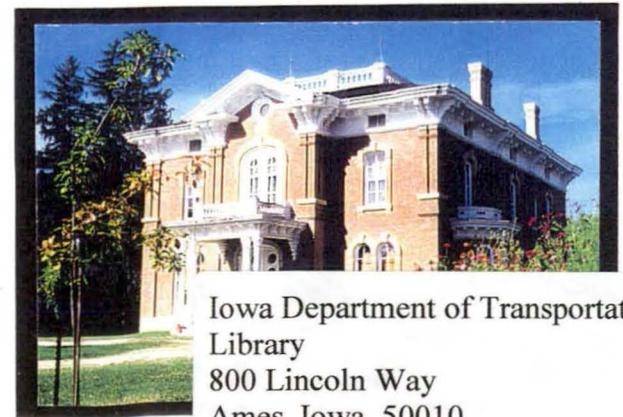


# Iowa Scenic/Heritage Byway Evaluation

February 2000



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*Iowa*

*Scenic/Heritage Byway Evaluation*

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## Overview

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### PREFACE:

The Iowa legislature in 1987 approved a bill that provides for the establishment of a program to identify and promote roads that pass through especially scenic landscapes. The bill also called for the program to protect and enhance the scenic and heritage qualities of the landscapes displayed by these roads. In 1987 the Iowa Department of Transportation initiated plans to develop this program and establish a network of state scenic byways. Additional impetus for this program emerged when the Intermodal Surface Transportation Efficiency Act of 1991 created a *National Scenic Byways Program* and encouraged states to establish a scenic byway program and designate roads as scenic byways.

In 1992, as part of the Iowa program development, numerous candidate pilot routes were field inventoried and evaluated for scenic quality. Beginning in 1993, qualified pilot routes were signed as scenic byways. By 1997 five routes had been identified and signed.

In 1998 the Iowa Department of Transportation completed the organizational structure of the scenic byway program and published guidelines for nomination, evaluation, designation, signing and ongoing reevaluation. The Iowa Scenic Byway Program Designation Guide states that the program will be administered by the Iowa DOT with guidance from the Scenic Byway Advisory Council.

Formal requests by the Iowa DOT for scenic byway nominations officially initiated the program and began the first of several nomination and designation cycles. The program designation guide states that "... the responsibility for identifying a suitable road for scenic byway designation rests primarily with the local government,

interested groups or individuals." Nomination can be made in three categories. These categories are listed below.

1. Naturally Scenic: "Where designation is based on a high degree of consistent natural landscapes that attract the visitor and keep them driving the route."
2. Scenic and Heritage: "Where designation is based on a combination of naturally scenic views and significant historic or cultural areas."
3. Heritage: "Where designation is based on a high degree of consistent historic or cultural significance and has little or no naturally scenic quality."

The next step in the nomination designation process is the field inventory and evaluation of nominated routes. Methods for conducting the field inventory and evaluating the nominations are identified in the program designation guide. The guide states the need for "... an overall scenic and/or heritage rating that is used as a basis for designation."

Results of the evaluation are reviewed by the Iowa DOT and the Scenic Byway Advisory Council. The guide states that the council will review the application and evaluations and make the "... final selections for designation based on the ratings obtained from the evaluation and any additional information the council members may have concerning the route."

The Iowa Scenic Byway Program calls for ongoing monitoring of designated routes. According to the program designation guide, routes can be removed from the program if "... undesired development or deterioration has occurred to damage the route's original scenic or heritage qualities." Reevaluation of designated scenic byways is planned at four year intervals following designation.

## Introduction

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### NOMINATIONS:

The first scenic byway program nominations were solicited in 1998. Eight nominations were received by the Iowa DOT. The general location of the nominated routes and the category for which each was nominated is shown below:

1. Cass County - Scenic/Heritage
2. Des Moines County - Scenic
3. Madison County - Scenic/Heritage
4. Buena Vista, Cherokee, Clay and O'Brien Counties - Scenic/Heritage
5. Winneshiek County - Scenic/Heritage
6. Delaware County - Scenic/Heritage
7. Clayton County - Scenic/Heritage
8. Allamakee, Clayton, Fayette and Winneshiek Counties - Scenic/Heritage

### PROGRAM EVALUATION REQUIREMENTS:

The goal of the Iowa Scenic Byway Program is ". . . to identify and designate roads that are uniformly high in visual and/or heritage quality." The three categories noted above, 1) naturally scenic, 2) scenic and heritage, and 3) heritage, were developed to identify the primary features that may occur along the scenic byway. Along naturally scenic byways the Iowa program designation guide says that the natural features displayed by the route should have high quality. The guide identifies that ". . . these features may be unique examples of landforms, vegetation, rivers or lakes . . ." The guide further states that these quality features should be consistently displayed along the entire route. "As one feature, view or site is passed, another is encountered so that the road provides a uniformly enjoyable experience for the byway traveler."

The program designation guide provides similar criteria for heritage byways. Along heritage corridors features should offer ". . . significant heritage (historic and cultural) areas, sites or markers that illustrates the development of Iowa or show Iowa's historic relationship to the nation . . ." These heritage features should also be uniformly displayed along the corridor.

A first step in the scenic byway designation process is the field inventory and evaluation of nominated routes. The program designation guide describes that each route should be driven and features inventoried and rated. This information ". . . is then evaluated, and each route is given a quality rating based on criteria established to help define a scenic or heritage byway."

### PROJECT PURPOSE:

This report documents the results of the field inventory and evaluation of the nominated routes. Data is provided describing the visual and heritage character of the nominated routes and locations important to this character. Graphs, displays and maps were produced using the rating system described in the Iowa Scenic Byway Designation Guide. Discussions of specific inventory procedures and evaluation techniques can be found in two reports, Iowa Scenic Byway Evaluation, December 1992, and Iowa Scenic Byway Evaluation, November 1995.

Information in this and associated reports is useful for corridor management and will be used in the reevaluation process. High quality areas along each corridor crucial to the visual or heritage character of the route are identified. Loss or deterioration of these areas could harm the continued integrity of the corridor. Neutral or low quality areas, whose enhancement would improve the route's character, are also identified.

## Field Survey and Inventory

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### INTRODUCTION:

The basis of the scenic byway inventory and evaluation methodology used by Iowa DOT rests in assessing a road's visual character. This visual character is expressed in many ways but centers on the quality and content of the views offered by the road and the manner in which these views are presented to the traveler. This definition emphasizes the touring aspects of a scenic byway. The intent is that the traveler finds enjoyment in driving the road because of the visual features displayed along the way.

This premise was applied to heritage byways. A heritage byway tour should display sites and features to the traveler that depict the corridor's heritage theme. The landscapes seen by the traveler should also convey the setting of this theme. A historic or cultural byway is a roadway that allows the traveler to sense the setting of the historic event or cultural patterns that are the basis of the tour.

### FIELD INVENTORY NEEDS:

A good "mental image" of a scenic byway under this definition is a roadway flowing through a rolling terrain continuously displaying attractive landscapes and offering changes in colors, material, visual patterns and the type of views. This definition may seem abstract but various aspects of this "mental image" can be identified in the field. Using a predefined list of items that are part of the landscape's composition a field crew can drive a road and record what is viewed. The type of view and its presentation to the driver can also be noted. Collectively this information forms the basis of the inventory and the subsequent evaluation.

The "mental image" of a historic or cultural byway is a roadway that displays to the traveler sites, structures, activity patterns,

landscapes or other items reminiscent of the corridor's theme. It should stimulate the traveler mentally to transport themselves into the milieu of the historic period or cultural setting. As with scenic byways, this may sound abstract but various aspects of this "mental image" can be measured in the field. In fact most of the factors that describe a scenic byway's features can be used to evaluate the existence of historic landscapes.

Unlike scenic byways, evaluation of the heritage byways requires some research to establish the sites and setting identified with the corridor theme. Land uses and other elements associated with the theme's time period must also be defined. This information is needed before the field inventory is conducted to give the survey team an appreciation of the corridor's history. Heritage site locations are needed before the survey so that side trips can be planned to view key historic features not found along the corridor.

Field inventory methods and techniques must provide the data needed to perform evaluations that reflect the requirements and philosophy of the program. The inventory should identify features and provide other information that can be used to measure a route's ability to offer travelers appropriate scenic or heritage images.

### Scenic Byway Inventory Data:

Field inventory information for the scenic byway was used to identify and locate the route's major visual elements, both positive and negative, according to the Iowa DOT program criteria. These visual elements are defined in Table 1. Some of these features or elements are always visible along any roadway. In highly rated areas as many as 15 different visual elements may be visible at one location.

Visual elements can be divided into two general categories. Specific features such as farmsteads, rivers, wooded hillsides or a rock bluff come into view for the traveler then disappear, replaced by other features. Elements displayed in this manner are simply called views.

Background elements are more subtle than views but no less important to visual quality. These elements include such things as road alignment, adjacent land use and the topography of the area. While these items may not be observed or recognized by the traveler they can significantly increase the traveler's enjoyment and perception of views. A more detailed discussion of views and background is provided below.

#### Views:

Views constantly change as a route is traveled. The value of a particular view is based on the type, content, quality and orientation of the view. The field inventory must provide information on all these parameters. Panoramas, scenes or focal points are view types that describe the scale and length of the view. View content refers to the specific feature observed in the view and is identified during the inventory by feature composition. View quality refers to the impact of a feature. Views can be both pleasing and distracting. Quality is defined during the inventory by classifying each view on a numeric scale. Orientation or presentation describes the location of the view relative to the driver.

#### Background:

This category includes a variety of elements that a traveler may not perceive as the corridor is driven. Land use adjacent to the roadway sets the backdrop for the roadway. It is the background against which views are set. Land use is divided into seven specific categories for rating purposes. Another element included in the background is the design characteristics of the roadway. Compatibility between horizontal and vertical road alignment and the corridor terrain can move the traveler up or down, left or right and

provide a constantly changing viewpoint. Topography is another background feature important to visual quality. This subtle feature may be noticed as rolling hills or meandering drainage.

#### Heritage Byway Inventory Data:

Field data collection requirements for heritage byways can be placed in two categories. The first, and possibly the most significant, is information on historic or cultural sites identified directly with the corridor's heritage theme. Features, either natural or human, associated with the theme's time frame are also noted in the inventory. These period features help establish a setting for the heritage corridor.

The landscape traversed by a heritage byway is the second basic data category necessary to evaluate a heritage byway. A landscape reminiscent of the time period associated with the heritage theme will give the traveler a sense of place. Land use adjacent to the roadway plays a key role in developing this sense of time and place. A more detailed discussion of sites, features and land use is provided below.

#### Sites and Features:

Specific sites and features that are directly related to the corridor theme are requirements for heritage byways. Sites and features give definition to the heritage theme. A historic highway, as an example, may have bridges, gas stations, travel courts and other specific sites that depict the road and its uses. Features not directly related to the road or its use can also be important. Historic buildings, natural landmarks and other features not directly related to the highway were part of the background that early travelers would have seen as they drove the road.

#### Land Use and Landscapes:

Nearly all potential historic or cultural themes have land use patterns with which they are associated. These patterns may range from the native vegetation patterns of the 1840's to human developments of the early 1900's. This

association may be based solely on the theme's time period or it may reflect land use patterns identified with a cultural theme. In either event, current land uses that compare to those existing during the theme's time period provide a sense of time and place for travelers along a heritage corridor. Current land uses that would have been foreign during the theme's time period may be distractive to the traveler. Along a historic highway for example period farms and quiet small towns may reflect the land uses early travelers experienced while strip malls and other contemporary developments would not.

### **Field Inventory Methods:**

Field inventory procedures are flexible. The goal is to collect as much pertinent data as possible while the survey crew is in the field. All data must be collected so that it can be located rather precisely along the route. A basic procedural requirement is that the nominated routes must be inventoried in both travel directions. The quality and type of view can vary greatly with the travel direction.

Often routes other than the nominated corridor are explored to assess the scenic quality of alternative roads. This also gives the field crew a better understanding of the area's visual character. Heritage corridors often require side trips to visit heritage sites or features. The routes traveled making these side trips are surveyed in the same manner as the main route.

Inventories are conducted using driver commentary techniques where the driver comments on what is observed. The commentary procedures are designed to deliver information on a predefined set of visual and heritage features or elements. These elements, shown in Table 1, are coded into the field survey software before the field work. As the corridor is traveled, the driver calls elements as they appear and provides a quality classification. The driver also comments when an element leaves the field of view. Approximately 60 separate elements are available to describe the visual or heritage characteristics observed in the field.

Continuous data can be easily collected along a roadway using driver commentary techniques in association with real time data entry. Using this method, data identified in the commentary, is entered into a computer data base. The data from the commentary is linked to roadway location using both a distance measuring device and a GPS receiver installed in the survey vehicle. The commentary and part of the inventory view are also recorded on video tape. This field survey technique produces an inventory record that includes video and audio tape recordings, accurate position data and attribute identification.

Descriptive classifications of quality and view orientation are assigned in the field as part of the driver commentary. These classifications further describe visual characteristics. Scenic Byway views are given a classification for view quality and view presentation. Background elements and heritage features are classified for quality only. The field classifications for quality are based on a 1-7 scale. This classification scale reflects a range of quality from excellent ("1") to very poor/completely distracting ("7").

View presentation describes the orientation of the view from the traveler's perspective. Views in front of the traveler are easier to see and generally have more impact than views to the side. Presentation is classified on a 1-5 scale. Those views straight ahead are the easiest to see and therefore have the highest presentation classification of "1". Views perpendicular to the roadway have the poorest presentation quality and are classified as a "5".

