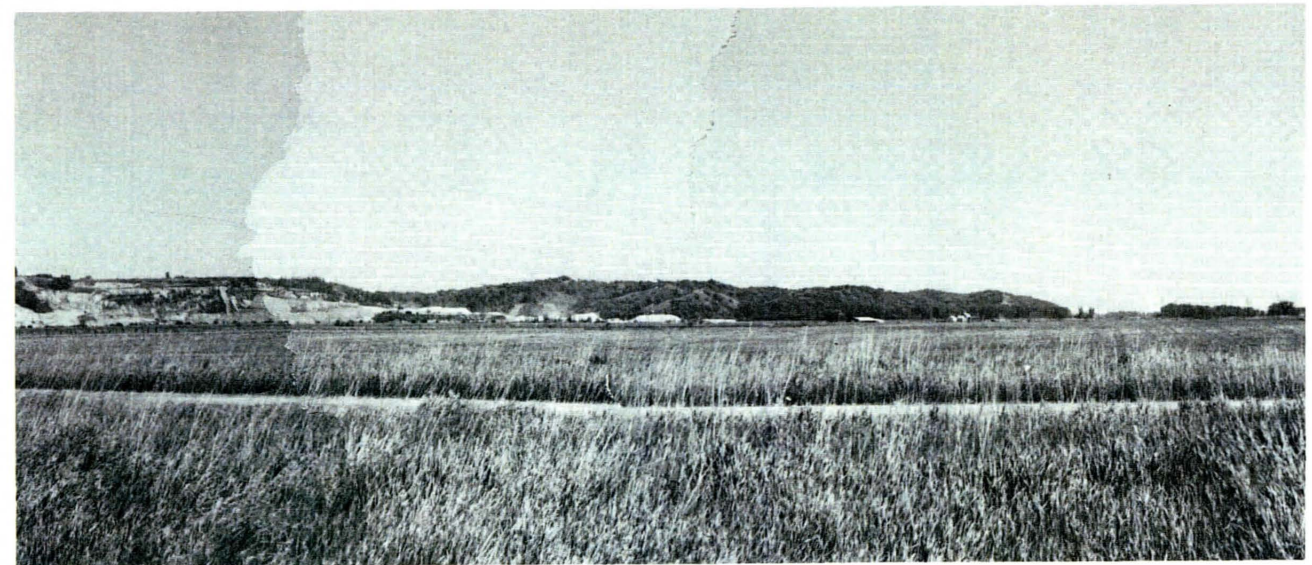


Kirkham Michael & Associates  
architects & engineers

Plate No. 9

Riverfront Parkway & Scenic Highway





near the north line of Section 27 (Plate 6) which would provide drainage for the area east of the levee. At present there is a culvert with a flood gate.

At the northeast corner of the Plate 8, a traffic-controlled access point would be provided from the existing county road. The county road connects to the Moundamin—I-29 Interchange at a point approximately two miles to the east. The Parkway would swing to the west while passing on the south side of the Soldier Bend area and following the top of the existing levee.

Approximately one-fourth of a mile south from the proposed Moundamin access point, a crossing would have to be provided to the Ivy Cabin sites. These are located in the Soldier Bend area, west











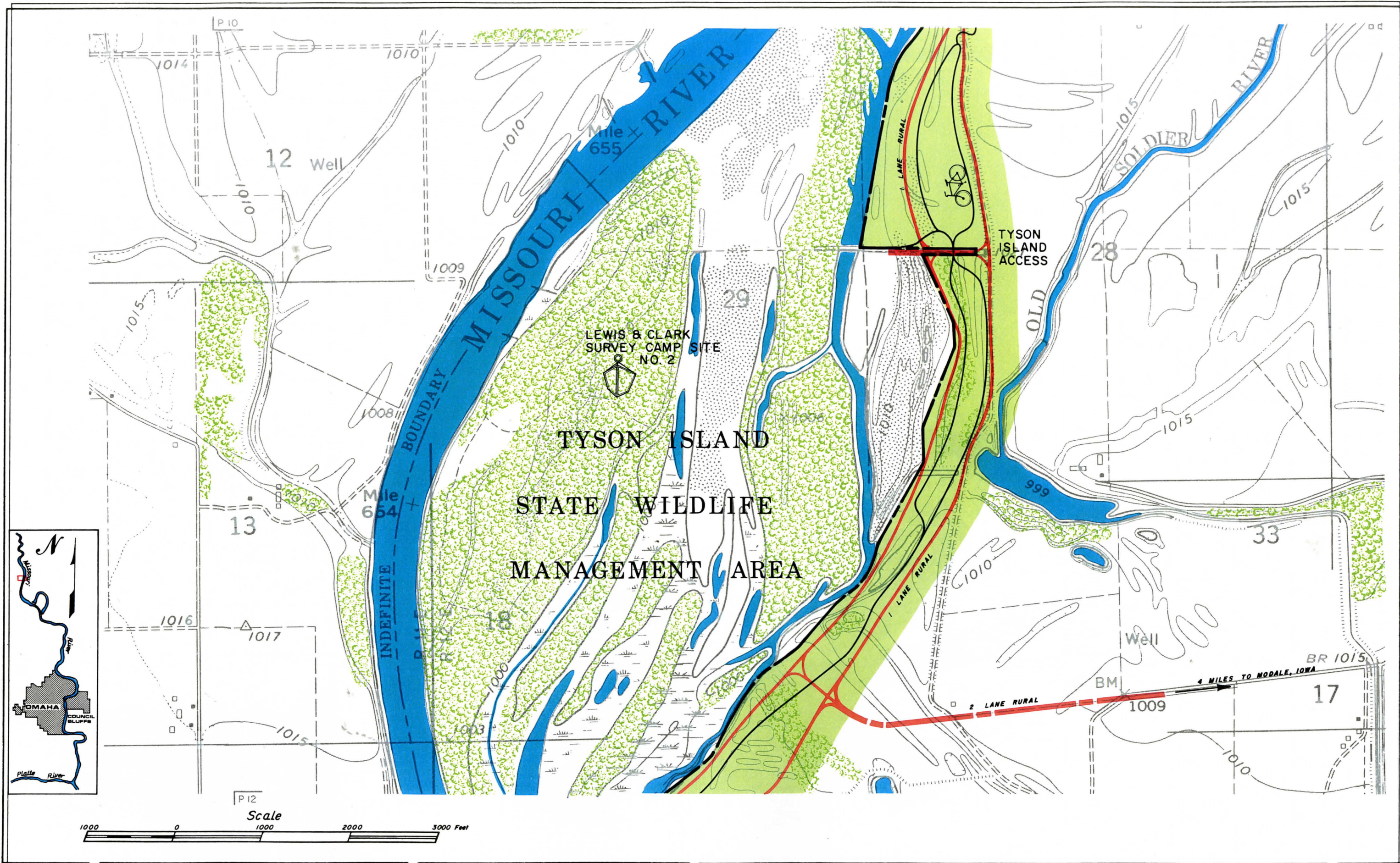
and north of the proposed Parkway. Near the east edge of Plate 7 a pullout is proposed, offering an excellent view of the Soldier Bend State Wildlife Management Area, as well as up and down the Missouri River. South of the scenic view pullout the Parkway alignment would be located east of the existing timbered area, following the high bank.

A traffic-controlled access point would be required at the point where the county road, which serves the Harrison County Conservation Board Boat Ramp, crosses the proposed Parkway. This would also serve as a secondary access to the Parkway system. South of the boat ramp access (Plates 7 & 9) the Parkway alignment would follow the high bank. This would be east of the timbered areas that line the Missouri River bank.

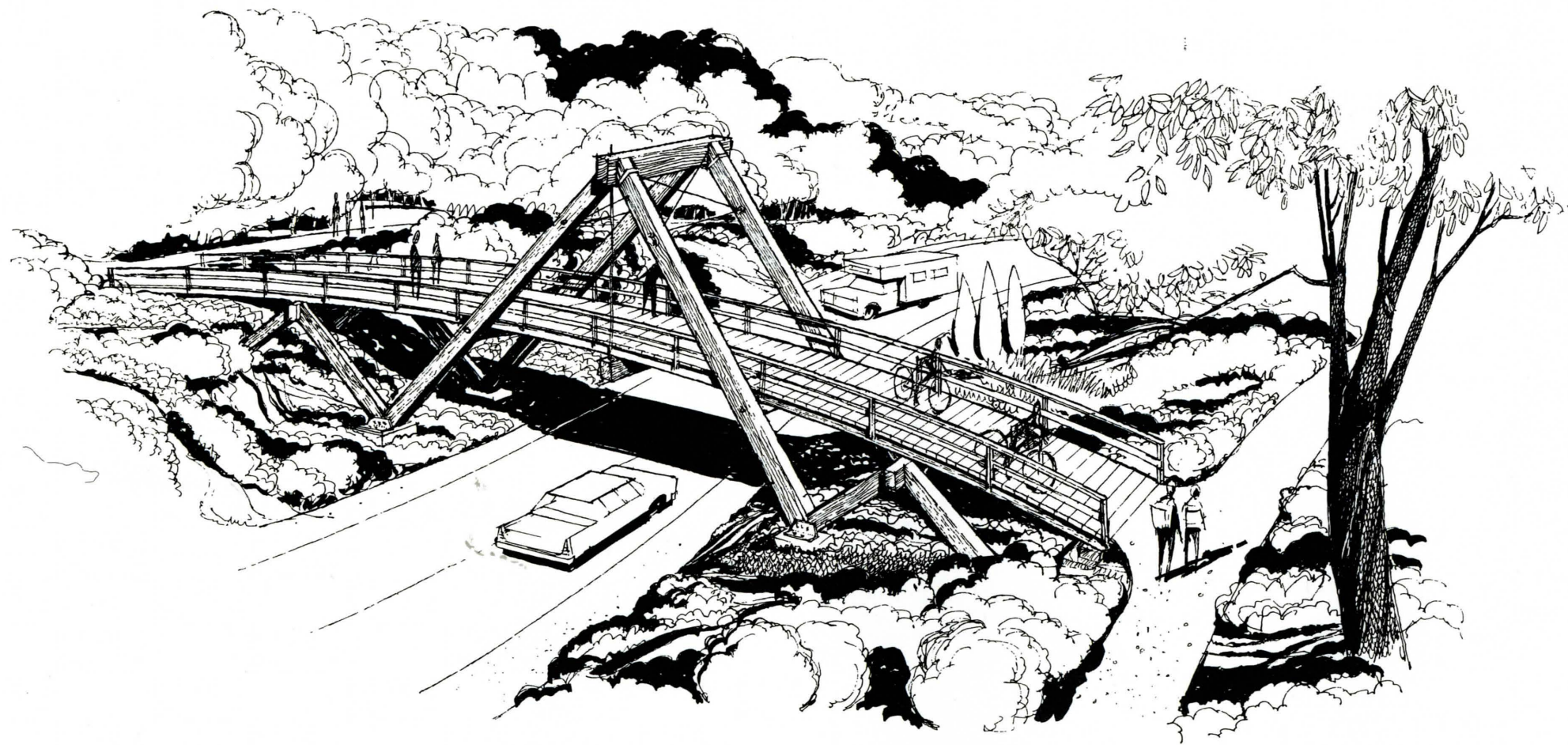
Near the center of Section 8 (Plate 9) two minor bridge structures would be required across drainage swales. The southernmost structure could also serve as an underpass so that bicycles could have an unobstructed access route to the scenic view and picnic area near the southeast corner of Section 8 (Plate 9). The scenic view and picnic area would be situated in such a manner as to offer an excellent view up and down the Missouri River.











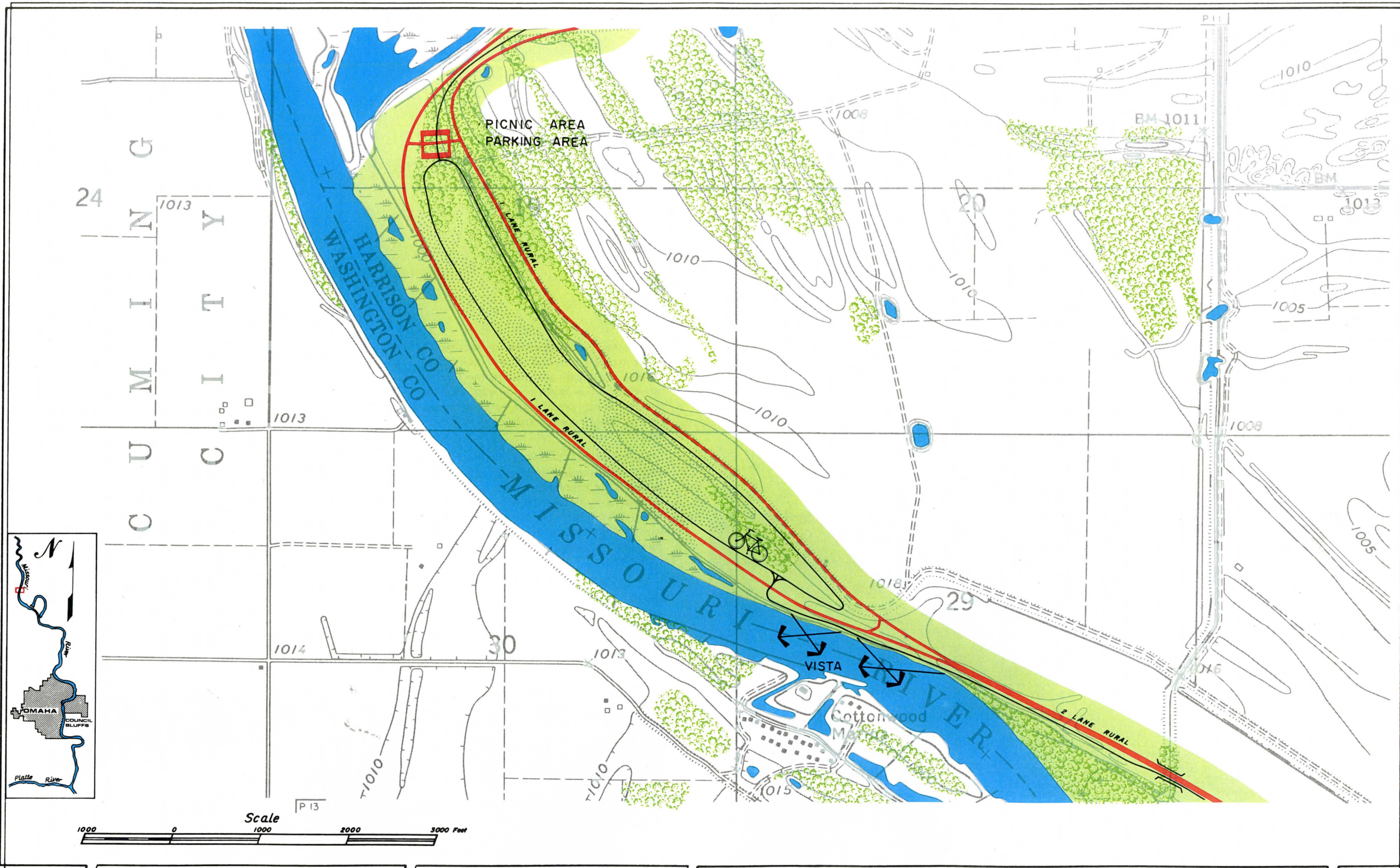
Pedestrian Bicycle Overpass emphasizing natural setting

South of the picnic area, the Parkway would continue to follow the high bank and lie east of the timbered bank areas. Occasional vistas of the Missouri River through the timbered areas would be possible. The Parkway parallels the east boundary of the Tyson Island State Wildlife Management Area and would follow the existing levee alignment. Near the north line of Section 28 (Plate 11) the Roadway would assume a split-lane section with the northbound lane following the existing levee alignment and the southbound lane paralleling the Tyson Island boundary. At the center of Section 28 (Plate 11) a traffic-controlled crossover would be required to permit access, including bicycles, to the Tyson Island area.

**Example of Roadside Dumping.**







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Plate No. 12

Riverfront Parkway & Scenic Highway





Near the southwest corner of Section 33 (Plate 11) a traffic-controlled access point would be developed providing access to the Modale—I-29 Interchange five miles to the east. One-half mile of right-of-way would have to be acquired and a typical county road constructed to develop this access.

Near the center of Section 19 (Plate 12) a parking area, bicycle access and picnic area are proposed between the split-lanes of the Parkway. This area is moderately timbered and would offer an excellent opportunity for exposure to the area. The Parkway would continue south and again become a two-lane roadway near the center of Section 29 (Plate 12).

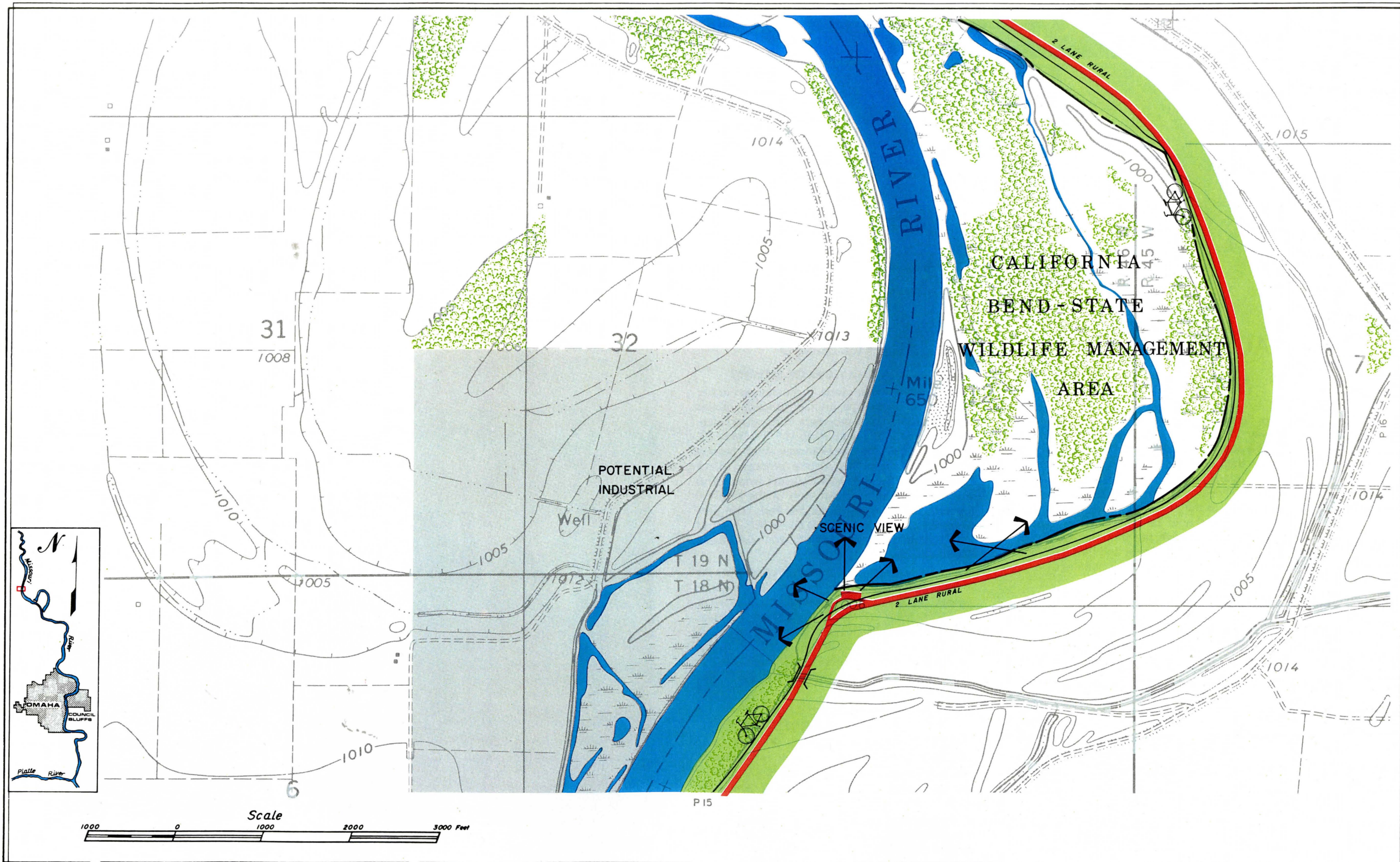
At this point, the Roadway would pass quite close to the Missouri River and offer a good vista of the riverscape, including the Cottonwood Marina on the Nebraska bank. The Parkway would

continue to swing to the east around the California Bend State Wildlife Management Area. A minor bridge structure would be required to cross a drainage ditch near the southeast corner of Section 29 (Plate 12). As the Parkway passes around the California Bend area, several excellent vistas of the area would be encountered.

At the southern end of the California Bend area, a pullout would be developed offering an excellent scenic view of both the Missouri River and the California Bend State Wildlife Management Area. The Parkway alignment south of California Bend would follow the high bank and east edge of the timbered river bank. A bridge structure over an existing drainage swale would be required near the northwest corner of Section 13 (Plate 15). Approximately one mile south of the California Bend area the Parkway would pass under the Chicago and Northwestern and U.S. Highway 30 bridges.







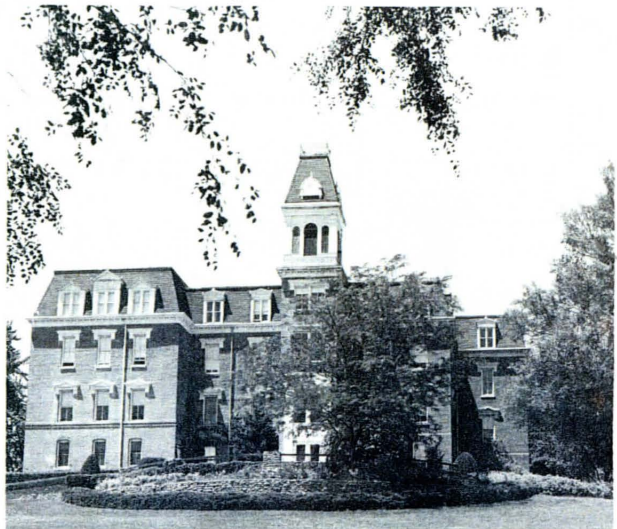


# NEBRASKA

## BLACK ELK-NEIHARDT MONUMENT SPUR

This Parkway spur would follow existing U.S. Highway 30 and State Highway 91 west through Blair to a point near the center of Section 10 (Plate 14), and then north along the access road to the proposed Black Elk—Neihardt Park. If this road is used as a Parkway spur, then assistance with development of the proposed access road to the Black Elk Park should be considered. The spur would continue through the proposed Black Elk Park, connect to College Street and into the Dana College Campus, with its historic buildings.

Old Main—Dana College.



## U.S. 30—U.S. 73

### INTRODUCTION AND ITEMS OF INTEREST

This segment passes west of the planned industrial area of Blair. The primary function of this segment would be to provide a continuous alignment from U.S. Highway 30 to U.S. Highway 73. Included would be the Parkway Spur passing through downtown Blair to the proposed Black Elk—Neihardt Park and Dana College Campus. This would include an excellent view of the Missouri River Valley from the Black Elk Park. The park would be dedicated to Black Elk, a holy man of the Ogallala Sioux, and John G. Neihardt, Black Elk's biographer.

Also accessible from the spur would be the following points of historic interest: the Congregational Church, the Washington County Courthouse and "Old Main" on the Dana College Campus. The proposed redevelopment of the Central Business District of Blair, following a Danish theme compatible with the history and origins of the region, would increase the desirability of this Parkway element.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

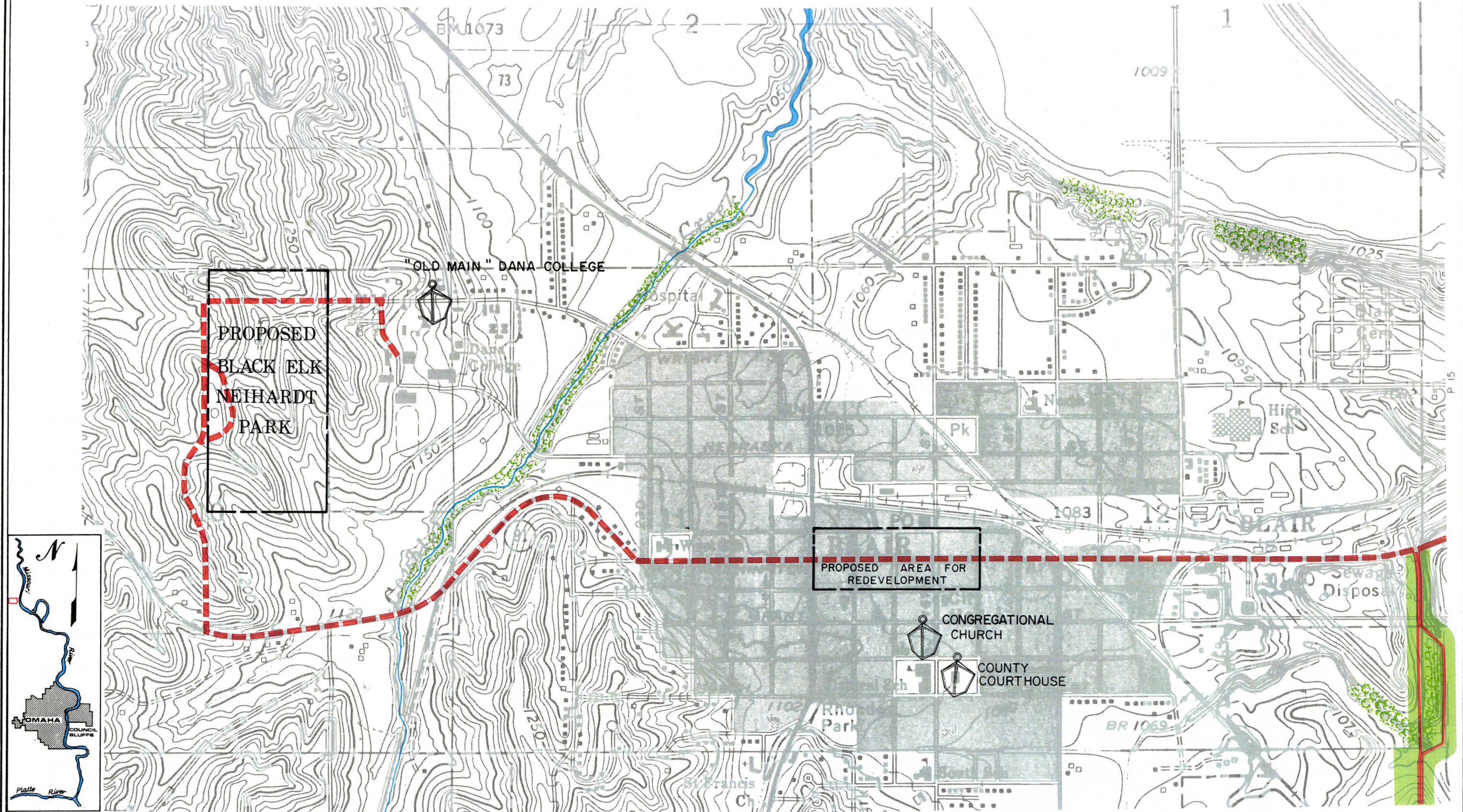
The Parkway width through this segment would vary from 300 feet to 600 feet with an average of 400 feet. The spur would consist primarily of erecting signs along existing streets to designate the route location.

The proposed Roadway would be predominantly a two-lane rural section. Isolated elements would be developed as a split-lane section.

Washington County Courthouse.











## U.S. 30—WILSON ISLAND STATE PARK

### INTRODUCTION AND ITEMS OF INTEREST

This Parkway segment includes portions of Plates 15 thru 27. It would commence at the U.S. Highway 30-Missouri River Bridge, follow the east bank of the Missouri River, pass around the DeSoto National Wildlife Refuge, the Noble Lake State Wildlife Management area and terminate at Wilson Island State Park. The character of this segment is predominantly agricultural, interspersed with timbered areas and public recreation facilities. This segment would offer six access points, allowing Parkway travelers a convenient route to the public areas.

The Rand Access (Plate 15) is located south of the Highway 30 Bridge. This is a 5-acre fishing and boat launching area that is managed by the Iowa State Conservation Commission.

The Rand Bar State Wildlife Management Area (Plate 15) is located along the Missouri River just west of the DeSoto National Wildlife Refuge. This area is comprised of approximately 60 acres, is managed by the State Conservation Commission, and at present does not have a public land access. Its use is predominantly for wildlife propagation and hunting.

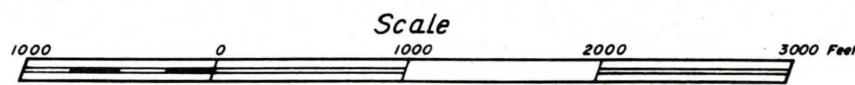
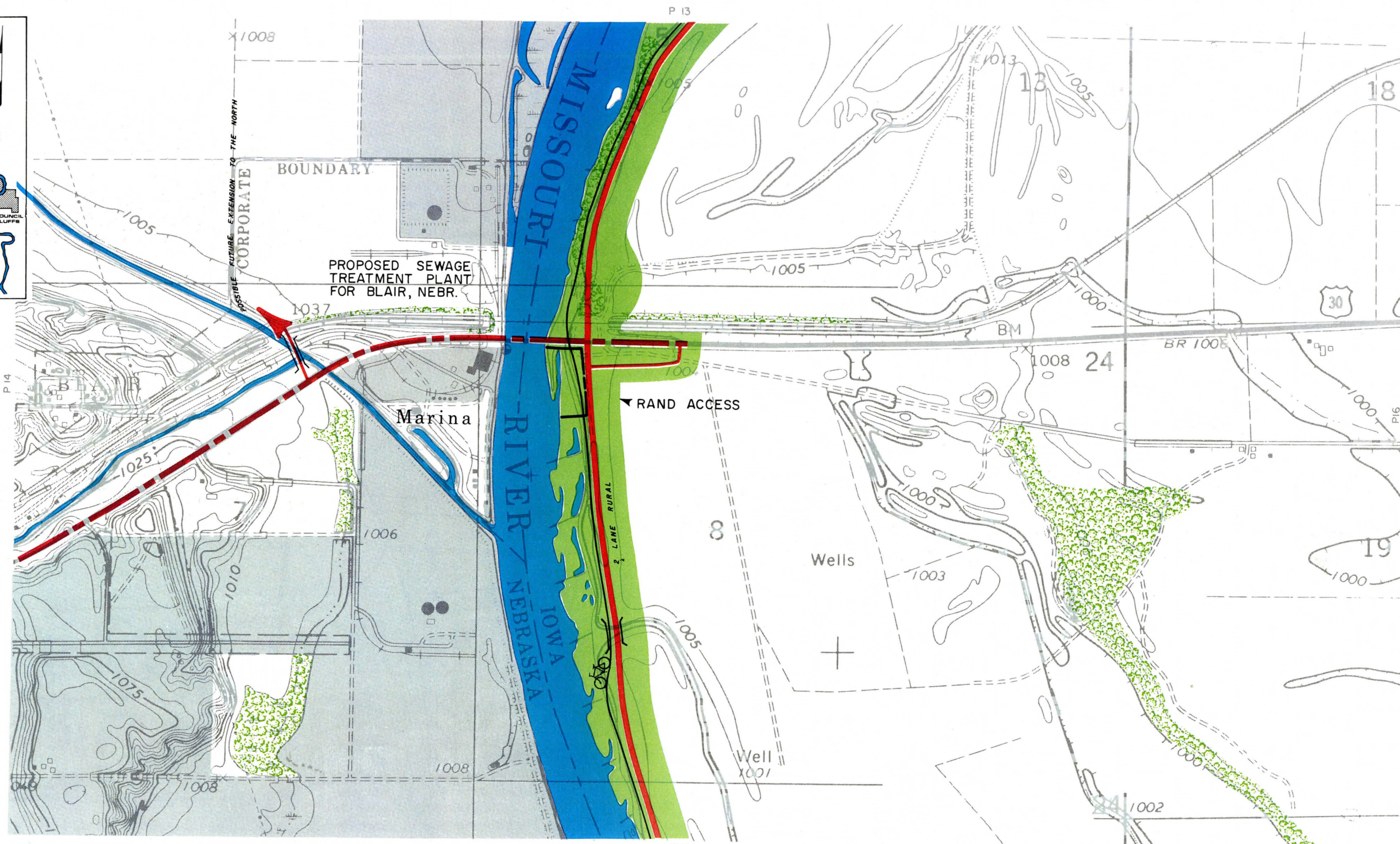
The DeSoto National Wildlife Refuge (Plates 16, 17, 20, 21, 23 and 24) is comprised of approximately 7,450 acres in both Nebraska and Iowa. This area is one in a network of national wildlife refuges that provide food and sanctuary for migra-

tory water fowl along the major flyways and other forms of wildlife. Coupled with this function, the Refuge also provides facilities for such seasonal outdoor recreation activities as swimming, boating, fishing, picnicking, and hunting for people of western Iowa and eastern Nebraska.

Another important aspect of the DeSoto National Wildlife Refuge is the area's historical significance. The remains of a sunken steamboat were discovered in the Refuge in 1968. The steamboat "Bertrand" sank on its maiden voyage on April 1, 1865 bound for the Montana Territory. In 1968, two men from Omaha, Sam Corbino and Jessie Pursell, pieced together historical accounts, legend and old river maps, and with the help of an electronic detector located the hull of the Bertrand. The unpredictable Missouri had changed course many times and buried the steamboat under silt and sand within the DeSoto National Wildlife Refuge boundary. The discovery of the sunken steamboat Bertrand resulted in nearly 2 million artifacts being recovered.

Finding the Bertrand was like opening an 1865 time capsule filled with material goods for a frontier society. Miners' pickaxes, sod-busting plows, lead shot, harnesses, broad brim felt hats and thousands of other personal items were taken from the hull in an unusually good state of preservation. It is presently proposed by the Bureau of Sport Fisheries and Wildlife to develop a visitor center on the DeSoto National Wildlife Refuge. This center would serve as a visitor stop-off point for artifacts viewing. At the same time, it will provide a facility for further developing the ecological educational aspects of the Refuge.



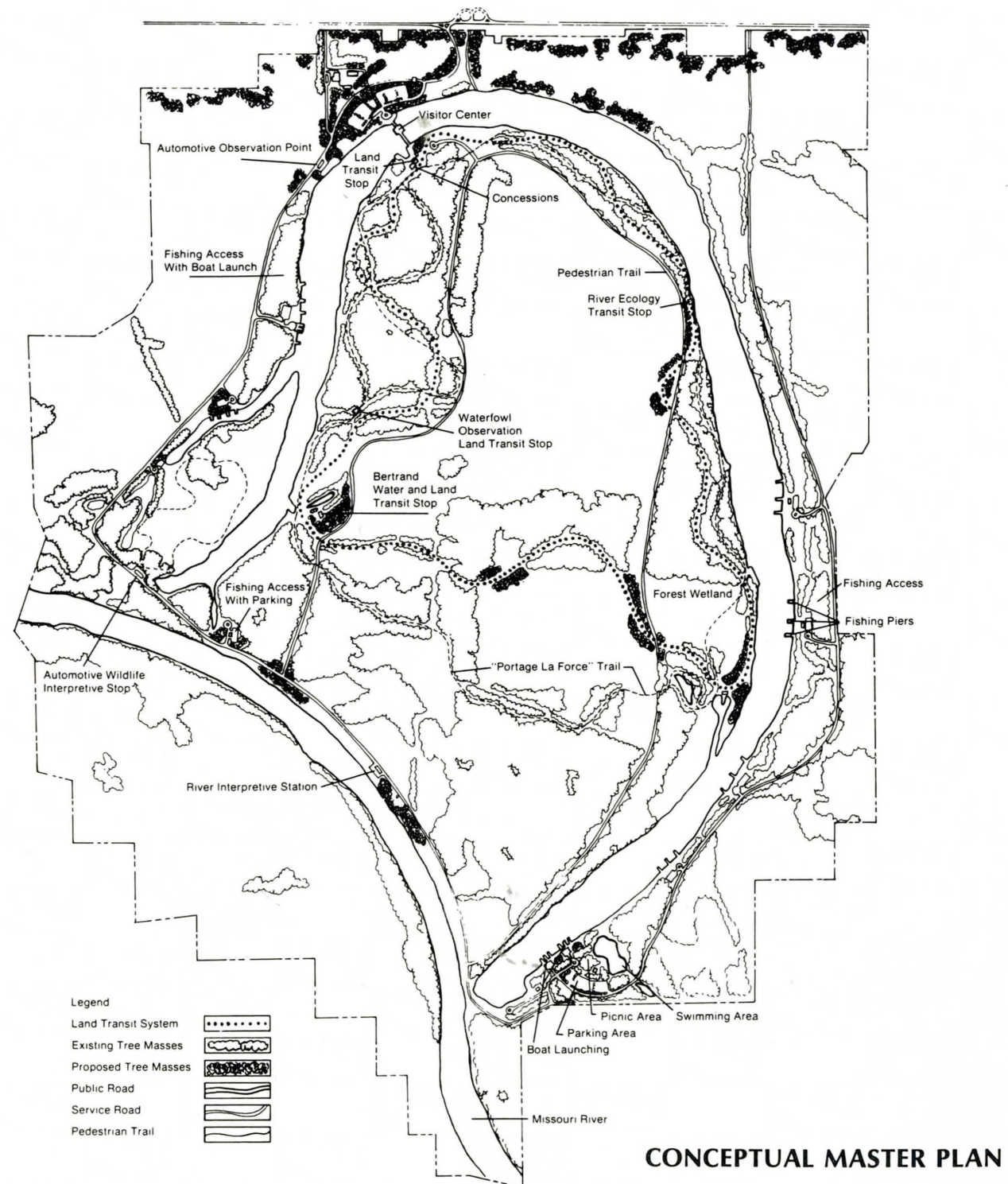


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Plate No. 15

Riverfront Parkway & Scenic Highway

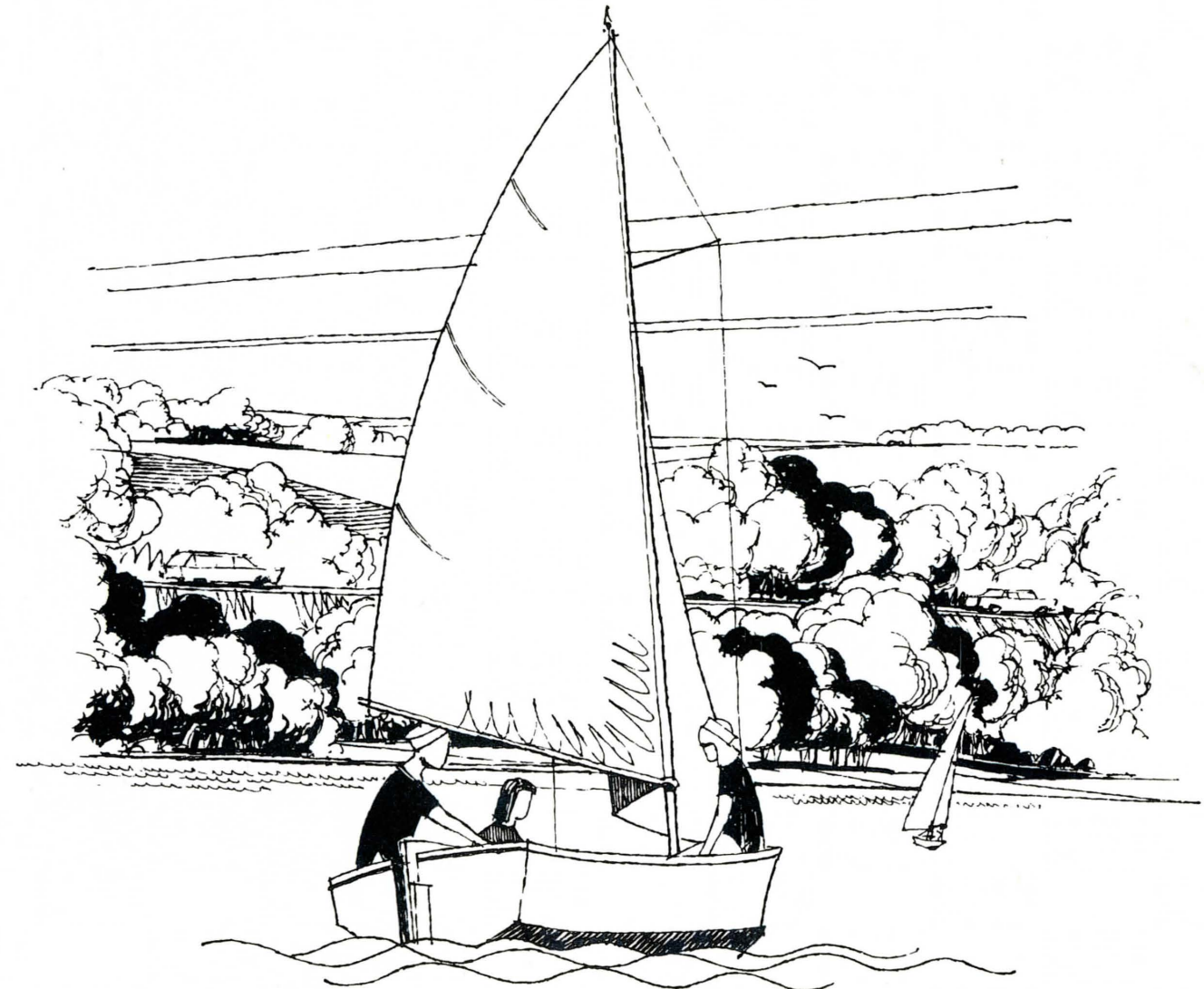




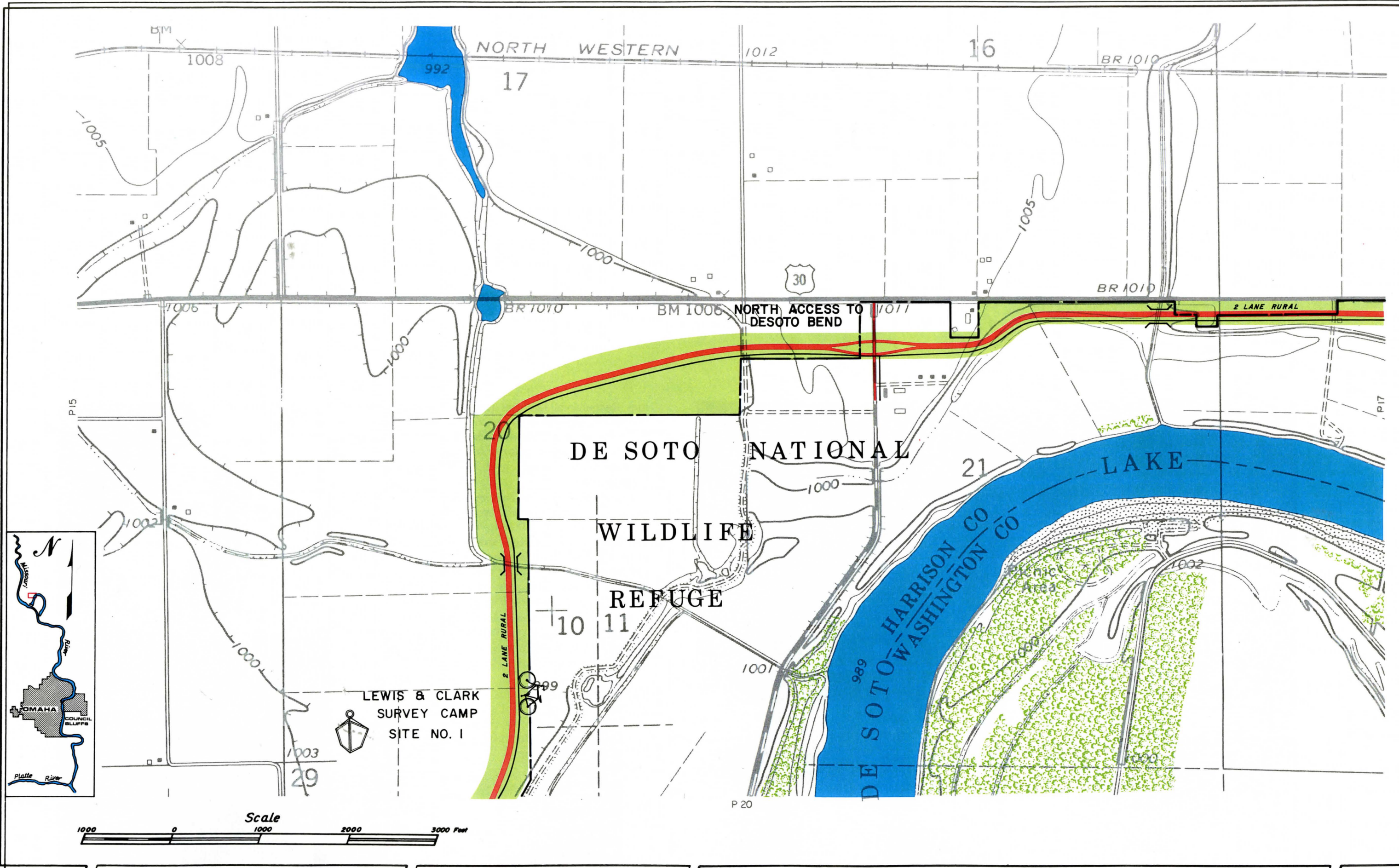
Subsequent recognition was given by the Secretary of Interior's advisory board of national parks, historic sites, buildings, and monuments by the following statement: "The advisory board regards the Bertrand and its contents as a type specimen, exceptionally valuable for study and illustrative purposes and therefore of national historic significance within the meaning of the Historic Sites Act of 1935." As a result of this recognition, the Bertrand and its cargo will be handled carefully so their historical value can be preserved

for the enjoyment and benefit of the public.

The proposed development concept for the DeSoto National Wildlife Refuge Core Area calls for a controlled-access facility. It is the desire of the DeSoto National Wildlife Refuge Management to encourage travel within the Refuge core area to be accomplished by hiking paths or a Refuge-operated combination land-waterway transportation system. This would allow the maximum amount of contact with the DeSoto Bend Environment without adversely affecting its wildlife qual-









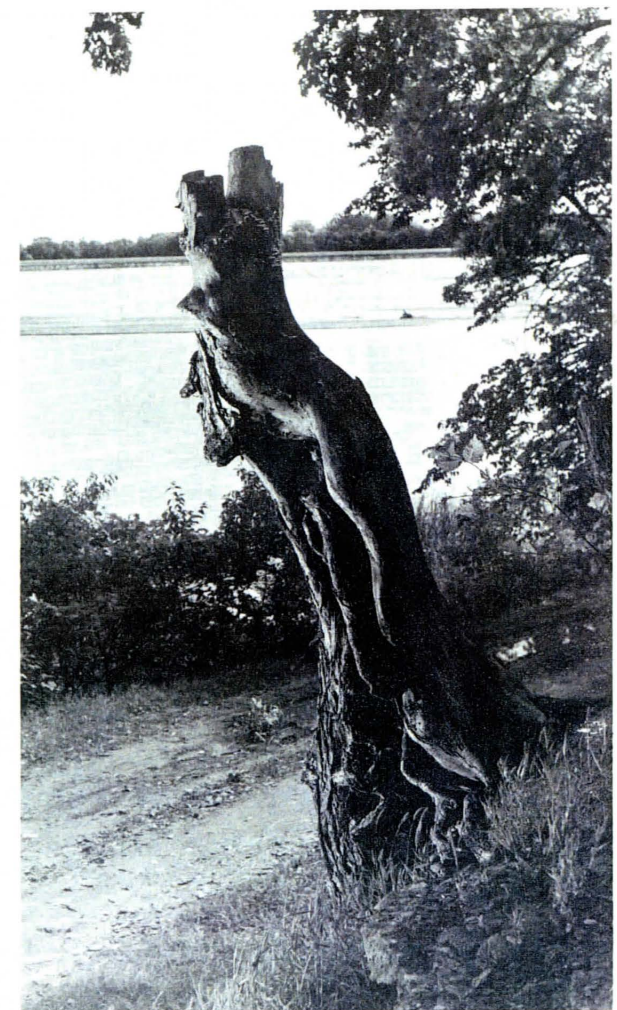


ities. Recreational facilities at the DeSoto National Wildlife Refuge would still be available to the public, but future recreational development would assume a secondary priority to the development of interpretive trails and wildlife management programs.

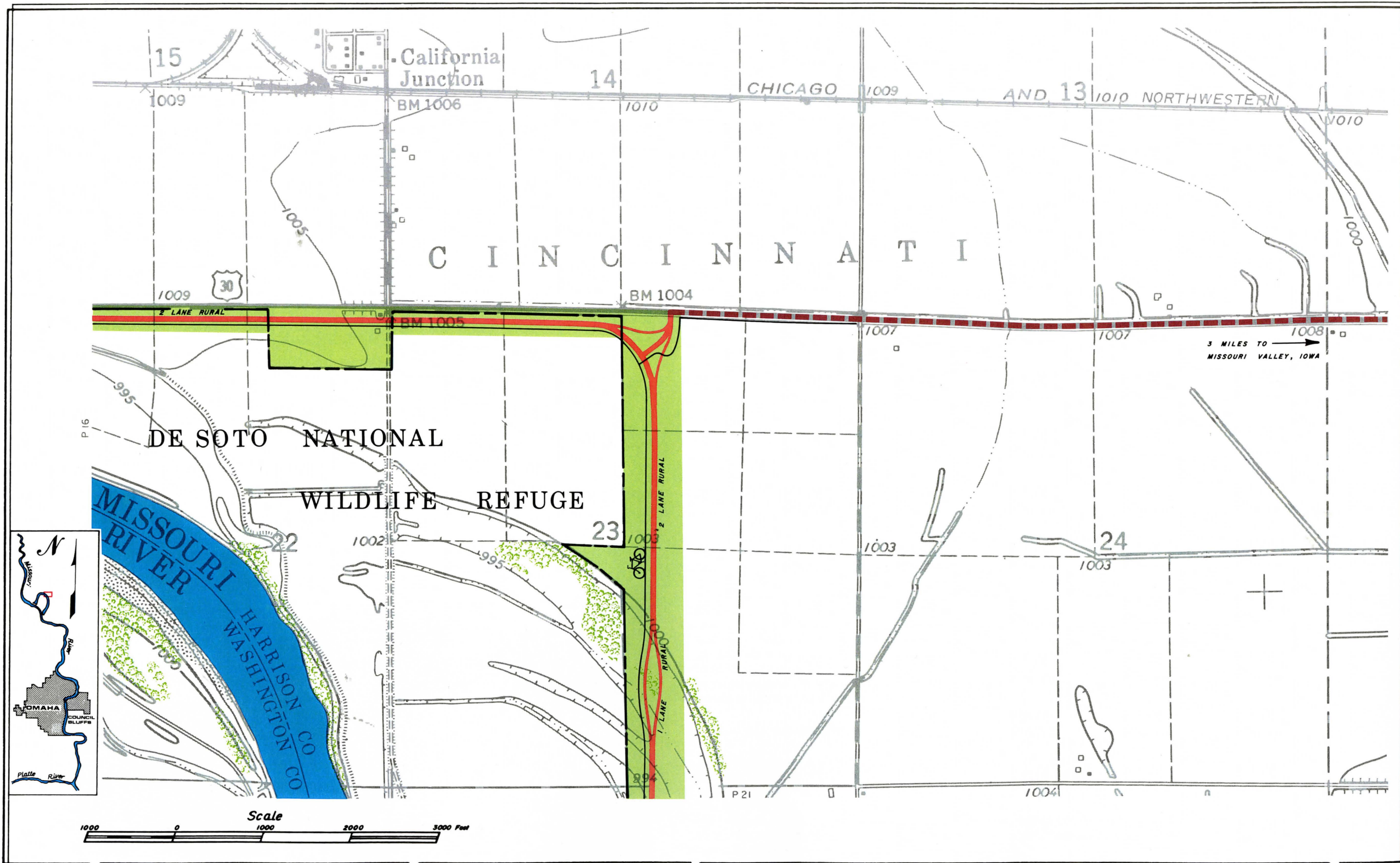
The service area for DeSoto National Wildlife Refuge is a 50 mile radius. Within this area there is a population of 614,000. In 1972, approximately 300,000 people visited the Refuge. A 1980 projected usage will approach 1 million people per year. This will make the DeSoto National Wildlife Refuge a primary attraction within the Riverfront Development Program.

The following figures, taken from the 1971 Annual Recreational Use Report for the DeSoto National Wildlife Refuge, gives a breakdown of the various uses of this area.

Total Visits .....	320,000
Peak Load Day .....	9,461
Bow Hunting .....	396
Fishing .....	47,660
Environmental Education .....	8,467
Wildlife Photography .....	8
Wildlife Tours .....	21,890
Swimming .....	87,997
Boating .....	51,526
Water Skiing .....	61,940
Picnicking .....	69,739
Bicycling .....	125
Fruit, Nut & Vegetable Collecting ...	3,141









Extensions could be developed in this section, expanding the Parkway to the scenic river areas of the north. A segment of U.S. Highway 30 would serve as a Parkway connector from the east bank of the Missouri River, cross the existing U.S. 30 bridge and connect to the Parkway at a point directly east of the existing Blair sewage treatment facility. The Roadway would travel along the west bank of the existing creek and divide into a split-lane facility approximately 700 feet south of Highway 30 (Plate 14). A lane would pass on each side of the existing creek, preserving the timbered area. The split-lanes would rejoin on the south side of this scenic area and proceed south across the Chicago and Northwestern Railroad tracks (Plate 18), then turn to the east and parallel the railroad tracks to a point near the south line of Section 1 (Plate 19). The Roadway would then swing south crossing U.S. Highway 73 and proceed into the hill area. A traffic-controlled intersection would be required where the Parkway intersects with U.S. Highway 73 (Plate 19).

A grade separation should be developed at the intersection of the Parkway and the Chicago Northwestern Railroad.

## U.S.73-FORT CALHOUN

### INTRODUCTION AND ITEMS OF INTEREST

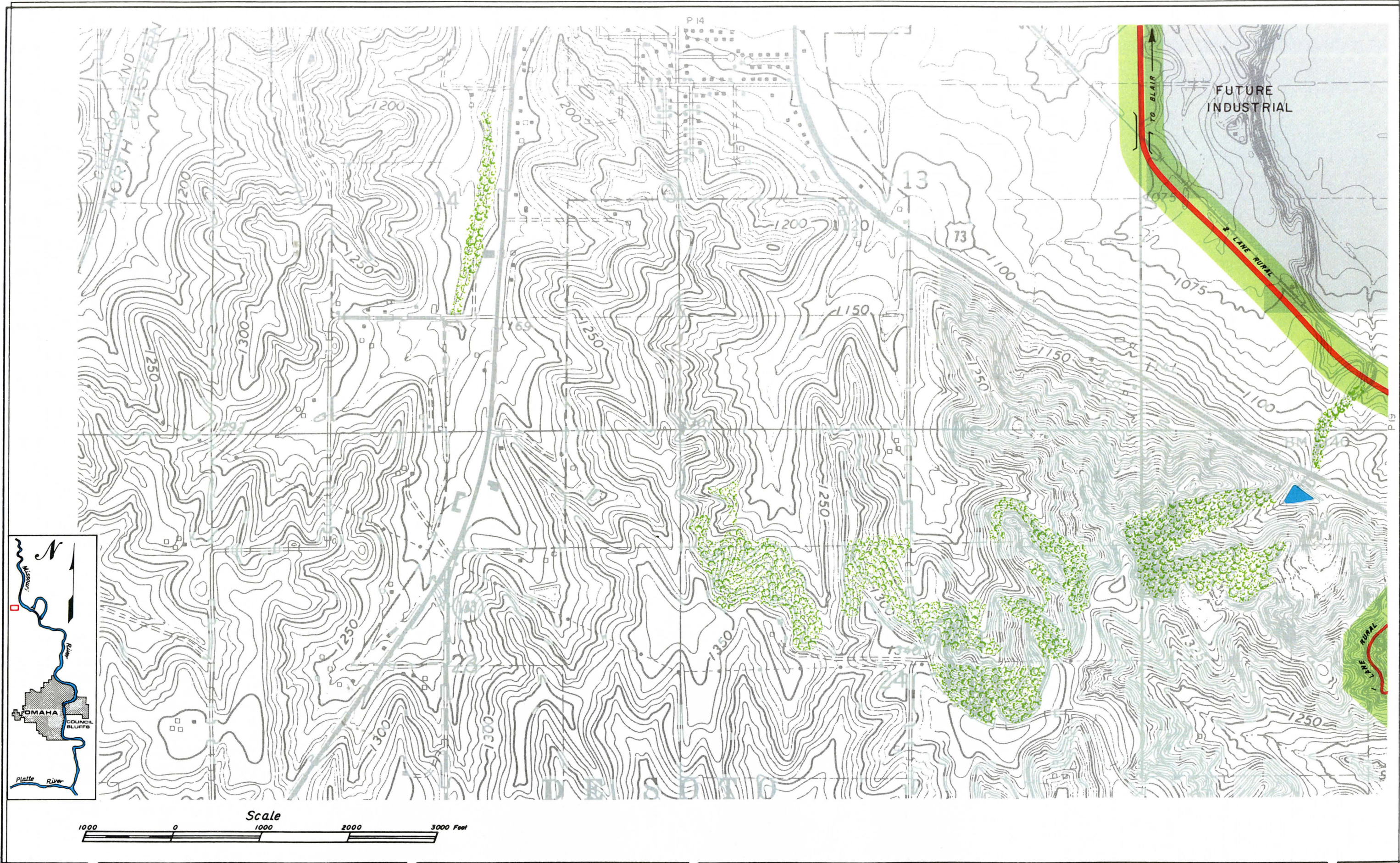
This segment of the Parkway passes through the steep hills between Blair and Fort Calhoun. This location would offer several excellent overlooks along with exposure to many timber and wildlife areas. This segment would offer many new and varied experiences to contrast with the flood-plain exposure to the north and south. There are five pull-out areas proposed, each with parking, picnic facilities and an excellent overlook of both the Missouri River valley and the wooded areas to the west. Access to several historic areas would be possible from the Parkway.

Items of historic interest and their approximate locations are:

The Old DeSoto Town Site is located in the west central portion of Section 21 (Plate 19) on the high bank south of the Fort Calhoun Nuclear Power Plant. This town was incorporated in 1855 and developed as an important riverport, had a trans-river ferry service, and for eight years served as the county seat. It once had three banks and four







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Plate No. 18

Riverfront Parkway & Scenic Highway

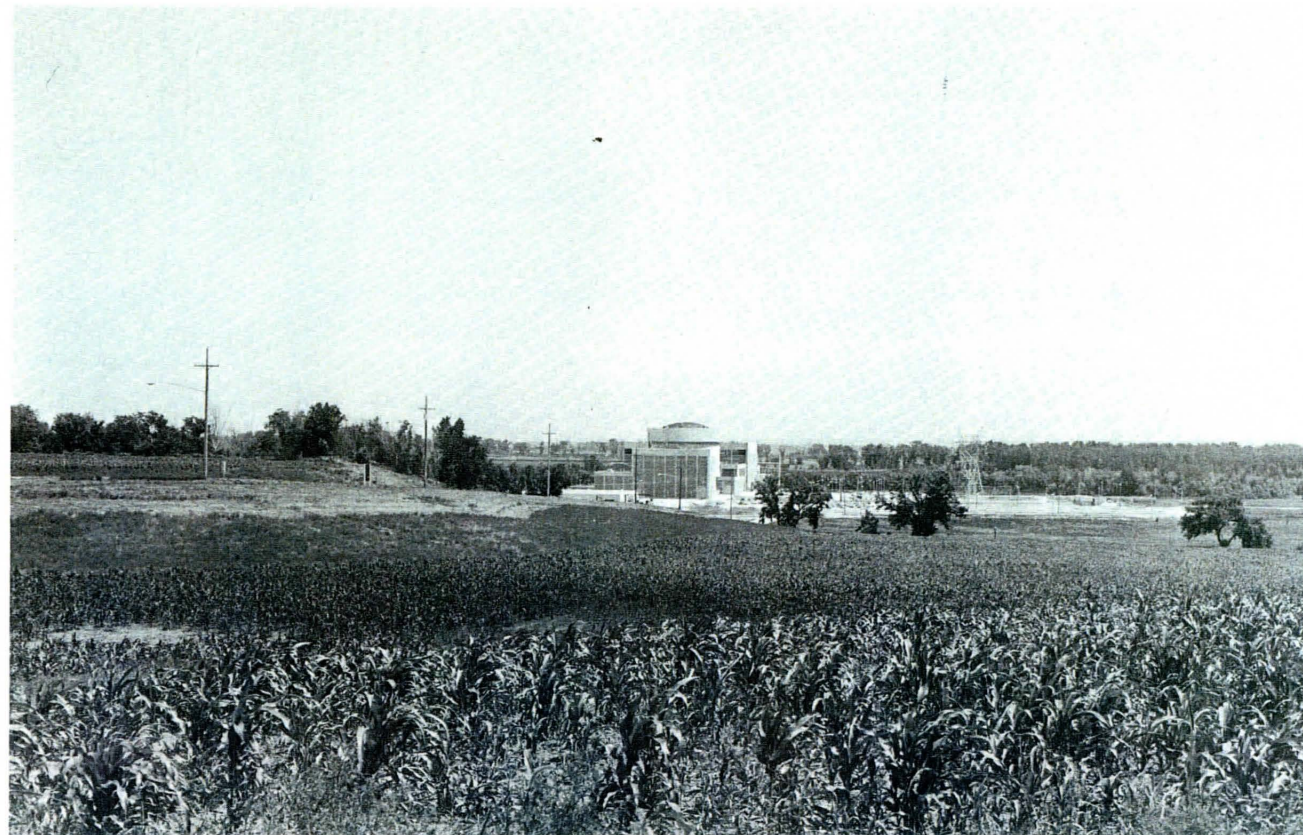


newspapers. On the southwest side of U.S. Highway 73, a portion of the building that is believed to be one of the banks of DeSoto still exists. The Town of DeSoto was also reported to be the location where the travelers from the Bertrand sought refuge after it sank on April 1, 1865.

The Anderson Steamboat Sites are located in the north central portion of Section 20 (Plate 19). This area reportedly is the location of a sunken steamboat. Three boats are known to have sunk in this area and some attempts are being made to pinpoint their location.

The Old DeSoto Hotel is believed to be located east of School No. 7 in Section 28 (Plate 22). There is presently at this location an old building which is believed to be the original hotel. This served as a gambling house and a stagecoach stop on the old DeSoto to Fort Calhoun Road.

The Roland Smith Home is located south of School No. 7 in Section 28 (Plate 22). The Smith home is believed to be one of the oldest continuously occupied homes in Washington County. It is still in excellent condition and offers a fine example of the early craftsmanship that went into constructing masonry and brick buildings in early Washington County.

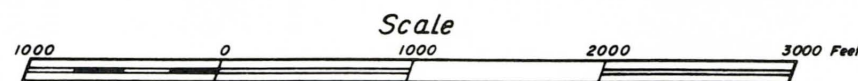
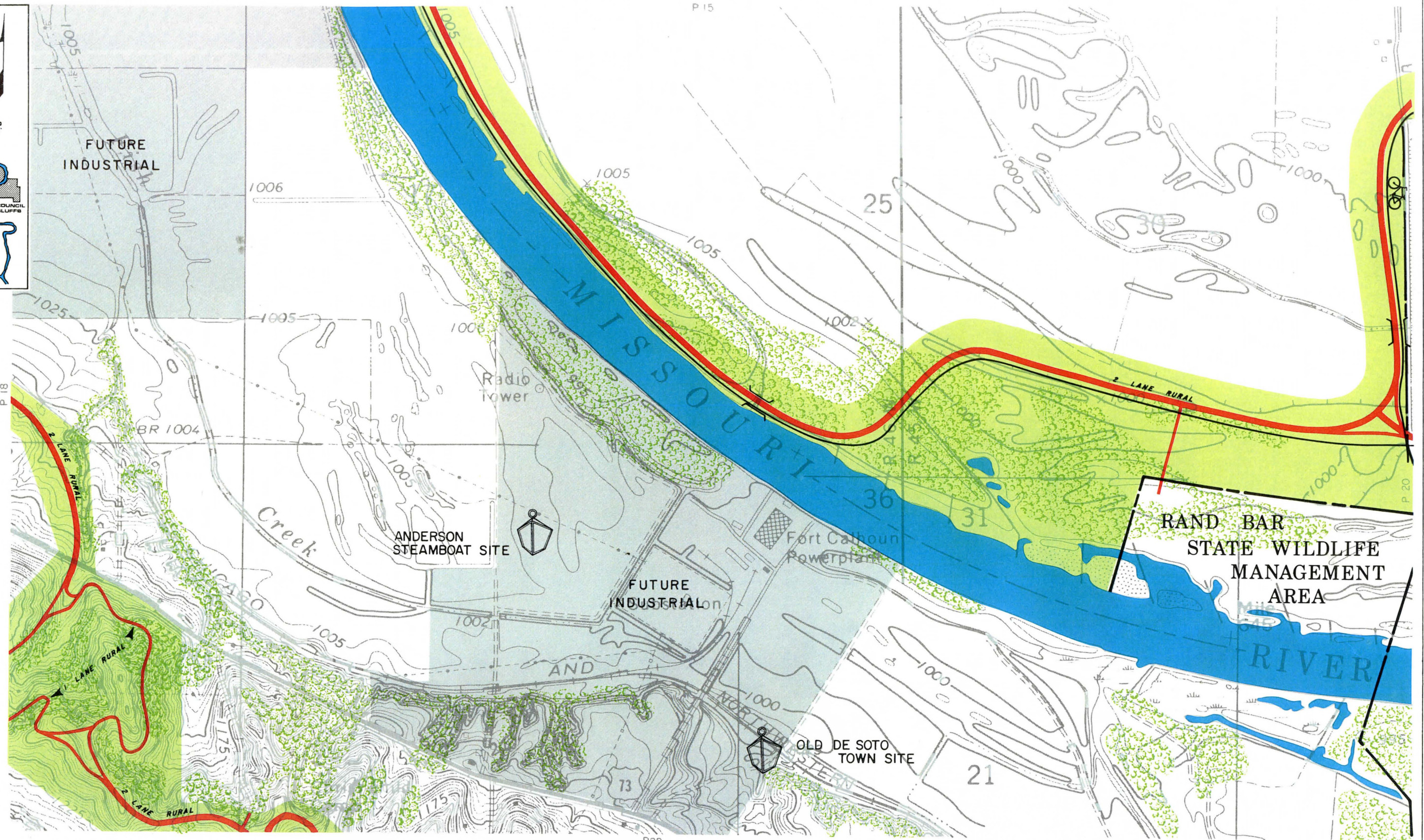
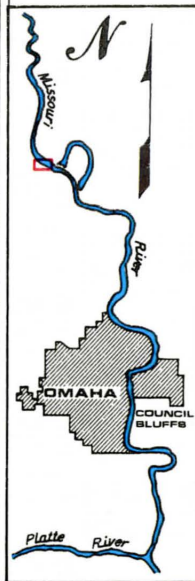


**Fort Calhoun Nuclear Power Plant.**

Nobles Lake State Wildlife Management Area (Plates 21 and 24) consists of approximately 240 acres along the east edge of DeSoto National Wildlife Refuge. Approximately one-half is in Harrison County while the other half is in Pottawattamie County. It is a hunting and fishing area with a public access point located near the northern end of the area. The area is managed by the State Conservation Commission.

Wilson Island State Park (Plates 23, 26 and 27) consists of approximately 500 acres. This area is owned and managed by the State Conservation Commission. It is a huge camp ground and picnic area. Both primitive and modern camping facilities are provided while tables and fireplaces are available for picnicking. Hunting is permitted in the Wilson Island area, with deer being the primary quarry. River fishing access is available by means of two boat sites located on the island. Wilson Island attracts naturalists, artists, sightseers, and bird watchers, in addition to the traditional recreational activities every year. The Missouri River Safety Patrol Headquarters is also located on the island.





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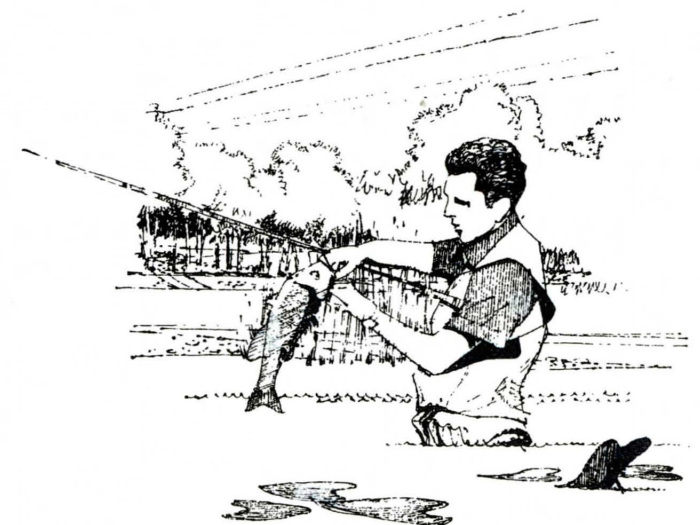
Plate No. 19

Riverfront Parkway & Scenic Highway

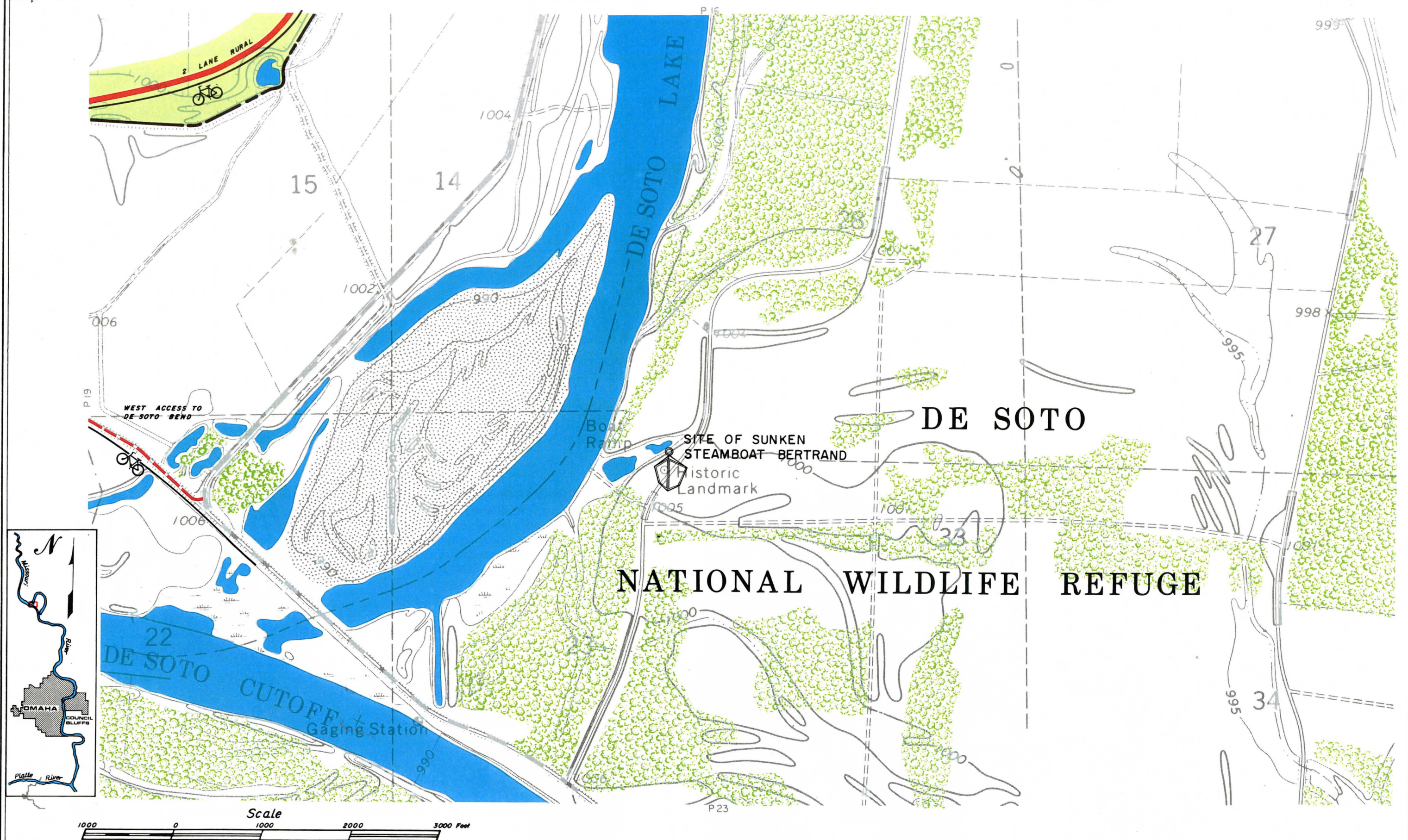




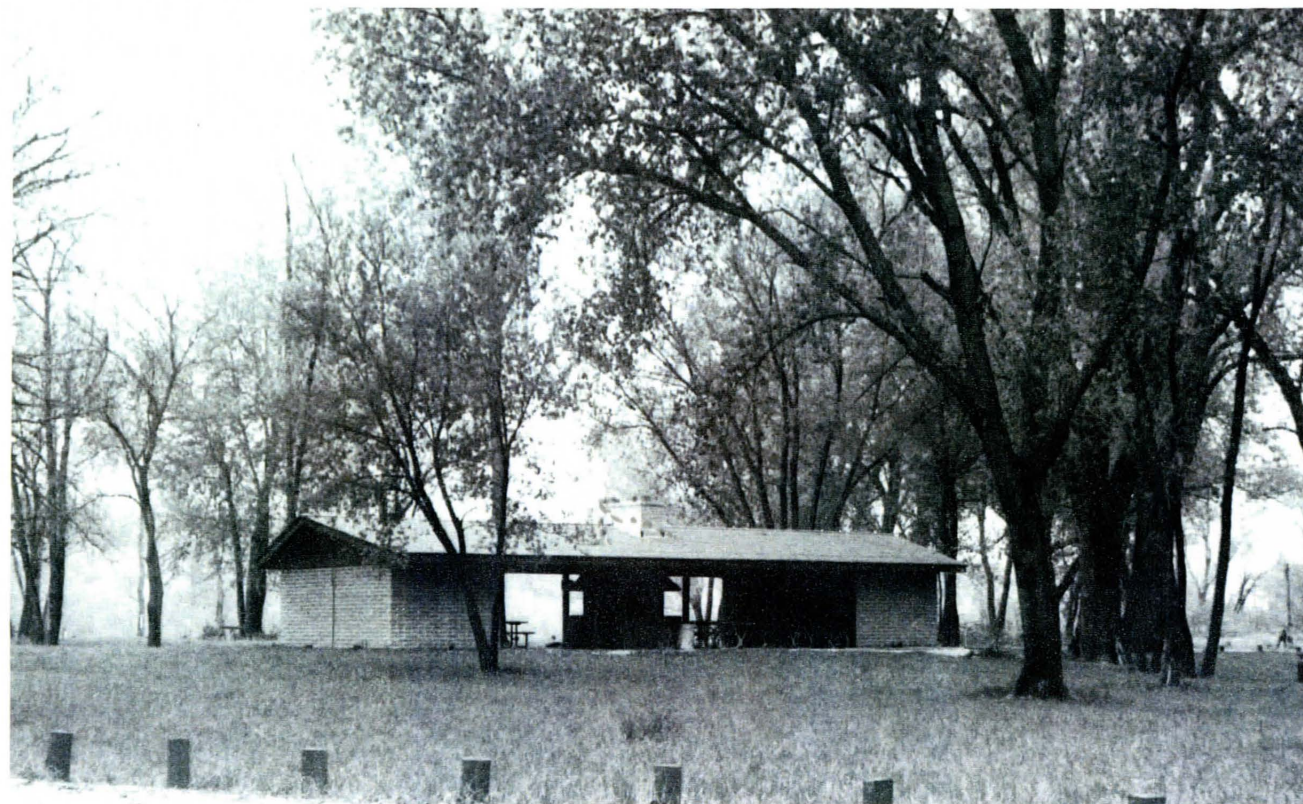
The Iowa State Historical Society has indicated that in the general area of the southwest corner of Section 20 (Plate 16) is located the Lewis and Clark Survey Site No. 1, a point of historical significance.











#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

The Roadway through this segment would be predominantly a two-lane rural section with isolated split-lane segments to reduce the amount of disturbance to timber and wildlife areas. As in previous segments, an associated bicycle path is proposed on the river or Refuge side of the Roadway. The alignment would follow the bank of the Missouri River or the boundaries of the various wildlife refuges or state parks.

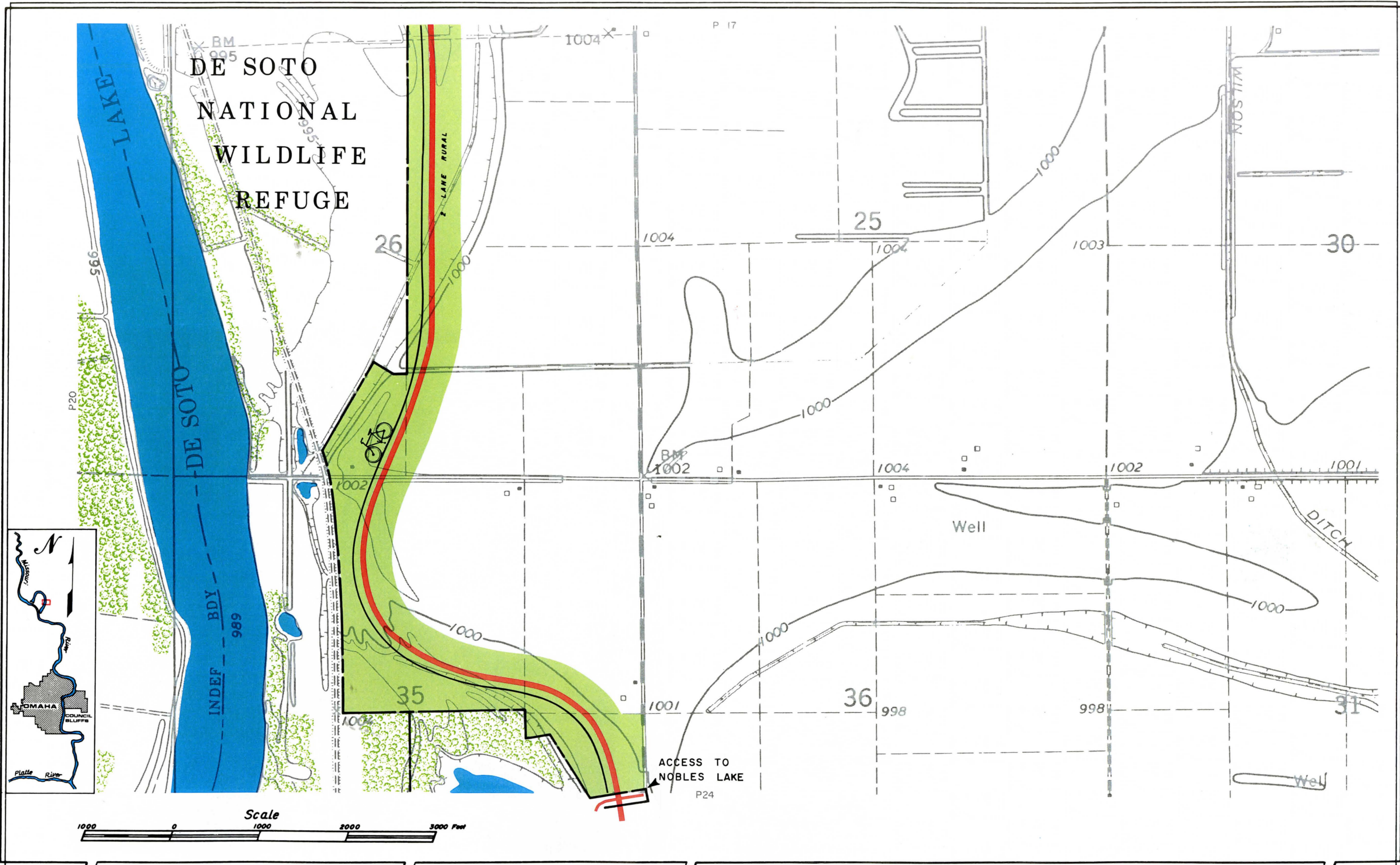
The Parkway would vary in width from 400 feet to over 1000 feet with an average width of 700 feet. Existing timbered wildlife areas between the Roadway and Missouri River and its associated Refuge areas would be obtained to insure sound land use practices.

Access to U.S. 30 (Plate 15) is proposed approximately 700 feet east of the existing bridge. The intersection would be traffic-controlled with left turn lanes. A segment of U.S. 30 would serve as a "Parkway Connector" providing a link between the Iowa and Nebraska elements of the Roadway. An access point would be provided to the Rand Access Area south of the U.S. 30 Bridge.



The Parkway alignment south of Rand Access would follow the east edge of the riverbank timber areas. Moving further south, it would parallel the Missouri River bank (Plate 19), permitting a sweeping panorama of the Missouri River bottomlands and the associated Fort Calhoun Nuclear Power Plant. Two minor bridge structures would have to be constructed across existing drainage swales. One is near the center of Section 8 (Plate 15) while the other is near the southeast corner of Section 25 (Plate 19).



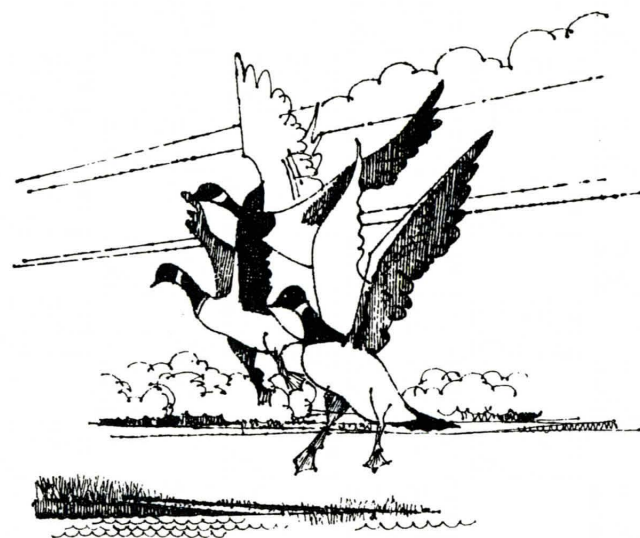


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Plate No. 21

Riverfront Parkway & Scenic Highway





The Summer Quarters is located in the northwest corner of Section 34, south of the present town of DeSoto. This was an area of rich farmland, located between DeSoto and Fort Calhoun, that was farmed by the Mormons to produce supplies for their immigrant trains traveling west to Utah. The Summer Quarters area was abandoned about 1847 or 1848. These were the same fields that had been cultivated intensely by the soldiers of Fort Atkinson. A military inspector commented in a report to his superiors, "The present system is destroying military spirit and making officers the base overseers of a troop of awkward plowmen." Military records show that the soldiers harvested a corn crop of 26,400 bushels from this land in 1822.

The Old Military Cemetery is located in the east central portion of Section 2 (Plate 26). This cemetery served as the final resting place for the deceased soldiers of Fort Atkinson from 1820-1827.

An old Dam Site is located on Long Creek in the northwest quarter of Section 4 (Plate 5). This dam was part of the first mill in Washington County.

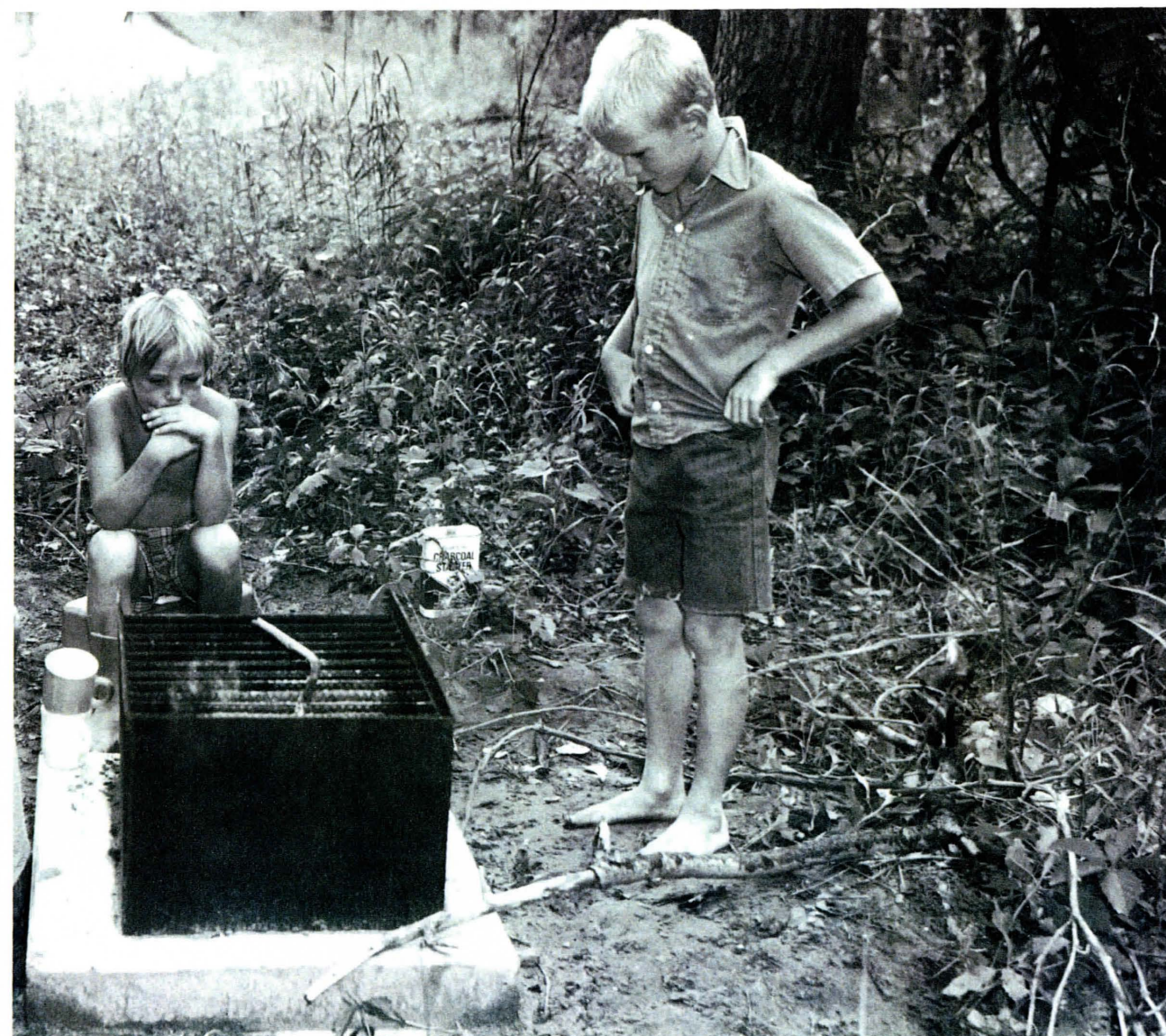
Shown on Plates 22 and 26 is the old DeSoto to Fort Calhoun Stagecoach Road. The alignment is the approximate 1856 location.