**Table 1  
Inventory Elements**

<b>Visual Elements in the Inventory</b>			
<b>Types of Views</b>	<b>Primary Visual Composition Elements Associated with View</b>	<b>Secondary Visual Composition Elements Associated with View</b>	<b>Definition of Secondary Composition Elements Associated with View</b>
<p><b>Panorama</b></p> <p><u>Note:</u> "Large" vista that provides a comprehensive view</p>	<p><b>Landform</b></p> <p><b>Water</b></p> <p><b>Vegetation</b></p> <p><b>Agriculture</b></p> <p><b>Structures</b></p> <p><b>Human</b></p>	<p>Basic</p> <p>Material</p> <p>Unique Features</p> <p>Basic</p> <p>Basic</p> <p>Color/Pattern</p> <p>Unique Features</p> <p>Basic</p> <p>Color/Pattern</p> <p>Basic</p> <p>Color/Pattern</p> <p>Color/Pattern</p>	<p>Hills, valleys - general forms</p> <p>Visible rocks, soils, etc.</p> <p>Unusual forms or materials</p> <p>Water bodies or channels</p> <p>Forests, grasslands, etc. general form</p> <p>Vegetation producing colors or patterns</p> <p>Unusual vegetation</p> <p>Farmlands without specific composition</p> <p>Agriculture producing colors or patterns</p> <p>General buildings, etc.</p> <p>Structures producing colors or patterns</p> <p>Human features producing colors or patterns</p>
<p><b>Scenes</b></p> <p><u>Note:</u> A single view of a composite or comprehensive subject.</p>	<p><b>Landform</b></p> <p><b>Water</b></p> <p><b>Vegetation</b></p> <p><b>Agriculture</b></p> <p><b>Structures</b></p> <p><b>Human</b></p>	<p>Basic</p> <p>Material</p> <p>Unique Features</p> <p>Basic</p> <p>Moving</p> <p>Basic</p> <p>Edge</p> <p>Color/Pattern</p> <p>Unique Features</p> <p>Color/Pattern</p> <p>Activity/Operations</p> <p>Structures</p> <p>Unique</p> <p>Basic</p> <p>Color/Pattern</p> <p>Color/Pattern</p>	<p>Hills, valleys - general forms</p> <p>Visible rocks, soils, etc.</p> <p>Unusual forms or materials</p> <p>Water bodies or channels</p> <p>Moving water</p> <p>Forests, grasslands, etc. general form</p> <p>Transition zone between vegetation types</p> <p>Vegetation producing colors or patterns</p> <p>Unusual vegetation</p> <p>Agriculture producing colors or patterns</p> <p>Ag features, i.e., farm animals, hay bales, etc.</p> <p>General buildings - farmsteads, barns, etc.</p> <p>Unusual agricultural features</p> <p>General buildings, etc.</p> <p>Structures producing colors or patterns</p> <p>Human features producing colors or patterns</p>

**Table 1 ( Cont.)  
Inventory Elements**

<b>Visual Elements in the Inventory</b>			
<b>Types of Views</b>	<b>Primary Visual Composition Elements Associated with View</b>	<b>Secondary Visual Composition Elements Associated with View</b>	<b>Definition of Secondary Composition Elements Associated with View</b>
<b>Focal Points</b>  <u>Note:</u> A "short" view of a single feature or a detail of that feature.	<b>Landform</b>  <b>Water</b>  <b>Vegetation</b>  <b>Agriculture</b>  <b>Structures</b>  <b>Human</b>	Basic Material Moving Edge Basic Edge Color/Pattern Unique Features Activity/Operations Structures Unique Basic Color/Pattern Color/Pattern Unique	Hills, valleys - general forms Visible rocks, soils, etc. Moving water Transition zone between vegetation types Forests, grasslands, etc. - general form Transition zone between vegetation types Vegetation producing colors or patterns Unusual vegetation Ag features, i.e., farm animals, hay bales, etc. General buildings - farmsteads, barns, etc. Unusual agricultural features General buildings, etc. Structures producing colors or patterns Human features producing colors or patterns Unusual Human features
<b>Other Elements in the Inventory</b>			
<b>Types of Corridor Characteristics</b>	<b>Primary Features Associated with Characteristic</b>	<b>Definition of Feature Associated with Characteristic</b>	
<b>Roadway Aesthetics</b>  <b>Background</b>  <u>Note:</u> Land use along the road corridor.  <b>Heritage Features</b>  <b>Amenities/Facilities</b>  <b>Location</b>	Terrain Ribbon Woodlands/forests Wetlands Mixed Native Vegetation Agriculture Urban/Suburban Corridor Heritage Features Corridor Historic - Heritage Sites Heritage Landscape Parks Recreation Pull Offs/Rest Areas Reference	Roadway flows with the terrain (good vertical alignment) Roadway meanders with the terrain (good horizontal alignment) Woodlands are the primary corridor land use Wetlands are the primary corridor land use The primary corridor land use is mixed vegetation Agriculture is the primary corridor land use Intense man-made land use along the corridor A natural or human feature associated with the corridor's theme Historic sites or areas that are associated with the corridor's theme Landscapes that provide a visual impression reminiscent of the corridor theme Developed recreation areas with public facilities Overlooks and other rest areas Identification of location, i.e. road intersection	

# Route Evaluations

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## INTRODUCTION

The scenic byway candidate routes submitted in 1999 were nominated in both the scenic and scenic/heritage categories. Routes designated in each category must meet requirements of quality and uniformity. The Scenic/Heritage nominations have the added burden of satisfying these requirements for both categories.

The following definitions reflect the language contained in the program guide. Describing these definitions numerically is the objective of the corridor evaluation effort.

- A Scenic Byway should allow the touring public to view aesthetically appealing natural and human features. These features should be uniformly displayed along the entire route so that travelers continuously sense the corridor's visual quality and character.
- A Heritage Byway should allow the touring public to travel and observe sites specifically associated with an important historic or cultural theme. While touring between sites, the road should display land uses and landscapes that give the traveler a sense of the physical setting associated with the historic or cultural theme.

## EVALUATION PROCEDURES

### Discussion

The goal of the evaluation process is to provide results that address the Scenic Byway Program's definitions and designation criteria. Continuous route evaluation meets this goal by providing ratings along the entire corridor. A corridor's general quality can be

expressed as the mean of these continuous ratings. Consistency or uniformity along a route can also be easily expressed from this information.

Continuous evaluation also provides valuable planning information by locating corridor segments crucial to the byways' character. This information can be important to corridor management. Highly-rated areas should be treated as valuable resources that may require protection. Overall corridor quality can benefit from the enhancement of segments with neutral or distractive ratings.

While the basic evaluation procedures and desired results are the same for both scenic and heritage byway categories, the approach is different. Scenic byway evaluation is based solely on features observed in the field. Heritage byways require the comparison of field data with historic land use other information obtained from other sources.

### Scenic Byway Corridor Evaluation

Scenic byway evaluation deals simply with the data collected in the field. Appropriate calculations are made for each individual view and background event observed along the corridor. Each event calculation is summed giving a continuous corridor rating. The following list outlines the steps taken in making the scenic byway calculations.

- Field ratings for views and background inventory events are adjusted by subtracting each field rating from 4. This operation converts each event rating to a positive or negative number between +3 and -3 and sets good views as positive numbers and distractive views as negative.

- The adjusted numeric field rating for each view event is amended to reflect its presentation.
- Ratings are summed along the corridor producing a continuous set of numbers reflecting the changing visual quality along the route.
- The mean rating, uniformity and other statistical calculations are made to express the route's quality and character.

### Heritage Byway Corridor Evaluation

Heritage byway evaluation procedures are different from those used for scenic byways. Key to heritage byways is their ability to convey the setting of the heritage theme. This is achieved when a corridor offers heritage sites, features and a landscape reminiscent of the heritage theme. Comparison of current conditions to the historic is essential in evaluating the setting. The following list outlines procedures considered in the making the heritage byway calculations.

- All historic or commemorative sites and associated features significant to the heritage theme are valued. Sites with visible remains are valued higher from a tour perspective. Ratings and location were made in the field and values were adjusted before the evaluation calculation.
- Current landscapes reminiscent of those existing during the heritage time frame are determined by comparing the existing land use with the historic land use.
- Land uses around historic heritage sites are compared with the historic uses. Those that match the historic uses received additional value in the evaluation.
- Sections of the corridor with land use reminiscent of the landscape existing during the heritage theme's time period was rated during the field survey. This element is adjusted based on the land use match before making the calculation.
- Ratings are summed along the corridor producing a continuous set of numbers reflecting the changing visual quality along the route.
- The mean rating, uniformity and other statistical calculations are made to express the route's quality and character.

Computer software was used to make the calculations associated with each item identified above. The program displays

the field inventory data directly onto base maps containing information on historic land use, site and feature information. Data base analysis compares the current land use from the field data with the mapped historic land use. Areas where the current land use is the same as the historic land use will provide a setting reminiscent of the theme time period.

### **EVALUATION RESULTS**

#### Discussion

The Iowa Designation Guide suggests several important characteristics considered when evaluating scenic and heritage byway candidates. These characteristics are listed below with quotations from the Designation Guide. The type of analysis applied to the field data to test these criteria is also shown.

1. Quality Rating: Analyses should "... provide an overall scenic and/or heritage rating that is used as a basis for designation." The quality rating is obtained by calculating the mean of the ratings along the corridor. *A mean rating of 4 is considered the threshold value for designation as a Scenic or Heritage Byway.*
2. Uniformity: An evaluation should show that "... features ... exist along the entire corridor." Uniformity is tested by calculating the percentage of the route that is above the byway value of 4. *Corridors with 50% or more of their lengths rated above 4 have the uniform quality appropriate for byway designation.*
3. Outstanding Features: The route should offer "... outstanding natural or heritage features." The average rating of those sections of the route that have a mean value of four is the test used for outstanding views. This statistic offers advisory information on the quality of views. It is not a criterion for designation.
4. Consistency: The longest distances along the corridor with ratings above four and longest distances rated below four provide information about the consistency and the uniformity of the corridor's features. A byway corridor is preferred if the longest distance above four is greater than the longest distance below four. These statistics offer advisory information. They are not specific designation criteria.

5. **Variety:** Corridor analyses should test “. . . whether or not the view changes often enough to provide . . . variety.” Variety is tested by calculating how route segments vary from the mean value. Variety offers advisory information about the flow of views and features along the corridor. A high “variety” number suggests a corridor that may offer travelers increased enjoyment by providing diversity in the view quality and type.
6. **Unique Features:** The corridor “. . . features may be unique examples of . . . the geological region.” A test for unique views is the variation of route segment values determined in item 2 above. High ‘unique feature’ numbers offer advisory information that a corridor provides some very high quality views or features.

### **Byway Corridor Evaluation:**

Evaluation results are shown in Tables 2 and 3. Table 2 shows the scenic byway results while Table 3 shows the heritage byway evaluation results. Routes nominated in the scenic/heritage category must be qualified in both the scenic and heritage categories. The key columns in these tables are columns 4 and 5 that show the mean rating and uniformity. Columns 6, 7, 8, 9 and 10 provide advisory information.

Column 4 in Tables 2 and 3 shows the quality rating for each byway. This number is the mean of the ratings established during the field inventory. A quality rating of 4.0 or more suggests quality appropriate for a scenic or heritage byway. Nominated segments that have this rating are shown by white numbers on a black background.

Column 5 in both tables shows the measurement for uniformity along each corridor. It is calculated by determining the percentage of the route that has a quality rating above 4.0. A route with 50% of its length above 4 will generally suggest a route with uniform visual character appropriate for a scenic byway. Nominated segments that have this uniformity rating are shown by white numbers on a black background.

Column 6 shows the measurement for outstanding feature quality. It is determined by averaging the rating for segments of a route that are above four. A high number in this column suggests routes with superior scenic quality. This is an advisory statistic only.

Columns 7 and 8 show the longest distances along the corridor with ratings above 4 (column 7) or below 4 (column 8). These advisory statistics show the view patterns that may be presented to the traveler. If the number in column 7 is higher than the number in column 8, the route will likely have uniform quality. A higher number in column 8 could mean the route has long sections with neutral visual or heritage quality. This statistic offers advisory information only.

Column 9 shows the measurement of variety in features and views provided along each byway. This number is the variance of the ratings from the mean along the corridor. A high variance value suggests variety in the nature and quality of views along a route. Generally, this statistic identifies sections with good change in pace and visual diversity. It provides advisory information only.

Column 10 shows the results of the test for unique views. A high value in this column suggests one or more unique vistas exist along the corridor. This is an advisory statistic only.

### **Nomination Displays and Graphs:**

The following sections offer reports on the individual nominations. Each section contains a short outline discussion of the corridor. Historic sites and the corridor's heritage theme are discussed for routes nominated in the heritage category. Maps and graphs in each section show the results of the field inventory and corridor assessment.

A summary of the corridor evaluation for each nomination is also provided. This summary shows the evaluation statistics and offers comments on the corridor. Comments are also offered on routes near the nominated corridor explored during the field inventory.