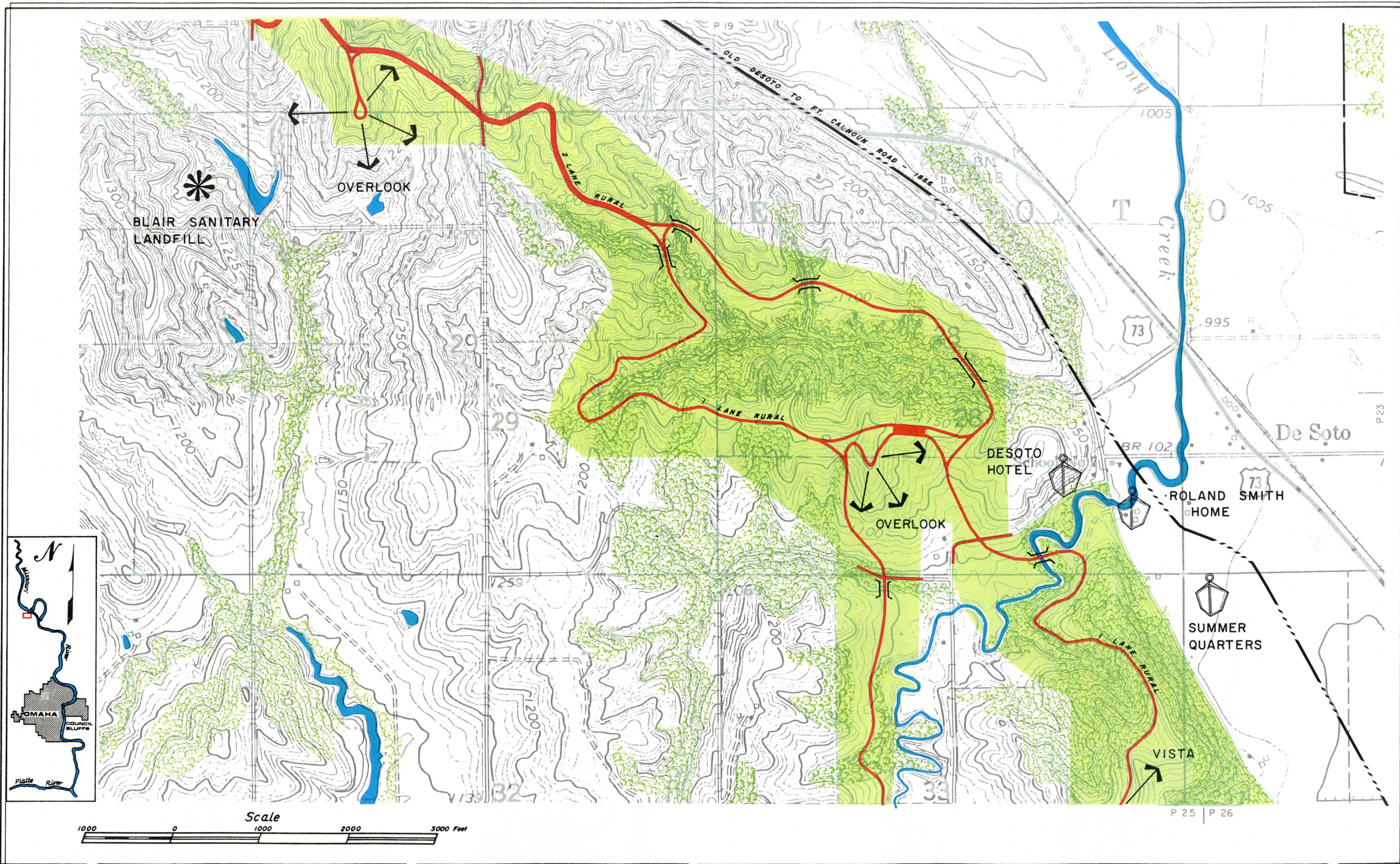
#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

Approximately one-half of the roadway in this segment of the Parkway would have a two-lane rural section and the other one-half would be of split-lane construction. The reasons for the high percentage of split-lane roadway are fourfold:

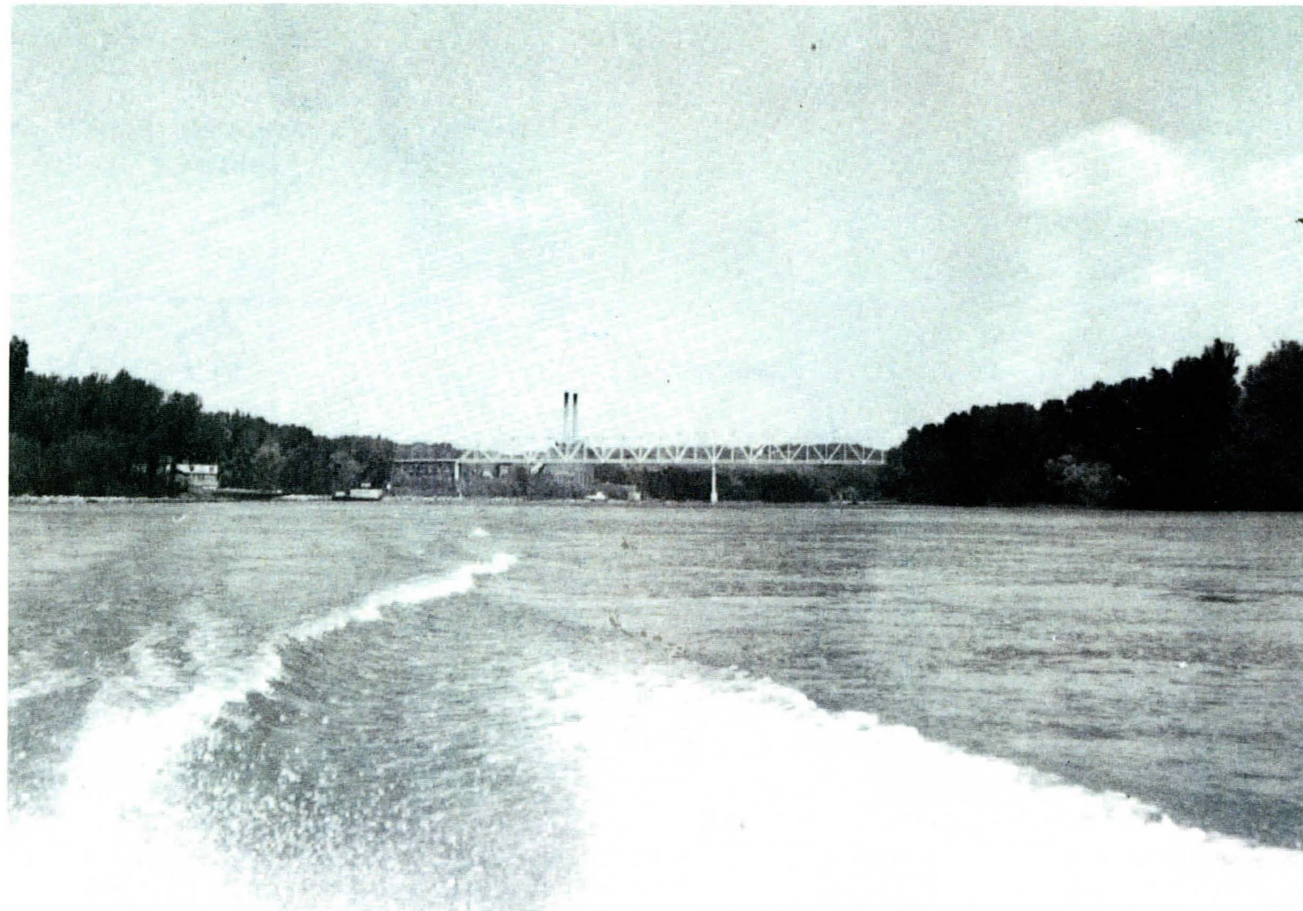
1. To preserve the large segments of the mature wooded areas.
2. To enable development of a safe but scenic roadway, free of oncoming traffic at points of optimum scenic value.
3. To enable Parkway travelers an opportunity for intimate contact with the unique aspects of the area.
4. To minimize the disturbance to the timbered wildlife areas by routing the single-lane through wooded areas and hilly terrain in a conservative and conscientious manner.











The Parkway would then swing north of the Rand Bar State Wildlife Management Area. This area presently does not have a public access. However, with the development of the Parkway, access could be constructed.

Near the southeast corner of Section 30 (Plate 19) the Parkway turns north along the west edge of DeSoto National Wildlife Refuge. An access point would be developed (southeast corner—Section 30) to the existing DeSoto National Wildlife Refuge road system. A natural connection link could be developed along the top of the existing levee.

The proposed Parkway would parallel the west boundary line of the DeSoto Refuge as it moves north. North of the proposed west access to the DeSoto National Wildlife Refuge is an existing drainage swale which would require a minor bridge structure. Near the northeast corner of Section 30 (Plate 19) an access point is proposed to the Lewis and Clark Survey Camp Site No. 1. Final placement must wait until the precise location is determined. Two minor bridge structures would be required to cross existing drainage swales, one near the center of Section 20 (Plate 16) and one near the northeast corner of Section 21 (Plate 16).

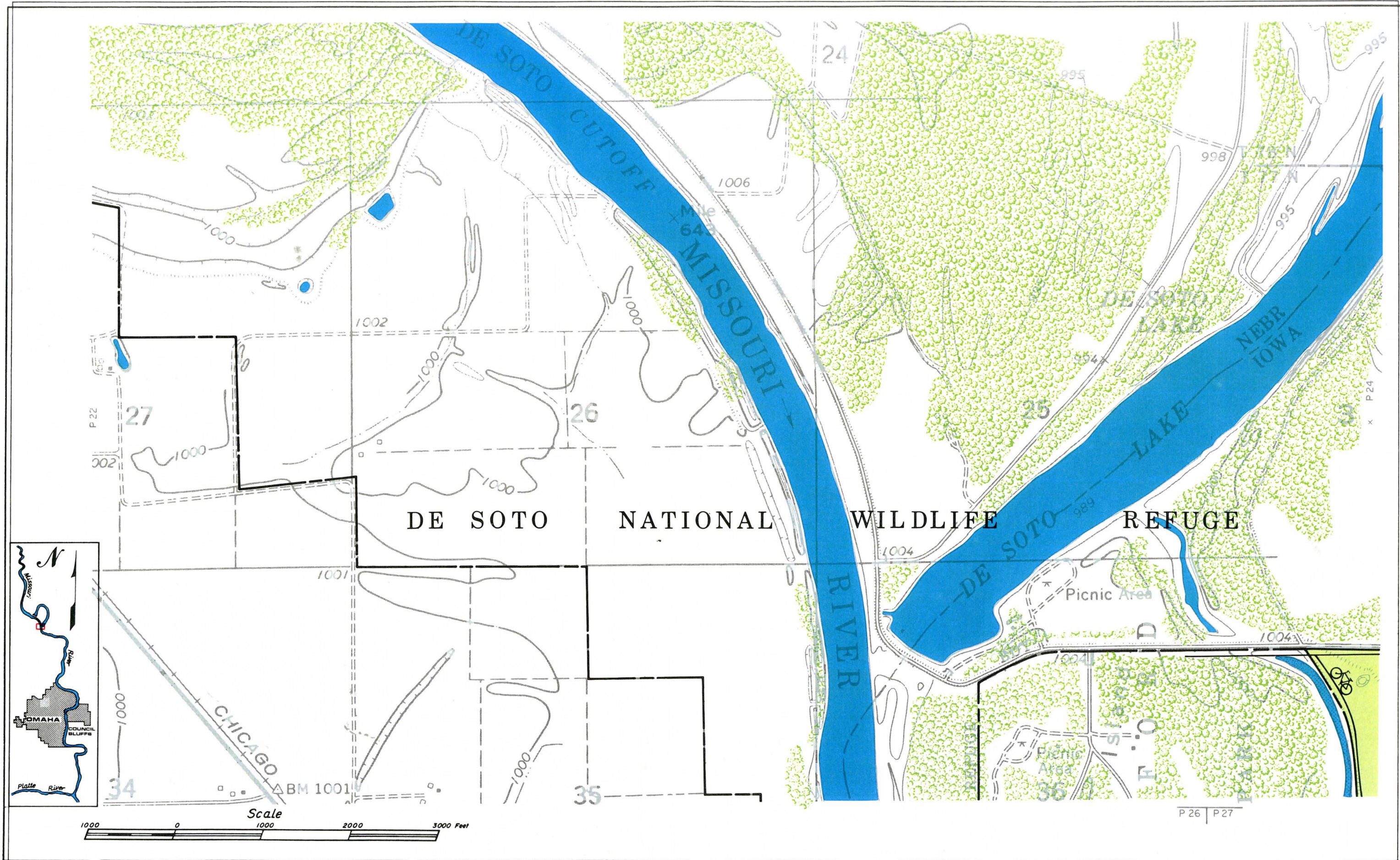
The Parkway alignment would continue parallel to the western boundary of the Refuge. It would then swing to the east, passing along the north side



of the Refuge and directly south of the existing U.S. 30 right-of-way. Caution would be directed to respect the existing plantings. It is desirable to maintain a separate roadway from U.S. 30 in this area to recognize the distinct and dissimilar functions of the Parkway and highway. Parkway access to U.S. 30 would be gained at the existing north entrance to DeSoto National Wildlife Refuge.

U.S. Highway 30, from this access point on into Missouri Valley, would be designated as a Parkway spur. Missouri Valley lies approximately 4 miles to



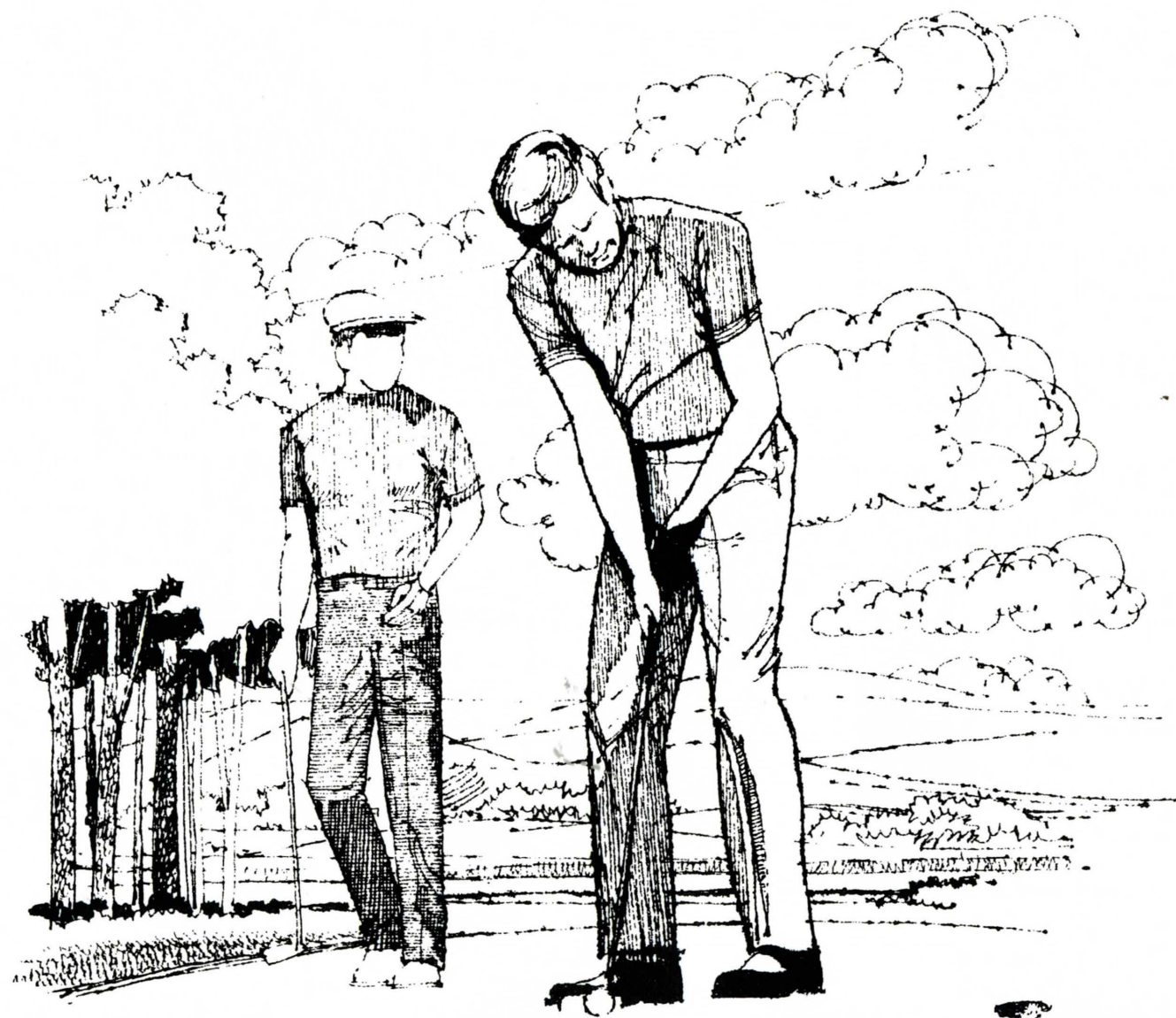


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Plate No. 23

Riverfront Parkway & Scenic Highway





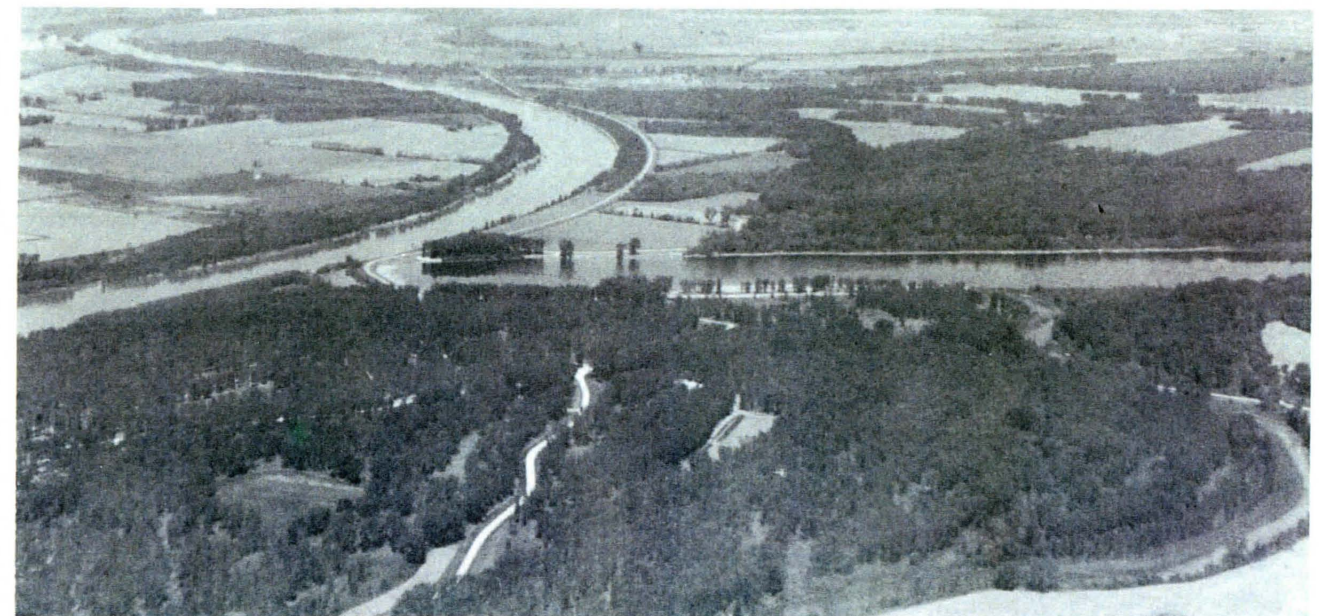
the east of this point. Another Parkway access point would be made from U.S. Highway 30 at the northeast corner of the DeSoto National Wildlife Refuge.

Near the north quarter corner of Section 23 (Plate 17) the Parkway would turn to the south and parallel the east side of the DeSoto National Wildlife Refuge. In the south half of Section 23 (Plate 17) a short segment of split-lane roadway is proposed to minimize disturbance to an existing timbered area.

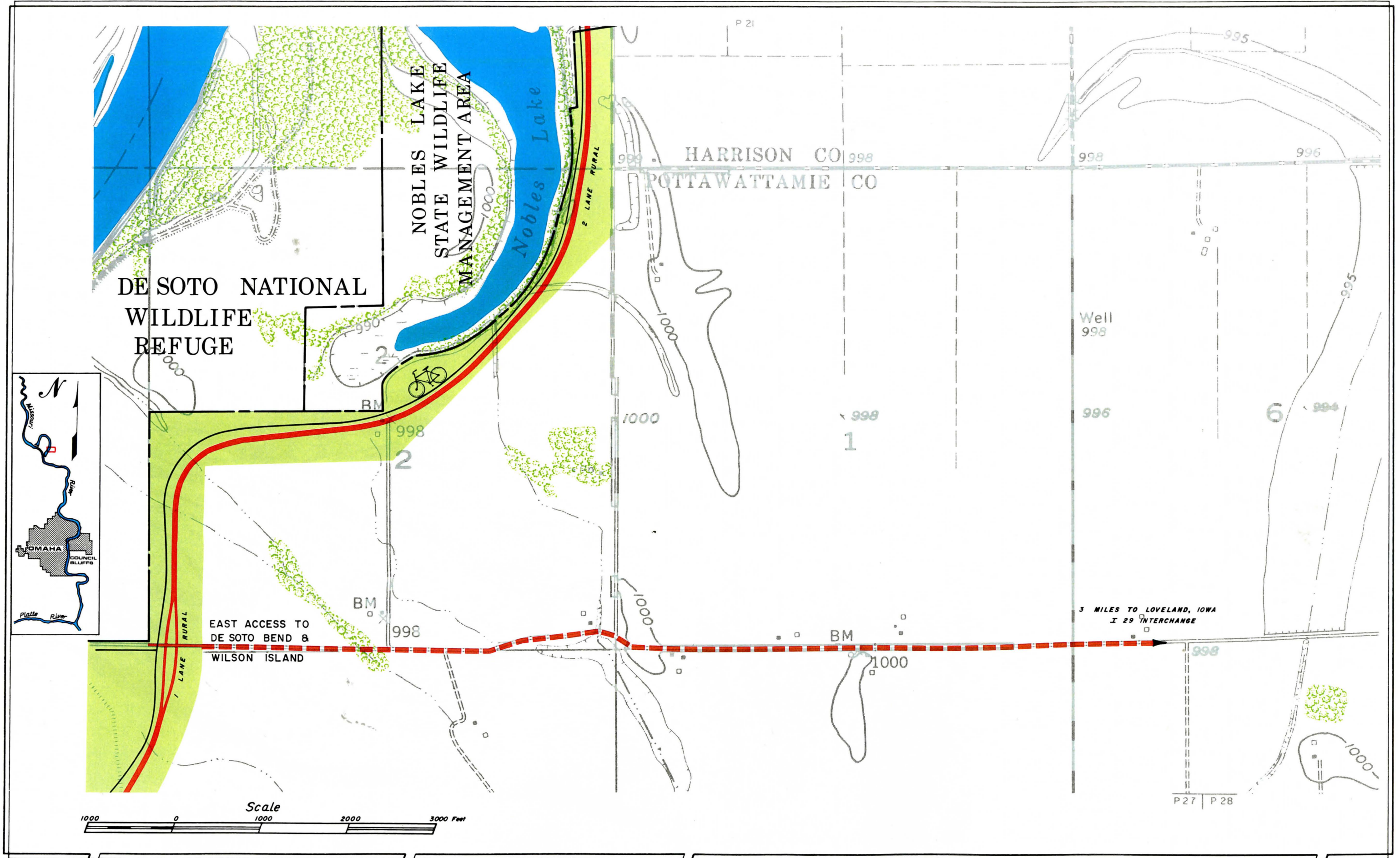
As the proposed alignment approaches the center of Section 35 (Plate 21), it would swing to the east around the Nobles Lake State Wildlife Management Area. A traffic-controlled access point to the Nobles Lake Area, and the adjoining county road, would be developed as the Parkway crosses the existing access road (Plate 24). The alignment would follow the east and south boundaries of the Nobles Lake Area and the east boundary of the DeSoto National Wildlife Refuge.

It would cross the existing county road near the southwest corner of Section 2 (Plate 24). This road provides access to Wilson Island State Park and the east side of DeSoto National Wildlife Refuge from the Loveland-I-29 Interchange, approximately 5 miles east. The intersection would be traffic-controlled with left turn lanes. The existing county

agement Area. A traffic-controlled access point to the Nobles Lake Area, and the adjoining county road, would be developed as the Parkway crosses the existing access road (Plate 24). The alignment would follow the east and south boundaries of the Nobles Lake Area and the east boundary of the DeSoto National Wildlife Refuge.







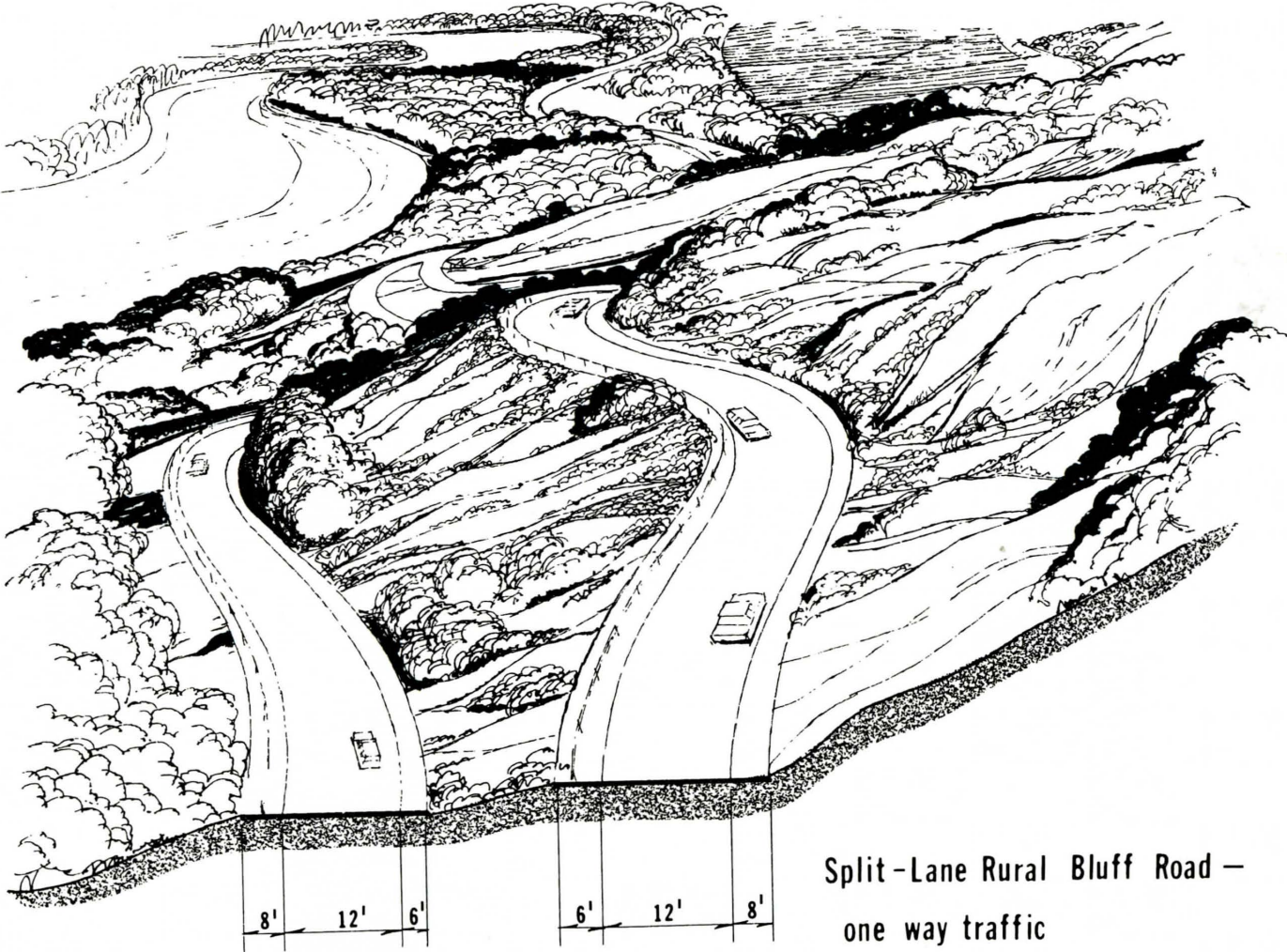


The Parkway width through this segment would range from 300 feet to over 2500 feet with an average width of about 1000 feet. The extra width proposed in the segment would be used primarily to capture scenic areas and to allow adequate room to develop an alignment sensitive to the existing topography and vegetation.

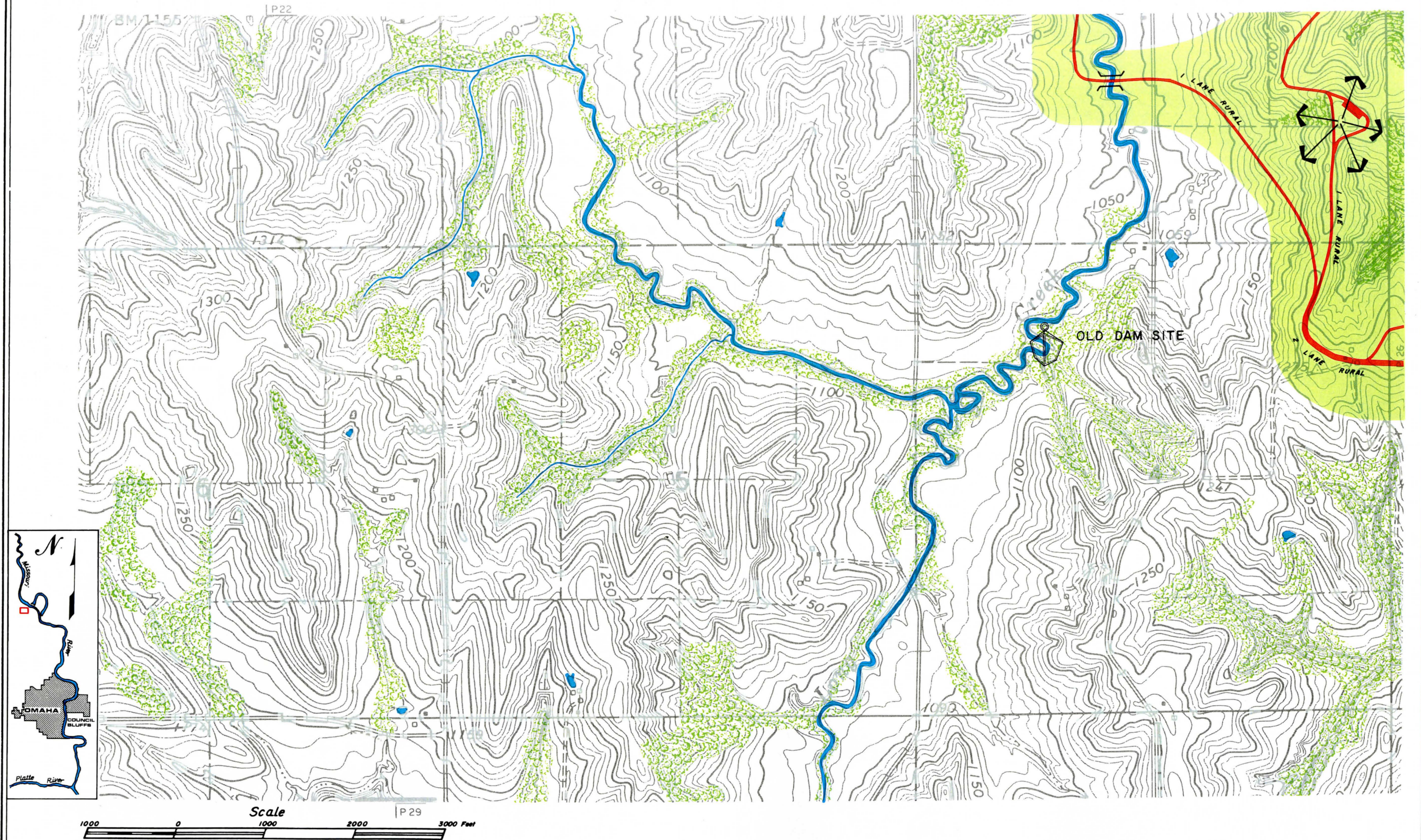
The Parkway would cross U.S. Highway 73 near the center of Section 19 (Plate 19), being a split-lane section with each lane taking a winding route following the hillside and climbing to the top of the hill. Each lane would climb at approximately a 10% grade and would be routed in such a manner respective of the existing trees. Once on top of the hill, the roadway would again become a two-lane rural section and follow the ridge line. The Parkway would then cross an existing county road near the southeast corner of Section 19 (Plate 19), continue to follow the ridge line and pass south of the Christ Child Camp. An overlook, parking and informal picnic area would be developed near the north line of Section 29. (Plate 22) and south of the Christ Child Camp.

The Parkway would continue east along the top of the ridge until approximately the east line of Section 29, at which point the lanes would again assume a split section. The northbound lane would follow the north side of the timbered area, drop across the ravine and back up to the top of the ridge on the south side of the timber. The south-

bound lane would pass around the west edge of the timbered area staying on the upper slopes of the hills. The two lanes would join at an overlook near the center of Section 28. The two lanes would then continue in the split-lane mode, with the northbound lane passing into and across the Long Creek Valley, back atop the ridge line overlooking the Missouri River Valley, and pass through a timbered wildlife area in the northeast corner of Section 33 (Plate 22).







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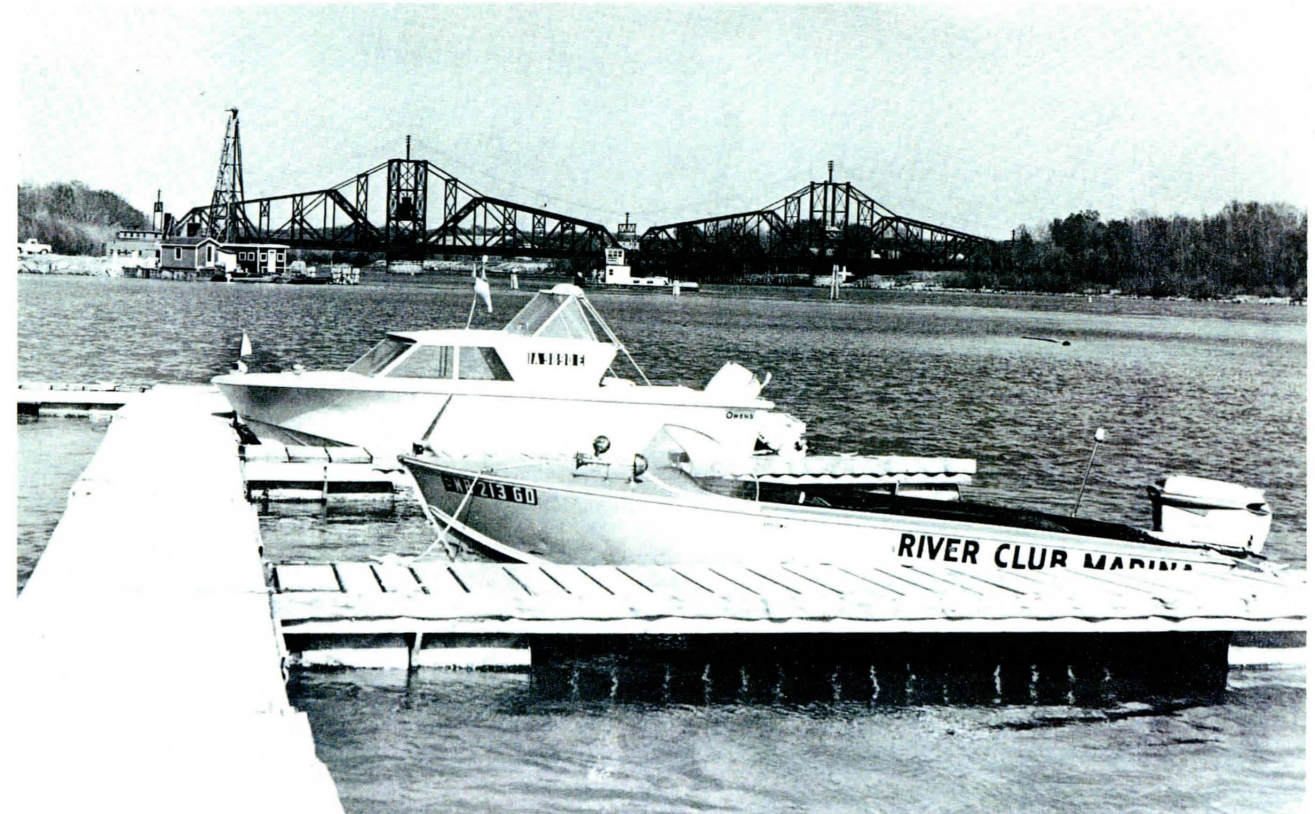
Plate No. 25

Riverfront Parkway & Scenic Highway

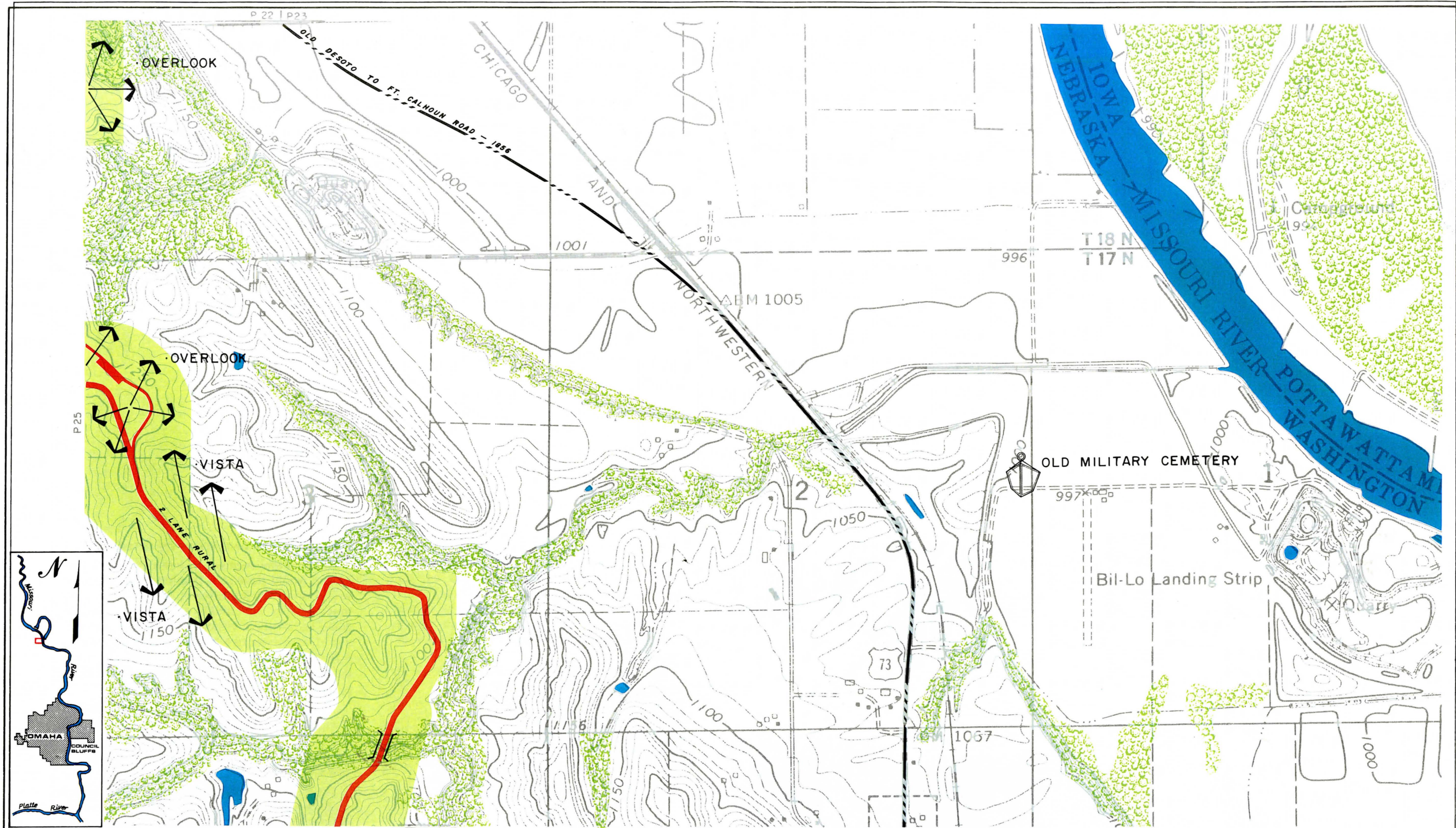




The northbound lane would then follow atop the hill and provide access to an overlook from one of the high points along this ridge line. The southbound lane would pass down the hillside, follow along the west side of Long Creek and cross Long Creek near the center of Section 33 (Plate 25). It would continue southeasterly along the hillside climbing at approximately a 10% grade. Finally it would join the northbound lane west of the southeast corner of Section 33 (Plate 25). The Parkway would then, in a two-lane rural mode,







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Plate No. 26

Riverfront Parkway & Scenic Highway





road connection to the Loveland-Interstate 29 Interchange would be developed as a Parkway connector. The present condition of the road surface is marginal and requires extensive repair each year after the spring thaw. Due to the large amount of Parkway-related traffic over this road, renovation should be considered as a portion of the Parkway construction.

The roadway alignment would continue south along the east boundary of Wilson Island State Park. At the southern boundary of Wilson Island, the Parkway would swing east to once again follow the bank of the Missouri River. At this point a pull-off is proposed offering a low level scenic view of the Missouri River, the Wilson Island Area and the extensive quarry operation on the west bank of the Missouri River.

## WILSON ISLAND STATE PARK—I-680 (U.S. 36)

### INTRODUCTION AND ITEMS OF INTEREST

This Parkway segment includes Plates 27 thru 37 and would traverse a floodplain landscape. It would offer several different scenic experiences ranging from agricultural to timbered wildlife areas, to excellent riverside vistas. The Parkway would encounter two related Riverfront areas, a potential new residential area (Plate 33) and a possible park/open space area (Plates 35 and 36).

### PARKWAY CONSIDERATIONS AND

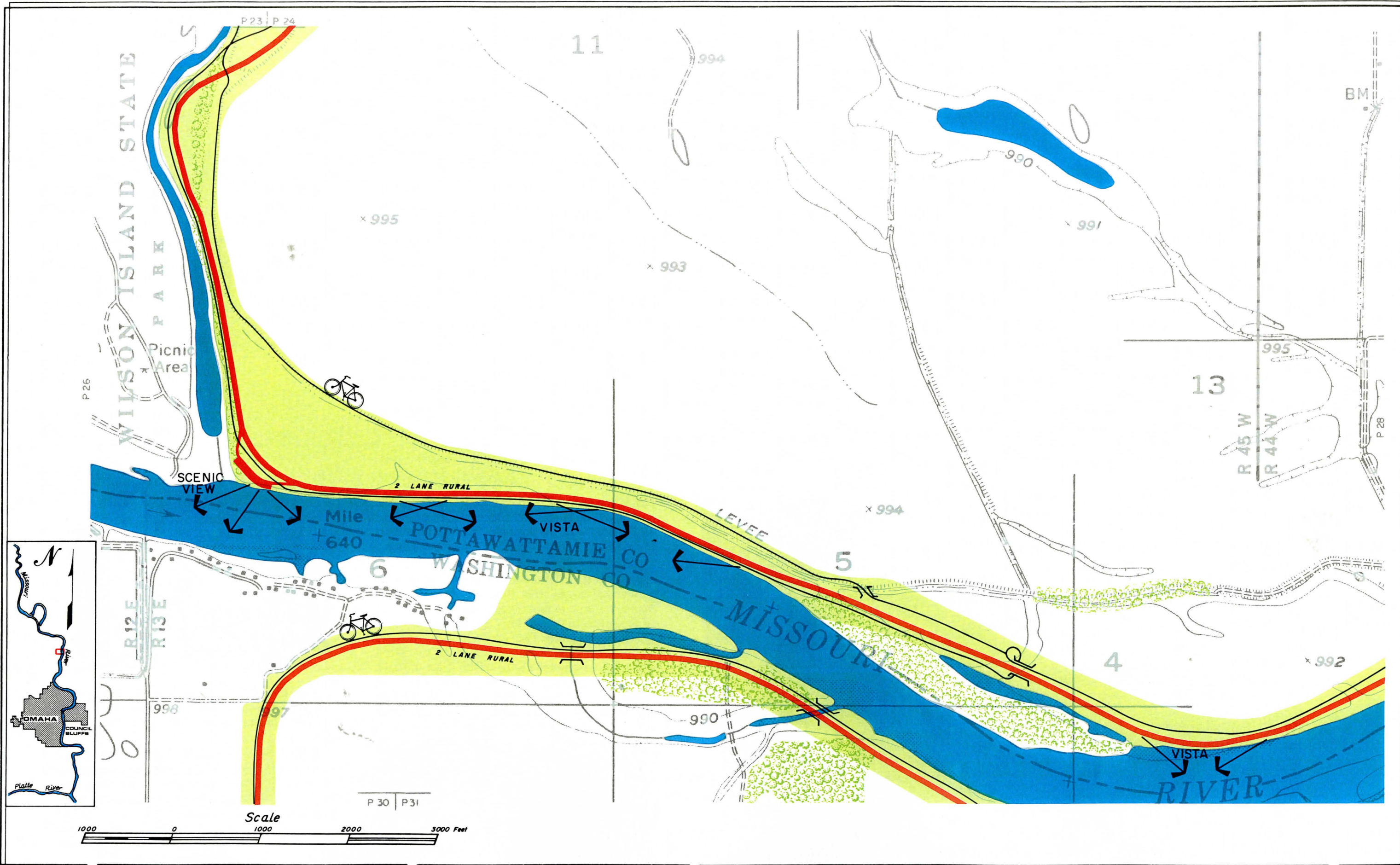
#### ALIGNMENT RATIONALE

The roadway through this segment would be of a two-lane rural configuration. The alignment would be varied, resulting in contact with the various elements described above.

The Parkway width would vary from a minimum of 300 feet to a maximum of 1500 feet in order to capture and preserve these areas for the enjoyment of Parkway travelers. The average width would be approximately 450 feet.

This segment would offer more than 6 miles of direct visual contact with the Missouri River as it









passes the various timbered areas. The segment east of Wilson Island has a bicycle path proposed on both sides of the roadway, one path between the roadway and the river, the other atop the levee.

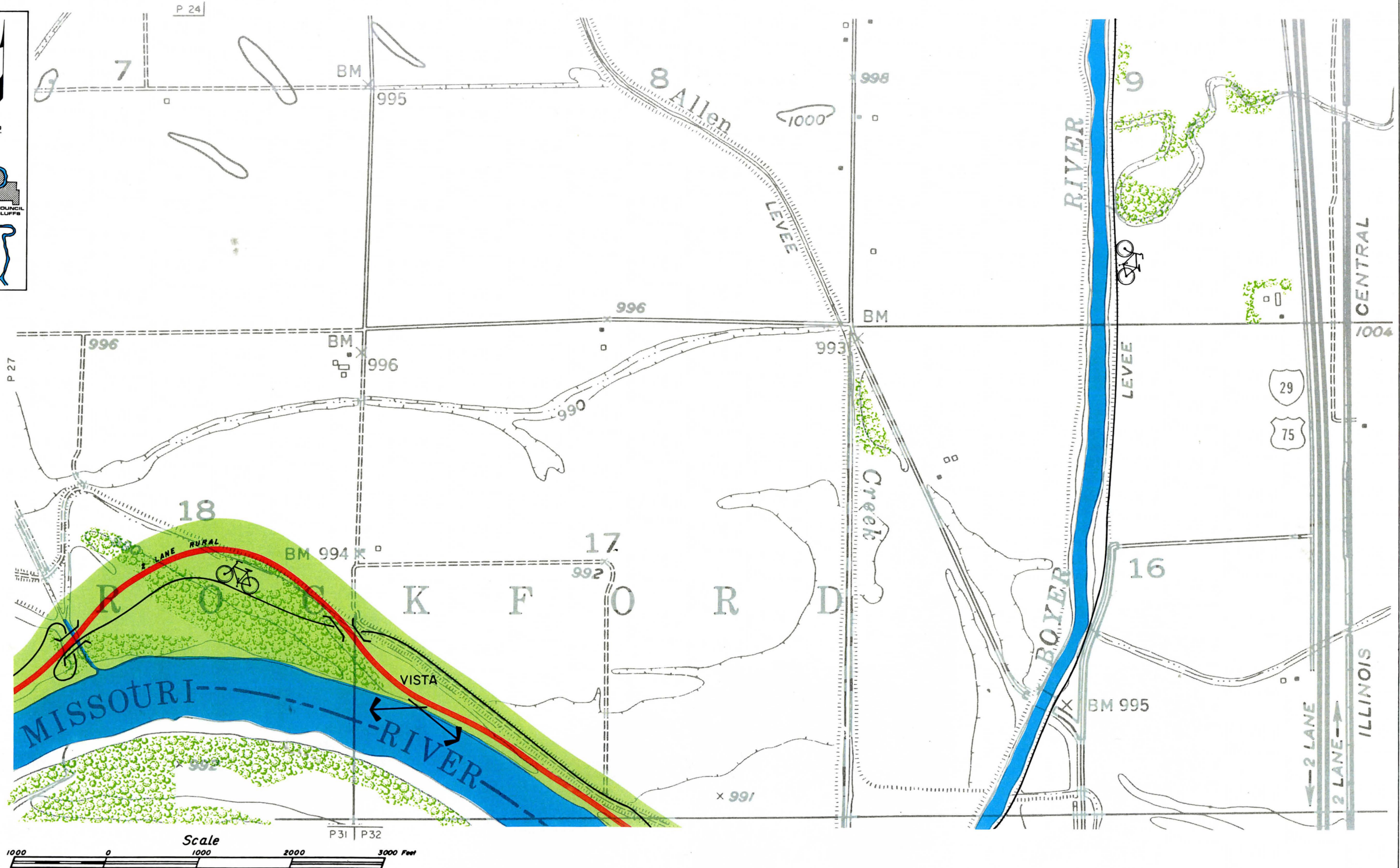
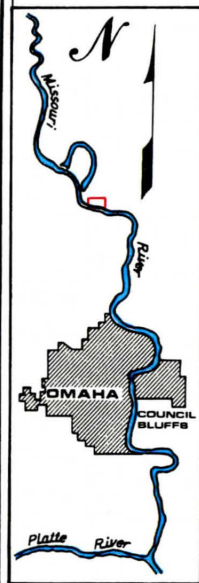
Near the southeast corner of Section 5 (Plate 27) a minor bridge structure would be required to cross a drainage swale. This structure would serve a double purpose in that it could also allow bicycles to pass beneath the roadway, permitting access to either bicycle path. Two minor bridge structures will be required in Section 18 (Plate 28) to cross a drainage swale and the bicycle path. Near the west line of Section 21 the Parkway would cross Allen Creek and the Boyer River requiring two bridge structures. One of these structures would serve as a bicycle underpass. There will be an element of



this portion of the Parkway where extended visual contact will be available to the River. The accompanying photo illustrates the type of experiences available.

On the southeast bank of the Boyer River, as it meets the Missouri River, is a proposed scenic overlook area. This would offer an excellent view of the Missouri River. The bridge over the Boyer River could also serve as an underpass for the bicycle path to connect to the levee along the east bank of the river. This bicycle path would eventually terminate near Missouri Valley.





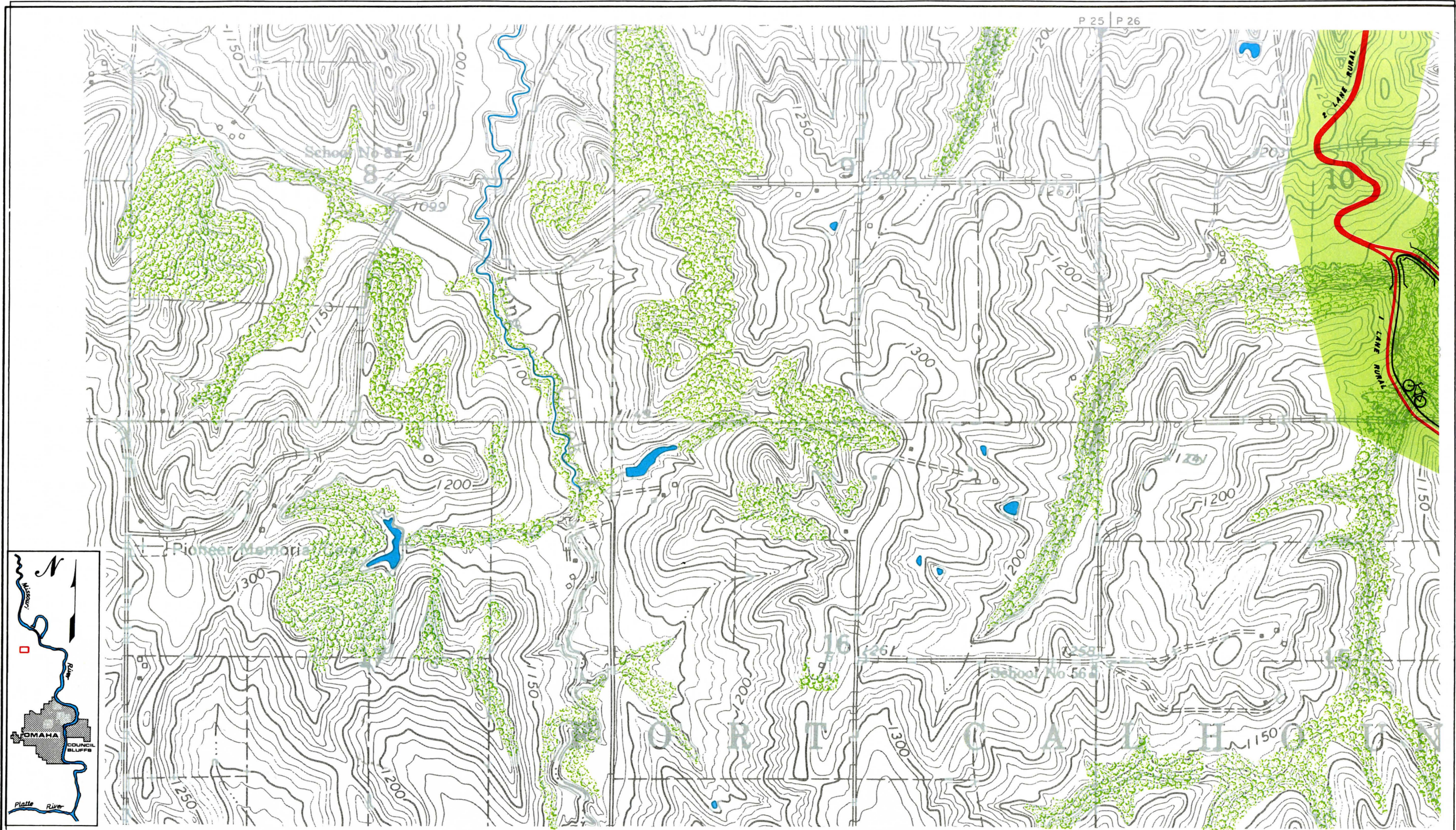


follow a southeasterly alignment along the ridge line. It would eventually cross a branch of Moore's Creek near the south line of Section 3 (Plate 26).

Continuing in a southerly direction, the Parkway would climb to the hillcrest, cross an existing county road, then wind down the hillside and cross Moore's Creek and one of its branches. At this point, it would return to a split-lane mode. The northbound lane would cross Moore's Creek and







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Plate No. 29

Riverfront Parkway & Scenic Highway



climb to the hilltop and join the southbound lane near the north quarter corner of Section 14. The southbound lane would follow Moore's Creek to its union with the northbound lane. East of where the road resumes a two-lane section, the Parkway would pass near another high hilltop which would be developed as an overlook, parking and picnic area.

The Roadway would continue to the east and cross U.S. 73 about ¼ mile south of Fort Calhoun. A traffic-controlled intersection with left turn lanes would be required at this point.

## FORT CALHOUN— BOYER CHUTE

### INTRODUCTION AND ITEMS OF INTEREST

This segment of the Parkway has a typical floodplain character. The primary function of this segment is to connect the wooded hills area, Boyer Chute area and the Fort Atkinson historical site. The land use in this segment is almost entirely agricultural.

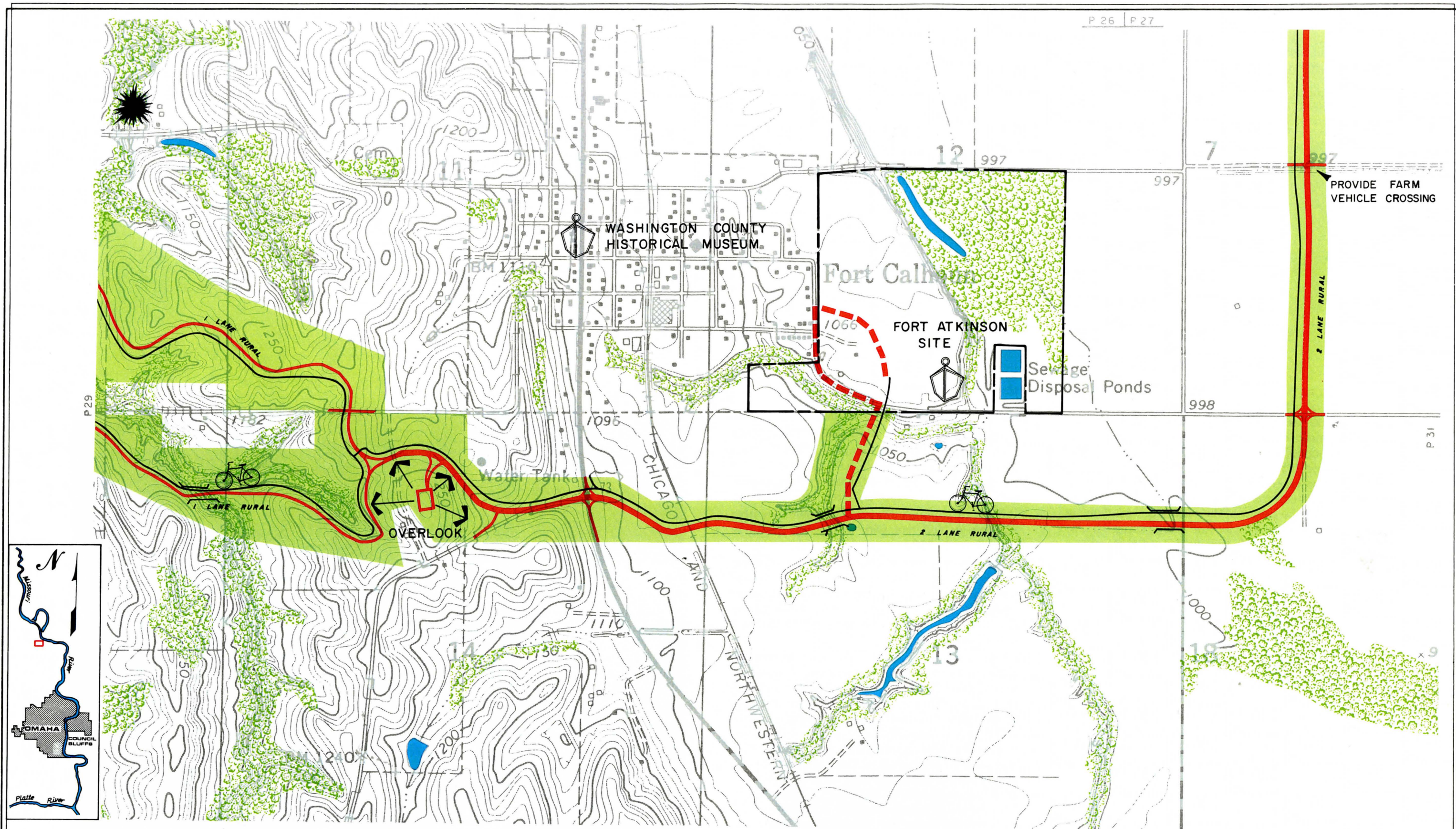
The Washington County Historical Museum, located on the west side of U.S. Highway 73 near the center of Fort Calhoun, is approximately ½ mile north of the Parkway. The museum houses many of the artifacts found throughout Washington County, including many of the items recovered at the Fort Atkinson site.

The Cantonment Missouri Site is located on the floodplain of the Missouri River, east of Fort Calhoun. This army cantonment was the first military post established in Nebraska. It was built by the Yellowstone Expedition in the fall of 1819 under the command of Colonel Henry Atkinson. It was destroyed by flooding in June of 1820, replaced by a new post built on the nearby bluff, and named Fort Atkinson.

The Fort Atkinson site is located east of Fort Calhoun on the high bank overlooking the Missouri River Valley. It was the second fortified position built by Colonel Henry Atkinson in the Council Bluffs area. It was the largest military post in the frontier West during the period of 1820 to 1827 and is believed to have been built on the site of the Lewis and Clark Indian Council held at what was









known as "Council Bluff". The fortification consisted of a rectangular arrangement of one-story barracks fashioned of horizontal logs. The structures faced inward upon an enclosed parade ground with loopholes on the exterior walls. Four entrances were located near the centers of the four walls. Cannons were mounted in bastions at the northwest and southeast corners while a powder magazine occupied the center of the enclosed area. Outside the fortification were located a large council house for negotiating with the Indians, a grist mill, a schoolhouse, a sawmill, and other buildings. A brick kiln produced thousands of bricks used in fireplaces and basement walls. This site is a national historic landmark and appears on a national register of historic places. The site is administered by the State Game and Parks Commission.

In 1962, the Fort Atkinson Foundation, an organization of citizens intent upon restoration of the historic fort, mounted a campaign for funds with which to buy the fort site. They succeeded in raising half the purchase price of the 144-acre farm which contained the fort site. With matching funds from the Nebraska State Game and Parks Commission, the farm was purchased and the title transferred to the State Game Commission.

Shown on Plates 30 and 36 are portions of the old Fort Calhoun to Florence Stagecoach Road. This road followed the bottom of the hills and eventually curved around the high bluff near the Missouri River in Section 28 (Plate 33), down through the area where Fort Lisa is believed to have been located and on into the Florence area

of North Omaha.

#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

The Roadway segment would be entirely a two-lane rural section. It would be located in such a manner as to provide a continuous Parkway system with a minimized disruption to the area landscape.

The width through this segment would vary from 330 feet to 660 feet with an average width of approximately 350 feet.

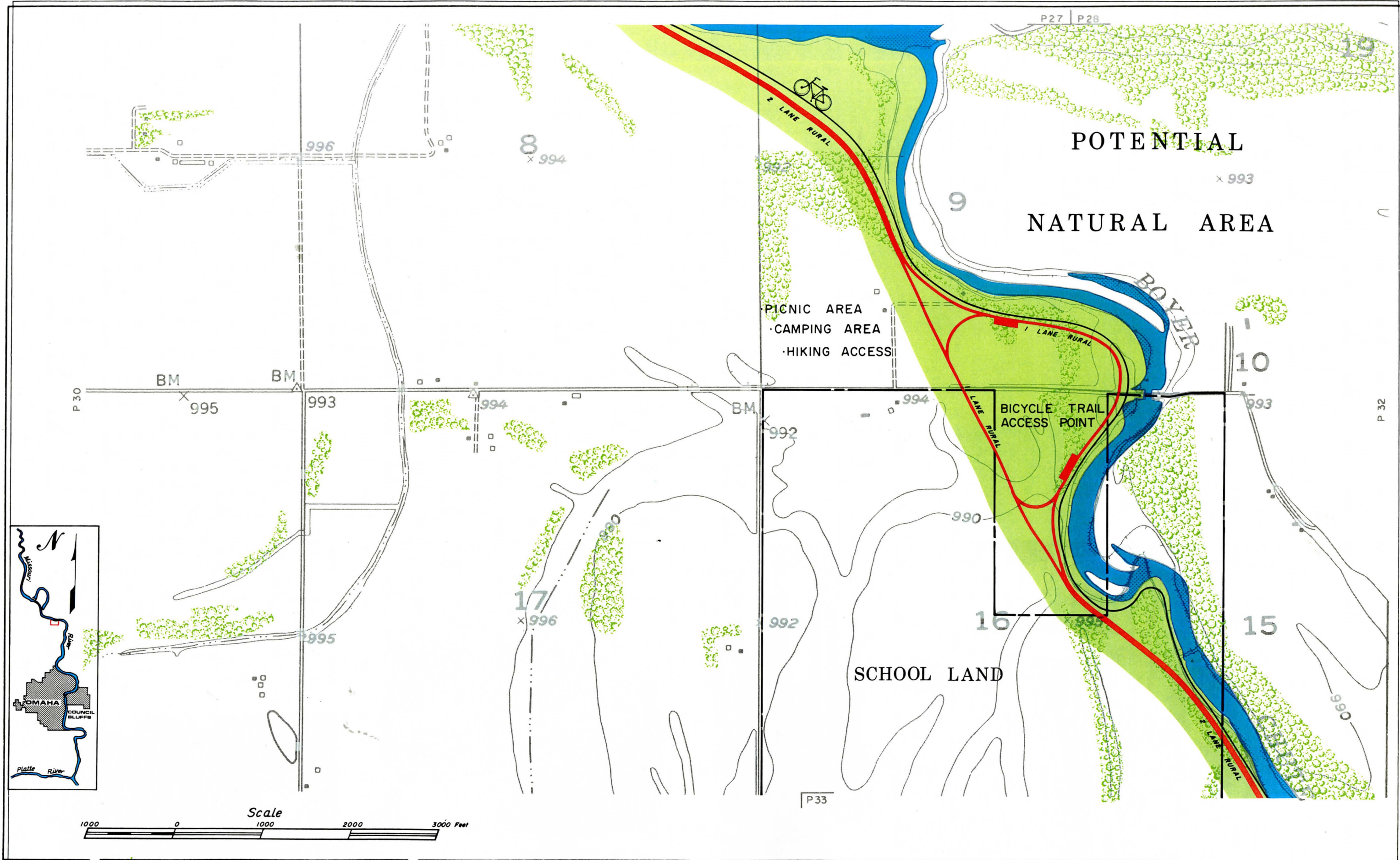
This segment would commence at U.S. Highway 73 south of Fort Calhoun and cross the Chicago Northwestern Railroad tracks near the west line of Section 14 (Plate 30). Approximately  $\frac{1}{4}$  mile further east the road would cross a ravine, requiring a minor bridge structure.

East of the ravine an access point to the Fort Atkinson historical site is proposed. This access would be designated as a Parkway Spur and connect to an existing county road. The Parkway would follow this road to the main entrance to the Fort Atkinson area. The bicycle path could connect to the Fort Atkinson area from the south. The Parkway would continue east, then swing north and cross an existing county road (Plates 27 and 40). Near the north line of Section 7 (Plate 27), the Parkway would again swing east, south of the existing riverfront homes and approach the bank of the Missouri River (Plate 27). The Parkway would then continue in a southeasterly direction along the Missouri River, past some timber areas, and then south into Boyer Chute area.

The Boyer Chute.











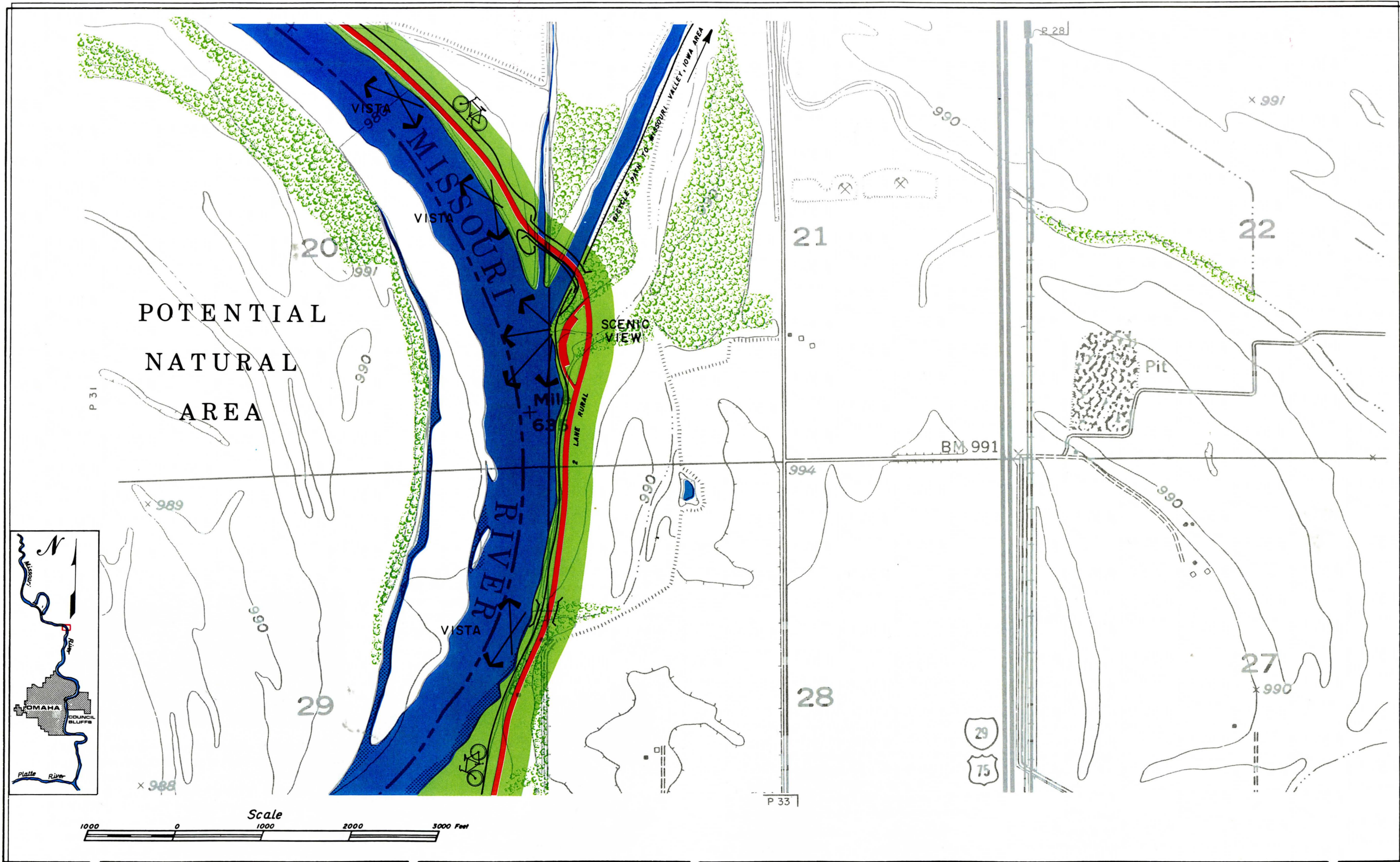
Typical Riverside Bottomlands.

The area centered on Honey Creek (Plate 33) has been indicated as a potential new residential area. The Parkway would pass through the timber areas and along the bank of the Missouri River in this vicinity. In the northeast quarter of Section 32 (Plate 33), connection to an existing county road would be developed to permit access to the area west of the Parkway. A bridge structure would be required to cross Honey Creek (Plate 33). Near

**Riverbottom Dumping.**









## BOYER CHUTE— HUMMEL PARK

### INTRODUCTION AND ITEMS OF INTEREST

The proposed Parkway alignment in this segment generally parallels, and is adjacent to, the Boyer Chute and Missouri River bottomlands. This land is presently farmed, and typical of the southeastern Washington County terrain between the high loess Nebraska bluffs and the Missouri River. The area is characterized by low, marshy lands that harbor an abundance of wildlife including deer, pheasant, and waterfowl.

A large island formed by the Boyer Chute and the River offers an ideal location for a natural-use area and wildlife reserve. The island consists of a

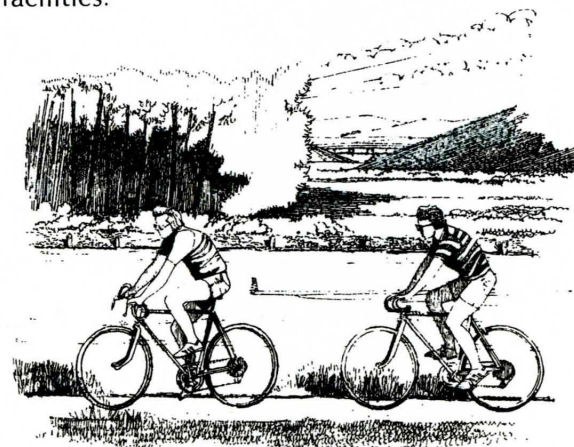
large mass of farmland that is served by only one small bridge access. There is one farmstead presently in the island area.

There is a large tract of school land in the chute area, mostly within Section 16, which could possibly be held in reserve for longer term Riverfront facility expansion.

Adjacent to Deer Creek, approximately 3/4 mile south of the chute confluence, lies a strip of swampy, partially wooded land, about 1 1/2 miles long, which harbors a large population of wildlife. Deer trails are predominant in the area, and from observation of the creek banks it is obvious the animals use this strip for foraging runs to and from the river. It is recommended the design of the drainage structure for Deer Creek be planned to allow room for undisturbed wildlife crossings.

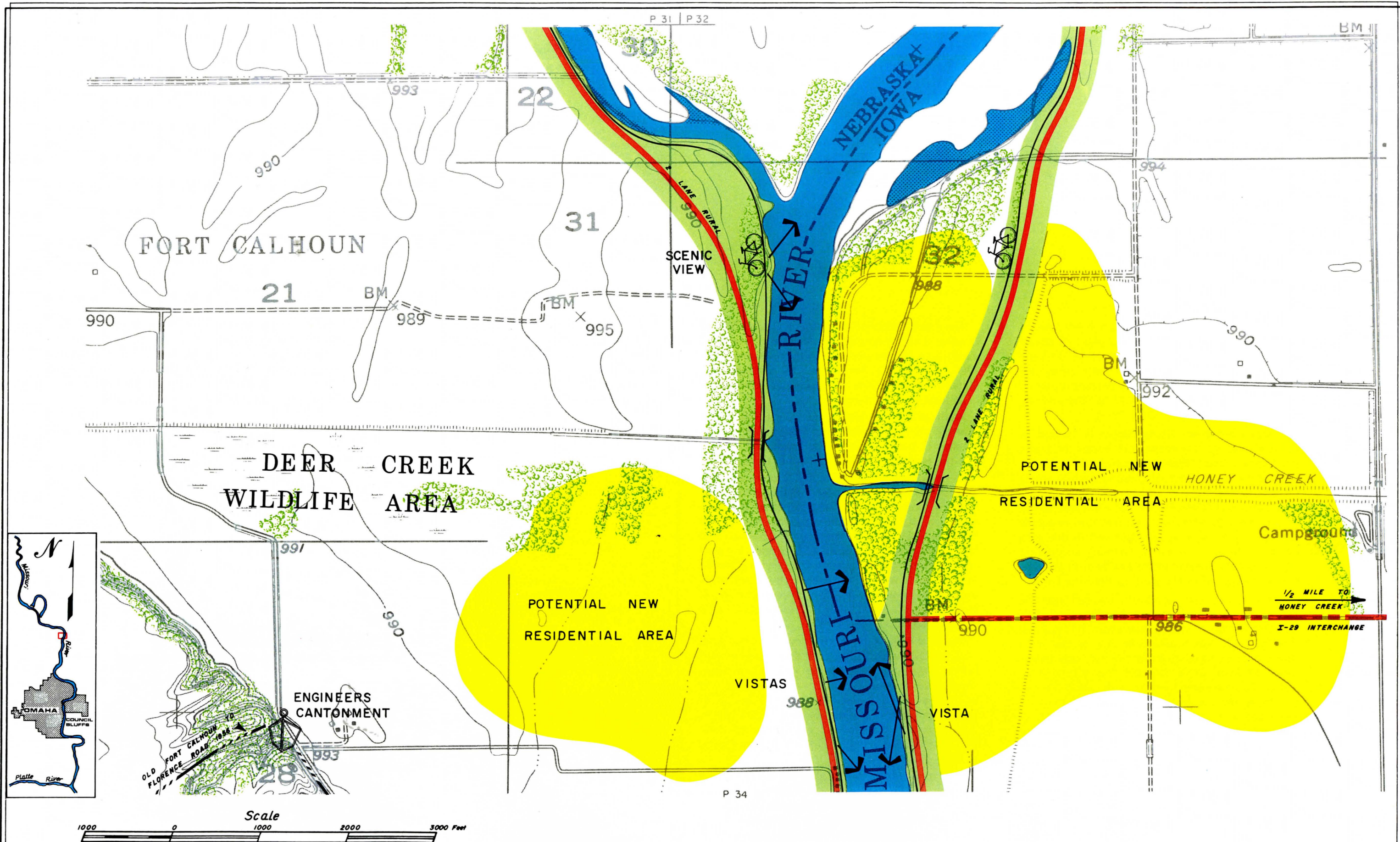
A historical site, presently unmarked, is believed to exist at the edge of the Nebraska Bluffs (Plate

the south line of Section 32 (Plate 33) a controlled access point would be developed to the Honey Creek—I-29 Interchange, approximately 1 1/2 miles east. One mile east of the proposed access is a KOA campground offering overnight camping facilities.



The parkway alignment south of Honey Creek would follow the bank of the Missouri River, offering an excellent vista of timbered hills across the river. Included in these timbered areas are Neale Woods (Plate 34), Hummel Park (Plate 35), and N.P. Dodge Park (Plate 36). The general area covered by the bottom right-hand corner of Plate 35 and upper right-hand corner of Plate 36 is a marshy







33) in this area. It is called "Engineers Cantonment" and was supposedly the wintering place of Major Long's troops. During the summer of 1820 Major Long led his group of explorers west along the Platte River. This trail eventually became a part of the Mormon migration from 1847 to 1864 and the California Gold Rush in 1849.

Fontenelle Forest's Neale Woods is located in the Nebraska bluffs near the point where the bluffs and river converge (Plate 34). North of these woods lies another large tract (approximately 600 acres) of Nebraska bluffs with a heavy concentration of virgin timber that would make an ideal reserve for environmental education, natural studies or a park site. A medium-sized quarry lake within this area has the setting for excellent camping and picnic sites. It is conveniently located midway in the timber area adjacent to the existing Pershing Drive.

Old Fort Lisa was supposedly located near the Neale Wood area. This was the site of Manuel Lisa's trading post, existing from about 1812 through the 1820's. It was purportedly one of the most important trading posts in the rich fur trade on the upper Missouri River. Manuel Lisa was also an Indian Commissioner and as such, played a predominant role in keeping the Omaha, Pawnee, Otoe and Sioux Indian tribes loyal to the United States in the War of 1812. The exact location of the trading post site has not been determined definitely, but the most authoritative data indicates that it was close to the river near what is now the Washington-Douglas County line. However, a historical marker at the north entrance of Hummel Park indicates it was somewhat further south. Other historical sites in the area include the following:

The Frank Parker Site, on Ponca Creek north of Omaha, is a large earthlodge village attributable to a Nebraska culture occupation in the period from 1200 to 1500 A.D. Excavations by the Nebraska State Historical Society in 1938 uncovered evidence of at least ten earthlodges.

Havlicek-Gordon Site is on Ponca Creek just north of the Frank Parker Site. This site consists of a series of burials of both the Woodland Culture and the Nebraska Prehistoric Farmer Culture.

Crossing into Douglas County, a potential residential area has been proposed, abutting the north edge of Dodge Park and extending to the confluence of the Nebraska bluffs and the river. Dodge Park is a major City of Omaha park attraction and is presently being expanded to include a golf course, clubhouse, recreation lake, camp grounds, athletic fields, wildlife sanctuary, marina, and other recreational pursuits. It is the present site of the U.S.S. Hazard, a World War II Minesweeper, and a major attraction to the area.

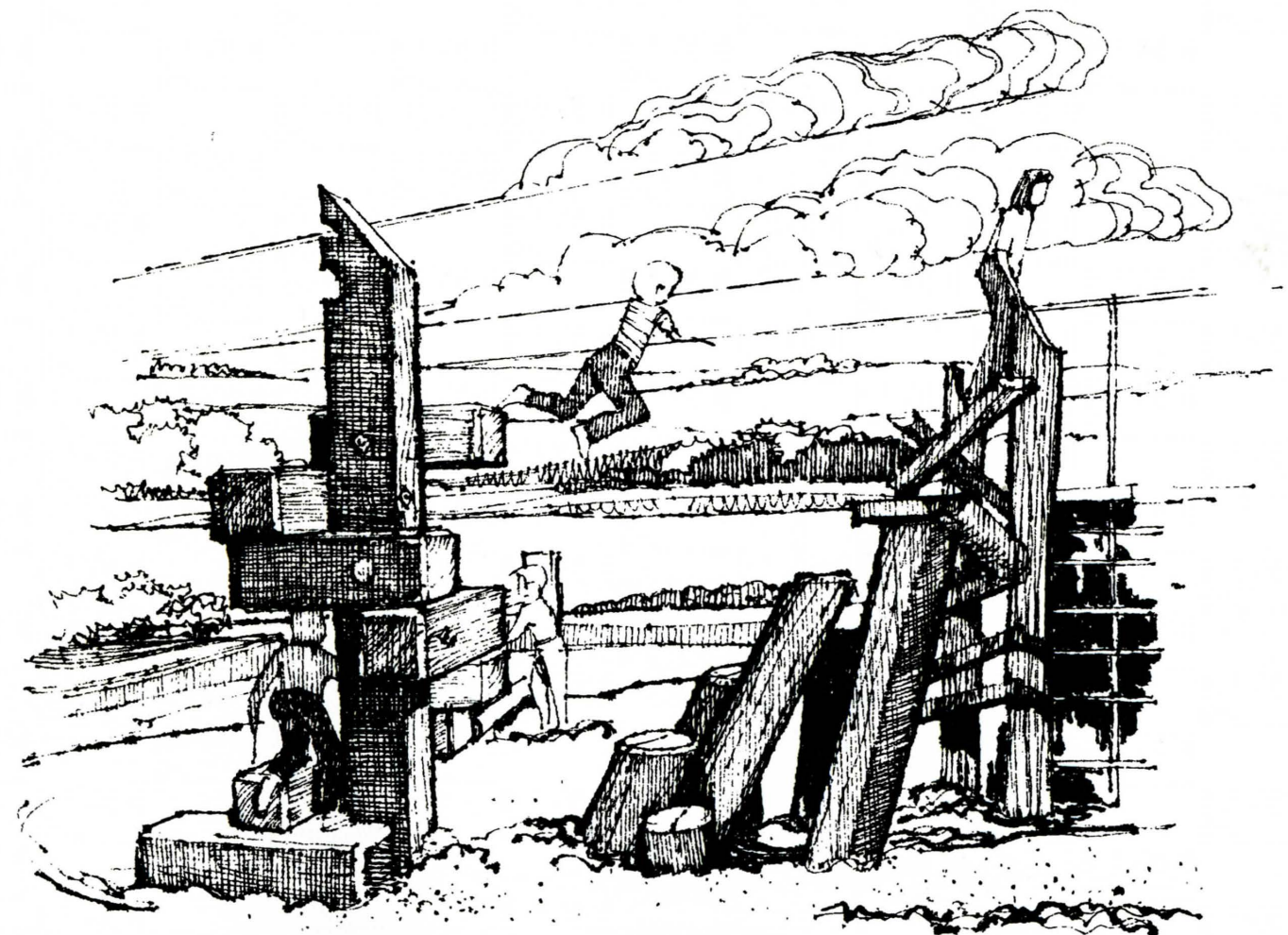
Hummel Park, across from Dodge Park and adjacent to Pershing Drive, is one of the most beautiful parks in the City. It is heavily wooded, in high, rough terrain unencumbered by development, and offers several overlooks of the valley and river below. Cabanne's Fur Trading Post (1820's-1830's) was believed to have been located near the park. This historical site is monumented by the park's north entrance pillars.