**TABLE 2  
TOTAL ROUTE EVALUATION - SCENIC BYWAY**

ROUTE NAME AND INVENTORY DIRECTION	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	Length	Views		Rating	Uniformity	Quality Views	Consistency		Variety	Unique
	Length (Miles)	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 1 Cass and Adair Counties</b>										
Segment 1 [E - W] Eastbound	42.77	13	-0.6	3.65	34.71%	6.03	7.15	6.53	4.54	4.99
Segment 1 [E - W] Westbound	31.99	9	-0.6	2.78	21.72%	5.11	1.04	7.31	2.80	6.24
<b>Average Route Segment 1</b>	<b>37.38</b>	<b>13</b>	<b>-0.6</b>	<b>3.21</b>	<b>28.21%</b>	<b>5.57</b>	<b>4.09</b>	<b>6.92</b>	<b>3.67</b>	<b>5.61</b>
Segment 2 [N - S] Northbound	19.89	7.2	-2.3	1.81	7.26%	5.27	0.76	7.00	2.11	1.82
Segment 2 [N - S] Southbound	29.49	8.5	-1.7	2.77	22.36%	4.86	0.96	5.99	2.43	1.96
<b>Average Route Segment 2</b>	<b>24.69</b>	<b>8.5</b>	<b>-2.3</b>	<b>2.29</b>	<b>14.81%</b>	<b>5.07</b>	<b>0.86</b>	<b>6.49</b>	<b>2.27</b>	<b>1.89</b>
<b>Nomination # 1 Totals &amp; Averages*</b>	<b>62.07</b>	<b>13</b>	<b>-2.3</b>	<b>2.92</b>	<b>24.03%</b>	<b>5.39</b>	<b>3.08</b>	<b>6.68</b>	<b>3.20</b>	<b>4.08</b>
<b>Nomination # 2 Des Moines County</b>										
Segment 1 [E - W] Eastbound	13.14	8.8	-0.8	3.41	37.60%	5.24	1.22	4.17	3.05	6.35
Segment 1 [E - W] Westbound	13.51	6.3	-1.5	2.79	18.17%	5.29	0.65	3.67	2.46	3.87
<b>Average Route Segment 1</b>	<b>13.33</b>	<b>8.8</b>	<b>-1.5</b>	<b>3.10</b>	<b>27.89%</b>	<b>5.27</b>	<b>0.93</b>	<b>3.92</b>	<b>2.75</b>	<b>5.11</b>
Segment 2 [E - W] Eastbound	6.98	14.2	-0.8	2.56	21.32%	6.74	0.86	3.26	7.77	2.72
Segment 2 [E - W] Westbound	7.04	11.4	-0.7	2.73	20.58%	6.45	0.70	3.21	6.26	3.59
<b>Average Route Segment 2</b>	<b>7.01</b>	<b>14.2</b>	<b>-0.8</b>	<b>2.64</b>	<b>20.95%</b>	<b>6.59</b>	<b>0.78</b>	<b>3.23</b>	<b>7.01</b>	<b>3.16</b>
<b>Nomination # 2 Totals &amp; Averages*</b>	<b>20.34</b>	<b>14.2</b>	<b>-1.5</b>	<b>2.94</b>	<b>25.41%</b>	<b>5.72</b>	<b>0.88</b>	<b>3.68</b>	<b>4.22</b>	<b>4.43</b>
Exploration Route # 1	8.77	7.4	-0.8	3.04	29.99%	5.18	1.11	3.50	2.91	1.06
<b>Nomination # 3 Madison County</b>										
Segment 1 [E - W] Eastbound	21.09	8.2	-3.4	3.65	44.66%	5.35	4.20	2.76	3.85	4.45
Segment 1 [E - W] Westbound	23.84	9.7	-0.7	3.64	43.95%	5.45	2.21	4.69	3.50	6.21
<b>Average Route Segment 1</b>	<b>22.47</b>	<b>9.7</b>	<b>-3.4</b>	<b>3.65</b>	<b>44.31%</b>	<b>5.40</b>	<b>3.21</b>	<b>3.73</b>	<b>3.68</b>	<b>5.33</b>
Segment 2 [E - W] Eastbound	15.41	11.6	-3.8	3.63	41.74%	6.30	2.57	4.13	8.18	16.57
Segment 2 [E - W] Westbound	19.91	14	-3.6	4.12	41.99%	7.36	2.04	3.84	11.61	16.00
<b>Average Route Segment 2</b>	<b>17.66</b>	<b>14</b>	<b>-3.8</b>	<b>3.87</b>	<b>41.86%</b>	<b>6.83</b>	<b>2.30</b>	<b>3.98</b>	<b>9.90</b>	<b>16.28</b>
<b>Nomination # 3 Totals &amp; Averages*</b>	<b>40.13</b>	<b>14</b>	<b>-3.8</b>	<b>3.76</b>	<b>43.23%</b>	<b>6.06</b>	<b>2.76</b>	<b>3.87</b>	<b>6.50</b>	<b>10.17</b>
Exploration Route # 1	7.89	17.2	-0.2	5.64	71.16%	7.07	2.49	0.90	14.38	15.16
Exploration Route # 2	9.24	11.6	-0.7	3.99	43.51%	6.26	1.47	1.63	6.66	5.19
Exploration Route # 3	7.58	12.2	-1.6	4.94	58.89%	7.05	2.57	0.76	9.59	3.55
Exploration Route # 4	7.58	13.6	0	5.42	72.27%	6.52	1.13	0.93	7.38	5.23

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

**TABLE 2 [Continued]  
TOTAL ROUTE EVALUATION - SCENIC BYWAY**

ROUTE NAME AND INVENTORY DIRECTION	[1] Length	[2] Views	[3] Rating	[4] Rating	[5] Uniformity	[6] Quality Views	[7] Consistency	[8] Consistency	[9] Variety	[10] Unique
	Length [Miles]	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 4 Buena Vista, Cherokee, Clay &amp; O'Brien Counties</b>										
Segment 1 [E - W] Eastbound	38.68	12.2	0	3.74	38.32%	5.97	1.68	5.74	4.82	9.36
Segment 1 [E - W] Westbound	38.58	10.1	-0.8	3.04	27.90%	6.05	2.44	9.48	4.89	7.28
<b>Average Segment 1</b>	<b>38.63</b>	<b>12.2</b>	<b>-0.8</b>	<b>3.39</b>	<b>33.11%</b>	<b>6.01</b>	<b>2.06</b>	<b>7.61</b>	<b>4.85</b>	<b>8.32</b>
Segment 2 [E - W] Eastbound	34.70	14	0	5.50	65.92%	6.85	7.15	1.84	7.07	6.59
Segment 2 [E - W] Westbound	23.65	12.8	0	5.94	76.08%	6.88	4.01	0.93	5.96	18.49
<b>Average Segment 2</b>	<b>29.18</b>	<b>14</b>	<b>0</b>	<b>5.72</b>	<b>71.00%</b>	<b>6.86</b>	<b>5.58</b>	<b>1.38</b>	<b>6.52</b>	<b>12.54</b>
Segment 3 [E - W] Eastbound	17.38	11.2	-0.7	3.56	25.59%	5.51	1.60	3.54	2.59	6.09
Segment 3 [E - W] Westbound	17.48	9.9	-1.1	2.69	14.63%	6.50	2.22	11.07	3.73	2.26
<b>Average Segment 3</b>	<b>17.43</b>	<b>11.2</b>	<b>-1.1</b>	<b>3.13</b>	<b>20.11%</b>	<b>6.01</b>	<b>1.91</b>	<b>7.30</b>	<b>3.16</b>	<b>4.17</b>
<b>Nomination # 4 Totals &amp; Averages*</b>	<b>85.24</b>	<b>14</b>	<b>-1.1</b>	<b>4.12</b>	<b>43.09%</b>	<b>6.30</b>	<b>3.33</b>	<b>5.45</b>	<b>5.11</b>	<b>8.53</b>
Exploration Route # 1	4.3	11	0	7.45	90.40%	7.96	3.89	0.41	5.58	1.81
Exploration Route # 2	10.77	13.4	0	6.15	65.03%	8.24	5.73	2.00	14.37	4.97
<b>Nomination # 5 Winneshiek County</b>										
Route [N - S] Northbound	38.05	9.9	-0.9	3.57	41.38%	5.43	4.23	7.20	3.34	3.93
Route [N - S] Southbound	34.25	9.1	0	3.85	45.95%	5.64	3.46	6.18	3.62	5.08
<b>Nomination #5 Totals &amp; Averages*</b>	<b>36.15</b>	<b>9.9</b>	<b>-0.9</b>	<b>3.71</b>	<b>43.67%</b>	<b>5.54</b>	<b>3.85</b>	<b>6.69</b>	<b>3.48</b>	<b>4.50</b>
<b>Nomination # 6 Delaware County</b>										
Segment 1 [N - S] Northbound	33.6	20.6	-1.3	3.95	43.58%	5.91	2.28	4.15	6.17	41.16
Segment 1 [N - S] Southbound	29.13	16.8	-0.5	4.81	64.93%	6.08	4.39	3.87	5.71	10.09
<b>Average Segment 1</b>	<b>31.37</b>	<b>20.6</b>	<b>-1.3</b>	<b>4.38</b>	<b>54.26%</b>	<b>5.99</b>	<b>3.34</b>	<b>4.01</b>	<b>5.94</b>	<b>25.63</b>
Segment 2 [N - S] Northbound	14.38	10	-0.6	3.18	25.30%	6.47	1.61	4.43	5.48	6.16
Segment 2 [N - S] Southbound	14.02	14.3	0	3.73	30.75%	7.13	3.14	4.16	7.08	8.07
<b>Average Segment 2</b>	<b>14.2</b>	<b>14.3</b>	<b>-0.6</b>	<b>3.46</b>	<b>28.02%</b>	<b>6.80</b>	<b>2.38</b>	<b>4.29</b>	<b>6.28</b>	<b>7.12</b>
<b>Nomination # 6 Totals &amp; Averages*</b>	<b>67.81</b>	<b>20.6</b>	<b>-1.3</b>	<b>4.07</b>	<b>45.55%</b>	<b>6.24</b>	<b>2.98</b>	<b>4.11</b>	<b>6.06</b>	<b>20.62</b>
Exploration Route # 1	15.83	10.5	0	3.47	32.01%	5.28	1.08	2.19	3.00	10.06
Exploration Route # 2	15.76	9.5	-0.8	3.14	26.34%	5.18	1.63	4.39	2.59	0.97
Exploration Route # 3 BB State Park	16.07	18.6	0	6.75	68.19%	8.65	3.68	2.01	18.04	15.81

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

**TABLE 2 [Continued]  
TOTAL ROUTE EVALUATION - SCENIC BYWAY**

ROUTE NAME AND INVENTORY DIRECTION	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	Length	Views		Rating	Uniformity	Quality Views	Consistency		Variety	Unique
	Length [Miles]	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 7 Clayton County</b>										
Route [E - W] Eastbound	41.22	13.5	-0.6	5.53	68.76%	7.10	7.24	4.18	9.22	11.76
Route [E - W] Westbound	45.45	17.6	-1	5.57	64.74%	7.30	6.83	5.78	9.50	36.77
<b>Nomination # 7 Totals &amp; Averages*</b>	<b>43.34</b>	<b>17.6</b>	<b>-1</b>	<b>5.55</b>	<b>66.75%</b>	<b>7.20</b>	<b>7.03</b>	<b>4.98</b>	<b>9.36</b>	<b>24.26</b>
Exploration Route # 1 BB State Park	16.07	18.6	0	7.18	75.35%	8.70	4.78	2.01	16.80	24.46
Exploration Route # 2 Guttenberg	15.83	11.7	-0.8	6.25	67.43%	9.04	1.14	0.65	22.67	11.96
<b>Nomination # 8 Allamakee, Clayton, Fayette and Winneshiek Counties</b>										
Segment 1 [W - N] West & North	48.77	13.2	-2.2	4.53	59.69%	6.13	7.44	3.02	6.23	5.22
Segment 1 [S - E] South & East	33.40	11	0	4.44	55.84%	5.89	3.46	4.59	4.10	5.30
<b>Average Segment 1</b>	<b>41.09</b>	<b>13.2</b>	<b>-2.2</b>	<b>4.48</b>	<b>57.76%</b>	<b>6.01</b>	<b>5.45</b>	<b>3.80</b>	<b>5.16</b>	<b>5.26</b>
Segment 2 [N - E] North & East	38.49	11.9	0	4.56	59.76%	5.93	4.48	1.82	5.14	28.55
Segment 2 [W - S] West & South	36.68	11	0	4.73	62.87%	6.12	3.91	4.46	5.06	13.56
<b>Average Segment 2</b>	<b>37.59</b>	<b>11.9</b>	<b>0</b>	<b>4.64</b>	<b>61.32%</b>	<b>6.03</b>	<b>4.19</b>	<b>3.14</b>	<b>5.10</b>	<b>21.05</b>
Segment 3 [E - W] East-South-West	56.76	16.8	0	9.04	94.18%	9.41	35.31	0.53	10.61	15.68
Segment 3 [E - W] East-North-West	40.81	18.5	-1.8	8.72	90.68%	9.33	21.89	0.77	11.10	13.89
<b>Average Segment 3</b>	<b>48.79</b>	<b>18.5</b>	<b>-1.8</b>	<b>8.88</b>	<b>92.43%</b>	<b>9.37</b>	<b>28.60</b>	<b>0.65</b>	<b>10.85</b>	<b>14.78</b>
Segment 4 [E - W] East & West	60.12	15.4	0	7.29	91.72%	7.69	15.41	1.36	6.71	5.82
Segment 4 [E - W] West & East	64.97	16.9	-0.3	7.38	85.10%	8.16	10.78	2.73	10.26	15.84
<b>Average Segment 4</b>	<b>62.55</b>	<b>16.9</b>	<b>-0.3</b>	<b>7.33</b>	<b>88.41%</b>	<b>7.93</b>	<b>13.10</b>	<b>2.04</b>	<b>8.49</b>	<b>10.83</b>
Segment 5 [E - W] East & North	58.63	12	-0.2	5.07	64.26%	6.34	7.39	3.92	4.91	6.37
Segment 5 [E - W] South & West	54.56	13	-0.8	5.72	69.27%	6.97	12.12	6.48	5.33	4.25
<b>Average Segment 5</b>	<b>56.60</b>	<b>13</b>	<b>-0.8</b>	<b>5.39</b>	<b>66.76%</b>	<b>6.65</b>	<b>9.76</b>	<b>5.20</b>	<b>5.12</b>	<b>5.31</b>
Segment 6 [E - W] Clockwise	45.98	21.4	-0.8	5.18	66.83%	6.52	8.12	3.27	7.48	33.03
Segment 6 [E - W] Counterclockwise	47.46	16.3	-0.8	5.72	78.69%	6.54	10.17	2.60	5.96	10.89
<b>Average Segment 6</b>	<b>46.72</b>	<b>21.4</b>	<b>-0.8</b>	<b>5.45</b>	<b>72.76%</b>	<b>6.53</b>	<b>9.14</b>	<b>2.94</b>	<b>6.72</b>	<b>21.96</b>
Exploration Route # 1 State Park	16.91	11	0	3.39	24.57%	6.65	1.03	6.30	5.80	20.68
Exploration Route # 2	7.78	14.7	0	6.27	91.88%	6.59	3.59	0.31	7.53	12.99
Exploration Route # 3	9.75	12.6	0	6.10	88.40%	6.46	2.94	0.32	3.33	6.10
<b>Nomination # 8 Totals &amp; Averages*</b>	<b>293.32</b>	<b>21.4</b>	<b>-2.2</b>	<b>6.18</b>	<b>74.71%</b>	<b>7.19</b>	<b>12.39</b>	<b>2.92</b>	<b>7.08</b>	<b>12.79</b>