It is proposed that the bicycle path be continuous throughout this sector of the Parkway. Located riverward of the proposed Roadway alignment, there are extended segments of flat grades which offer pleasant views and is ideal for bicycle oriented outings and rallies.

timbered wildlife area which would lend itself to preservation as an open space area.

Near the center of Section 11 (Plate 35) the Parkway alignment would begin to follow the existing levee. This would be a typical split-lane section with one lane atop the levee, the other lane near

the bottom of the riverside of the levee. Near the north line of Section 29 (Plate 36) a pulloff is proposed to allow access to the timbered area between the Parkway and the river. The pulloff would have parking facilities, an informal picnic area, and access to the bicycle path.









# **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

This segment of the roadway will begin at the Boyer Chute in a two-lane, two-way, rural roadway. One mile south from the northern confluence of the Chute and Missouri River is an area for parking, picnicking, camping, bicycle unloading and hiking access. From this point access will be provided to the land between the chute and river.

This area would be convenient because of the associated bicycle path. A trip through this area from the metropolitan regions would offer a worthy challenge to the ardent cyclist. Additionally, a foot and bicycle bridge is proposed for a chute crossing into the island enclosure.

From here the roadway will follow the riverbank southward along the edge of the river from the Boyer Chute to Omaha's Dodge Park. This will allow for approximately four miles of riverbank vistas. Sensitivity must be exercised when passing through the timbered tracts in this area. Three bridge crossings will be necessary to negotiate existing water bodies.

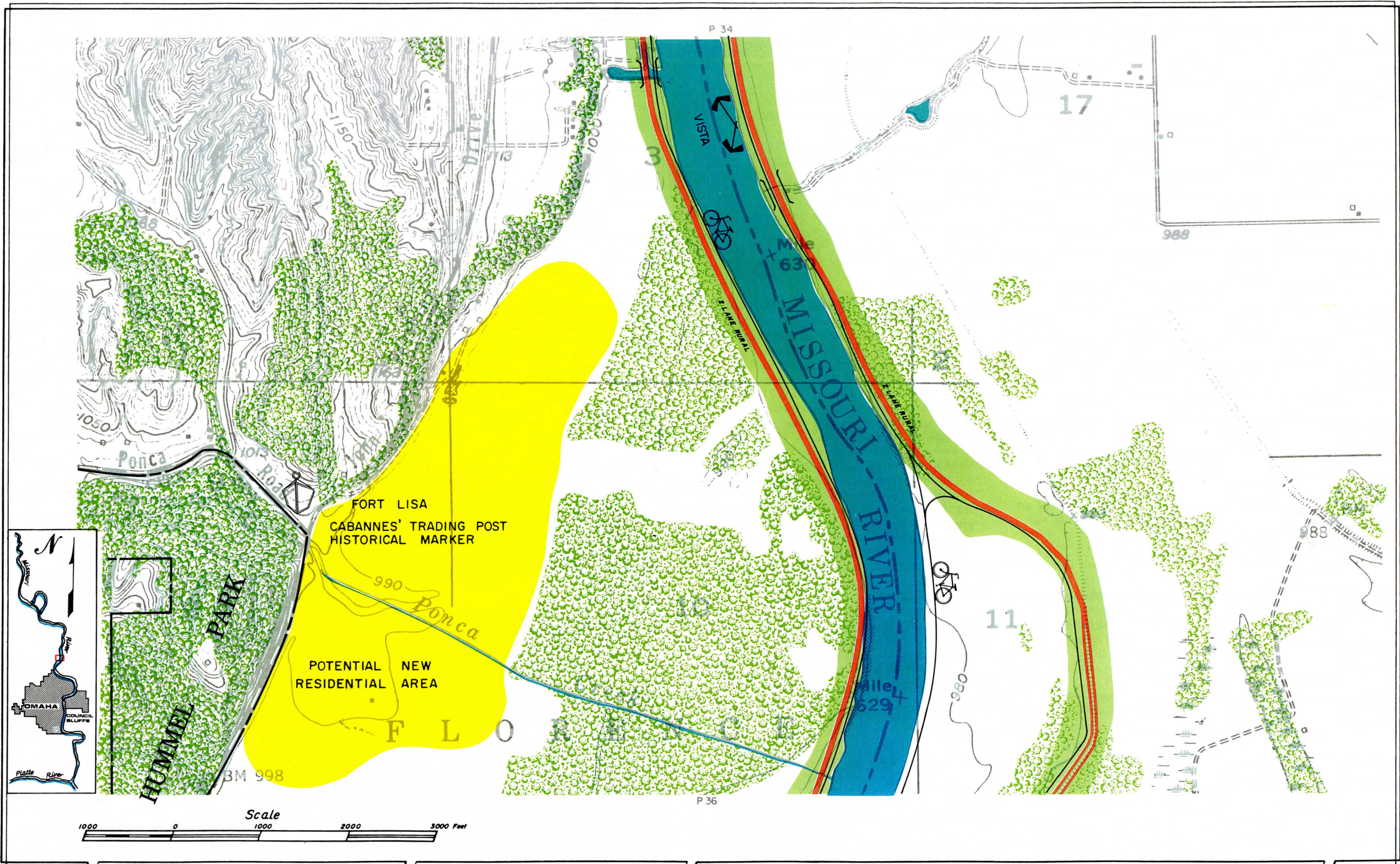
Since the proposed alignment abuts prime farmland in this region, the route has been kept adjacent to the bank as much as possible. This avoids farm ground separation and gives a continuous linear vista toward the river and adjacent woodlands. Purchase of a row of cabins and house trailers along the river (Plate 27) will be necessary to restore the beauty and character of the riverfront in this area.

A bicycle path, riverward and paralleling the roadway, has been proposed throughout this sector. A Parkway spur is proposed to the wooded area north of Neale Woods. Another spur is proposed to an overlook south of the lake which is over 200 feet higher than the plain below. This site offers a panoramic view of the valley, river, and the Iowa bluffs to the east.

A half mile north of the Omaha City Limits, the alignment will pass between the potential residential area and Dodge Park and move westerly to Hummel Park. This location will provide a transitional buffer between the potential residential area and the park. From here the roadway will join John Pershing Drive.









## HUMMEL PARK— AIRPORT BEND PARK

### INTRODUCTION AND ITEMS OF INTEREST

South of Dodge Park the land use on the Nebraska side of the river changes to an industrial mode with the Corps of Engineers' winter docking facilities, workshops and marina. The metropolitan Utilities District Florence Station Water Treatment Plant, and Omaha Public Power District's north generating station lie just south of the Mormon Bridge which will eventually be an extension of Interstate 680. The new bridge which will be styled after the existing structure is now under construction.

The historical Pioneer Mormon Cemetery, located at 34th and State Streets in Omaha, is one of the most touching and interesting places near the proposed Parkway. The Mormon pioneers, during the winter of 1846-47, established winter quarters one-third mile west of this cemetery under the direction of their leader, Brigham Young. Numbering over 3,000, the people were harassed by Indians and faced a shortage of food, clothing, and medical supplies. The colony lost approximately 600 lives in a fever epidemic during that winter. The bodies were buried in the hills and later moved to the present cemetery location. A massive statue depicting a Mormon couple burying their deceased child is the focal point of the site. A Parkway spur on existing streets from a connection at 30th Street to the cemetery is proposed.

The town of Florence, now an Omaha suburb, became one of the leading transportation and

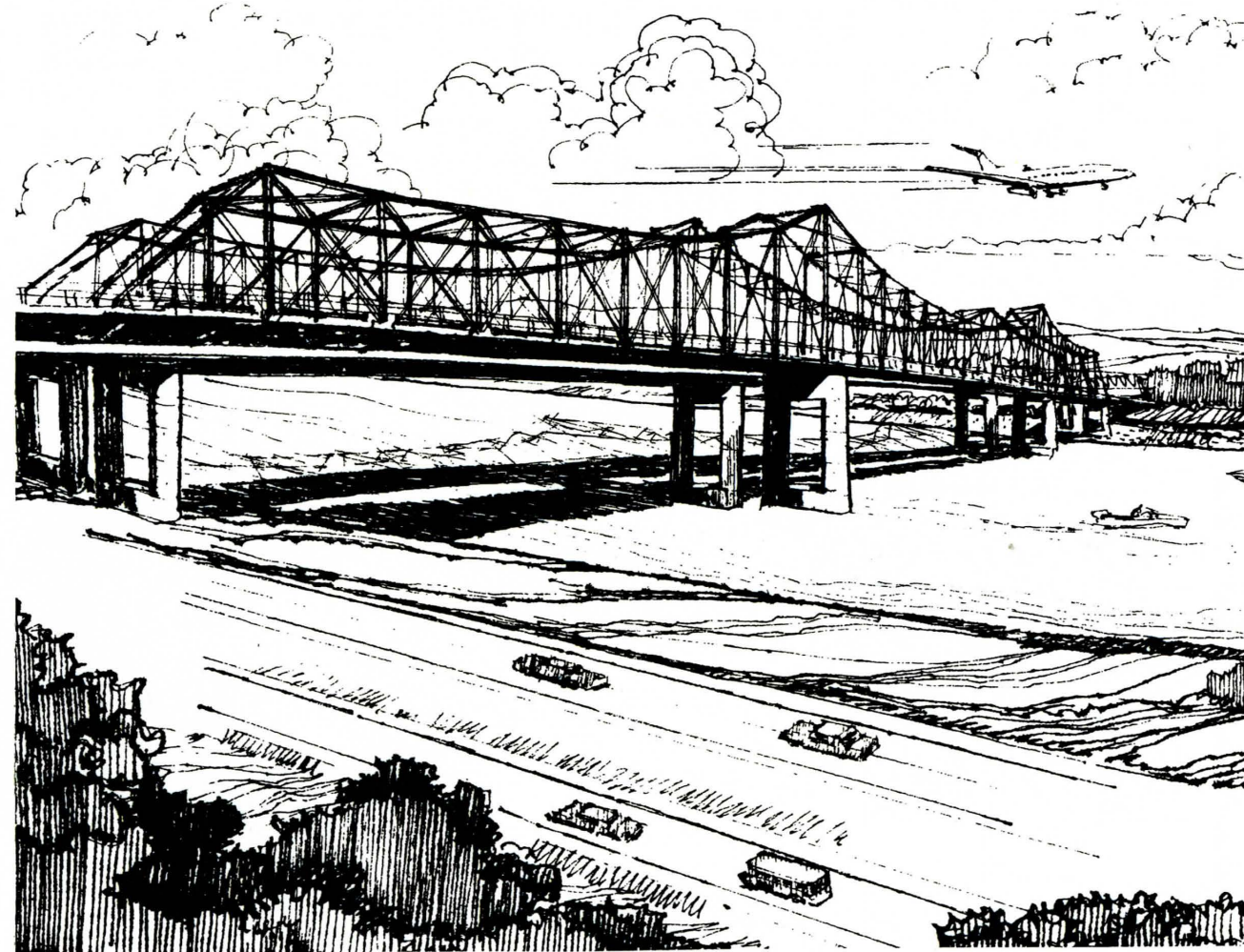
financial centers of Nebraska in the mid-nineteenth century. A marked historical site, The Florence Bank, is located at 8502 North 30th Street. Chartered by the Nebraska Territorial Legislature on January 18, 1856, and built the same year, the bank played an important role in the town's development. After the bank failed in 1859, the building housed a variety of subsequent business operations; it has now been restored as it appeared in territorial times.

Also in this general area is the site of the old Weber Mill near 9102 North 30th Street. The mill has historical markers and still stands today. Constructed by the Mormons at winter Quarters during the winter of 1846-47, the water-powered grist mill was originally built of timber. The mill pond and paddle wheel were replaced by steam and later by electric power. In 1915, the elevator and other extensions were added. The history of the mill reflects the important contribution of the grain milling industry to the development of Nebraska.

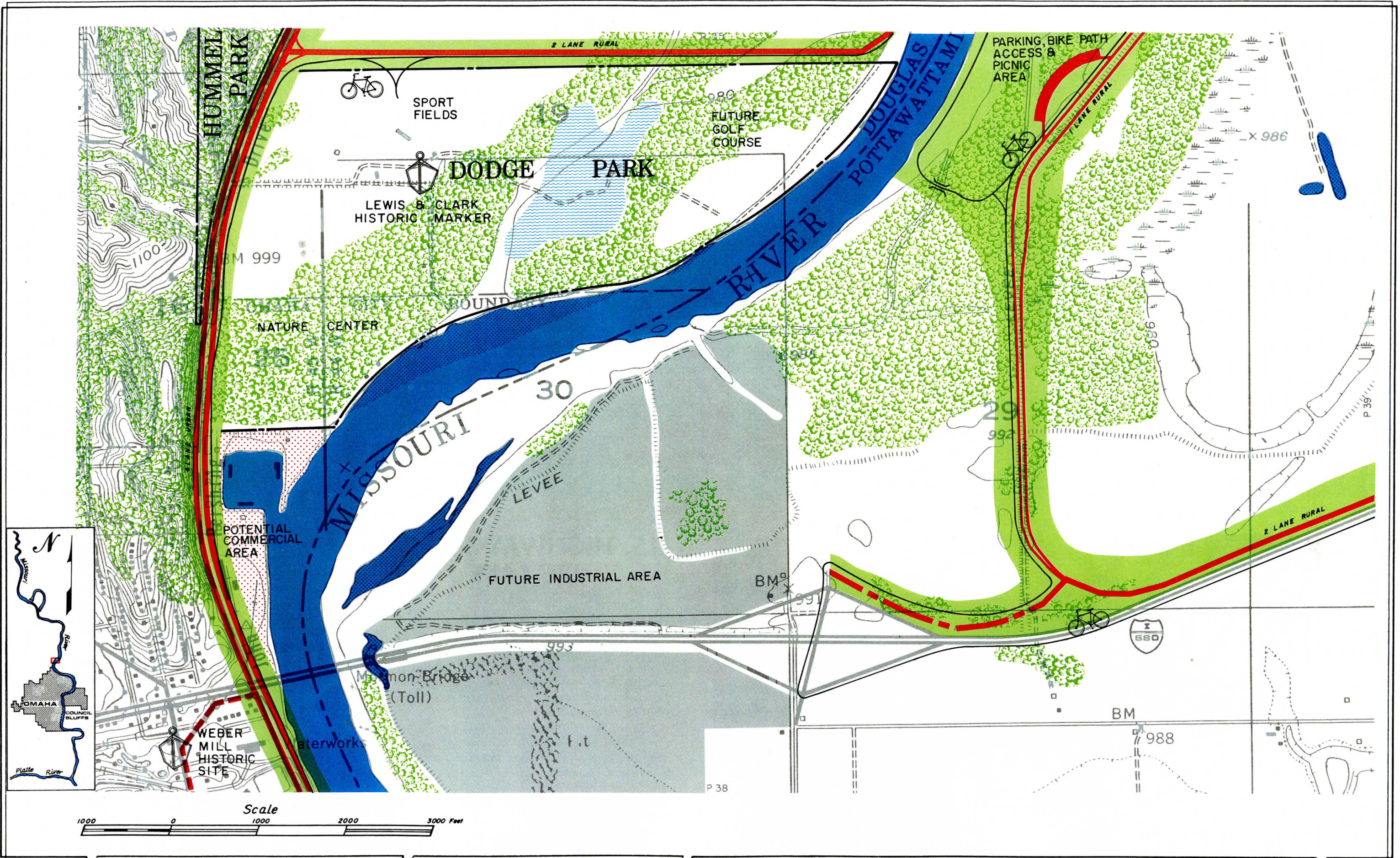
Proceeding downstream from the Florence area, the Parkway follows the existing street alignments past the John Pershing Memorial Monument and Overlook. This is another attractive site in the northeast Omaha area and is used frequently. An old, cinder surfaced, wagon road still exists on the bluff below Pershing Drive running from the Florence water intake structure under the Mormon Bridge and back up to the Pershing overlook. At this point the Parkway mode changes to Parkway connector using the existing street system past the mobile home parks and the newly established industrial area to the proposed Airport Bend Park. This is a newly proposed park to be constructed in conjunction with the Eppley Airfield expansion and the flood levee relocation.

As the Parkway approaches the I-680 right-of-way it would swing to the east and parallel the highway. Access to the proposed I-680 Interchange would be by means of a ½-mile Parkway connector to the west. Bridge structures would be required to cross I-29 north of the proposed I-680—I-29 Interchange

(Plate 37) and the Illinois Central Railroad tracks. The Parkway would parallel U.S. 36, cross the Chicago Northwestern Railroad tracks, Pigeon Creek and the existing county road near the north quarter corner of Section 26 (Plate 37).











## U.S. HIGHWAY 36— BIG LAKE PARK

### INTRODUCTION AND ITEMS OF INTEREST

This segment of the Scenic Parkway traverses the wooded bluffs directly north of the Council Bluffs City Limits. The area could be characterized by highly varied topography, extensive timber cover, minimal developments and many areas of natural beauty.

The character of the existing landscape is relatively undisturbed because of these characteristics. The area offers a high potential for scenic experiences. Caution must be exercised during the construction phase to insure that developments will enhance, and not detract, from the existing natural resources.

There are two areas of historic/recreation importance in this phase of the Scenic Drive. The Lewis

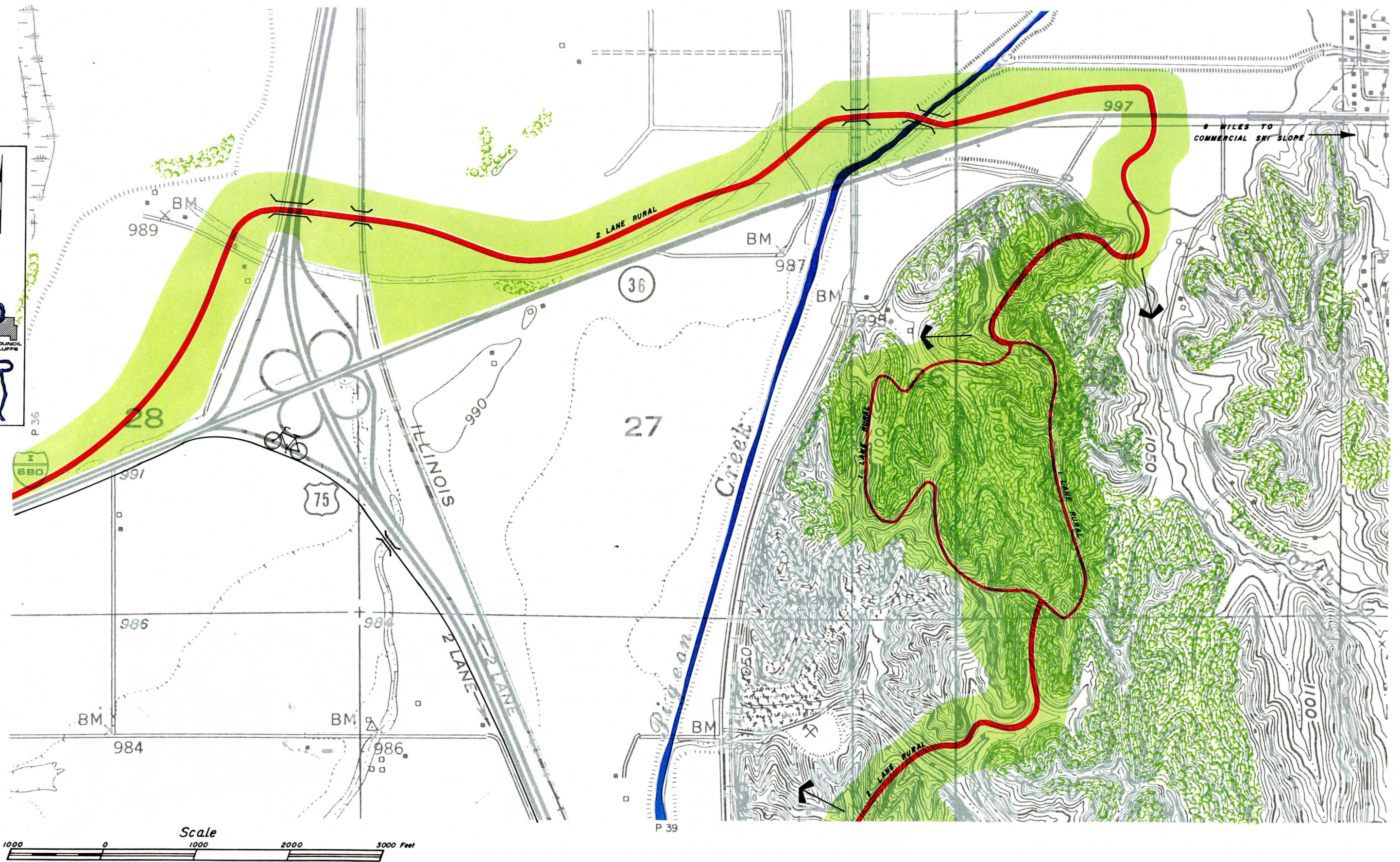
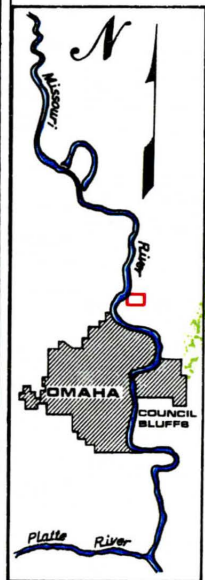
and Clark Monument is located in the southern third of this segment. This development offers a panoramic view into the Missouri River floodplain, in addition to commemorating the Lewis and Clark Expedition through this area. The other area is Lakeview Park, which encompasses 300 acres and offers facilities for baseball and tennis.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

Access to this segment of the drive is gained from U.S. Highway 36, approximately 1½ miles east of the I-29-U.S. 36 Intersection (Plate 37). The







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Plate No. 37

Riverfront Parkway & Scenic Highway



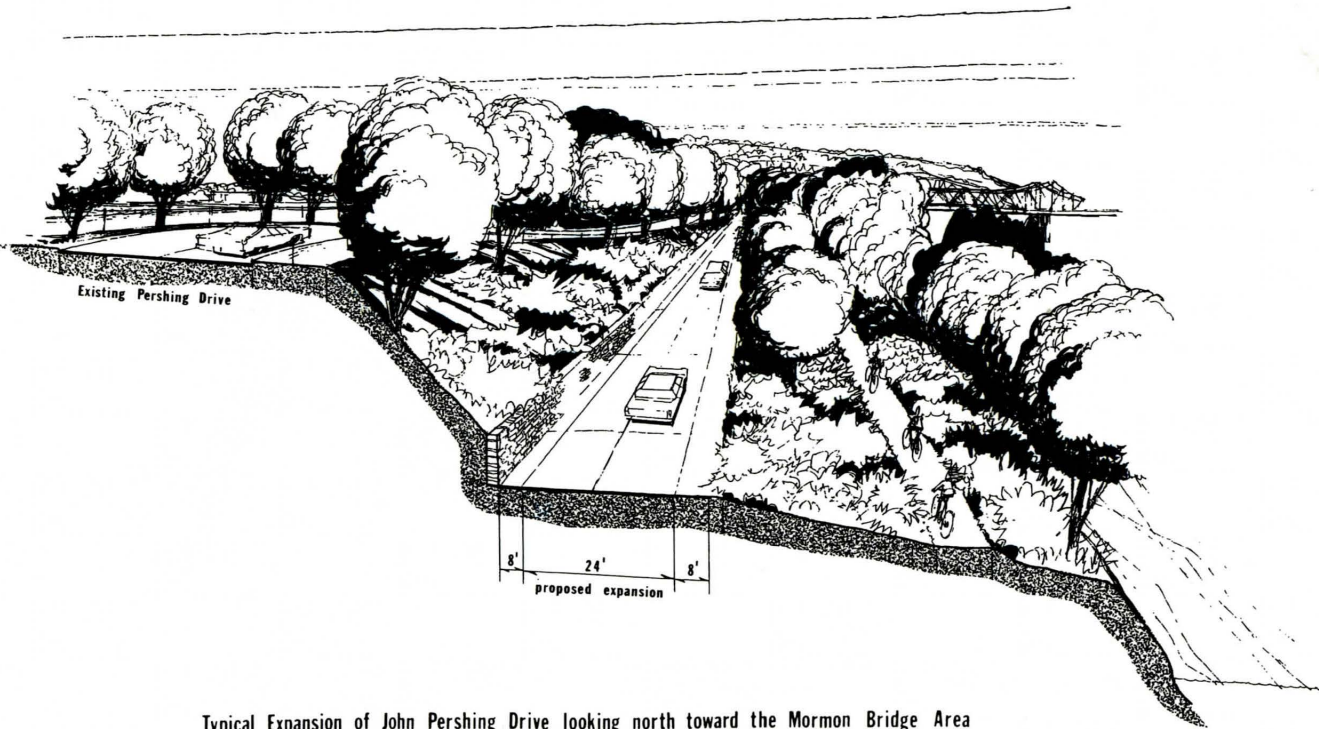
The levee relocation, being planned by the Corps of Engineers for the Omaha Airport Authority, will be parallel to, and approximately one thousand feet from the west bank of the Missouri. The purpose of the relocation is to allow room for airport runway and facility expansion. The resulting strip of land, approximately five miles long, would be limited for other purposes because of the remaining circular shape and its low lying elevation. Five proposed borrow areas on the site could easily be converted to recreational lagoons and complement the potential attractiveness of the area.

The proposed park has had some advanced planning by the City and fits nicely into the Riverfront Parkway system. Aside from the the lakes, the park will provide space for a variety of recreational pursuits including trails for small motorized vehicles such as minibikes, snowmobiles, and all-terrain vehicles. There is also the possibility of competition bicycle and marathon race courses because of the park's long (nearly five miles), curved configuration.

**PARKWAY CONSIDERATIONS AND  
ALIGNMENT RATIONALE**

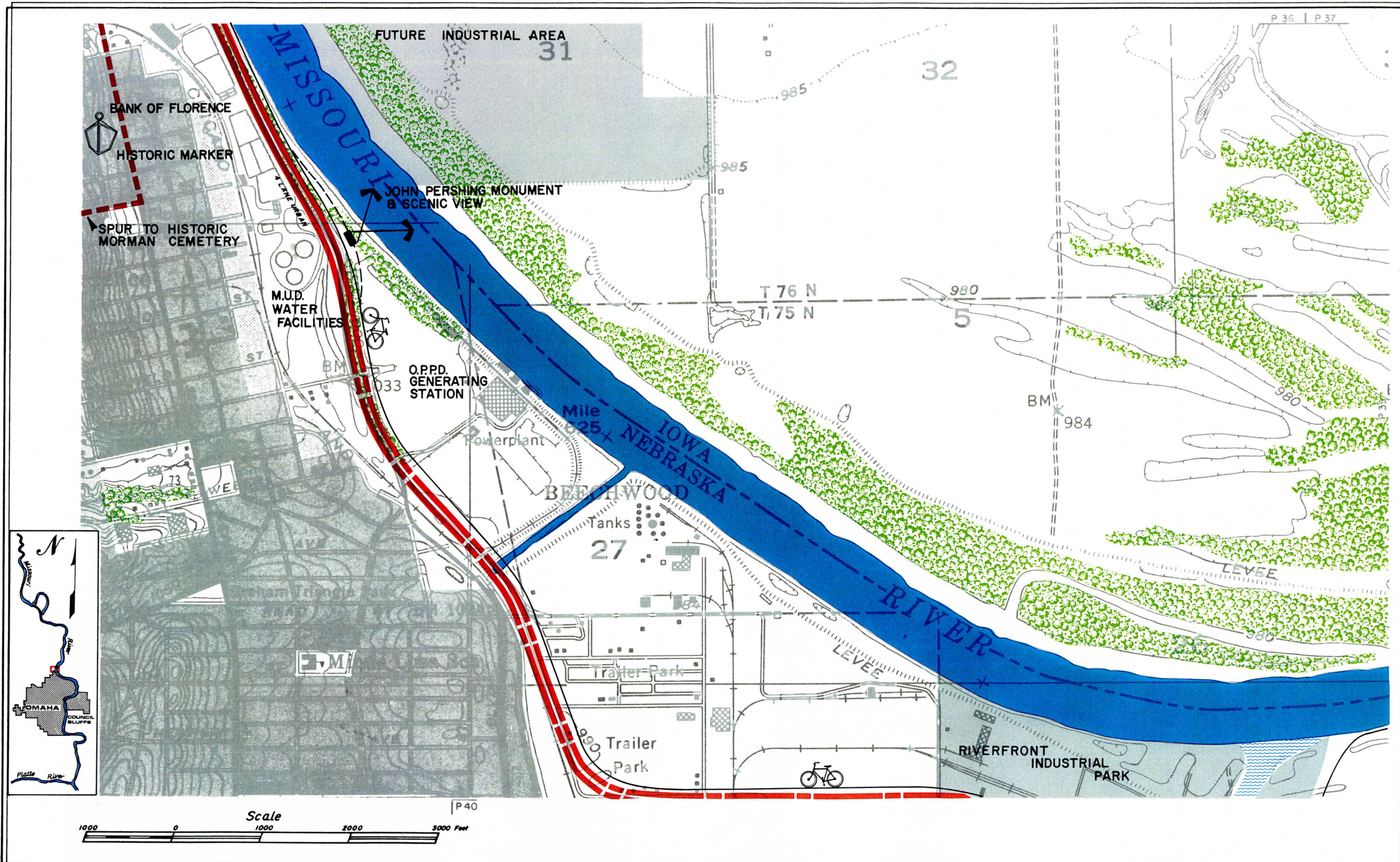
At Hummel Park the roadway changes from a rural to an urban mode and the section is enlarged to four lanes divided by a landscaped median. The connection to John Pershing Drive would be near the north boundary line of Dodge Park.

It is proposed to use the existing general alignment of John Pershing Drive, Florence Boulevard, and the new Industrial Park road system as Parkway connectors from Dodge Park to the new Airport Bend Park. The roadway in this sector is defined as a Parkway connector in that it will have a multiple usage and will serve the local facilities besides being a link between other Parkway segments. The City of Omaha has recently constructed a new road through this area which connects Abbott Drive on the south and Pershing Drive on the north. This road has 100 feet of right-of-way and presently consists of a two-lane curbed section. Future plans call for two additional lanes with median and left turn storage

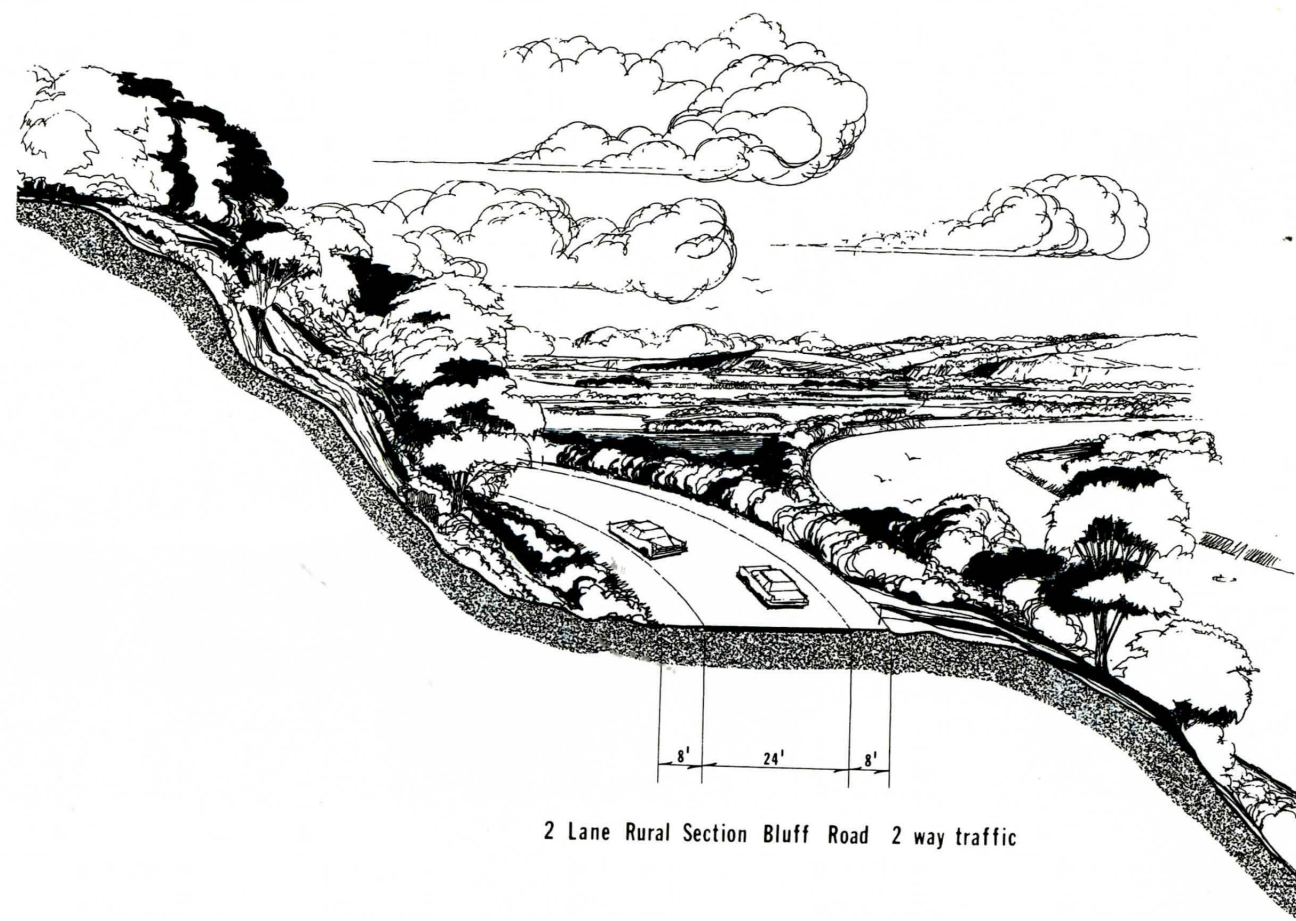


Typical Expansion of John Pershing Drive looking north toward the Mormon Bridge Area







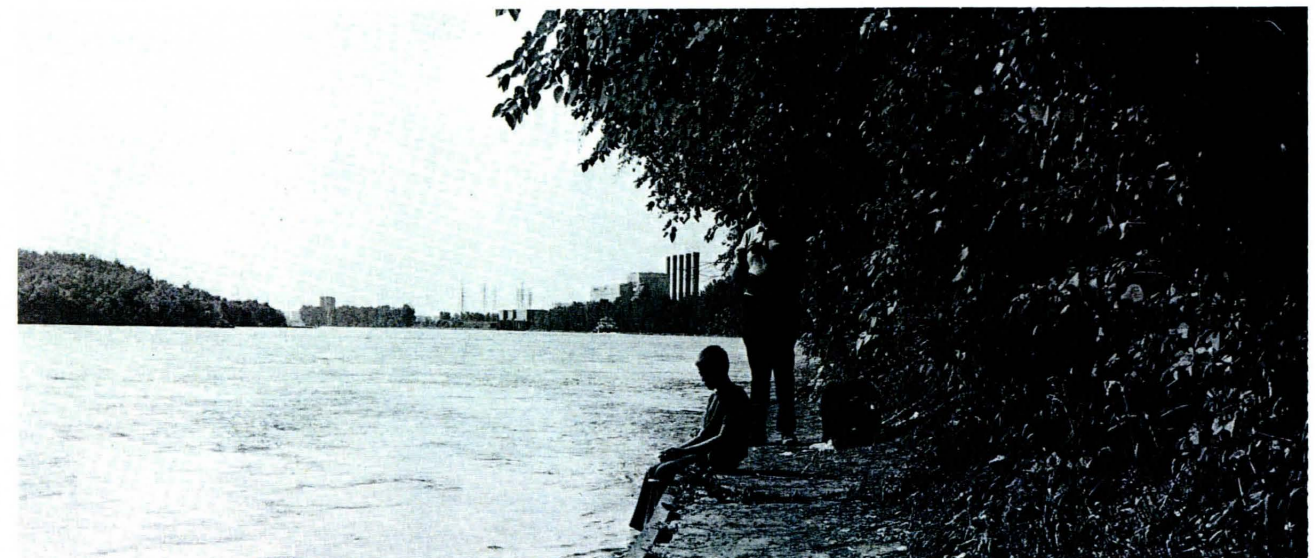


Scenic Drive will then move south, working its way into the bluffed area. In most areas it will follow the high points closest to the floodplain. This will allow for visual contact with the Missouri River and its associated lowlands.

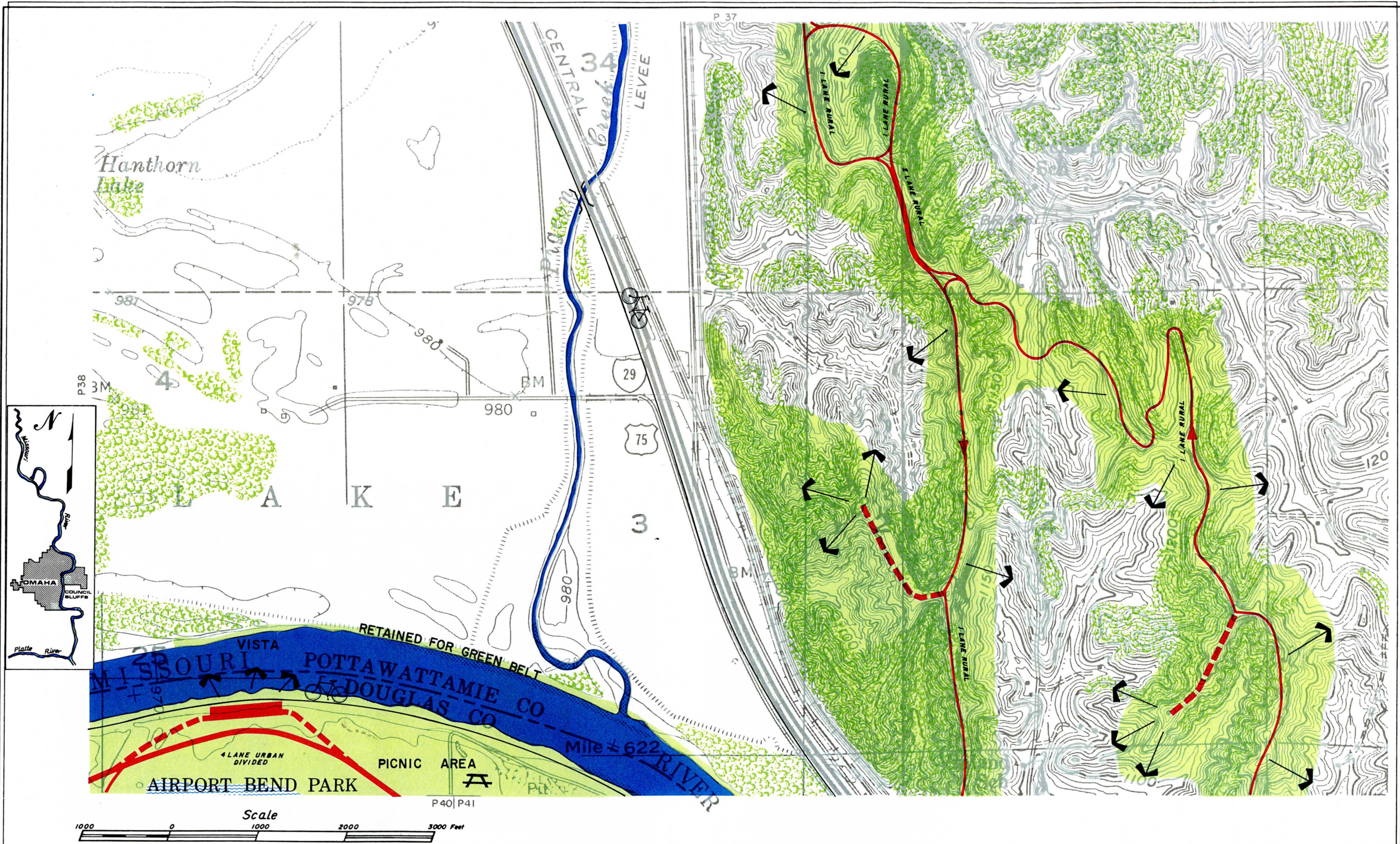
Once into the bluff area the road will split. The southbound lane will be to the west, taking advantage of vistas across the River. This lane will also pass close to the existing quarry site; however, caution will be exercised to avoid visual contact with this active operation. The northbound lane will travel on the eastern slope of the bluff and

take advantage of the wooded slopes in this area.

These two lanes will converge directly east of the existing quarry site. The roadway will then follow the existing contours to a lower elevation, cross a small valley, travel southwest to an intersection point with an existing county road, and then ascend to a higher elevation in the bluffs. In this area the lanes will split to allow for minimum disturbance to the existing topography and landscape. They will rejoin approximately a half-mile to the south, from where they will travel south along the existing bluff. This is approximately









space. It is recommended that screening-type landscaping be employed at the time of the proposed widening to keep as much of a Parkway mode as possible. The topography of the area between the Florence Water Plant and the river may require vertical lane separation. The existing old wagon road located below Pershing Drive could possibly be widened to achieve sufficient roadbed. It is also recommended that provisions be made for a bicycle path in order to keep a continuous trail on the Nebraska side. It was contemplated at one time to route the parkway adjacent to the river in this area but conflicts with barge access and loading conveyors from the industrial facilities would have required an extensive elevated skyway and costs would have been prohibitive.

At Airport Bend Park the alignment follows the plan developed by the Omaha Planning Department. This plan has a winding, slower design speed alignment with numerous overlooks and recreational sites. The plan is more advanced in detail than other segments of the Parkway and has the possibility of early construction.

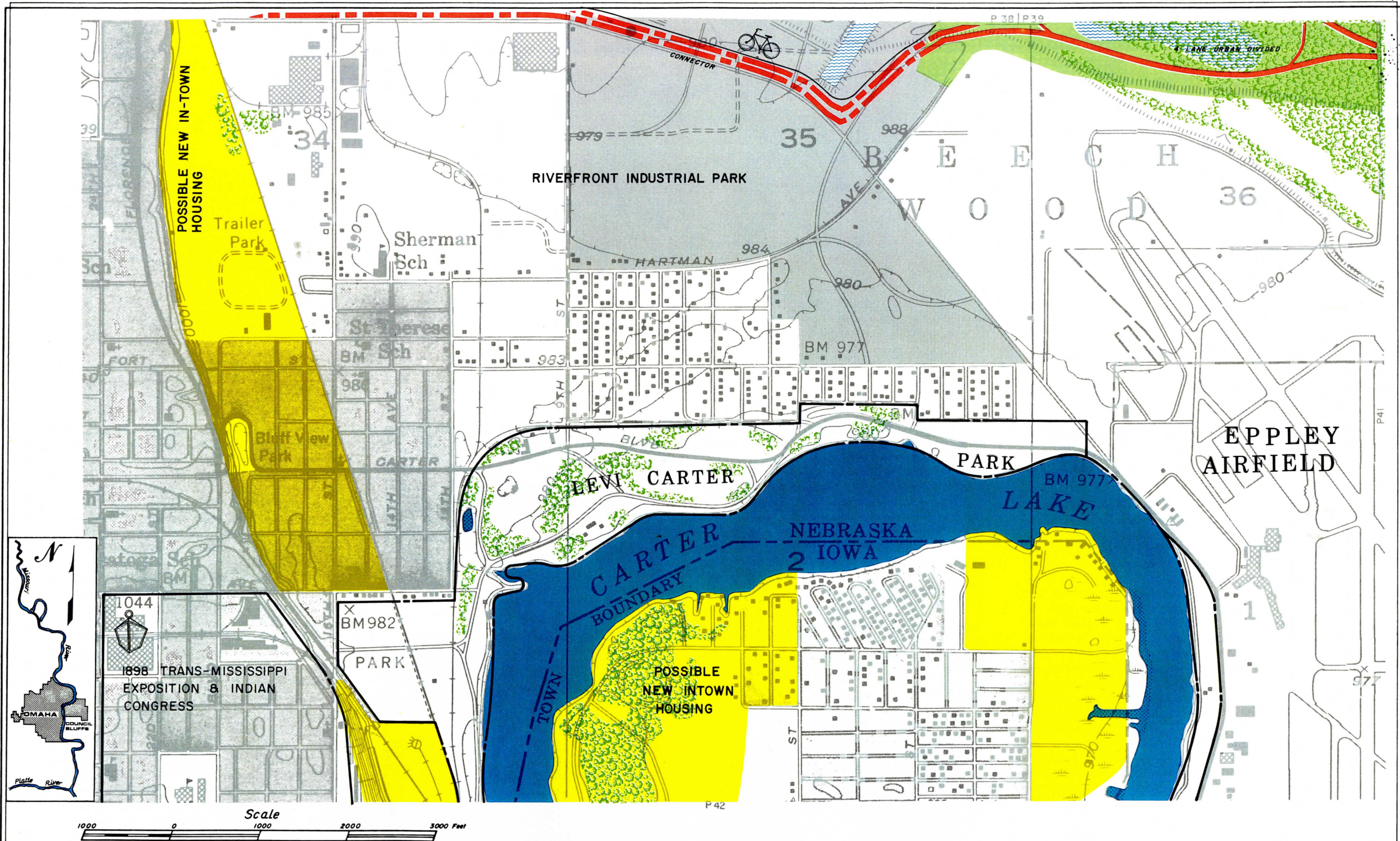


Mormon Cemetery.



Night View—1898 Trans-Mississippi Exposition and Indian Congress.







## AIRPORT BEND PARK - U.P. RAILROAD BRIDGE

### INTRODUCTION AND ITEMS OF INTEREST

This segment is of urban character and as such, will offer a very different attitude from the pastoral areas at the Parkway extremities. Within this area are large industrial tracts, railroad yards, and the Omaha warehouse district. A number of other Riverfront-related projects are planned for this area. Among these are the downtown park, in-town industrial park, the U.S.S. Hazard Riverfront Development, and many other facilities in the early planning stages.

The proposed U.S.S. Hazard Riverfront Development is a river-oriented marina development with a motel, office space and condominiums. It is proposed that the World War II museum ships, the minesweeper U.S.S. Hazard and submarine U.S.S. Enterprise, be permanently docked at this location. Other potential developments are possible just west of the Hazard Marina. An amusement park with lake, track and grandstand, and commercial and limited industry have all been proposed in an earlier planning stage.

The new downtown Omaha is a prodigious redevelopment through which the Parkway will blend

as one element of the downtown circulatory system. There are several super blocks planned which contain an interlace of proposed future and existing municipal facilities. Since the plan has a degree of flexibility, the roadway status through the central business district will be defined at this time as a Parkway connector designed to serve both Parkway travellers and downtown traffic needs. Detailed studies of interchange and intersection arrangements in the Omaha downtown sector will be required as more advanced plans of the area develop.

View from the Lewis & Clark Monument.



Roadside Dumping.

100 feet higher than the floodplain below, and should prove to be a pleasant element of the Scenic Parkway.

Approximately one-quarter mile south, the roadway will again divide. The southbound lane will follow the ridge line closest to the river for approximately 1 mile. It will then change to a southeasterly direction while moving to a lower elevation. The existing county road is crossed south of the Vineland School.

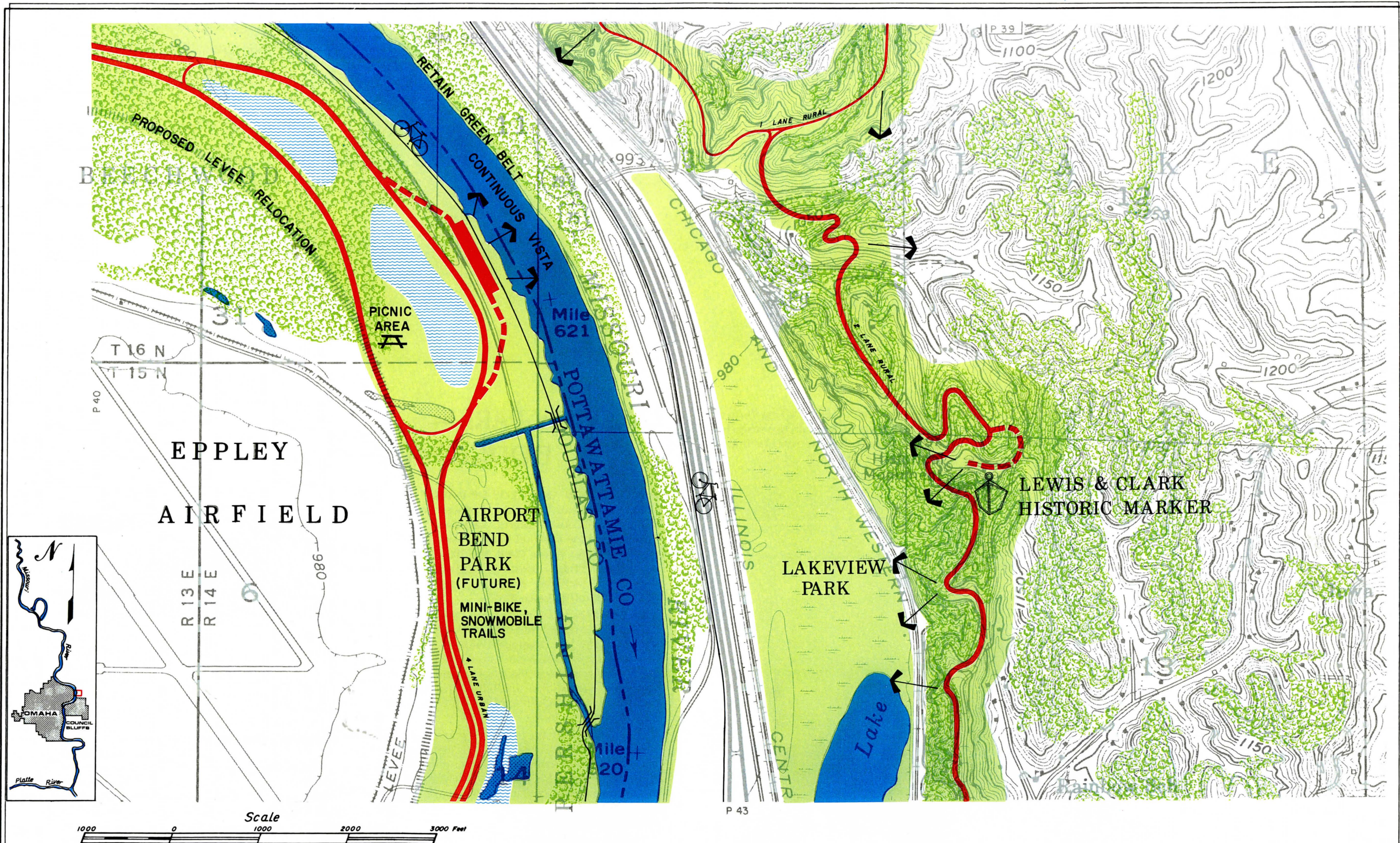
The north lane moves to the east from its northern separation point crossing the existing county road and then ascends to a higher elevation. From there it returns in a generally southern direction to its intersection with the southbound lane.

Scenic overlooks are provided midway along both roadway elements. Both lanes should provide visual contact with the Missouri River and the associated riverscape vistas.

Once rejoining to a single roadway, the Scenic Parkway will resume a southerly direction. The road will follow the existing topography as closely as possible as it passes below the Lewis and Clark Monument (Plate 41). A spur will be provided to the Monument for those wishing to visit the area.

The element of the Scenic Parkway will then follow an existing city street into the Lakeview Park area (Plate 43) and join the Lakeview Park-Dodge Park element of the Scenic Parkway.







Of the many downtown Omaha historical sites, the First Territorial Capitol of Nebraska is located within the realm of the Parkway study confines. Specifically located on the west side of 9th Street

**U.S.S. Hazard.**



between Douglas and Farnam, the First Territorial Legislature convened in a small two-story brick building which housed the governmental body for the sessions in 1855 and 1857.

## LAKEVIEW PARK— DODGE PARK

### INTRODUCTION AND ITEMS OF INTEREST

This element of the Scenic Parkway begins in the existing Council Bluffs, Lakeview Park. It travels along the Missouri River, passes the Council Bluffs Water Works Plant, the Illinois Central Swing-Span Bridge, existing residential areas, commercial facilities, and terminates adjacent to Council Bluff's Dodge Park.

This element is more urban in character than the previous one and should provide a good transition from the less developed areas of the north to the industrial waterfront. There are a number of broad vistas along the river to enhance the scenic experience. For flexibility in access, an entrance is proposed from the I-80-25th Street Intersection.

The landscape character of this segment of the Scenic Drive is fairly uniform. The land-form is flat, with very little elevation change throughout. The existing vegetation is primarily natural. However, there are some plantings placed in conjunction with I-29 as it passes the periphery of an adjacent residential area.

There is great diversity between the open areas and areas of vegetational growth. There is approx-



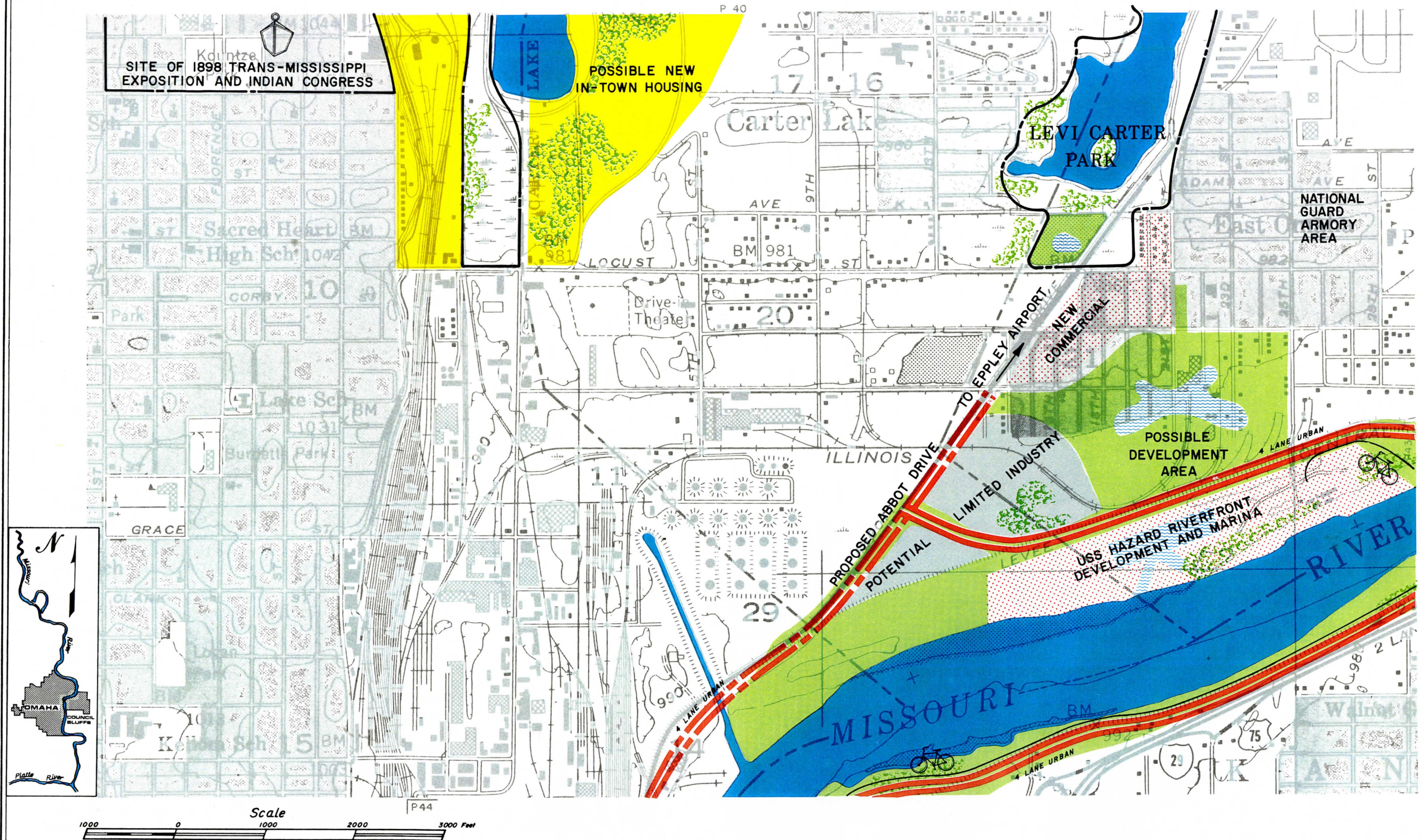
imately one mile of cleared land from the Swing-Span Bridge to north of the Council Bluffs Water Works Plant. This area is directly adjacent to areas, both north and south, that are heavily timbered. These changing landscapes will provide both diversity and interest to this element of the Scenic Drive.

### PARKWAY CONSIDERATIONS AND

#### ALIGNMENT RATIONALE

The Scenic Parkway will leave the Lakeview Park area (Plate 43) thru a grade separation to bridge both the Illinois Central Rail line and the I-29 Highway. This will be achieved in the area of the existing Corps of Engineers levee. Descending from this bridge, while traveling west, should present an outstanding river vista because of the

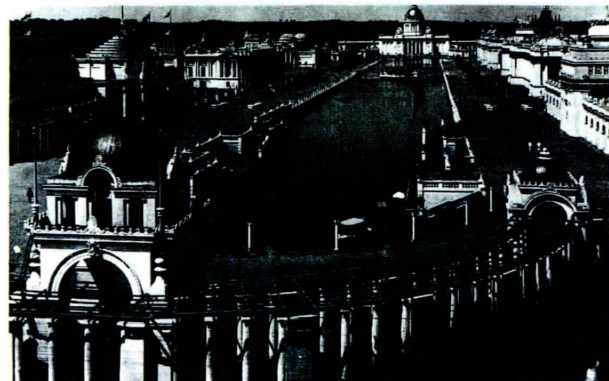




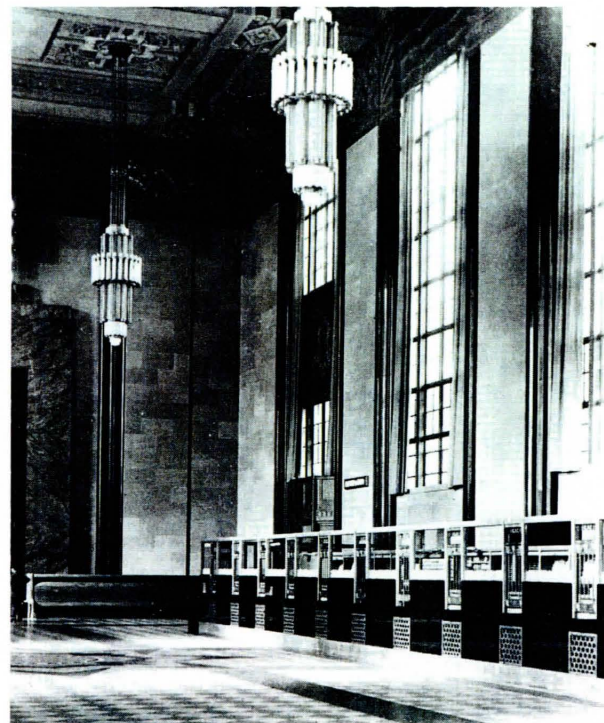


The Trans-Mississippi Exposition and Indian Congress was held in 1898 and attracted persons from a wide area. The location was between Ames, 24th, and Pinkney Streets, and the Missouri Pacific Railroad. The accompanying photo provides an insight showing how Exposition was arranged. In the general area, but of more recent vintage, is the Union Passenger Terminal, consisting of the Burlington Station and Union Station. This terminal was a major transportation center for many years.

1898 Trans-Mississippi Exposition and Indian Congress.



Union Station.



additional height.

Once back to natural grade, a two-lane split roadway will be initiated. The southbound lane will enter the wooded area and be out of visual contact with the northbound lane. The southbound lane will travel as close as possible to the Missouri River to maximize visual contact. This lane will exit from the wooded area into the cleared land directly north of the Council Bluffs Water Works Plant. From here it will follow the levee to just north of the Illinois Central Railroad Swing-Span Bridge. The northbound lane will be placed on the landward side of the levee from the Swing-Span Bridge to the point where the southbound lane enters the wooded area. From here north it will follow atop the existing levee.

Because of the convenient access to and from I-29 and 25th Street, a parking area and bicycle access facility is proposed at the junction of the levee and 25th Street. Facilities here would be a parking area, access lanes to and from the Scenic Parkway system, landscaping and access to the cycling lanes.

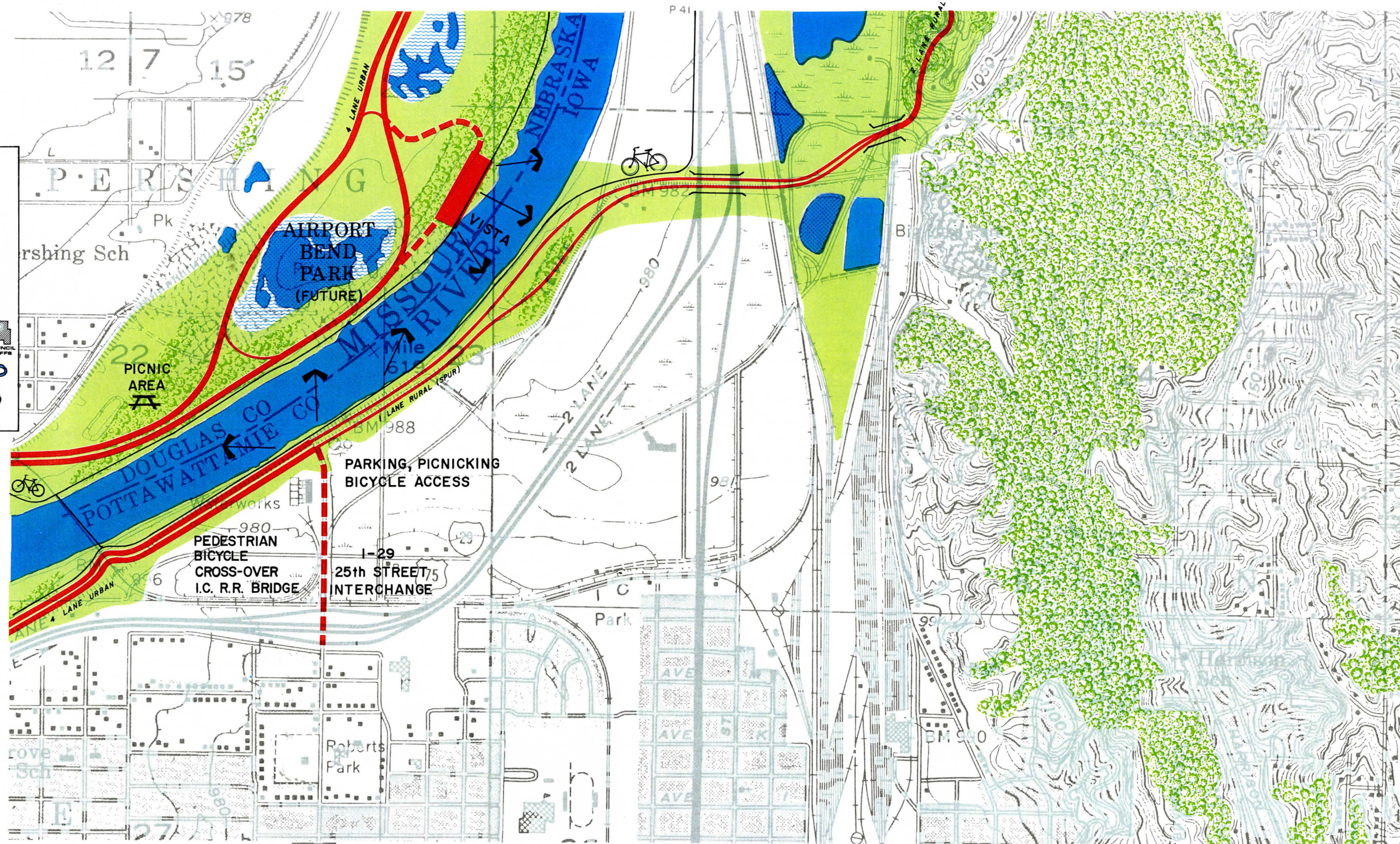
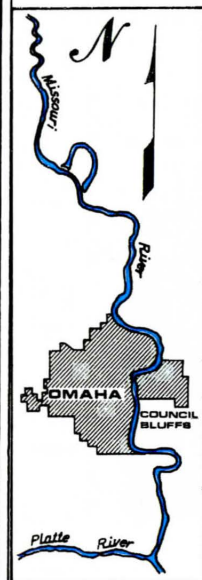
From this point, the cycling lane would go both

north and south. It would cross the Missouri River on the existing Illinois Central Swing-Span Bridge and connect into the Urban Parkway System of Airport Bend Park. It would travel south following the Scenic Parkway, and north along the river.

From this entrance, the Parkway will assume a four-lane configuration as it moves south beneath the fixed span of the railroad bridge. This will require special consideration at the time of detail plan preparation and construction as there presently exists approximately 8 to 10 feet of vertical clearance.

The southern lane will be on the riverward side of the levee and the northbound lane will be on the landward side of the levee. This pattern will continue until the Missouri River and the levee are so close as to force the southbound lane atop the levee. This arrangement will continue until adequate space is available between the levee and the river. This area is approximately parallel to 39th Street. From here all lanes and the cycling trail will cross the levee and be placed as close to the Missouri River as possible. This will provide



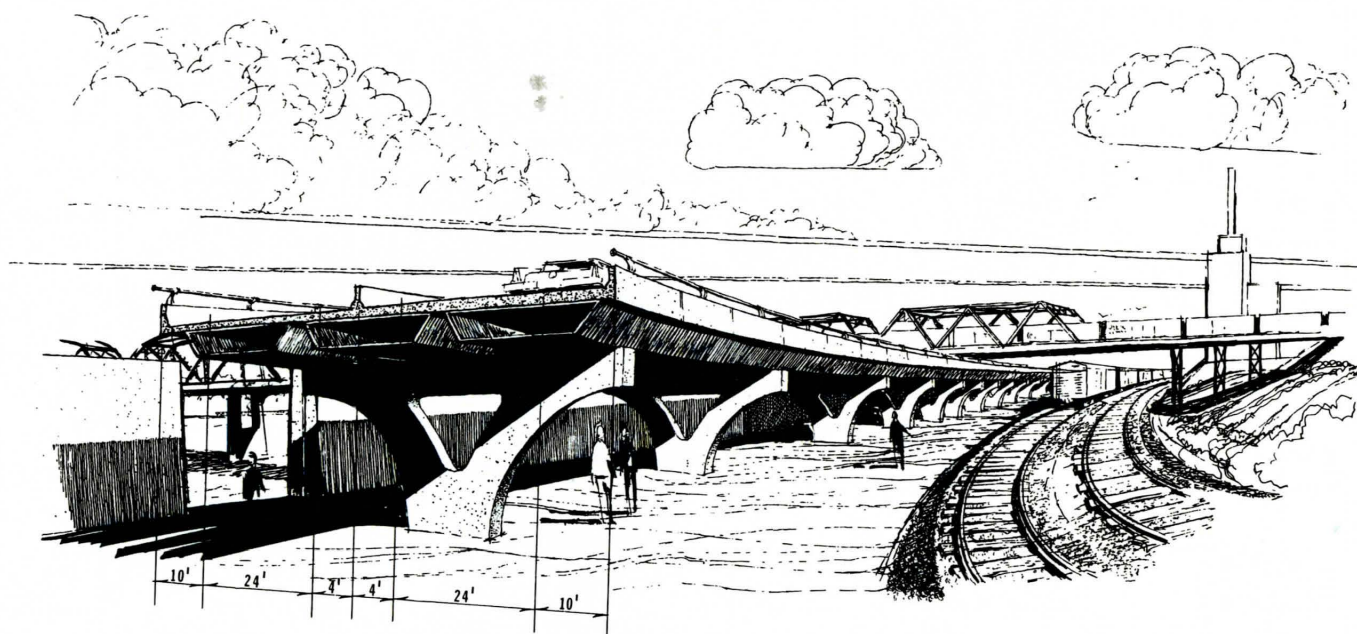


Kirkham Michael & Associates  
architects & engineers

Plate No. 43

Riverfront Parkway & Scenic Highway





4 Lane Urban Elevated Structure — Downtown Omaha

The proposed bicycle trail continues through this sector through Airport Bend Park where it temporarily terminates on the Nebraska side. At this time, it is not believed feasible to extend the path into the downtown system. This decision may be revised after the central business district distribution system has been finalized. As previously mentioned, it is proposed to continue the path into Iowa from the park by using the north lane of the existing Illinois Central swing span bridge. This lane has been vacated for some time and has ample width for a bicycle-pedestrian crossing. Arrangements with the railroad and safety details would have to be worked out before this proposal could become a reality. A separate feasibility study to investigate such items as approaches, surfacing, bridge opening frequency and other matters may be required to implement the crossing.

#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

This roadway element will be a four-lane con-

figuration extending west and south from the Airport Bend Park. It will move slightly away from the river, respecting the U.S.S. Hazard Development. Access to this facility will be provided by a controlled crossing at East 25th Street.

The Parkway will connect to Abbott Drive with an at-grade, divided intersection just south of the proposed Hazard Marina as shown on Plate 42. The alignment through downtown Omaha will evolve as the plans for the area become more finalized and will be identified as a connector segment. Planning to date indicates a logical alignment for the Parkway connection would be to use the proposed Abbott Drive to an Interstate 480 Interchange connection. From that point it would continue along the present alignment of Eighth Street, curving to the east at approximately Jones Street and then south in an elevated mode along the Missouri flood wall, high enough to allow vistas of the river and Iowa bluffs. The Parkway would then pass under the Union Pacific Railroad Bridge and follow the river south.

routing through a wooded area. This area will offer selected vistas to the river. As the Roadway travels south, landscaping will be required between it and the existing amusement park.

The roadway and cycling path will pass beneath the I-480 bridge (Plate 44). The northbound lane will resume its position atop the levee and the southbound lane will be on the riverward side of the levee.

## **DODGE PARK — CHAIN-OF-LAKES PARK**

### **INTRODUCTION AND ITEMS OF INTEREST**

This segment of the Scenic Parkway passes by the Council Bluffs urban area. The area is characterized by river related industrial areas, railroad trackage, and elements of the Interstate system. There is one segment that is in contrast to these developed facilities. This area is directly south of the Union Pacific Railroad Bridge. The only interruption to the natural landscape in this area is the river levee.

The natural landscape has been disrupted in the majority of this segment of the Scenic Drive. The natural land-forms are typical floodplain formations and very flat in character.



Dodge Park Golf Course.

The existing recreation facilities in this segment are:

1. Dodge Park
2. Dodge Park Golf Course
3. Landmark Park
4. Chain-Of-Lakes Park

The first two are urban oriented facilities, the third is oriented toward the persons recreating on the Missouri River and the final area is presently under construction.

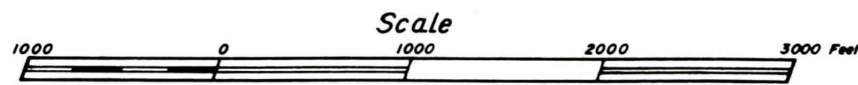
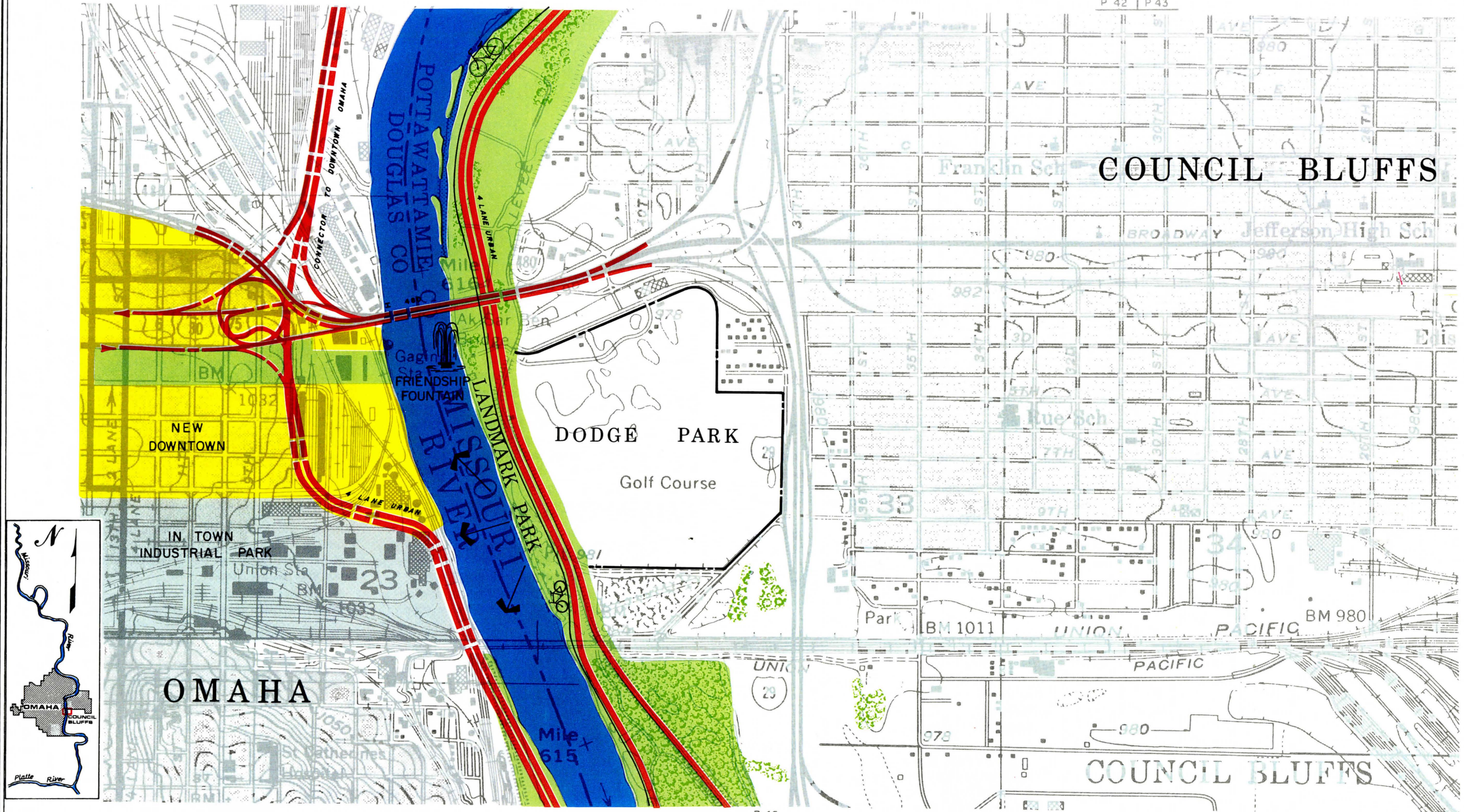
### **PARKWAY CONSIDERATIONS AND**

#### **ALIGNMENT RATIONALE**

The Scenic Drive is split-lane in the area of Dodge Park (Plate 44). The northbound lane will be atop the levee and the southbound lane will be on the riverward side. In the area of Landmark Park, considerable attention must be directed to avoid disrupting the existing developments. Directly north of the Union Pacific Bridge there is an excellent opportunity for vistas toward the river. In this area are found some of the best skyline profiles of the total Scenic Drive.

In the vicinity of the railroad bridge, both lanes lose visual contact with each other. The northbound lane follows the existing levee while the southbound lane is located as close as possible to the river. The character of the northbound lane is shown in the accompanying photograph. The two lanes rejoin directly north of the existing industrial area. They travel in parallel, split-lanes





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Plate No. 44

Riverfront Parkway & Scenic Highway



## U.P. RAILROAD BRIDGE —MANDAN PARK

### INTRODUCTION AND ITEMS OF INTEREST

This segment of the Scenic Parkway is directly south of the urban area in Omaha. The Roadway will pass through a variety of visual experiences, all within the city limits of Omaha. Some of these are: industrial areas, railroad switching yards, wooded areas along the river, major sewage treatment plants, elements of the Interstate System and broad, open areas along the river.

This is one of the most diverse elements of the Parkway system. There is a great variety in the types of landscape experiences to be encountered. The majority are located on the floodplain. The only exceptions to this is where the roadway moves into the bluff area of Mandan Park.

Though in close proximity to many highly developed areas, the roadway will be visually separated from these most of the time, the reason being the existing heavy timber cover along the northern 2/3 of this segment of the Parkway. The southern third is essentially open land until the roadway enters Mandan Park.

There are a number of existing recreation areas in this segment of the Parkway. These are as follows:

1. Henry Doorly Zoo—this is a privately owned facility, with its entrance at 10th and Deer Park Boulevard. Although there is no direct access from the Scenic Parkway to this area,

it is of areawide significance.

2. Rosenblatt Stadium—this is a community-owned facility located at 13th and Bert Murphy Avenue. It is the scene of the annual College World Series and the home stadium for professional baseball and football teams in Omaha.
3. Mandan Park—this is a city park at the southern limits of Omaha. It provides picnicking, baseball and tennis facilities. There are also a number of existing scenic overlooks in the park.
4. Mt. Vernon Gardens—this is another area owned and maintained by the City of Omaha. There is a well maintained area of landscaping plantings, a replica of the Mt. Vernon portico, historical marker, and a river overlook.
5. Spring Lake Park—this is a major park within the City of Omaha that provides tennis and golfing facilities.

The majority of these areas are either a part of, or easily accessible to, the proposed Scenic Parkway.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

The roadway continues its alignment from the north in a four-lane configuration (Plate 45). It is close to the river, taking advantage of the vistas toward the river. As it approaches the I-80 Bridge, the roadway will move toward the west to negotiate around the bridge structures. Because of the clearing for bridge construction, strong visual contact will be realized with the river.

easterly around the industrial area and then swing westward beneath the I-80 Bridge. Landscaping is proposed as a screen for the industrial facilities.

The Parkway passes beneath the Interstate Bridge and enters the Chain-Of-Lakes Park (Plate 45). This existing recreation facility offers fishing, picnicking, camping, cycling and open-play areas. It is a well constructed facility, sensitive to the natural landscape.

## CHAIN-OF-LAKES PARK —SO. OMAHA BRIDGE

### INTRODUCTION AND ITEMS OF INTEREST

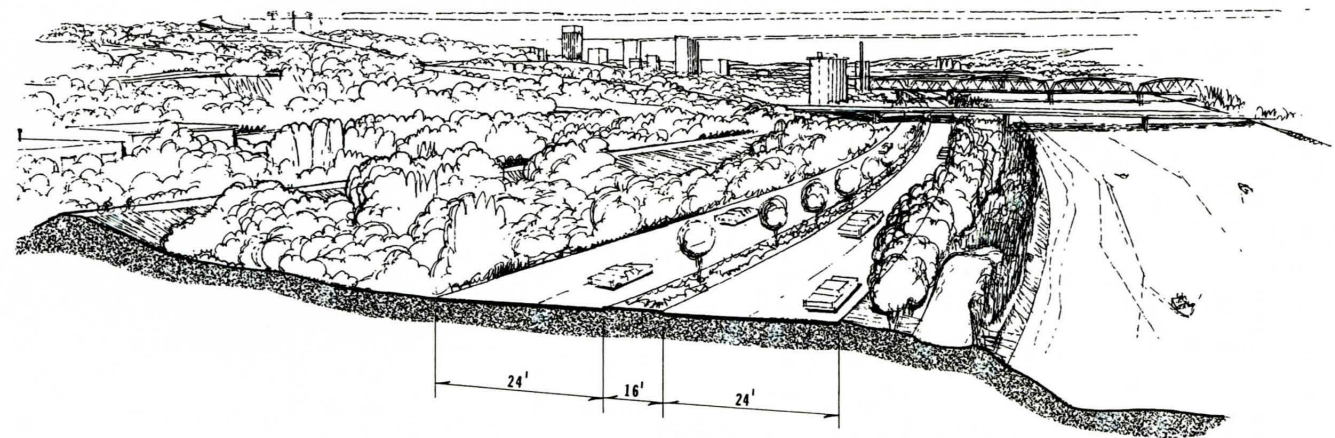
This element of the Scenic Parkway, approximately 2½ miles in length, will serve as a transi-



Chain-of-Lakes Park during Construction.

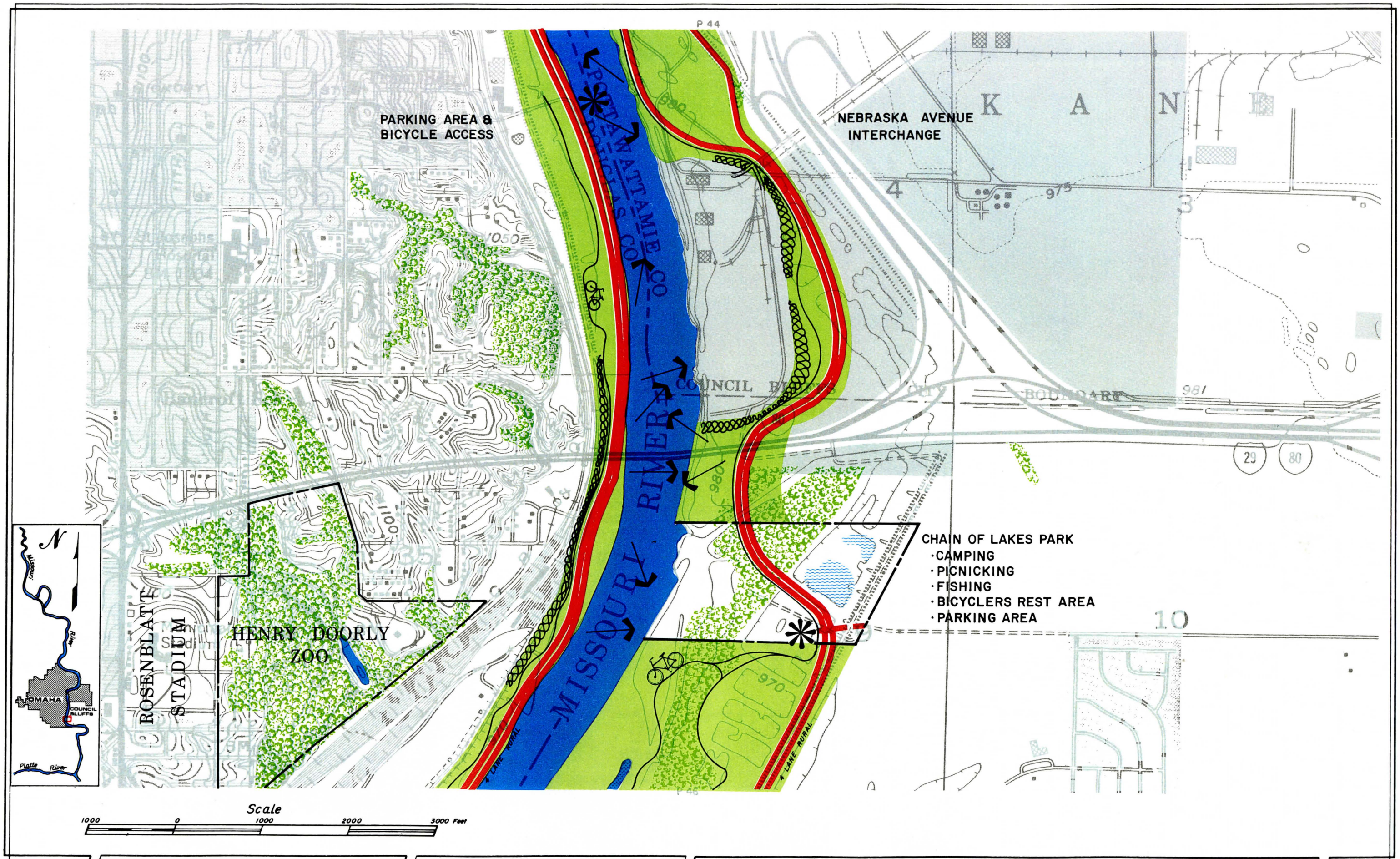
tion from the Council Bluffs urban area to the surrounding rural lands. To the north are railroads and industrial areas; to the south are cultivated fields and pasture lands.

Within this element of the Scenic Drive there is a variety of visual experiences. Parkway users will



4-Lane Urban Section along the Missouri River just south and east of the Omaha downtown area





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architects & engineers

Plate No. 45

Riverfront Parkway & Scenic Highway



In selected areas, landscaping will be required to screen out undesired views.

Once past the bridge, the roadway will move closer to the river, striving for maximum visual contact. It will be negotiated through existing timbers in this element of the Parkway. In selected areas, landscaping will be required in this segment to adequately screen adjacent developments.

A series of crossings will be required to negotiate drainages that flow to the Missouri River. As this alignment approaches the U.S. 275 Bridge (Plate 46), it must move to the west to avoid existing industrial developments. Once beneath the bridge and past this area, alignment will be able to follow closely the river's edge. This will allow for a maximum visual experience. It will also allow for a physical separation with the adjacent industrial and sanitary facilities.

Near the southern limit of the Omaha Sewage Treatment Plant, the roadway will begin an incline and turn to the west. It will rise to provide adequate clearance of the Burlington-Northern right-of-way and the parallel sanitary facilities. The roadway will then enter the existing side-slope and move west through Mandan Park to its intersection with 13th Street.

Close by is proposed a parking area, bicycle access point, and scenic overlook in Mandan Park. This will be a convenient access point of the Scenic Parkway. From this entrance point, there will also be two related spur drives.