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

**TABLE 3  
TOTAL ROUTE EVALUATION - HERITAGE BYWAY**

ROUTE NAME AND INVENTORY DIRECTION	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	<i>Length</i>	<i>Views</i>		<i>Rating</i>	<i>Uniformity</i>	<i>Quality Views</i>	<i>Consistency</i>		<i>Variety</i>	<i>Unique</i>
	Length [Miles]	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 1 Cass and Adair Counties</b>										
Segment 1 [E - W] Eastbound	42.77	10	-1	2.10	23.61%	4.35	4.67	10.61	2.39	6.69
Segment 1 [E - W] Westbound	31.99	11	-1	1.88	10.72%	4.97	0.81	5.77	11.00	6.21
<b>Average Route Segment 1</b>	<b>37.38</b>	<b>11</b>	<b>-1</b>	<b>1.99</b>	<b>17.17%</b>	<b>4.66</b>	<b>2.74</b>	<b>8.19</b>	<b>6.69</b>	<b>6.45</b>
Segment 2 [N - S] Northbound	19.89	11	-1	0.96	8.96%	5.02	0.32	7.22	2.72	6.13
Segment 2 [N - S] Southbound	29.49	10	-1	1.64	11.16%	4.91	0.96	7.30	2.44	6.78
<b>Average Route Segment 2</b>	<b>24.69</b>	<b>11</b>	<b>-1</b>	<b>1.30</b>	<b>10.06%</b>	<b>4.97</b>	<b>0.64</b>	<b>7.26</b>	<b>2.58</b>	<b>6.46</b>
<b>Nomination # 1 Totals &amp; Averages*</b>	<b>62.07</b>	<b>11</b>	<b>-1</b>	<b>1.75</b>	<b>14.99%</b>	<b>4.75</b>	<b>2.10</b>	<b>8.03</b>	<b>4.67</b>	<b>6.50</b>
<b>Nomination # 2 Des Moines County</b>										
This route was not nominated in the heritage category										
<b>Nomination # 3 Madison County</b>										
Segment 1 [E - W] Eastbound	21.09	6	0	1.62	11.85%	4.17	0.87	6.84	1.52	3.69
Segment 1 [E - W] Westbound	23.84	8	0	1.45	7.69%	4.49	0.76	5.58	1.95	3.97
<b>Average Route Segment 1</b>	<b>22.47</b>	<b>8</b>	<b>0</b>	<b>1.54</b>	<b>9.77%</b>	<b>4.33</b>	<b>0.82</b>	<b>6.21</b>	<b>1.74</b>	<b>3.83</b>
Segment 2 [E - W] Eastbound	15.41	8	-2	1.66	8.16%	4.53	0.64	4.23	2.04	3.77
Segment 2 [E - W] Westbound	19.91	9	-2	1.83	15.11%	4.52	0.66	2.86	2.73	8.87
<b>Average Route Segment 2</b>	<b>17.66</b>	<b>9</b>	<b>-2</b>	<b>1.75</b>	<b>11.64%</b>	<b>4.52</b>	<b>0.65</b>	<b>3.54</b>	<b>2.39</b>	<b>6.32</b>
<b>Nomination # 3 Totals &amp; Averages*</b>	<b>40.13</b>	<b>9</b>	<b>-2</b>	<b>1.63</b>	<b>10.71%</b>	<b>4.42</b>	<b>0.74</b>	<b>4.98</b>	<b>2.05</b>	<b>5.07</b>
Exploration Route # 1	7.89	10	0	2.60	29.03%	4.84	0.77	1.56	3.96	3.94
Exploration Route # 2	9.24	8	0	2.14	19.20%	5.29	0.67	2.37	4.21	6.18
Exploration Route # 3	7.58	11	0	3.26	40.82%	5.21	0.96	1.29	4.60	8.08
Exploration Route # 4	7.58	11	0	3.16	27.56%	6.22	1.38	3.12	5.15	5.70

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

**TABLE 3 [Continued]  
TOTAL ROUTE EVALUATION - HERITAGE BYWAY**

ROUTE NAME AND INVENTORY DIRECTION	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	Length	Views		Rating	Uniformity	Quality Views	Consistency		Variety	Unique
	Length [Miles]	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 4 Buena Vista, Cherokee, Clay &amp; O'Brien Counties</b>										
Segment 1 [E - W] Eastbound	38.68	12	-1	1.71	5.19%	5.58	0.55	11.92	1.60	8.25
Segment 1 [E - W] Westbound	38.58	10	0	1.36	6.55%	5.77	0.97	16.71	2.13	3.05
<b>Average Segment 1</b>	<b>38.63</b>	<b>12</b>	<b>-1</b>	<b>1.53</b>	<b>5.87%</b>	<b>5.68</b>	<b>0.76</b>	<b>14.31</b>	<b>1.87</b>	<b>5.65</b>
Segment 2 [E - W] Eastbound	34.70	7	0	2.26	14.50%	4.68	1.18	9.56	1.81	3.90
Segment 2 [E - W] Westbound	23.65	5	0	1.81	4.95%	4.19	0.78	12.79	0.83	3.69
<b>Average Segment 2</b>	<b>29.18</b>	<b>7</b>	<b>0</b>	<b>2.03</b>	<b>9.72%</b>	<b>4.44</b>	<b>0.98</b>	<b>11.17</b>	<b>1.32</b>	<b>3.79</b>
Segment 3 [E - W] Eastbound	17.38	4	-1	1.09	0.69%	4.00	0.12	14.83	0.53	2.56
Segment 3 [E - W] Westbound	17.48	5	-2	1.40	1.10%	5.00	0.11	13.34	0.84	1.96
<b>Average Segment 3</b>	<b>17.43</b>	<b>5</b>	<b>-2</b>	<b>1.09</b>	<b>0.90%</b>	<b>4.50</b>	<b>0.12</b>	<b>14.08</b>	<b>0.69</b>	<b>2.26</b>
<b>Nomination # 4 Totals &amp; Averages*</b>	<b>85.24</b>	<b>12</b>	<b>-2</b>	<b>1.66</b>	<b>6.48%</b>	<b>5.03</b>	<b>0.72</b>	<b>13.09</b>	<b>1.47</b>	<b>4.33</b>
Exploration Route # 1	4.30	4	0	1.22	0.67%	4.00	0.03	3.93	0.21	1.00
Exploration Route # 2	10.77	5	0	2.72	41.25%	4.01	4.44	6.30	1.46	1.69
<b>Nomination # 5 Winneshiek County</b>										
Route [N - S] Northbound	38.05	12	-1	2.03	18.23%	6.14	2.41	8.80	5.75	6.71
Route [N - S] Southbound	34.25	11	-1	1.52	8.34%	5.87	0.70	10.39	2.59	2.59
<b>Nomination # 5 Totals &amp; Averages*</b>	<b>36.15</b>	<b>12</b>	<b>-1</b>	<b>1.77</b>	<b>13.28%</b>	<b>6.00</b>	<b>1.55</b>	<b>9.59</b>	<b>4.17</b>	<b>4.65</b>
<b>Nomination # 6 Delaware County</b>										
Segment 1 [N - S] Northbound	33.60	15	0	2.09	9.06%	6.49	0.48	9.00	3.36	7.32
Segment 1 [N - S] Southbound	29.13	11	-1	1.52	3.84%	5.58	0.27	11.22	1.26	5.24
<b>Average Segment 1</b>	<b>31.37</b>	<b>15</b>	<b>-1</b>	<b>1.80</b>	<b>6.45%</b>	<b>6.03</b>	<b>0.38</b>	<b>10.11</b>	<b>2.31</b>	<b>6.28</b>
Segment 2 [N - S] Northbound	14.38	9	0	1.95	8.72%	5.08	0.28	5.53	1.79	3.97
Segment 2 [N - S] Southbound	14.02	6	0	1.61	7.27%	4.25	0.46	10.12	1.26	1.00
<b>Average Segment 2</b>	<b>14.20</b>	<b>9</b>	<b>0</b>	<b>1.78</b>	<b>8.00%</b>	<b>4.66</b>	<b>0.37</b>	<b>7.82</b>	<b>1.52</b>	<b>2.49</b>
<b>Nomination # 6 Totals &amp; Averages*</b>	<b>67.81</b>	<b>15</b>	<b>-1</b>	<b>1.81</b>	<b>7.06%</b>	<b>5.63</b>	<b>0.38</b>	<b>9.33</b>	<b>2.12</b>	<b>5.16</b>
Exploration Route # 1	15.83	4	0	1.45	2.35%	4.00	0.21	10.72	0.88	1.89
Exploration Route # 2	15.76	7	-1	1.76	4.85%	4.58	0.21	7.39	1.13	1.69
Exploration Route # 3 BB State Park	16.07	7	0	2.51	26.12%	4.13	1.59	6.67	1.61	2.25

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

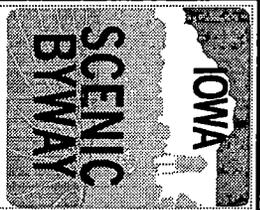
**TABLE 3 [Continued]  
TOTAL ROUTE EVALUATION - HERITAGE BYWAY**

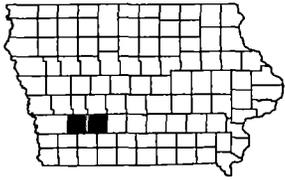
ROUTE NAME AND INVENTORY DIRECTION	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	Length	Views		Rating	Uniformity	Quality Views	Consistency		Variety	Unique
	Length [Miles]	High Rating	Low Rating	Mean Of All Ratings	% Length Rated Above 4	Average Rating When Rating Is Above 4	Longest Distance with Ratings Above 4	Longest Distance with Ratings Below 4	Variance of Ratings	High Segment Variance
<b>Nomination # 7 Clayton County</b>										
Route [E - W] Eastbound	41.22	10	-1	1.98	11.78%	4.13	1.82	7.36	1.24	2.24
Route [E - W] Westbound	45.45	10	-1	1.72	9.89%	7.88	1.17	0.84	17.70	11.78
<b>Nomination # 7 Totals &amp; Averages*</b>	<b>43.34</b>	<b>10</b>	<b>-1</b>	<b>1.85</b>	<b>10.83%</b>	<b>6.01</b>	<b>1.49</b>	<b>4.10</b>	<b>9.47</b>	<b>7.01</b>
Exploration Route # 1 BB state park	16.07	5	0	2.26	10.12%	4.13	1.82	7.36	1.24	2.24
Exploration Route # 2 Guttenberg	15.83	12	-1	4.52	3.57%	7.88	1.17	0.84	17.70	11.78
<b>Nomination # 8 Allamakee, Clayton, Fayette and Winneshiek Counties</b>										
Segment 1 [W - N] West & North	48.77	9	-1	1.73	10.12%	4.74	0.64	5.54	2.01	8.29
Segment 1 [S - E] South & East	33.40	7	0	1.74	3.57%	5.19	0.50	9.09	1.14	8.79
<b>Average Segment 1</b>	<b>41.09</b>	<b>9</b>	<b>-1</b>	<b>1.73</b>	<b>6.84%</b>	<b>4.97</b>	<b>0.57</b>	<b>7.32</b>	<b>1.58</b>	<b>8.54</b>
Segment 2 [N - E] North & East	38.49	6	0	1.48	6.14%	4.29	0.76	8.73	1.23	5.25
Segment 2 [W - S] West & South	36.68	7	0	1.42	3.56%	4.24	0.30	15.71	1.10	4.41
<b>Average Segment 2</b>	<b>37.59</b>	<b>7</b>	<b>0</b>	<b>1.45</b>	<b>4.85%</b>	<b>4.27</b>	<b>0.53</b>	<b>12.22</b>	<b>1.17</b>	<b>4.83</b>
Segment 3 [E - W] East-South-West	56.76	8	0	1.45	3.33%	4.83	0.46	18.55	0.96	6.24
Segment 3 [E - W] East-North-West	40.81	7	-1	1.50	3.55%	4.70	0.25	15.95	1.04	7.84
<b>Average Segment 3</b>	<b>48.79</b>	<b>8</b>	<b>-1</b>	<b>1.47</b>	<b>3.44%</b>	<b>4.77</b>	<b>0.36</b>	<b>17.25</b>	<b>1.00</b>	<b>7.04</b>
Segment 4 [E - W] East & West	60.12	7	-1	1.68	5.67%	4.27	0.39	21.00	1.07	3.84
Segment 4 [E - W] West & East	64.97	9	-1	1.74	6.47%	4.22	1.51	19.52	1.16	5.16
<b>Average Segment 4</b>	<b>62.55</b>	<b>9</b>	<b>-1</b>	<b>1.71</b>	<b>6.07%</b>	<b>4.25</b>	<b>0.95</b>	<b>20.26</b>	<b>1.11</b>	<b>4.50</b>
Segment 5 [E - W] East & North	58.63	6	0	1.78	3.74%	4.54	0.28	6.21	0.90	5.04
Segment 5 [E - W] South & West	54.56	7	-1	1.36	2.37%	4.12	0.48	9.52	0.57	3.94
<b>Average Segment 5</b>	<b>56.60</b>	<b>7</b>	<b>-1</b>	<b>1.57</b>	<b>3.06%</b>	<b>4.33</b>	<b>0.38</b>	<b>7.87</b>	<b>0.73</b>	<b>4.49</b>
Segment 6 [E - W] Clockwise	45.98	6	-1	1.64	6.31%	4.29	0.41	5.46	1.27	4.81
Segment 6 [E - W] Counterclockwise	47.46	10	-1	1.97	9.06%	4.94	1.14	6.98	1.91	3.99
<b>Average Segment 6</b>	<b>46.72</b>	<b>10</b>	<b>-1</b>	<b>1.81</b>	<b>7.69%</b>	<b>4.62</b>	<b>0.78</b>	<b>6.22</b>	<b>1.59</b>	<b>4.40</b>
Exploration Route # 1 State Park	16.91	7	0	1.85	20.43%	4.61	1.37	3.73	2.48	6.24
Exploration Route # 2	7.78	6	0	1.72	4.89%	4.75	0.18	2.77	1.23	2.45
Exploration Route # 3	9.75	7	0	1.85	2.00%	4.76	0.09	4.85	1.06	3.48
<b>Nomination # 8 Totals &amp; Averages*</b>	<b>293.32</b>	<b>10</b>	<b>-1</b>	<b>1.63</b>	<b>5.36%</b>	<b>4.51</b>	<b>0.62</b>	<b>12.25</b>	<b>1.18</b>	<b>5.50</b>

\*Note: Column 1 (length) is the total length. The nomination's high and low ratings are shown in column 2 and column 3 respectively. The nomination averages are weighted by the segment lengths.

# Nomination #1

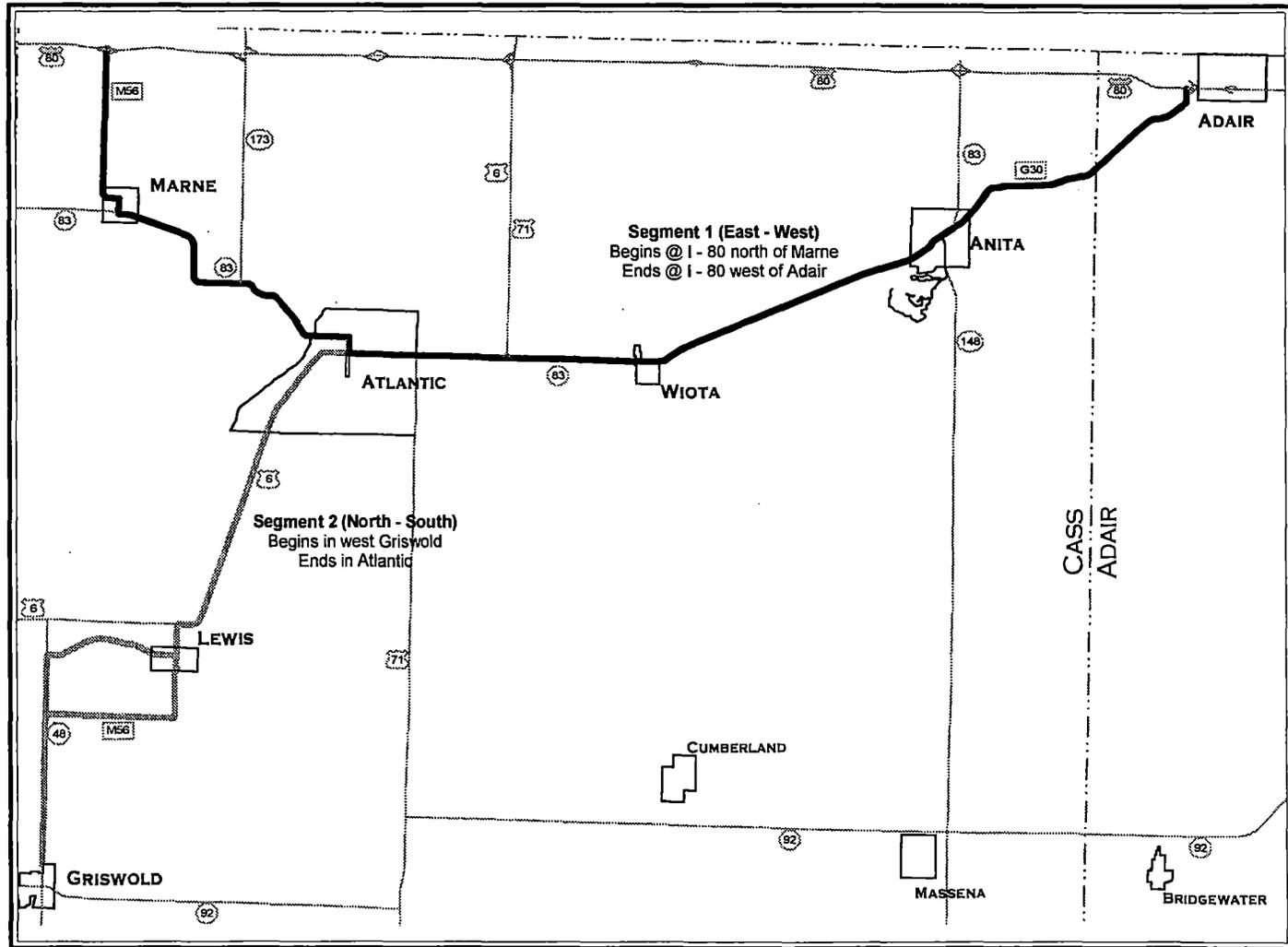
Cass and Adair Counties





# Nomination #1

## Cass and Adair Counties



# Nomination #1

## Location:

Cass and Adair Counties

## Category:

Scenic/Heritage

## Nomination Evaluated As:

- Segment 1. I-80 north of Marne to Adair
- Segment 2. Griswold to Atlantic

## Towns Along Nominated Routes:

- Segment 1
  - Marne • Atlantic • Wiota • Anita • Adair
- Segment 2
  - Atlantic • Lewis • Griswold

## Basis for Nomination:

### Scenic Byway:

General visual quality and visual character of the area.

### Heritage Byway:

Heritage Theme: Land of Many Trails.

## Scenic Byway Character:

Agricultural lands interrupted by tree lined streams are the major visual feature within the area crossed by the nominated routes. The area also offers lakes and a variety of historic sites and recreational features.

## Heritage Byway Character:

This heritage theme is based on the early travel and transportation corridors that pass through the area served by the nominated routes. As early as the 1840's trails converged in the Atlantic and Lewis area. The Mormon Trail and the later Mormon Cart Trail merged in the Lewis area. The Cart Trail from eastern Iowa followed the early "River to River" trail along the general path of Highway 6 known as the "white pole road". In 1868 the Chicago Rock Island and Pacific Rail Road was built. The alignment between Anita and Wiota is still located on the original alignment.

Structures and sites associated with the early use of these trails also exist throughout the area served by the nominated routes. The railroad station in Atlantic and the Mormon Trail sites in the Lewis vicinity are two examples.

The time period associated with the heritage elements of this corridor range from 1840 and 1875. Many sites along the corridor date from this period and are associated with the heritage theme of the corridor. Historic sites and features along the corridor are listed on page #1-3. Sites are shown on the page #1-4 display along with the area's land use in the 1870's.

## Inventory Discussion:

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction were recorded.

Nomination #1 was divided into two segments for inventory and reporting purposes. Segment 1 is a west to east corridor and extends from I-80 north of Marne to I-80 at Adair. The Anita Park feature was driven as part of the east bound inventory as reflected in the graph on page #1-5. Segment 2 is a south to north corridor extending from Griswold to Atlantic. The loop through Lewis was driven as part of the southbound inventory as reflected in the graph on page #1-6.

## Evaluation Discussion:

A continuous rating of the corridor's scenic and heritage characteristics is shown in figures on pages #1-5 through #1-8. The nominated corridors are shown on these pages as shaded lines. The type of shading and the line widths indicate the corridor's rating. Wide bands show areas rated as having good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrates the development of Iowa ..." (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (☼) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

### HISTORIC SITES & PLACES:

- **A. Griswold National Bank:** Bank building located on the corner of Main & Cass Streets in Griswold.
- **B. Hotel Arlington:** This building was built in 1904. It is located at 621 Main Street in Griswold.
- **C. East Nishnabotna River Crossing:** Mormons began using this river crossing in the summer of 1848.
- **D. Indian Creek Crossing:** This crossing near the 1846 Mormon settlement of Indiantown was a crossing along the Mormon hand cart trail. A large Indian encampment was visible from this crossing.
- **E. Indiantown Townsite:** Twenty Mormon families established this settlement in 1846. It was occupied by Mormons until 1852.
- **F. Hitchcock House:** This house built in 1856 is associated with the Mormon Handcart Trail among other things. It is owned by the State of Iowa (DNR) and managed by Cass County.
- **G. Dam & Grist Mill:** A dam and mill located near the ferry site began operating in the 1850's.
- **H. Ferry House:** Located at the crossroads of several trails and territorial roads, this house dates from the 1850s.
- **I. Cold Springs State Park:** Faint wagon wheel ruts, a DAR Mormon trail marker and National Parks Service Marker are in or can be seen from this park.
- **J. Lewis Town Square:** The Bank built in 1904, the 1911 band stand and the Masonic Temple built in 1917 are located around the square. The Stage Coach House site is east of the Town Square.
- **K. "Silk Stocking Lane":** This name is a reference to the homes owned by wealthy families living along Oregon Street near the old square. The Hopley House was one of these homes.

□ **L. Union Army Barracks:** Remains of army barracks built in 1861 are at the southwest corner of Pioneer Park.

□ **M. Pioneer Park:** This park is located at the site of the original town square.

■ **N. Wright Design House:** A house designed by Frank Lloyd Wright is located at 9<sup>th</sup> and Poplar, Atlantic.

■ **O. Early House:** This house at 419 Poplar in Atlantic was built in 1873.

■ **P. Rock Island & Pacific Railroad Depot:** Railroad depot built in the 1890's is located at the intersection of 1st Street and Chestnut Street in Atlantic.

□ **Q. Marne Hotel:** The Marne Hotel built in 1860 is now a Mason Lodge.

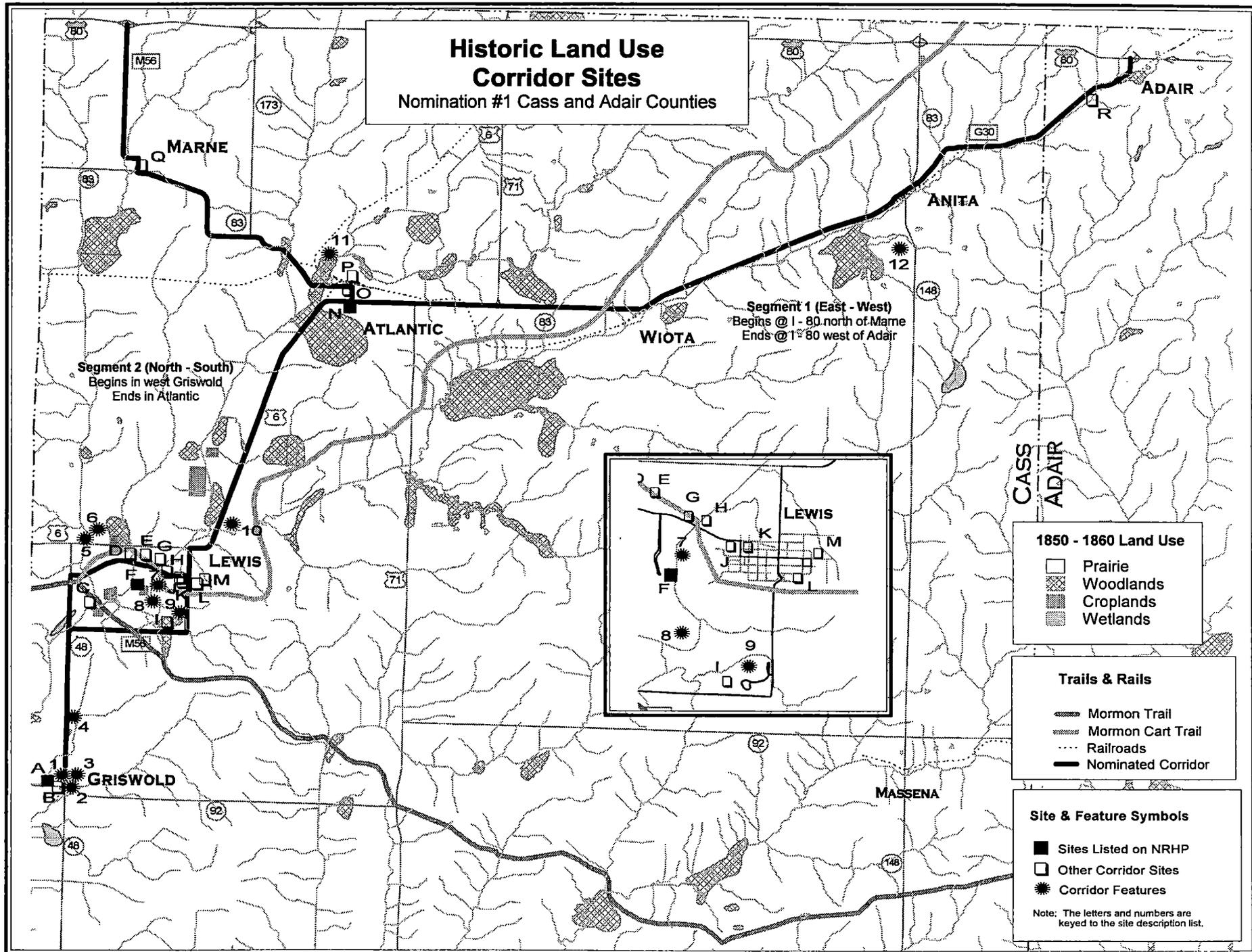
□ **R. Jesse James Marker:** This marker is near the location of a July 21, 1873 train robbery by the Jesse James gang.

### FEATURES & POINTS OF INTEREST

- ☼ **1. Rush Farm Museum:** Farm equipment Museum at 504 Main.
- ☼ **2. Cass County Museum:** County Museum at 414 Main Griswold.
- ☼ **3. Doll House:** Doll reproductions made and shown in a house built in 1887.
- ☼ **4. Cocklin Fish Farm:** This 36 acre camping area and park has a 10 acre lake.
- ☼ **5. Iranistan Wildlife Area:** This wildlife area has 34 acres with a 10 acre pond and others a variety of plant communities.
- ☼ **6. Indian Creek Wildlife Area:** A 10 acre tract with woods along Indian Creek is available at this wildlife area.
- ☼ **7. Hitchcock Recreational Area:** This area contains the historic Hitchcock House. It contains 66 acres along the Nishnabotna River.
- ☼ **8. Nishnabotna Rock Cut:** This 3 acre site contains an unusual rock outcrop along the River bank.
- ☼ **9. Cold Springs Park:** This park contains 100 acres and a 16 acre lake.
- ☼ **10. Turkey Creek Wildlife Area:** This area has 57 acres along Turkey Creek.
- ☼ **11. Pellet Wildlife Area:** Located along the Nishnabotna River this 19 acre site is intended to protect and preserve local flora and fauna.
- ☼ **12. Anita State Park:** This 1,062 acre State Park offers a 171 acre lake, trails, camping and other recreational facilities.