## SOUTH OMAHA BRIDGE SPUR

### INTRODUCTION AND ITEMS OF INTEREST

This element of the Parkway will provide access from the main roadway to U.S. Highway 275 and the South Omaha Bridge. This bridge has been designated as a connector between the Iowa and Nebraska elements of the Scenic Parkway. A unique element of this spur is that a segment of the old Scenic Drive will be utilized.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

This spur will begin near the juncture of the Scenic Parkway and 13th Street (Plate 48). It will move through the existing Mt. Vernon Garden and follow the high bluff. This alignment will continue north to the intersection with the Old River Road. The existing grade will be followed north to the South Omaha Bridge. From here a looping connection will be made to the west and 13th Street. The resultant connection will serve as an access point from the South Omaha Bridge (Plate 46).

There are two areas that will require attention during the construction period. There are similar situations in that adequate alignment space is not available and fill or bridging will be required.

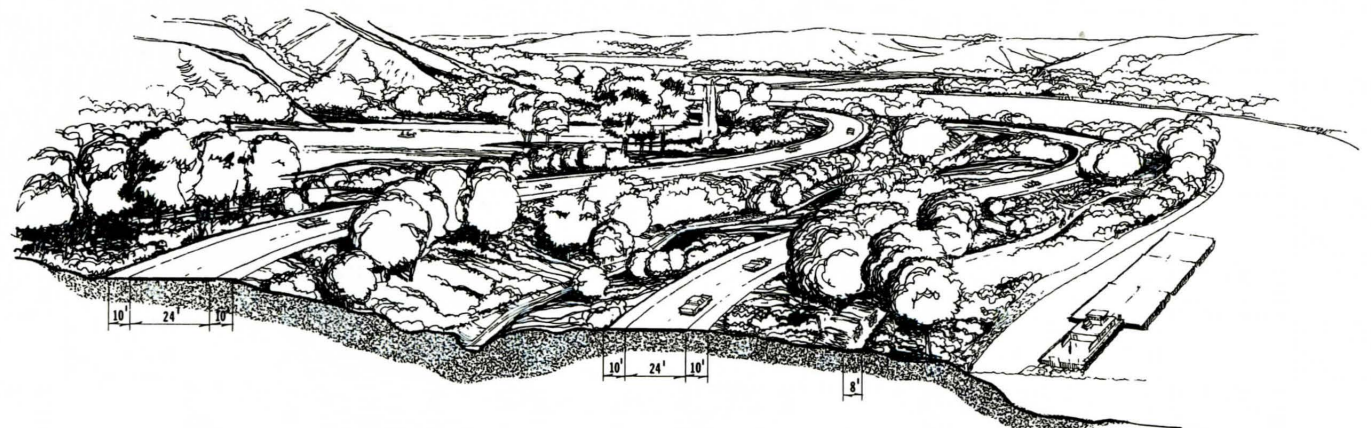
be able to see subdivision developments, open river bottoms, agricultural lands and river bottom timber. In the southern half of this element of the drive there is a pleasant vista along the levee. The total area was once densely timbered. In the construction of the river levee an area was cleared through the timber. After the completion of construction, the levee area was restored to native grass. The resulting facility provides an attractive corridor through dense timberlands.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

This four-lane roadway, as it leaves the Chain-Of-Lakes Park (Plate 45), will follow the existing river levee to U.S. Highway 275. The two south-bound lanes will be on the riverward side of the

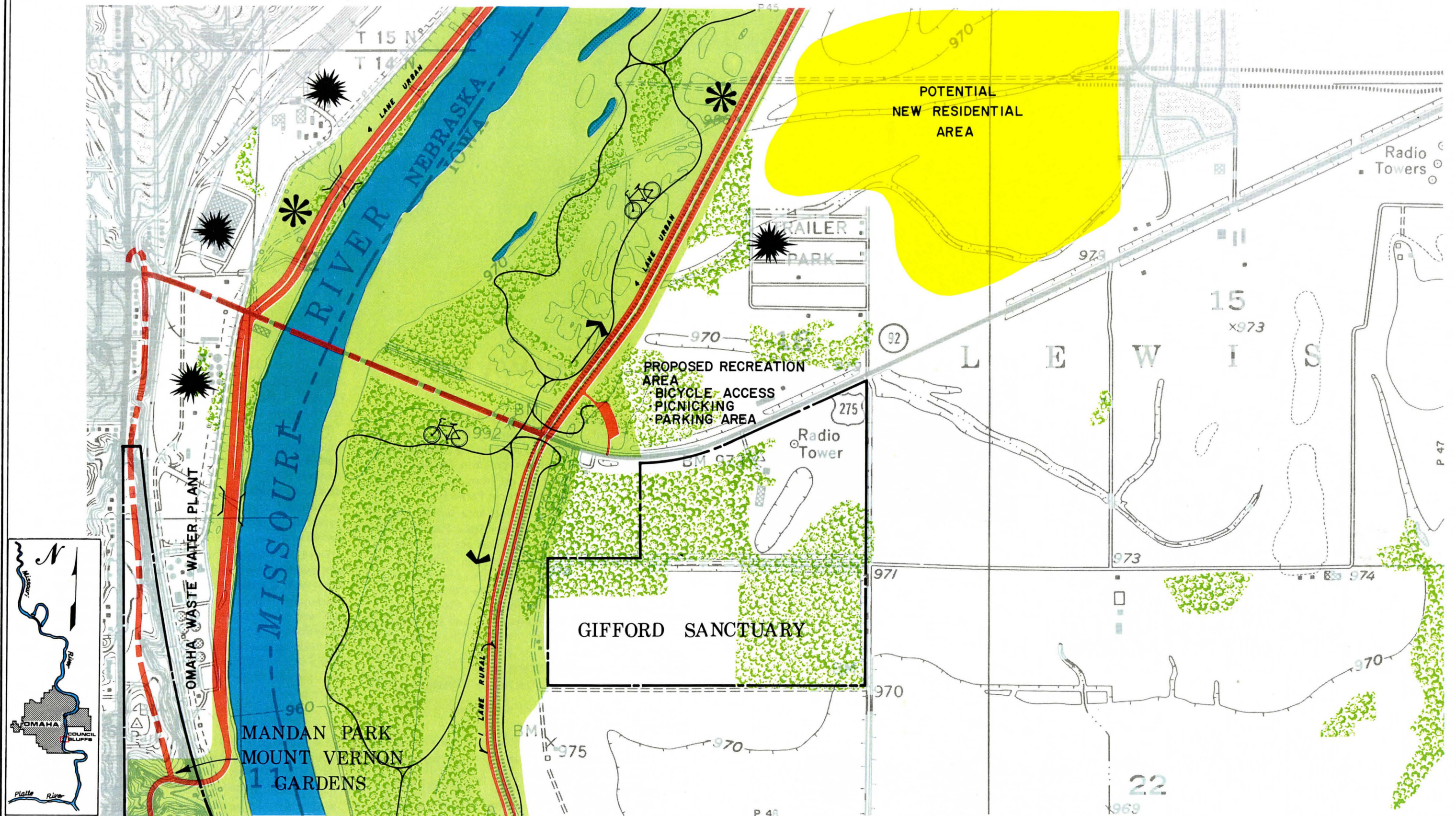
levee to approximately half-way to U.S. 275. At this point they will shift to atop the existing river levee and proceed south to U.S. 275. The north-bound lanes will follow the existing levee into Chain-Of-Lakes Park from midway through this element of the drive. South from this area they will be on the landward side of the levee.

At the intersection of the Scenic Parkway and U.S. 275 (Plate 46), an at-grade intersection is proposed. This area will provide for orderly ingress to the Scenic Park System from the conventional roadway system. A parking area, bicycle access point, and small picnicking area are proposed convenient to this intersection. This activity mode will serve a variety of functions because of its location at a major access point to the Scenic Parkway System and the existing natural landscape.

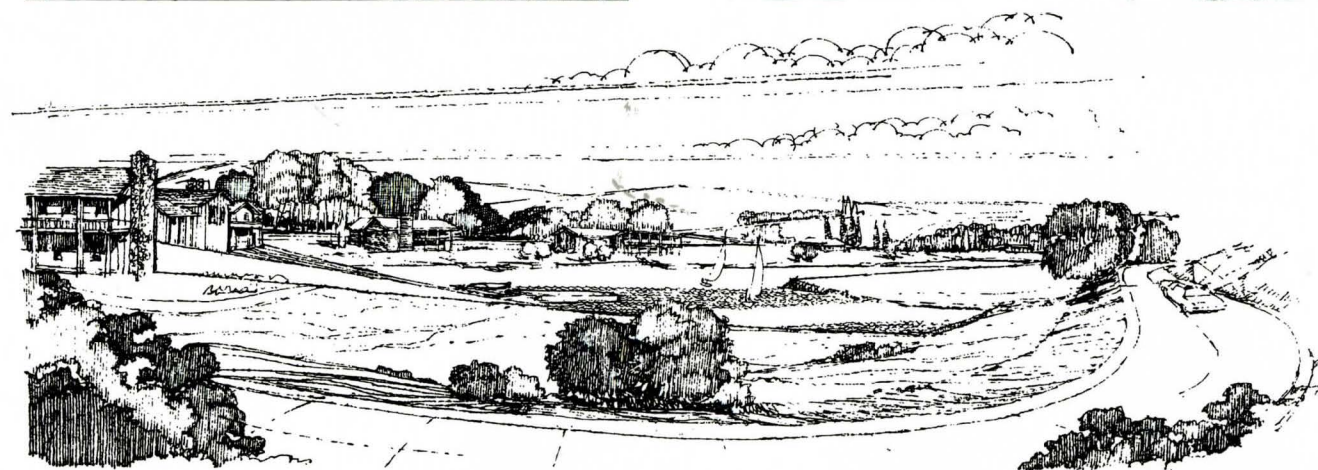


4 Lane Rural Section—Riverside









## LAKE MANAWA SPUR

### INTRODUCTION AND ITEMS OF INTEREST

Development of this element of the Scenic Parkway provides access to the existing Lake Manawa area, a very popular recreation facility. It will also offer vehicular access from the conventional traffic system to the Scenic Parkway.

The major existing recreation area within the Scenic Parkway is Lake Manawa State Park. This consists of 925 acres, 660 of which are water surface. Facilities provided are: camping, picnicking, boat access, fishing and hunting. This area is both owned and maintained by the State Conservation Commission. The Commission is in the process of acquiring additional lands to expand the Lake Manawa State Park to accommodate the growing group of park users.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

Access to this element of the Parkway is to be gained through three routes:

1. A western access point follows the existing Indian Creek levee (Plate 49) from where it intersects the Missouri River levee. It then travels north approximately one-half mile and connects to the existing Lake Manawa Shore Drive.
2. An eastern access will utilize the existing hard-surfaced Navahoe Road (Plate 49). This travels north approximately 3/4 of a mile from the Missouri River levee and then inter-

sects the Lake Shore Drive.

3. A northern access will be available from South Eleventh Street (Plate 47). This connects to U.S. 275, two blocks to the north.

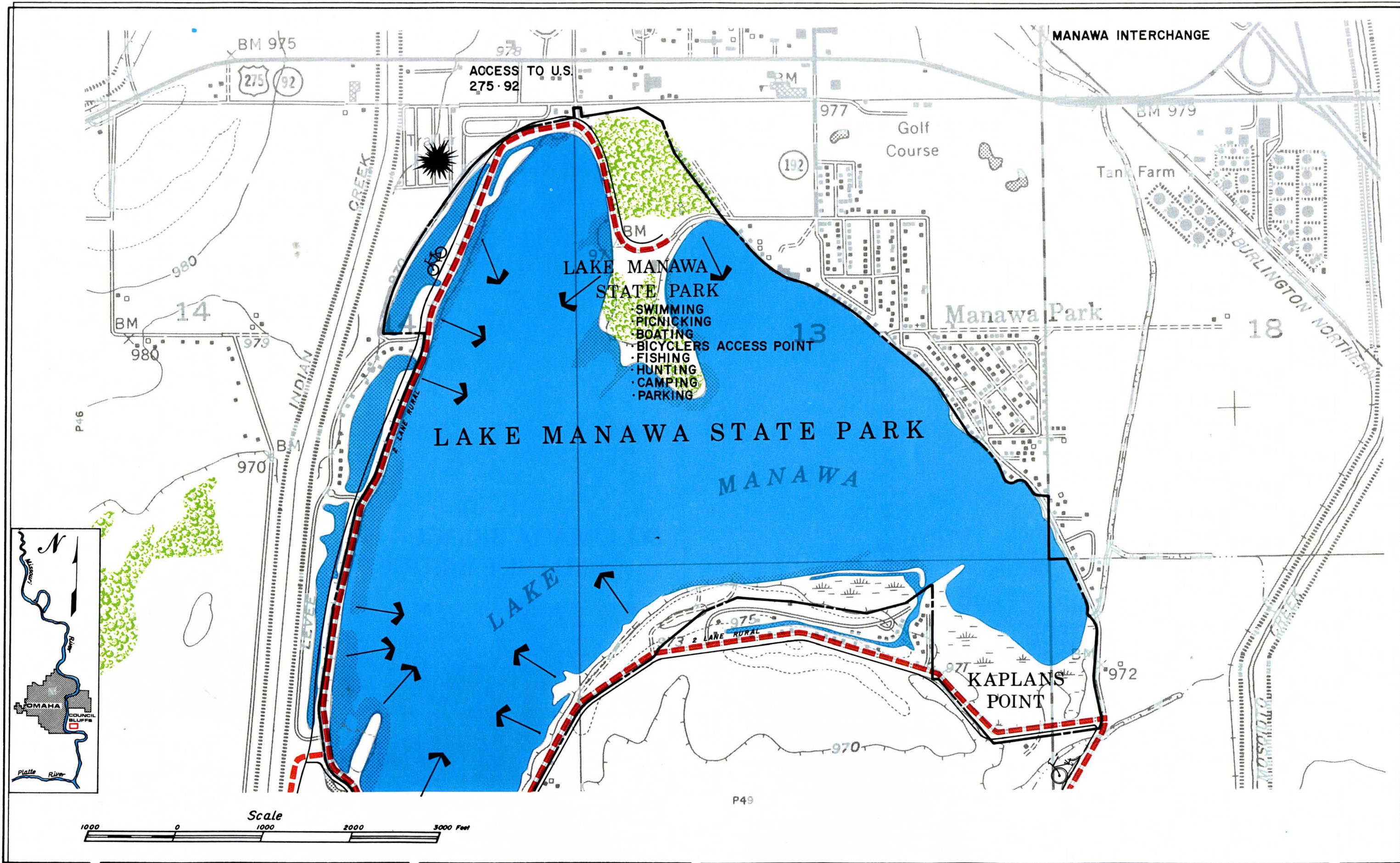
The Lake Manawa Shore Drive will utilize approximately 5 miles of existing hard-surfaced roadway. The northern terminus would be Lake Manawa State Park. This is a logical and appropriate ending point for the Scenic Drive. It is a major recreation facility. Beyond this to the east is the residential area of Manawa Park, an area not conducive to being traversed by the Scenic Drive.

The Lake Manawa Shore follows the waterline southward and will provide a number of pleasant vistas over the lake area. There are some existing residences to the west. However, they are generally well planned and not visually obtrusive. An extension of this type of housing along other secondary water bodies leading into Lake Manawa would not be detrimental to the Scenic Drive, if they are developed in a manner similar to the existing homes.

The Lake Manawa Shore Drive follows the shore line to the south and then to the northeast. There are a number of lake vistas in this area, seen through an existing State Recreation Area. Beyond this is another recreational/residential area that interrupts the visual contact with Lake Manawa.

Further east is the area known as Kaplan's Point. This is included in the Scenic Parkway as a stopping-off point. Beyond this, the Scenic Parkway enters a Tee intersection, turns south along Navahoe Street and travels to its intersection with the main element of the Scenic Parkway.







## FONTENELLE FOREST SPUR

### INTRODUCTION AND ITEMS OF INTEREST

The function of this element of the Parkway is to provide access to one of the most scenic and historic elements within the total Parkway System. The roadway alignment would not enter the Fontenelle Forest Association property, merely provide access to the main entrance area.

There are a number of significant historic areas in the Fontenelle Forest area proper. These are listed below and shown on the accompanying Plates.

#### Plate 48

1. Childs Hollow
2. Small Hollow
3. Mill Hollow
4. Handsome Hollow
5. Coffin Springs Hollow

#### Plate 50

6. Mormon Hollow
7. Traders Point
8. Fontenelle Family Buildings
9. Indian Burial Grounds (150 Years Ago)
10. Peter Sarpy Trading Post

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

The spur road will begin at the existing Mandan Park area (Plate 48). Near the county line the roadway will leave the park area and follow the existing high ground contour. It will move toward the river, then southeast along the high bluff.

Caution must be exercised in this element of the Parkway. Minimum disturbance to the existing landscape should be the constant guideline when traversing the wooded bluffs and slopes.

At the Y.W.C.A. property line, the roadway will turn to a southern direction. After a quarter of a mile the Parkway will intersect the Bellevue Boulevard. This is approximately one-half mile from the entrance to Fontenelle Forest.

## SO. OMAHA BRIDGE— BELLEVUE BRIDGE

### INTRODUCTION AND ITEMS OF INTEREST

This is the southernmost element of the Scenic Parkway System in Iowa. With few exceptions, it is rural in nature. The land use patterns are primarily agricultural or undeveloped riverbottom land. The only exceptions to these patterns are: scattered riverfront cottages, the Iowa Public Power Plant and the Council Bluffs Water Pollution Control Facility (under construction).

From the southern terminus of this segment, an extension is proposed into Mills County. This should be coordinated with the present agricultural levee study.

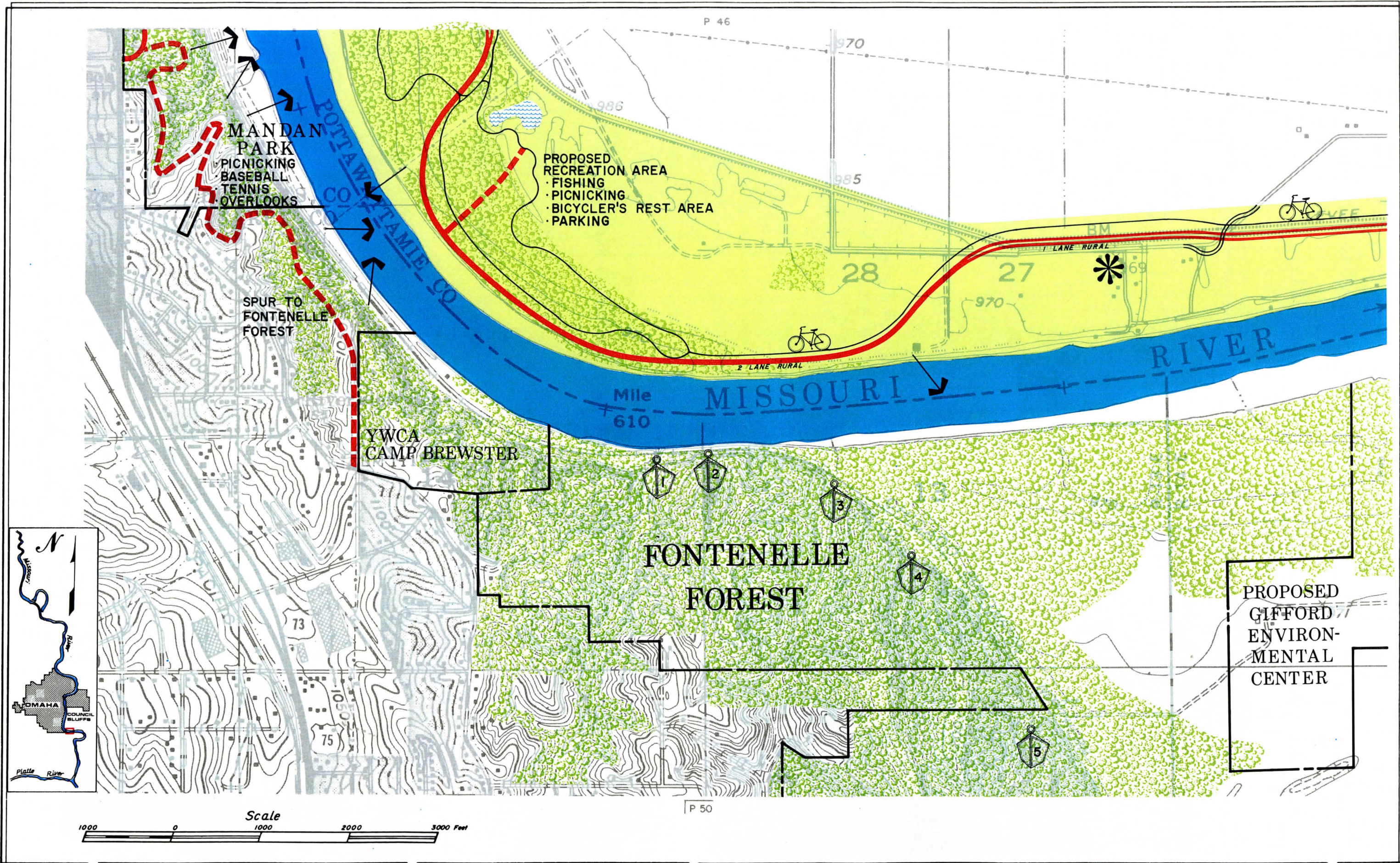
The existing landscape of this element of the Scenic Drive is primarily open. There are existing areas of timber stands. Some of these are extensive in nature and will offer a needed change of charac-



ter for visual variety. These areas will also provide the potential for recreation development in the twelve miles of this element of the system.

There are two existing significant areas in this element of the drive. The Gifford Sanctuary is located directly south of U.S. 275 and directly east









of the levee system. This is a 40-acre wildlife sanctuary that is owned and maintained by the State Conservation Commission. Directly south of Lake Manawa, on the Missouri River, is Long's Landing. This is a 22-acre site, with facilities developed by the Corps of Engineers. The property is operated and maintained by the Pottawattamie County Conservation Board. Facilities are provided for river access, camping, picnicking and fishing.

Special consideration must be given to the existing Iowa Public Power Plant and the Council Bluffs Water Pollution Control Facility. Both of these structures are located directly south of Long's Landing and close to the river. Because of their size and physical proximity to the river, the Scenic Parkway must respect these two structures.

#### **PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE**

The two-lane Parkway will move south from U.S. 275 (Plate 46) along the levee. This will be a split-lane technique with the north lane atop the levee and the southbound lane on the riverward side. This pattern will continue south, past the Gifford area, to a point where the river levee

**Longs Landing from the Air.**

begins to follow the river meander to the east.

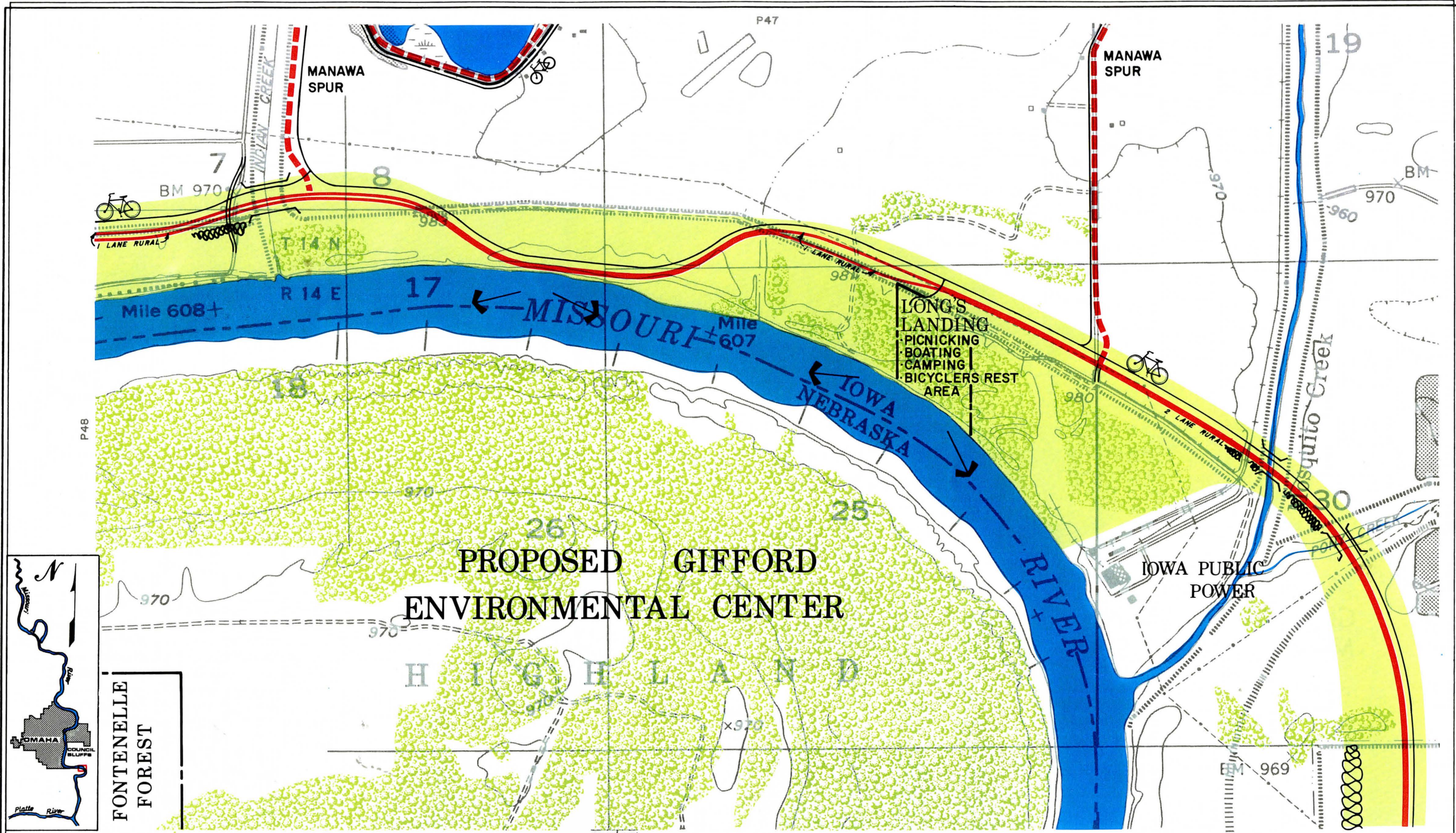
At this point, both lanes will trend toward the River. A short distance from the levee is a proposed recreation area (Plate 48). This would be a stopping off point on the Scenic Drive. This would take advantage of existing water bodies that could be expanded to create a more pleasant facility. Provisions would be made for a parking area, bicycle access, picnicking and fishing.

Moving south from the recreation area, the Scenic Parkway will approach the river. It will skirt the river edge for approximately a quarter of

**Mount Vernon Gardens.**









## GIFFORD ENVIRON- MENTAL CENTER SPUR

### INTRODUCTION AND ITEMS OF INTEREST

The Educational Task Force of the Riverfront Development Program is in the process of developing an environmental center in the river bottomlands directly east of the Fontenelle Forest area. The function of the resultant facility will be to further the environmental awareness of citizens of the greater Riverfront area.

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

The spur will follow existing and proposed residential streets through the City of Bellevue (Plates 52 and 50). An adequate parking lot is proposed along Kountze Memorial Drive on the land pres-

ently owned by Bellevue College. Caution must be exercised to adequately mark the route as it passes through the developed elements of the City.

From this parking lot, a pedestrian access is proposed to gain access to the environmental center area.



Segment of the original Omaha Parkway.

a mile and then swing back to the area of the levee, to avoid cottages in this area of the river.

There will be a split-lane construction technique in this area. One lane will be atop the levee with



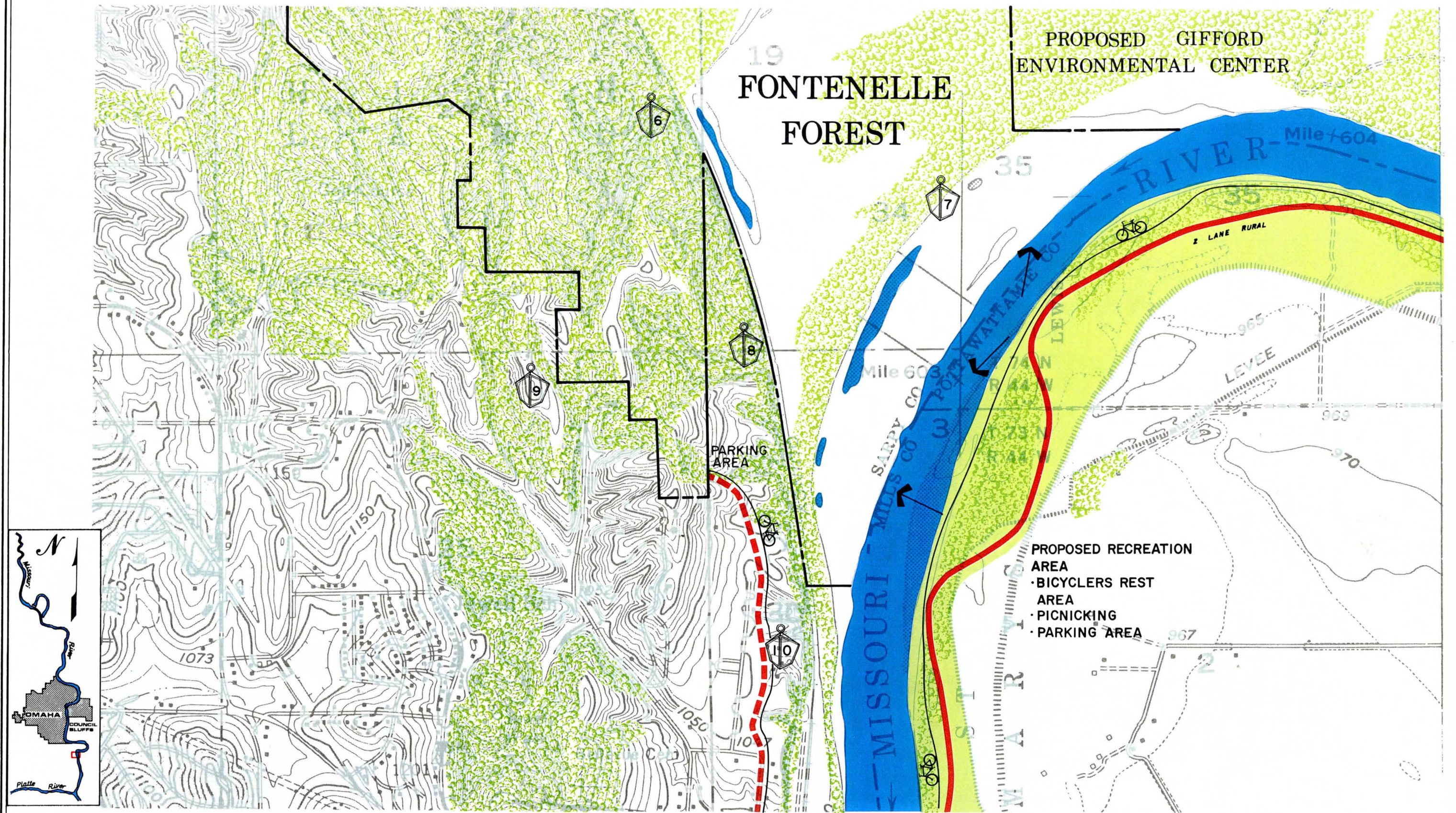
View from Mandan Park.

the second lane beneath it at the toe of the levee, to the landward side. This pattern will continue for approximately a quarter of a mile and shift lanes with the lower lane on the riverward side.

As the roadway approaches Pony Creek Ditch, it will move north to allow for a minimum construction problem to traverse the drainage. Once on the east side, a tee intersection will be provided to connect into the Manawa Spur.

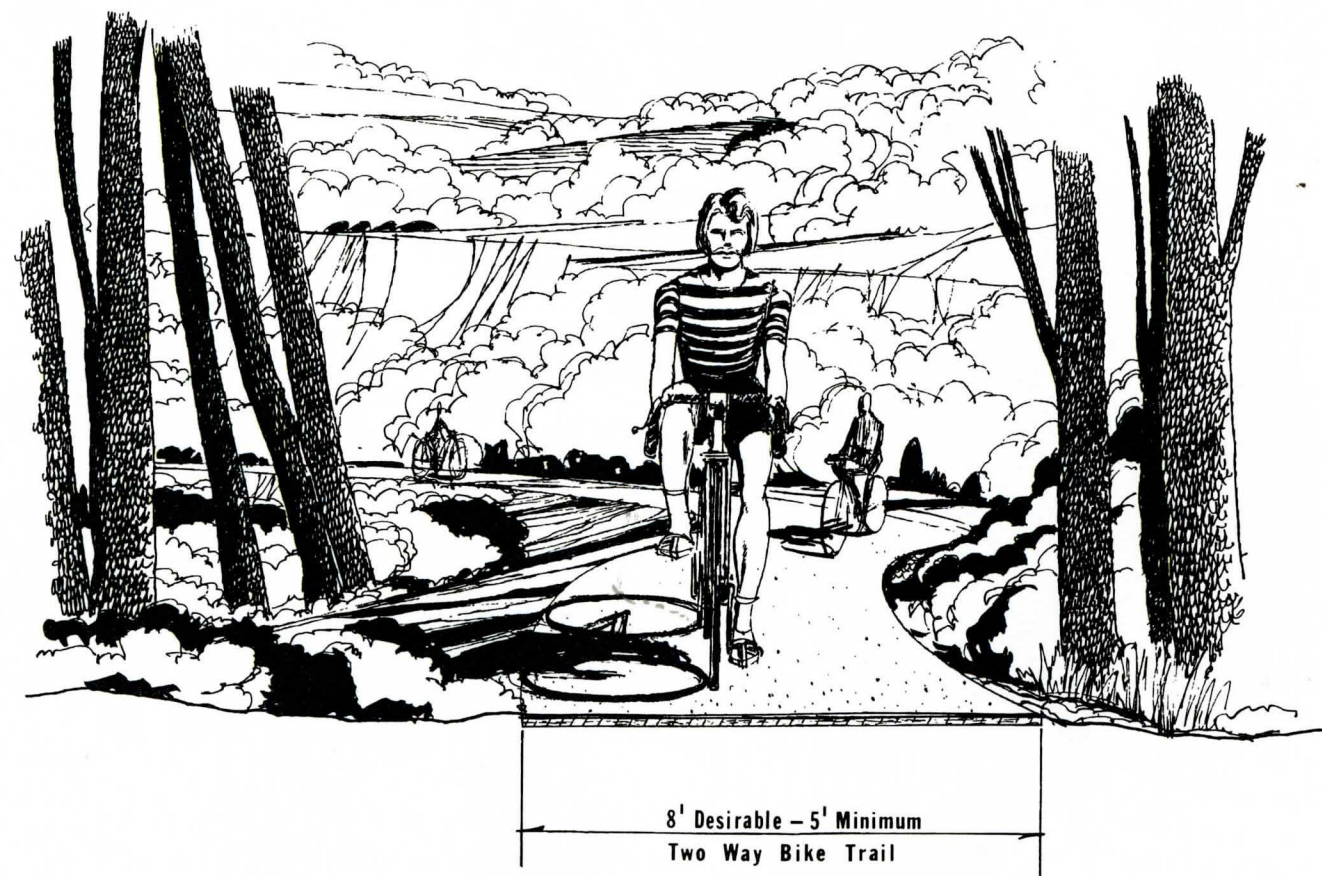
The main element to the Parkway will then move east and cross the levee taking advantage of an open space along the river. There will be approximately one mile of open land along the river which will provide excellent visual contact with it. It is in this area that the Scenic Parkway will follow the river pattern as closely as possible. The roadway will then move to the north to avoid Long's Landing (Plate 49). The lanes will be split for approximately one-half mile, joining each





P 52





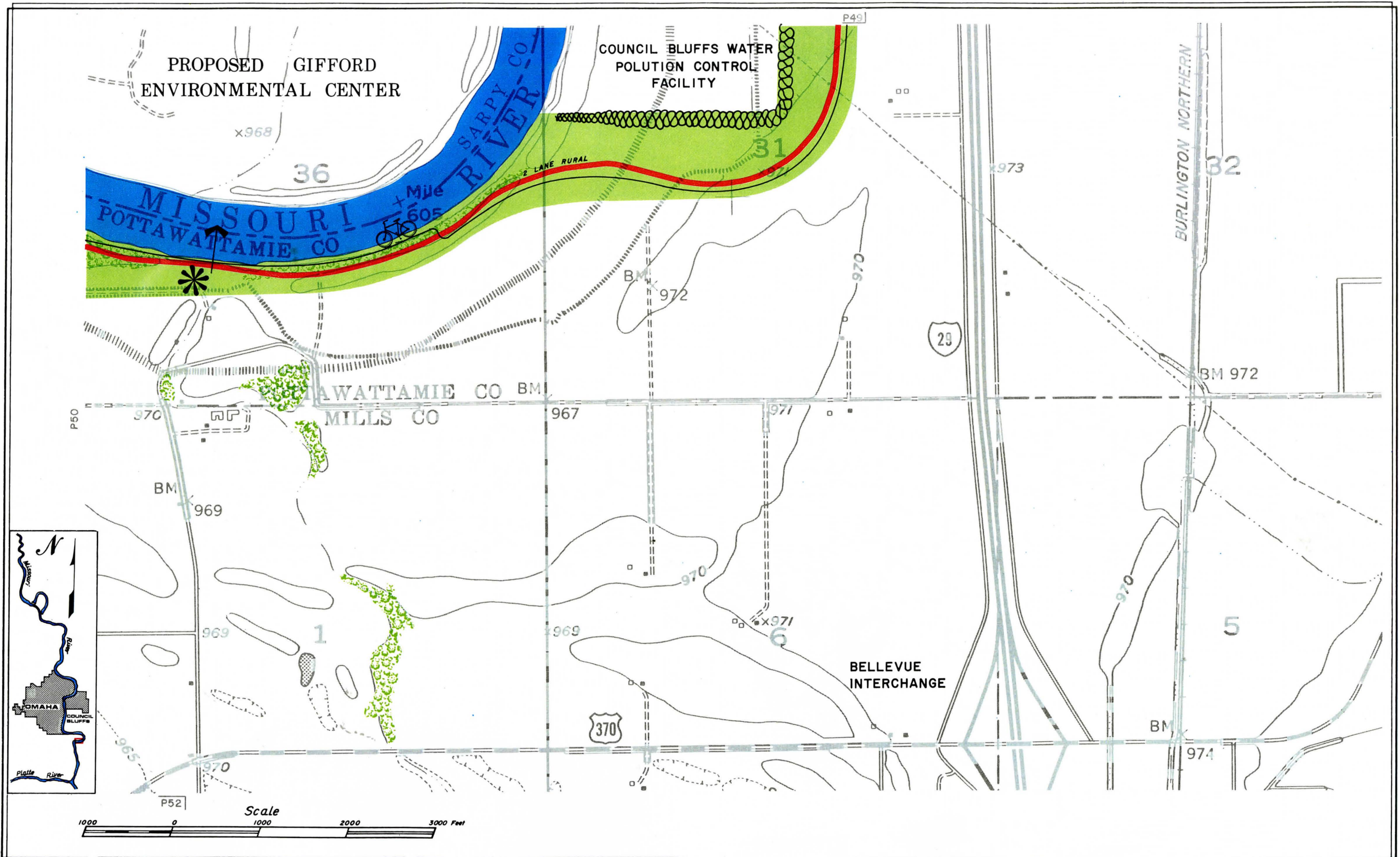
other a short distance directly west from the existing city street. At this point, the main element of the Parkway will connect to the eastern spur of Haworth Park Boat Access.

the Lake Manawa Shore Drive.

The main element of the Parkway will parallel the existing access road to the Iowa Public Power Plant. This will insure a separation of the two dif-







Kirkham Michael & Associates  
architects & engineers

Plate No. 51

Riverfront Parkway & Scenic Highway



## AEROSPACE MUSEUM SPUR

### INTRODUCTION AND ITEMS OF INTEREST

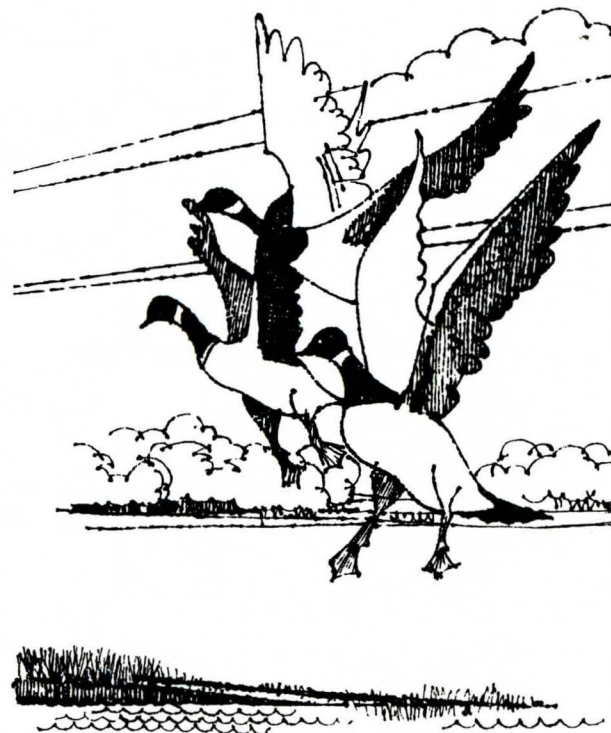
Offutt Air Force Base, headquarters for the Strategic Air Command, has offered displays and space, and the Department of Economic Development of the State of Nebraska is in the process of developing a museum depicting various stages and eras of military aircraft development. This constantly expanding facility will be included in the Scenic Drive System.

There are a number of important historic areas convenient to this element of the Scenic Drive. These are shown on the accompanying exhibit, and listed below:

1. Bellevue's Burlington Depot (being restored)
2. Ancient Indian Burial Grounds (300-10,000 Years Old)
3. Grout House
4. Fontenelle Bank Building
5. First Church in Nebraska
6. Hamilton House
7. Mission Site
8. Pioneer Log Cabin
9. Chaucross Hollow ("Hub of the Wheel that developed the West")
10. Elk Hill

### PARKWAY CONSIDERATIONS AND ALIGNMENT RATIONALE

From the Bellevue Bridge the roadway will travel west along Mission Avenue, through the City of Bellevue, to its intersection with Galvin Road. Traveling two blocks south, one block east and a half block south will lead to the entrance gate of the Strategic Aero-Space Museum (Plate 52). This route will follow major existing roadways, and travel through a minimum of residential areas.



ferent, and conflicting, roadway requirements. It will be necessary to bridge Mosquito Creek at this point.

The Roadway will continue south and swing to the east of the Council Bluffs Water Pollution Control Facility. Landscaping is proposed as a visual barrier between the Parkway, the treatment facility and the previous Iowa Public Power Facility.