# Historic Land Use Corridor Sites

## Nomination #1 Cass and Adair Counties



**Segment 2 (North - South)**  
Begins in west Griswold  
Ends in Atlantic

**Segment 1 (East - West)**  
Begins @ I - 80 north of Marne  
Ends @ 1° 30' west of Adair

**1850 - 1860 Land Use**

- Prairie
- Woodlands
- Croplands
- Wetlands

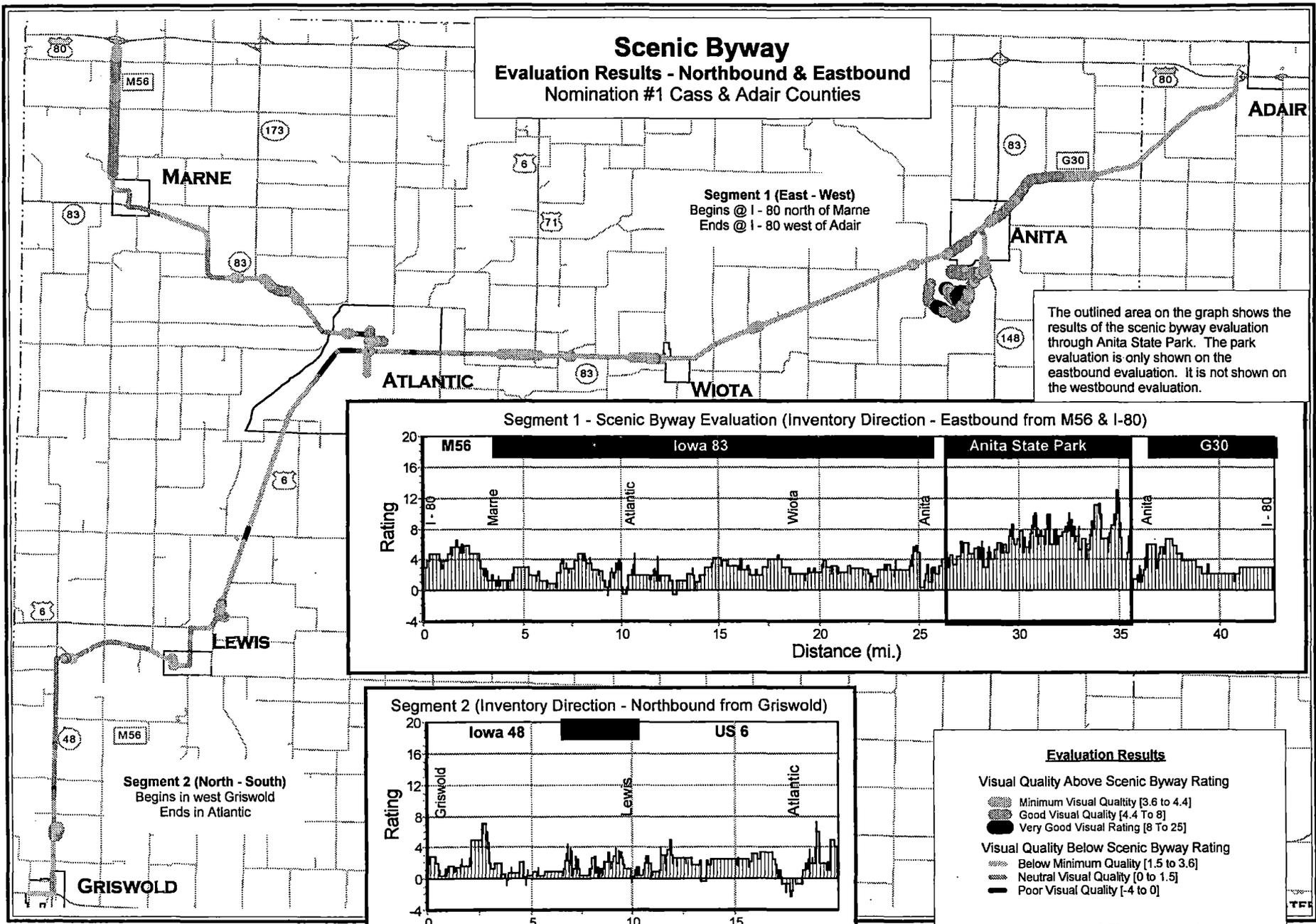
**Trails & Rails**

- Mormon Trail
- Mormon Cart Trail
- Railroads
- Nominated Corridor

**Site & Feature Symbols**

- Sites Listed on NRHP
- Other Corridor Sites
- Corridor Features

Note: The letters and numbers are keyed to the site description list.



# Scenic Byway Evaluation Results - Southbound & Westbound Nomination #1 Cass & Adair Counties

**Evaluation Results**

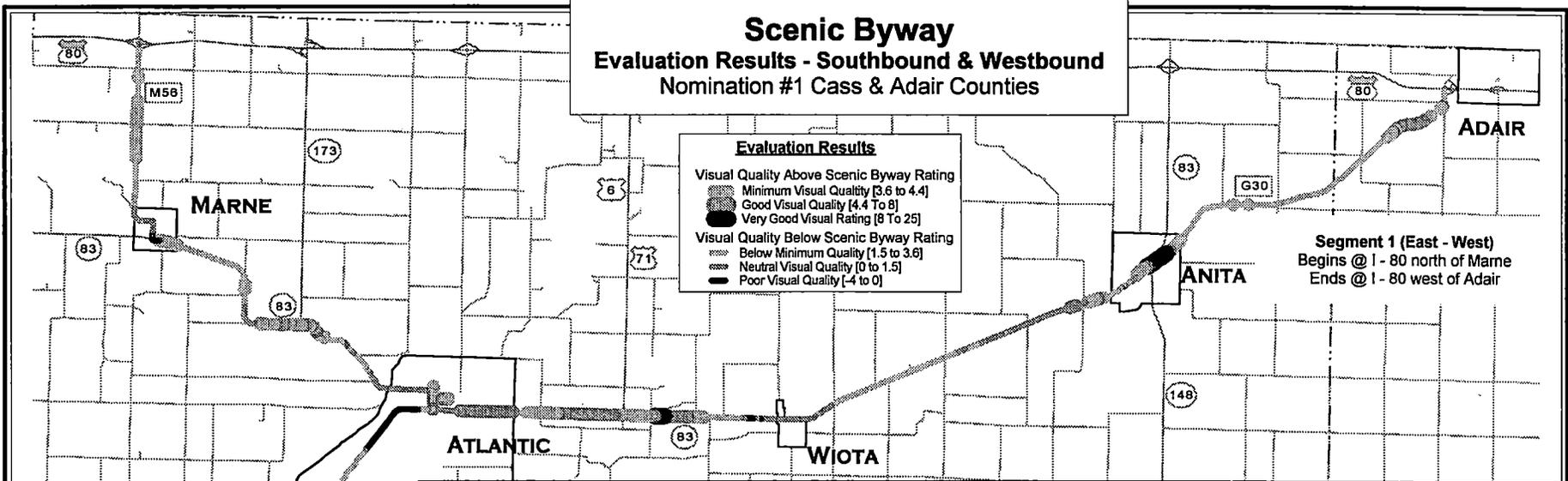
Visual Quality Above Scenic Byway Rating

- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

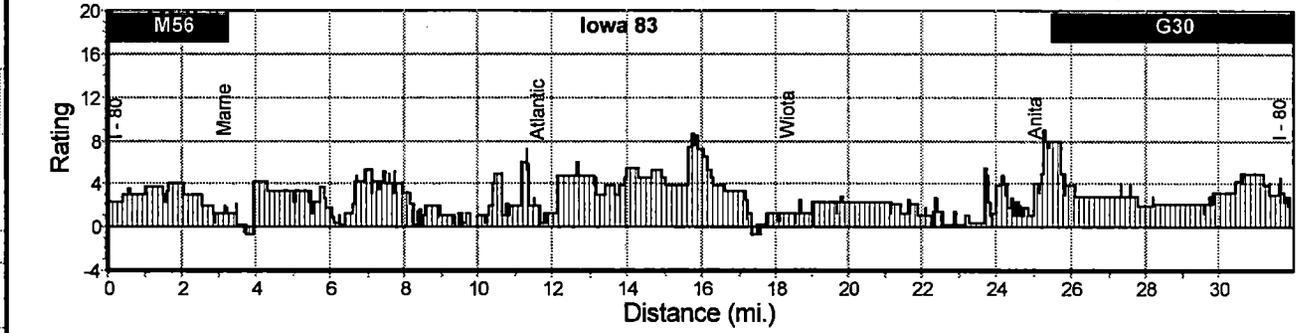
Visual Quality Below Scenic Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]

**Segment 1 (East - West)**  
Begins @ I - 80 north of Marne  
Ends @ I - 80 west of Adair

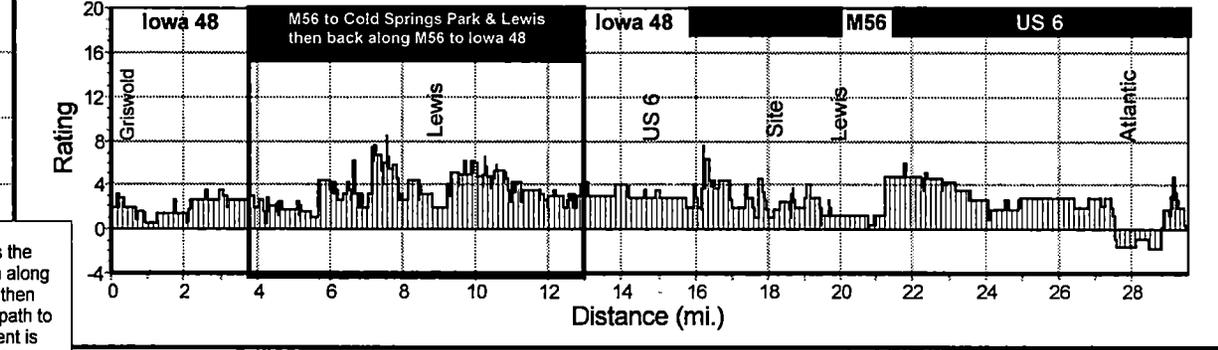


**Segment 1 - Scenic Byway Evaluation (Inventory Direction - Westbound from G30 & I-80)**



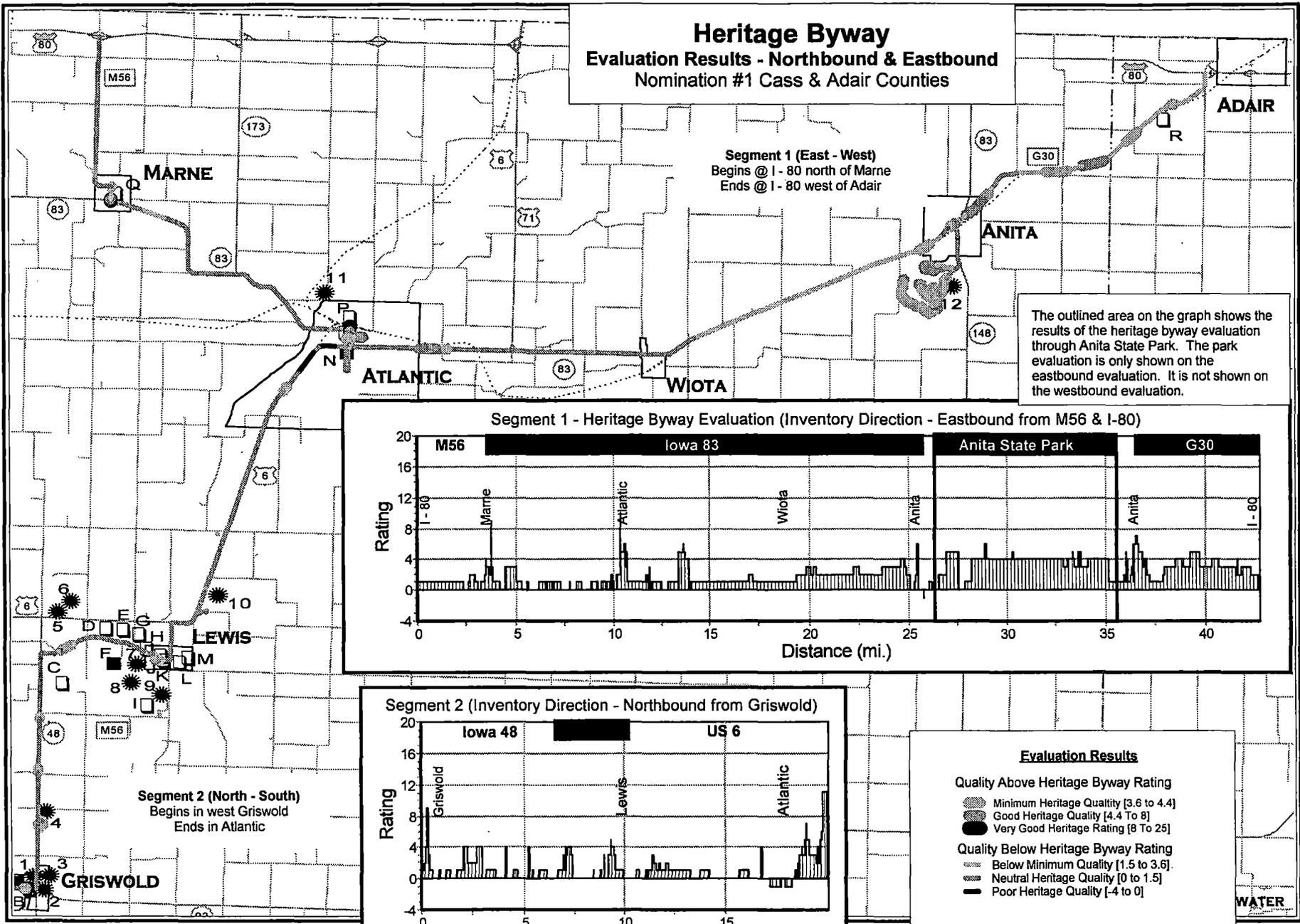
**Segment 2 (North - South)**  
Begins in west Griswold  
Ends in Atlantic

**Segment 2 - Scenic Byway Evaluation (Inventory Direction - Southbound from Atlantic)**



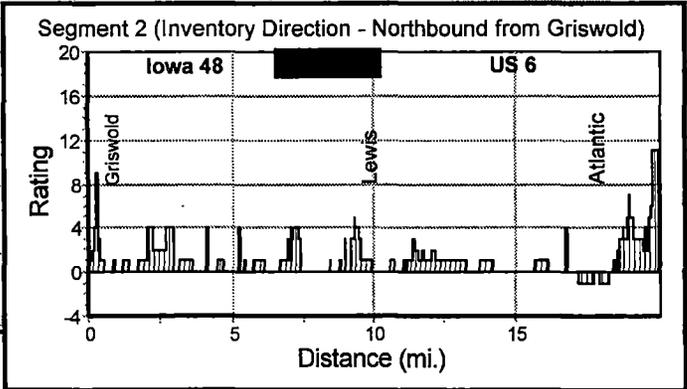
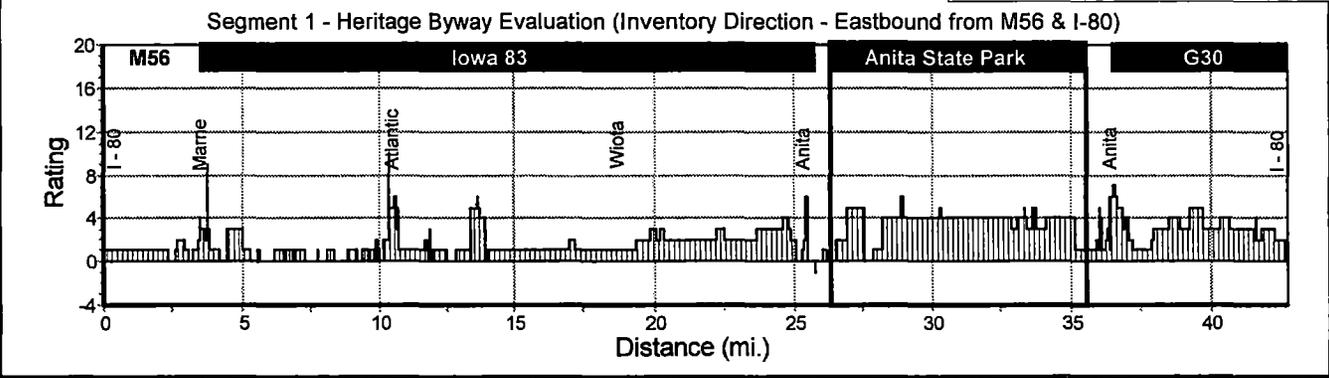
The outlined area on the graph shows the results of the scenic byway evaluation along County Rd M56 to Cold Springs Park then to Lewis. The inventory retraces this path to Iowa 48 M56 intersection. The segment is only shown on the southbound evaluation. It is not shown on the northbound evaluation.

# Heritage Byway Evaluation Results - Northbound & Eastbound Nomination #1 Cass & Adair Counties



**Segment 1 (East - West)**  
Begins @ I - 80 north of Marne  
Ends @ I - 80 west of Adair

The outlined area on the graph shows the results of the heritage byway evaluation through Anita State Park. The park evaluation is only shown on the eastbound evaluation. It is not shown on the westbound evaluation.



**Evaluation Results**

**Quality Above Heritage Byway Rating**

- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

**Quality Below Heritage Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]

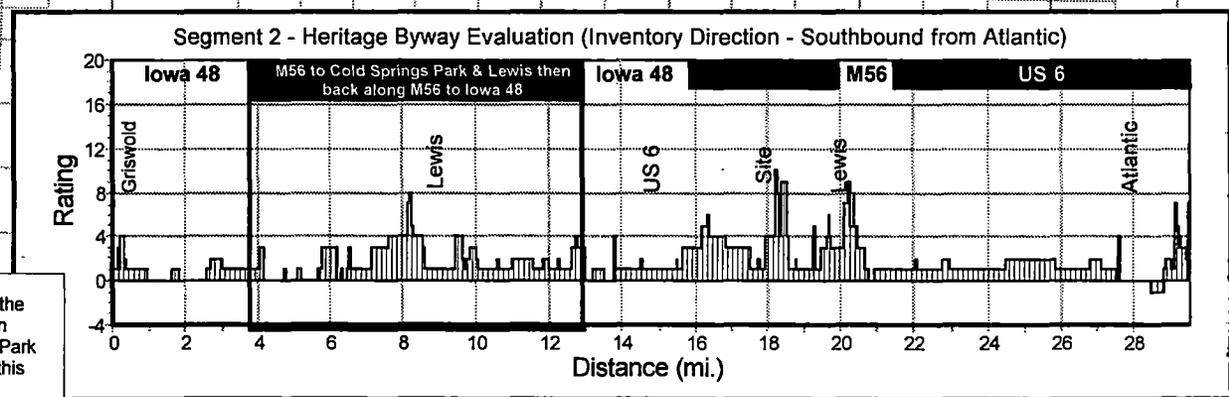
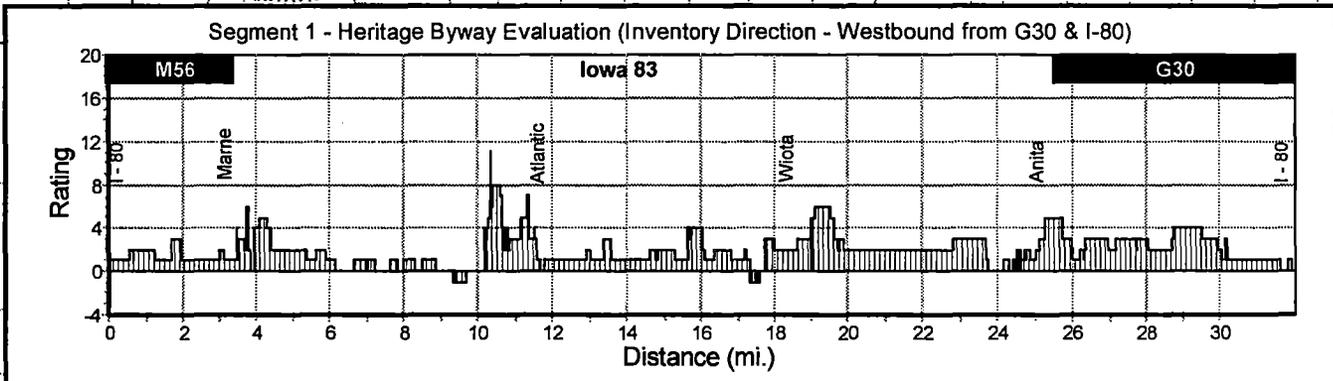
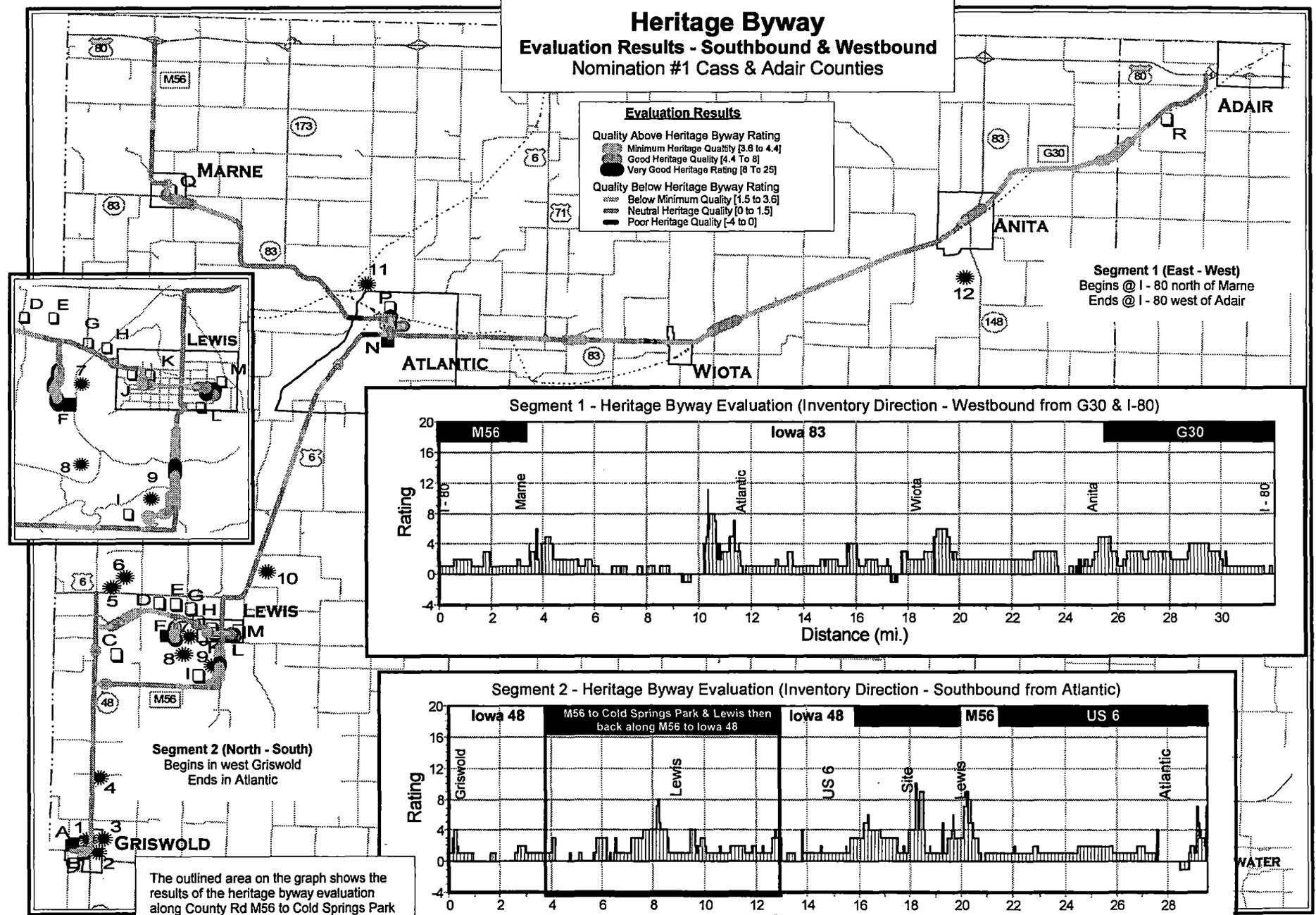
**WATER**

# Heritage Byway Evaluation Results - Southbound & Westbound Nomination #1 Cass & Adair Counties

**Evaluation Results**

- Quality Above Heritage Byway Rating
  - Minimum Heritage Quality [3.6 to 4.4]
  - Good Heritage Quality [4.4 to 8]
  - Very Good Heritage Rating [8 to 25]
- Quality Below Heritage Byway Rating
  - Below Minimum Quality [1.5 to 3.6]
  - Neutral Heritage Quality [0 to 1.5]
  - Poor Heritage Quality [-4 to 0]

**Segment 1 (East - West)**  
Begins @ I - 80 north of Marne  
Ends @ I - 80 west of Adair



**Segment 2 (North - South)**  
Begins in west Griswold  
Ends in Atlantic

The outlined area on the graph shows the results of the heritage byway evaluation along County Rd M56 to Cold Springs Park then to Lewis. The inventory retraces this path to Iowa 48 M56 intersection. The segment is only shown on the southbound evaluation. It is not shown on the northbound evaluation.

## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation..." The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides the evaluation results for the Cass County corridor.

### Nomination Evaluation Statistics:

#### Segment #1 [East - West]

Length: 31.99 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	3.21	1.99
Uniformity ( <i>% of byway rated above 4</i> ):	28.21%	17.17%
Maximum Rating:	13.00	11.00
Minimum Rating:	-0.60	-1.00
Variety Rating ( <i>Variance</i> ):	3.67	6.69

#### Segment #2 [North - South]

Length: 19.89 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	2.29	1.30
Uniformity ( <i>% of byway rated above 4</i> ):	14.81%	10.06%
Maximum Rating:	8.50	11.00
Minimum Rating:	-2.30	-1.00
Variety Rating ( <i>Variance</i> ):	2.27	2.58

### Comments:

The following comments are offered on the inventory and the evaluation results.

### Roadways:

A short section of gravel road is included in this nomination. This road is between the city of Lewis and Iowa 48 and takes the traveler past some of the nomination's most interesting historic sites.

### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is below 4.0 for both segments of the nomination. The percentage of each segment rated above 4 is less than 50%.
- \* Less than 10% of the nominated corridor miles were rated as offering good or outstanding views. Areas with high scenic quality are centered around Anita. The drive around Anita State Park offered the only outstanding views found along the corridor.
- \* Roadway character and adjacent visual elements were found to rate rather low. Only 27% of Segment 1 and 19% of Segment 2 offered a roadway background rated as good or outstanding.

### Heritage Byway:

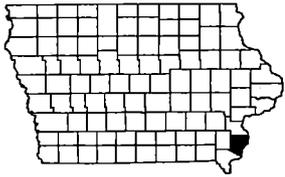
Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1870's) showed that the land use from the two periods matched along 18% of Segment 1 and 17.5% of Segment 2.
- \* Anita State Park and the Lewis vicinity both offered good land use matches. The setting of the Rock Island Depot in Atlantic is excellent when viewed from the south. This scene offers the traveler a view of the depot with a background that must be very similar to the period (1870's) background.