The Parkway will then move in a westerly direction until its intersection with the river. It will then follow the meander in the river as closely as possible. Visual contact with the river will be realized at selected points. This pattern will continue

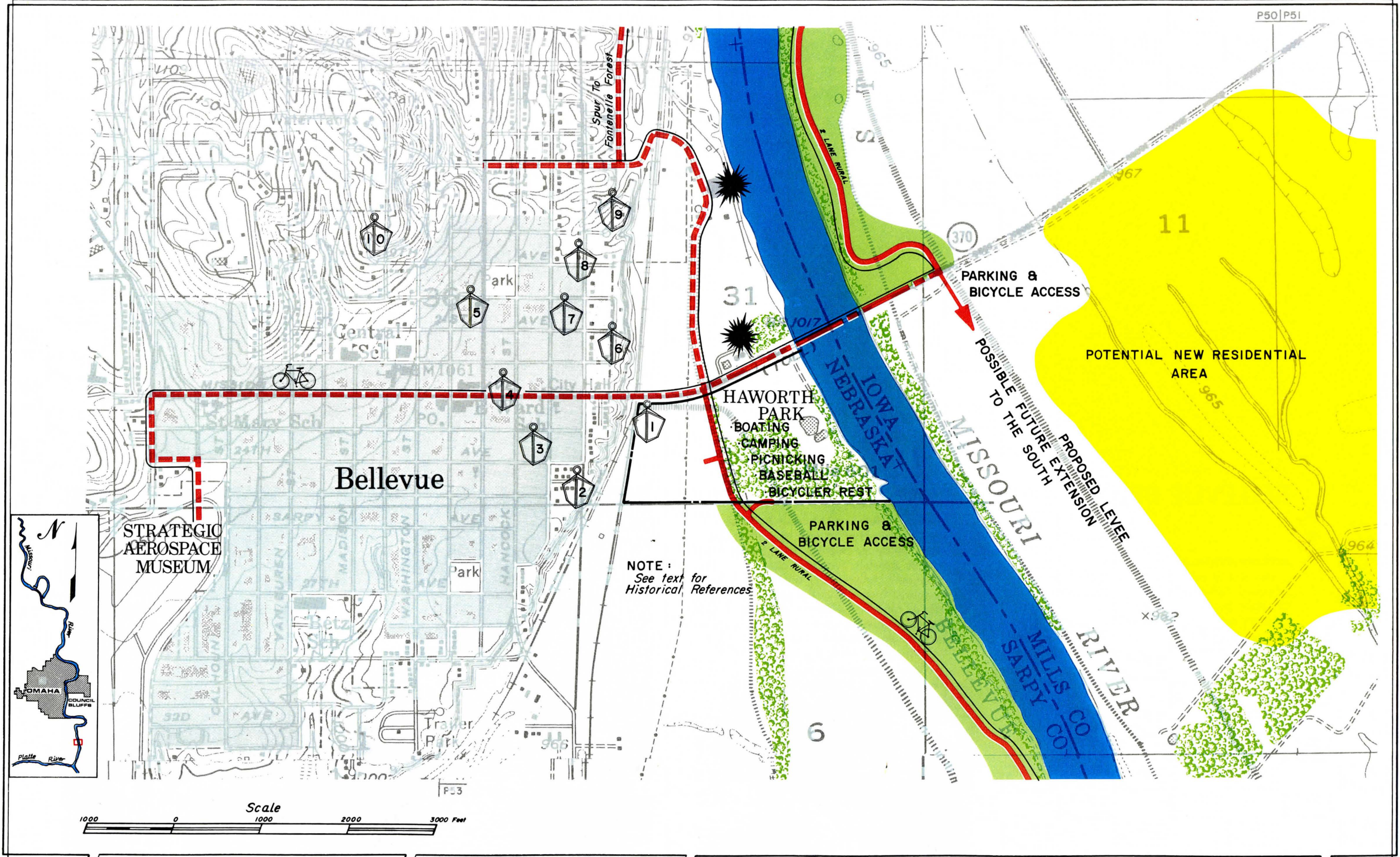
for approximately two miles, at which time the roadway will move away from the river to avoid existing stands of timber.

As the roadway regains its closeness to the river, a number of vistas will be available. From here south the roadway will be physically close to the river but not be in visual contact with it.

The Parkway will then swing to the east, expanding into a parking area and bicycle access point (Plate 52). This facility will allow access for both hikers and cyclists. From here the roadway will intersect with Highway 370 and other elements of the Scenic Parkway.









## BELLEVUE BRIDGE— U.S. 73-75

### INTRODUCTION AND ITEMS OF INTEREST

This will be the southern most segment of the proposed Parkway System. It is essentially rural in nature, but has a variety of elements to insure diversity and interest. There are a number of areas where good visual contact will be achieved through vistas and roadway elements that parallel the river.

Within this element are a number of river cottages, the proposed Papillion Creek Wastewater Treatment Plant, the Allied Chemical Plant and the Gene Eppley Camp. These developments will require special attention for roadway alignment.

The land in this element of the Parkway System is within the Missouri River floodplain. The majority of the native vegetation has been removed, except in selected areas. The land use is principally agricultural production. The primary exceptions are scattered riverfront cottages and industrial areas.

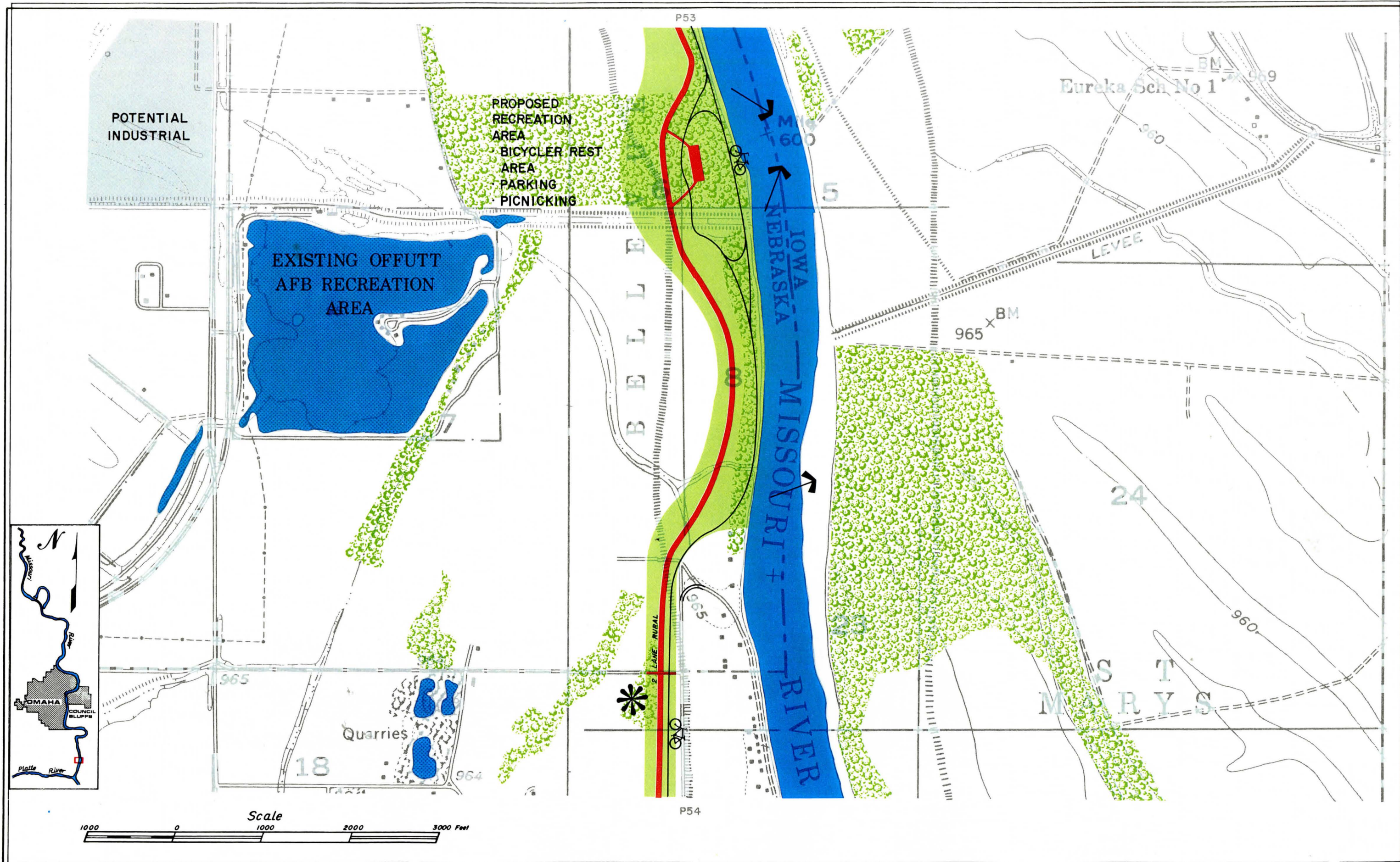
The existing recreation areas in this element of the Drive are as follows:

1. Hayworth Park is an existing Bellevue City Park. It consists of 70 acres and offers camping, picnicking, boating, fishing and baseball. It also has a commercial marina and restaurant. Additionally, the Sarpy County Historical Society is in the process of restoring a former Burlington Railroad Depot located within the Park. Future plans are to include an historical area, tennis courts, bandstand and opera house.

Burlington Depot Restoration Drawing.





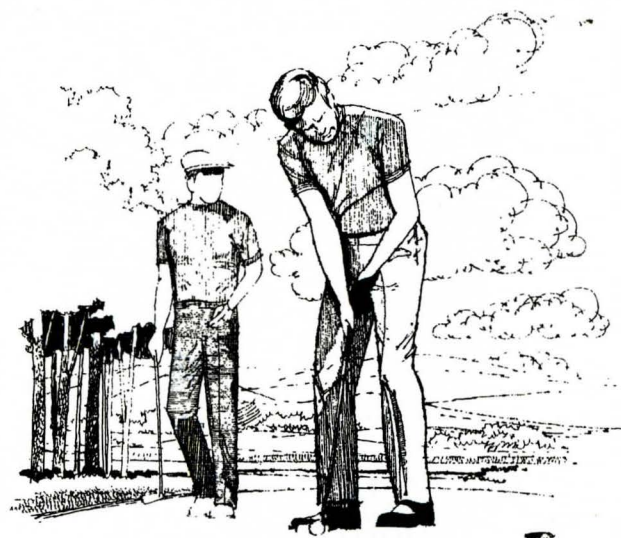




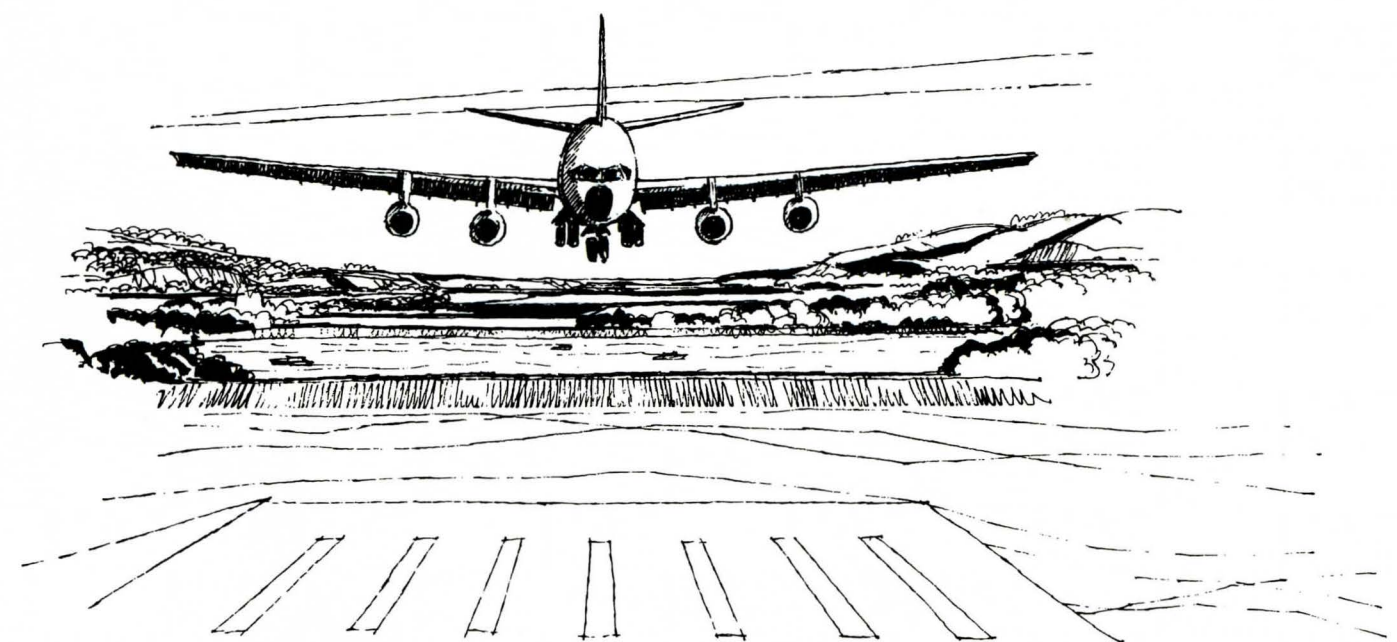
2. The Offutt Air Force Base Recreation Lake, near the eastern boundary of the base, is a major semi-public facility. This will not be a major consideration in the roadway alignment.
3. The Plattsmouth Special Use Area (Plate 55) is on the south side of the Platte River, directly across from the Scenic Drive. Because of this location, it also will not be a major influence on roadway alignment.

Special consideration must be directed to the Allied Chemical Plant and its associated facilities. An existing well field, above-ground transmission line, and the manufacturing plant itself will all have to be considered in the final roadway alignment. Similar consideration must be extended to the proposed Papillion Creek Water Pollution Control Plant.

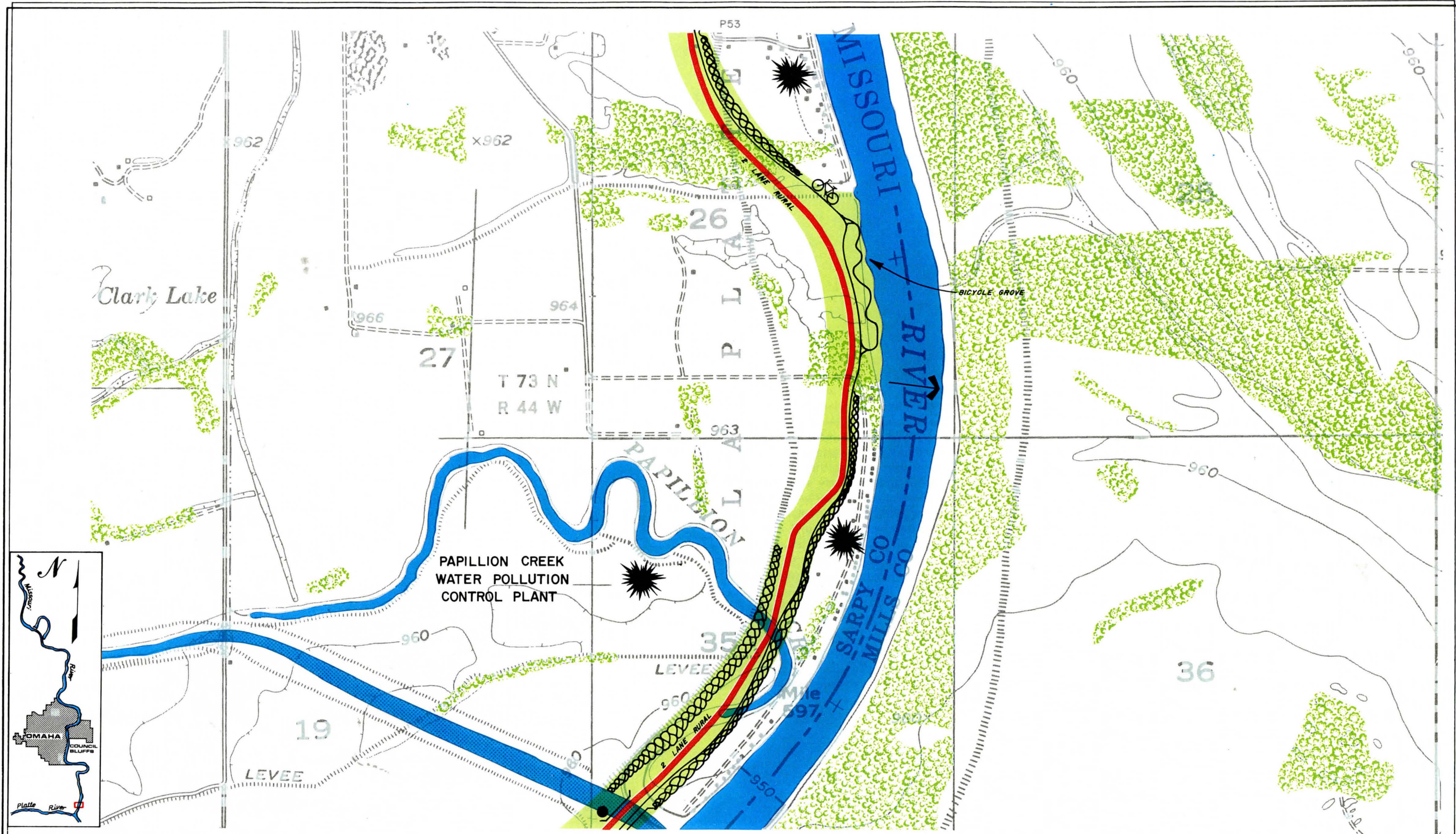
**PARKWAY CONSIDERATIONS AND  
ALIGNMENT RATIONALE**



This element of the Parkway will begin at the intersection of Highway 370 and the Missouri River levee (Plate 52). This roadway passes thru the existing Hayworth Park and will be a two-lane roadway for the full course south.









The roadway passes south through Hayworth Park to an area offering facilities for parking and bicycle access. From here the road swings south and east toward the river. Visual contact will be made with the river in the area north of the Offutt Air Force Base Recreation Area. It will then move east, avoiding an existing stand of timber. This is proposed as a cyclers' rest area and parking area.

The alignment moves back toward the river as it moves south. There will be a river vista from the northbound lane in this area (Plate 53). The road then moves gently to the west and parallels the alignment of an existing county road. The pattern of existing vegetation will provide an excellent screen for this element of the Parkway. Once past this area, the road will move back toward the river. Landscaping is proposed as a visual screen between the roadway and the existing river cottages.

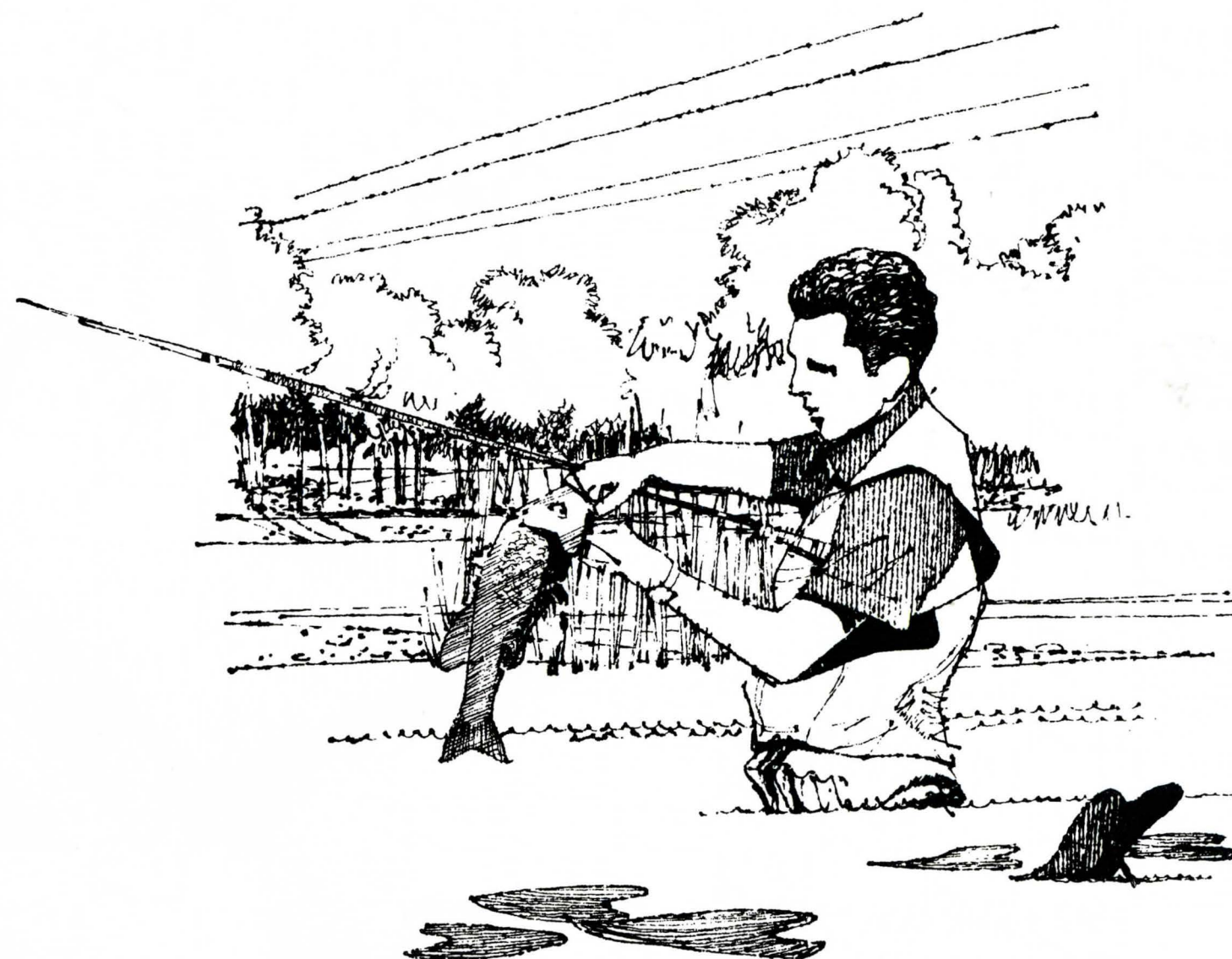
South of here there is a small wooded area between the roadway and the river. This is proposed for use as a "Cycling Grove" for bicyclists using the Parkway. There is a brief vista just prior to encountering a second group of river cottages. This area will be skirted to the west. Landscaping is proposed as a visual buffer between the roadway and the cottages.

To the south and west from here, is the site of the proposed Papillion Creek Pollution Control Plant (Plate 54). There is adequate room for the Parkway between this proposed facility and the river. This alignment will be followed and a bridge crossing will be required over the realigned Papillion Creek. Landscaping is also proposed in this area.

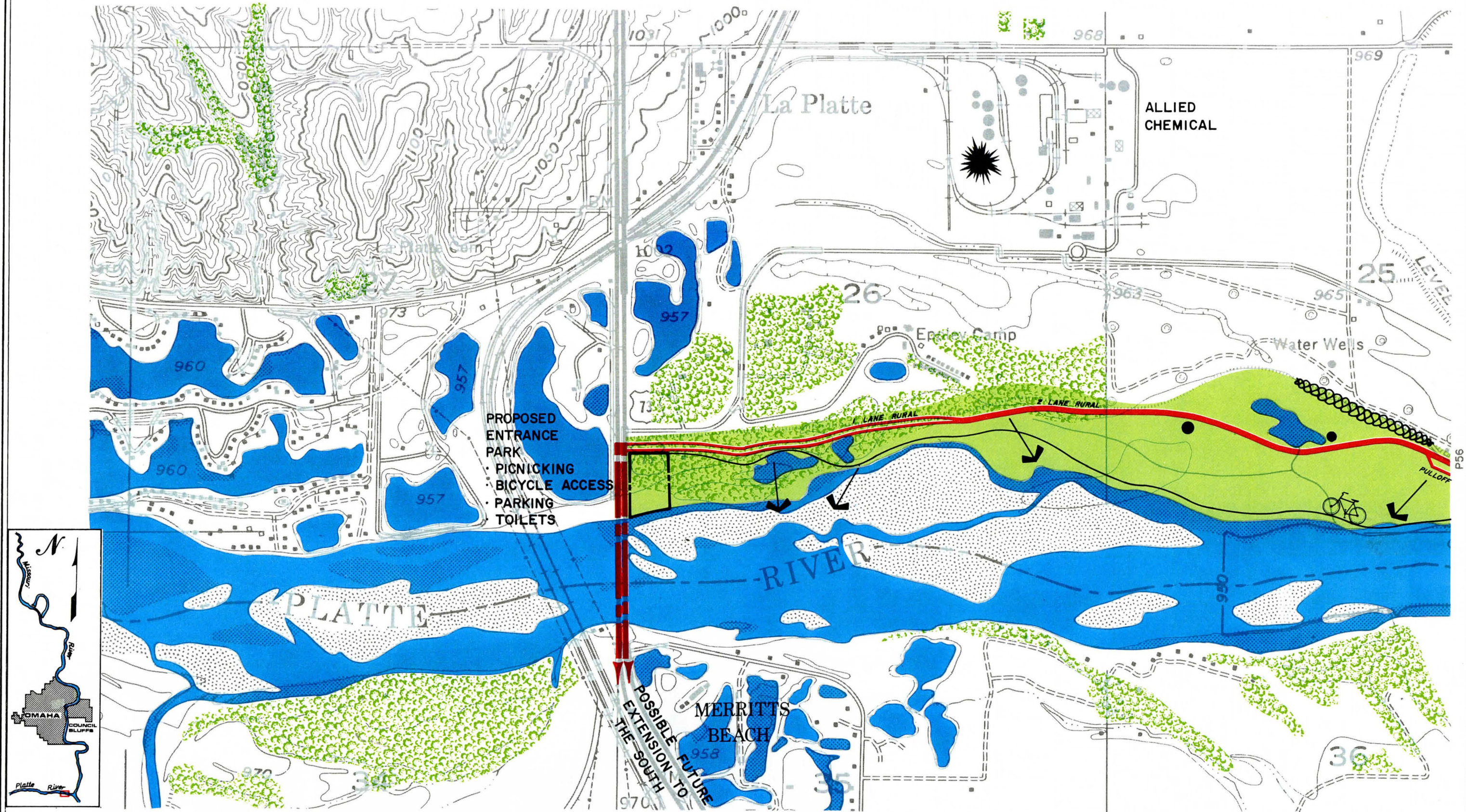
Once past this crossing, the roadway will move to the west avoiding the third and final group of river cottages (Plate 56). This will be a split-lane construction, the southbound lane being atop the levee, the northbound lane being on the riverward side. The split-lane alignment will rejoin at the southern terminus of the cottage area and follow an alignment very close to the river bank. In this region there is approximately a one-half mile of open land adjacent to the river which will provide an excellent area of visual contact with the river. In conjunction with this natural capability, a roadside park is proposed for this area.

The alignment will follow close to the river bank, although the existing river bottom timber will be encountered. The alignment must be sensitive to the industrial drainage channel and parallel, above-ground pipeline. Once beyond this point the alignment will go back toward the Missouri River and then back along the banks of the Platte River. At the confluence of the Missouri and Platte Rivers, a parking lot and scenic overlook is proposed. This overlook will provide vistas up the Platte, up the Missouri, and down

Allied Chemical.









the Missouri.

As the roadway moves west, it must pass through the Allied Chemical well field. Caution must be exercised to not disturb these existing structures. Likewise, landscaping is proposed to provide visual separation between Parkway motorists and these structures. Once past the second well, the alignment will deviate from the existing levee and follow a pattern approximately equal to the shore line. The alignment will then move north to the toe of the existing levee and parallel this for approximately a quarter of a mile. The roadway will then split, with the eastbound lane continuing at the slope's toe and the westbound lane atop the levee. This pattern will continue to

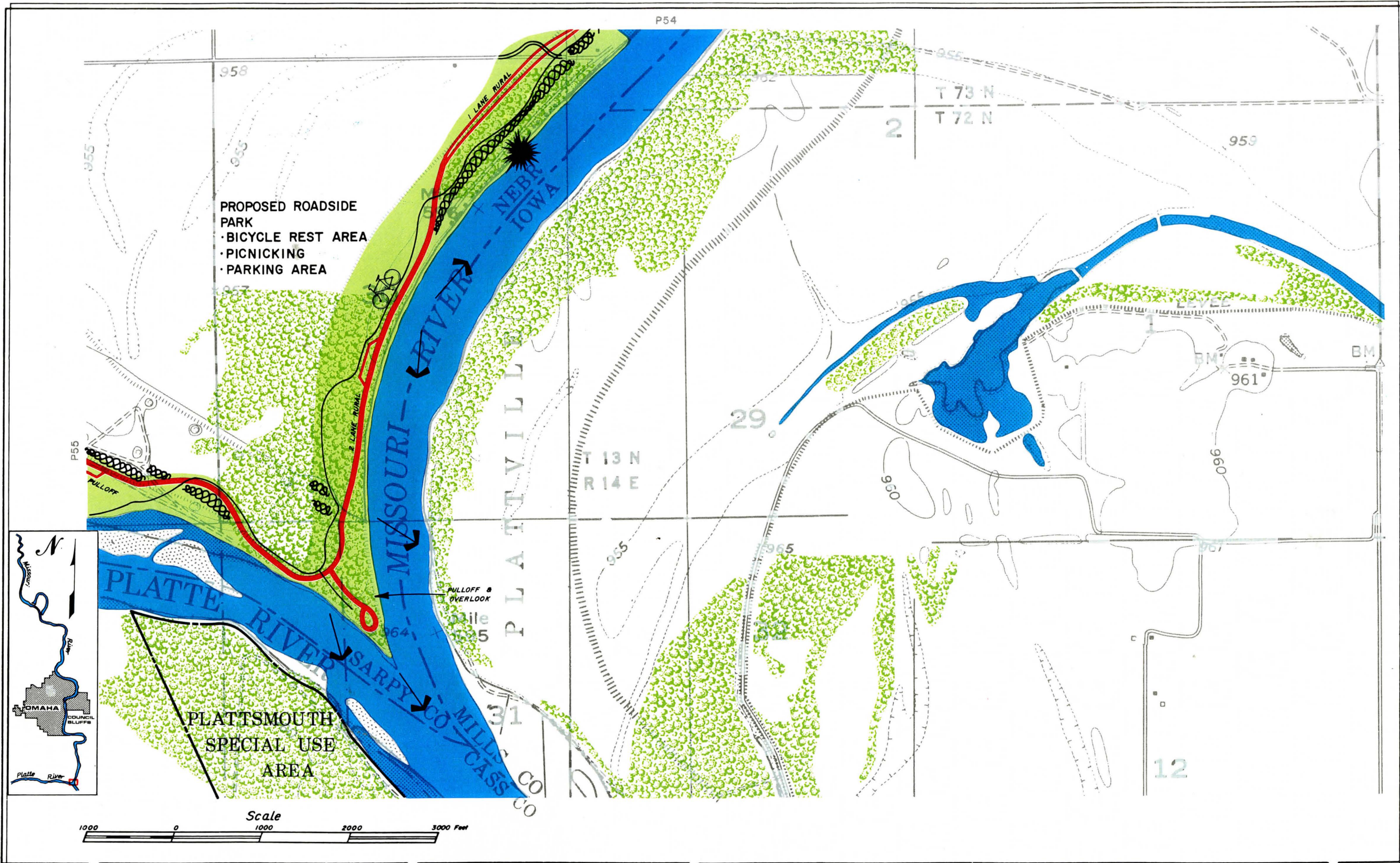
the juncture with existing U.S. Highway 73-75 (Plate 55).

A small park is proposed at this entrance. A combination of excellent access, good timber cover, and a need for a transition to a Parkway attitude justify this development. Facilities proposed would be a small parking area, bicycle access point, picnicking, and sanitary facilities.

Consideration for future Parkway extensions to the south are proposed from this area. This is beyond the scope of this study, but should be investigated. The natural capabilities of the area would be a worthy addition to the River-front concept.



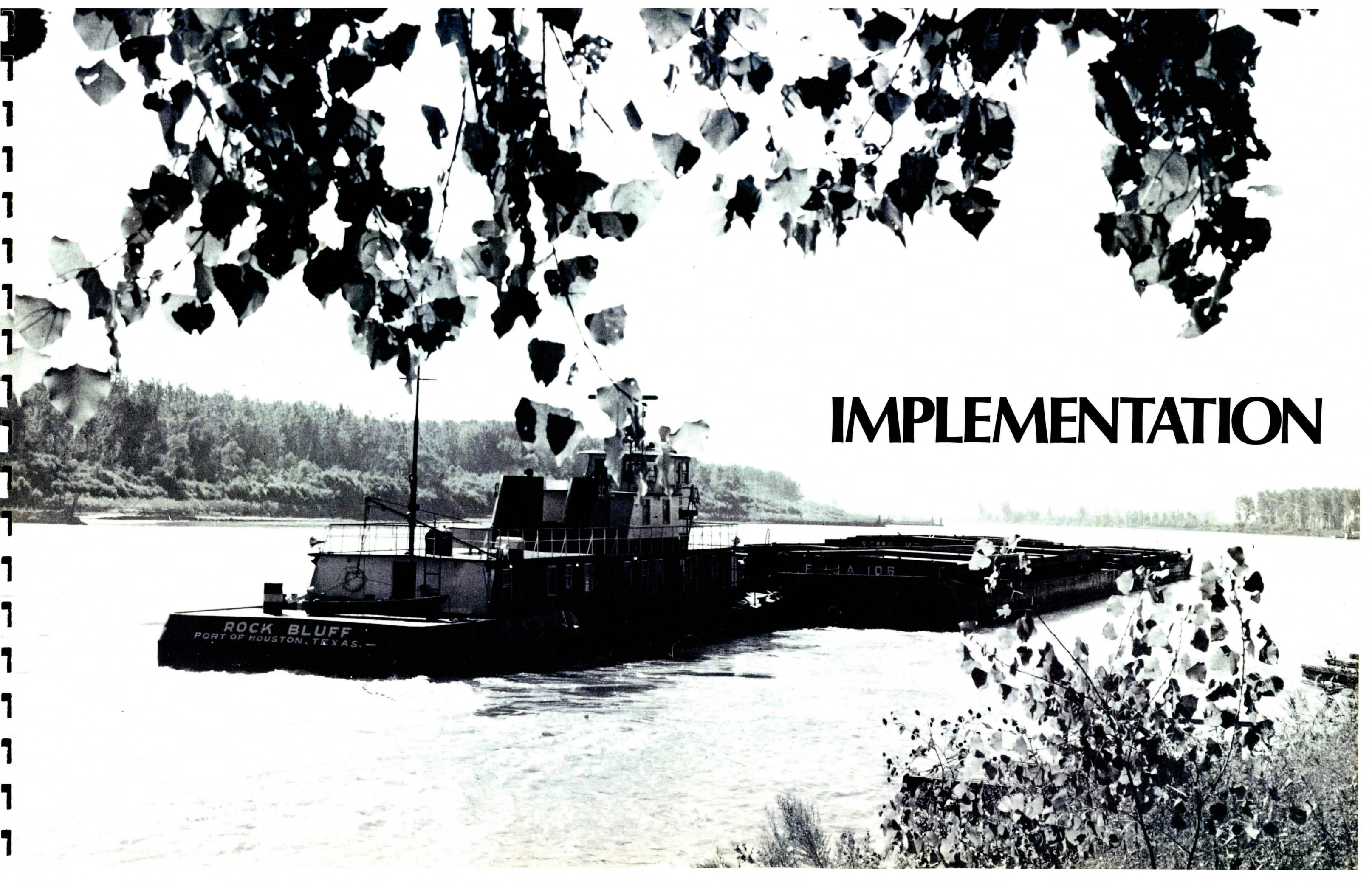












# IMPLEMENTATION







# IMPLEMENTATION OF THE PLAN

The transformation of the alignment proposals presented in the preceeding chapter into a usable roadway will entail considerable further efforts. This study has considered many important details of the Parkway, and will provide a solid foundation on which to base the subsequent studies. The accompanying graph outlines the major elements necessary to achieve roadway construction.

The first step—Adoption of the Study—will be necessary to provide a firm basis for project implementation. It will insure that information within this study is consistent with the total Riverfront Program. Because of the close contact with Riverfront staff personnel, many Transportation Task Force meetings, and extended interface with

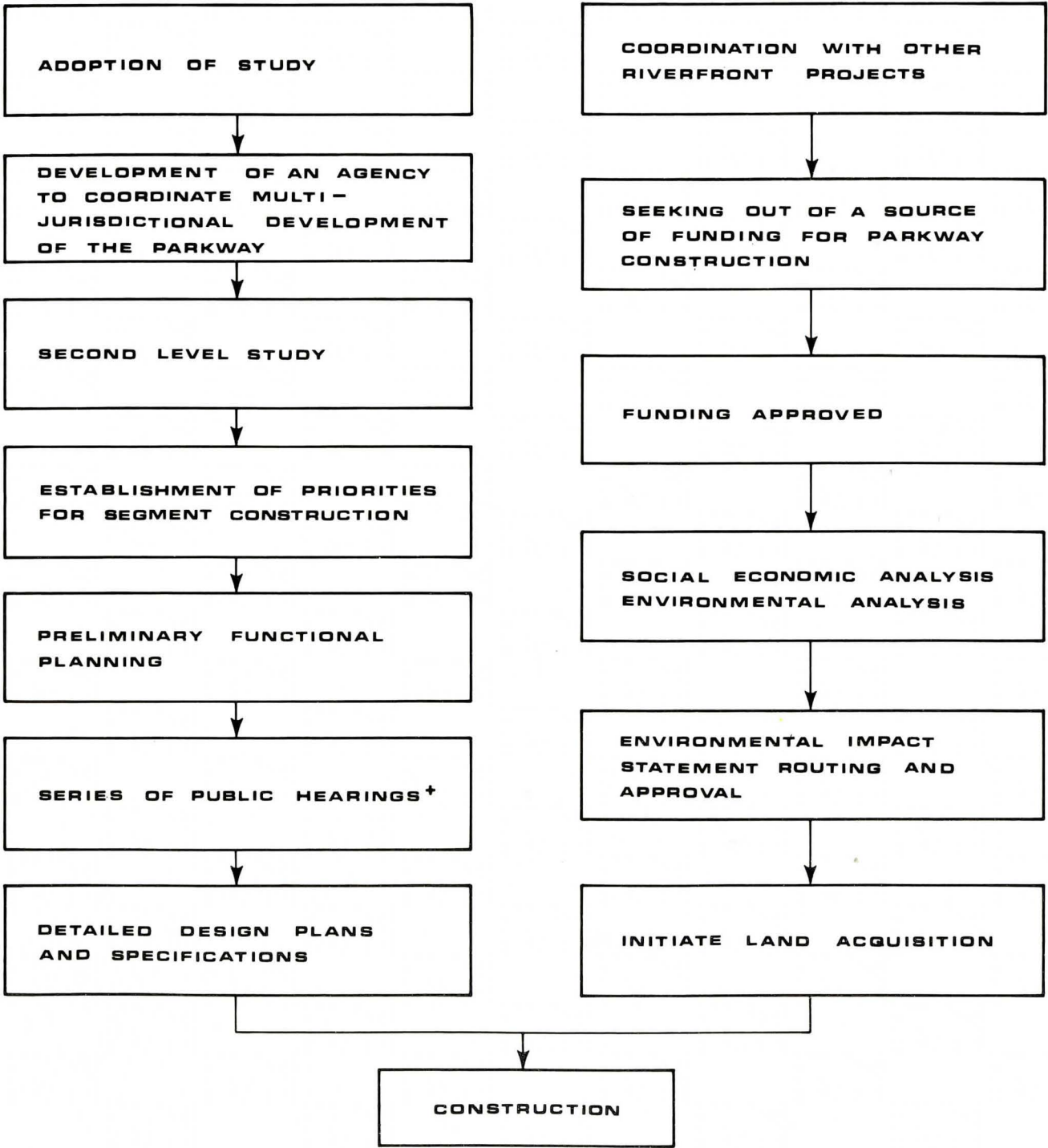
other on-going Riverfront studies, the formal adoption of this document should be but a formality.

Development of an appropriate governmental structure to effectively administer to the total Riverfront Program will be an important element in the process to achieve implementation of the Scenic Parkway. The University of Nebraska—Omaha is investigating the possibilities and will present recommendations to organize such a structure.

After an organization is determined for implementation of the Parkway a second level study should be initiated. This would refine the right-of-way requirements and designs for the roadway, bicycle path, and other Parkway details. At that time, a detailed environmental evaluation would be prepared, hearings would be conducted, and acquisition of endangered lands would be initiated.



## GENERALIZED IMPLEMENTATION PROCEDURES



+HEARINGS MAY BE HELD AS REQUIRED THROUGHOUT THE IMPLEMENTATION PROCESS.







# APPENDIX





# APPENDIX





CONTRIBUTING AGENCIES  
AND ORGANIZATIONS

Bellevue College  
Bicycle Institute of America  
Burlington Northern Railroad  
City Officials, Employees, and Representatives  
    Bellevue  
    Blair  
    Council Bluffs  
    Little Sioux  
    Missouri Valley  
    Omaha  
County Officials, Employees and Representatives  
    Douglas  
    Harrison  
    Mills  
    Pottawattamie  
    Sarpy  
    Washington  
Dana College  
Department of the Army—Corps of Engineers  
Department of the Interior—DeSoto National  
    Wildlife Refuge  
Department of the Interior—National Park  
    Service  
Department of the Interior—Soil Conservation  
    Service  
    Harrison County  
    Mills County  
    Pottawattamie County

Fontenelle Forest Association  
Iowa Conservation Commission  
    Planning and Programming Department  
    Wildlife Management Department  
Iowa Highway Commission  
Iowa Historical Society  
Metropolitan Area Planning Agency  
Metropolitan Utilities District  
Nebraska Game and Parks Commission  
Nebraska Geologists Office  
Nebraska Historical Society  
Nebraska Office of Planning and Programming  
Northern Natural Gas Company  
Northwestern Bell Telephone Company  
Omaha Chamber of Commerce  
Omaha Industrial Foundation  
Omaha Public Power District  
Schwinn Company—Cycling Activities  
Smithsonian Institute

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  10. *The Blue Ridge Parkway*—Harley E. Jolley—University of Tennessee—Knoxville, Tennessee—1969.

PHOTO & ILLUSTRATION  
CREDITS

Section Dividers—Nebraska Game & Parks Commission  
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Commission  
Page 25—Birds—Nebraska Game & Parks Commission  
Page 27—Barge—Nebraska Game & Parks Commission  
Page 29—Motorboat—Nebraska Game & Parks Commission  
Page 31—Singing—Nebraska Game & Parks Commission  
Page 39—Riverscape—Nebraska Game & Parks Commission  
Page 41—Plan—Desoto National Wildlife refuge  
Page 43—Shelter—U.S. Army, Corps of Engineers  
Page 43—Tree Stump—Nebraska Game & Parks Commission  
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Page 115—Marina—U.S. Army, Corps of Engineers  
Page 121—Riverscape—Nebraska Game & Parks Commission