**Nomination #2**

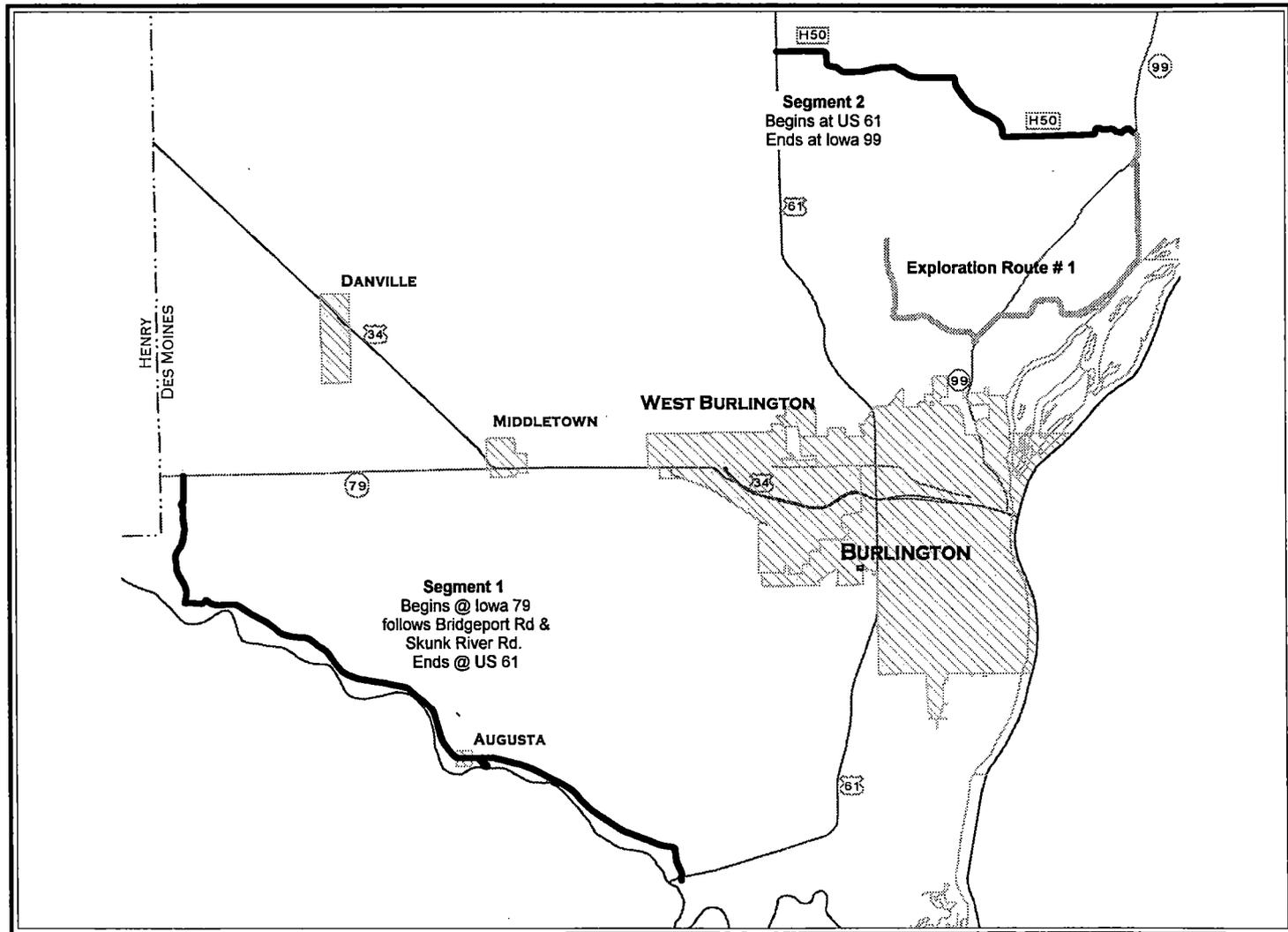
**Des Moines County**





# Nomination #2

## Des Moines County



# Nomination #2

**Location:**

Des Moines County

**Category:**

Scenic

**Nomination Evaluated As:**

Two segments identified as:

Segment 1. Bridgeport Road & Skunk River Road

Segment 2. Stony Hollow Road

**Towns Along Nominated Routes:**

Segment 1

- Augusta

**Basis for Nomination:**

**Scenic Byway:**

General visual quality and visual character of the area.

**Scenic Byway Character:**

The forested hillsides and vegetation along the Skunk River provide the most scenic elements along Segment 1. The segment is interspersed with woodlands on the north side of the road and by the river and farmland on the south side. At particular locations along the route the traveler is framed with tree cover. The views of the river are obstructed much of the way by trees and brush growing along the river banks. The picnic areas along the river provide the best views of the water related elements of this segment. Access roads into these areas are scenic as are the recreation areas which have great variety in woodland vegetation. The roadway ribbon adds to the presentation along this segment. The gravel surface on Skunk River Road may be either dusty or muddy depending on weather conditions. This may pose a problem to the traveler.

Segment 2 does not display consistent visual quality along some of the route. The scenic quality rates well at the beginning of the segment and extremely well at the end of the segment near Iowa 99. The roadway alignment is very good in some locations and exposes the hillsides with many varieties of vegetation. The forested regions provide the main visual resource. Occasional rock formations add interest. The gravel surface on this section can pose a problem for the traveler.

**Heritage Byway Character:** Not evaluated

**Inventory Discussion:**

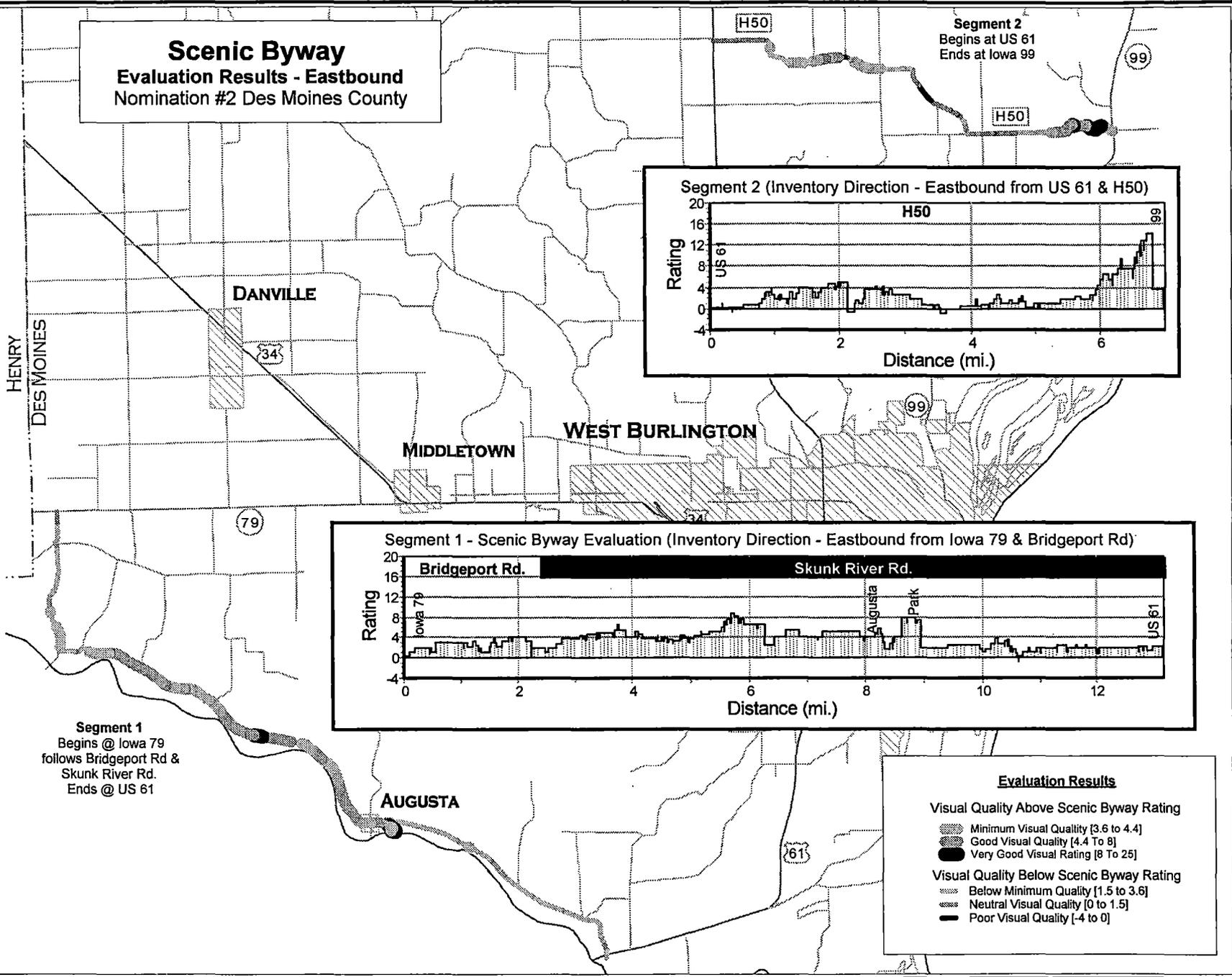
Field data was collected on scenic features. Nominated roads were driven and inventoried in both directions to ensure that scenic elements that may be visible from just one direction are recorded.

Nomination #2 was driven, evaluated and graphed as two segments. Segment 1 begins at the junction of Iowa 79 and Bridgeport Road. The route follows Bridgeport Road to Skunk River Road which ends at U.S. 61. Segment 2 was inventoried on county road H50 from U.S. 61 to Iowa 99. An exploration route was driven as part of the Segment 2 inventory. Exploration Route 1 begins at the junction of Iowa 99 and H50 and proceeds south and west. See the inset on page #2-4.

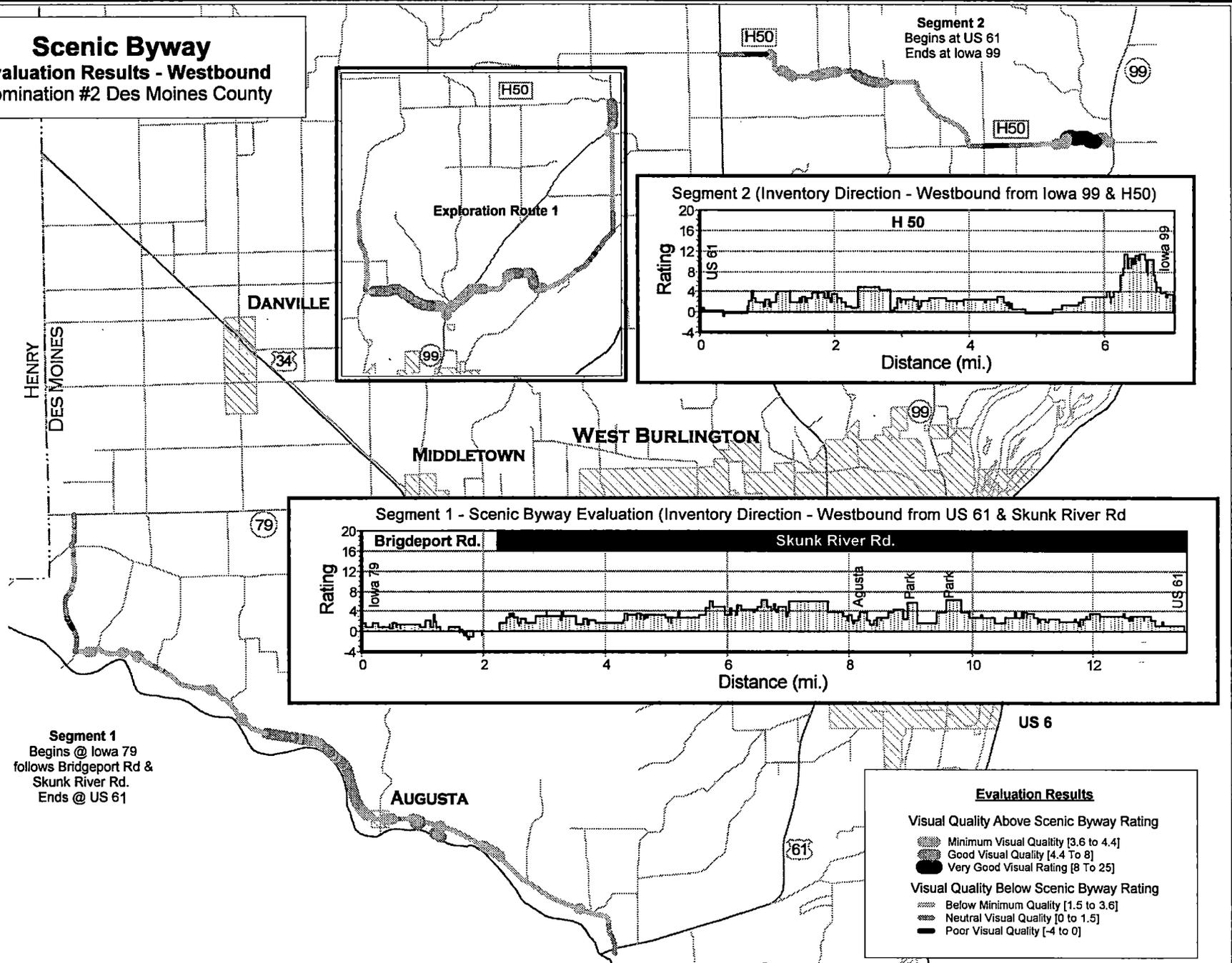
**Evaluation Discussion:**

A continuous rating of the corridor's scenic characteristics is shown in figures on pages #2-3 and #2-4. The nominated corridors are shown on these pages as shaded lines. The type of shading and the line widths indicate the corridor's rating. Wide bands show areas rated as having good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

**Scenic Byway  
Evaluation Results - Eastbound  
Nomination #2 Des Moines County**



**Scenic Byway  
Evaluation Results - Westbound  
Nomination #2 Des Moines County**



**Evaluation Results**

Visual Quality Above Scenic Byway Rating

- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

Visual Quality Below Scenic Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]

## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide further states that these quality features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following provides the evaluation result summary for the corridor nominated in Des Moines County.

### Nomination Evaluation Statistics:

#### Segment #1

Length: 13.33 miles

<u>Evaluation Results</u>	<u>Scenic</u>
Quality Rating ( <i>Average rating</i> ):	3.10
Uniformity ( <i>% of byway rated above 4</i> ):	27.89%
Maximum Rating:	8.80
Minimum Rating:	-1.50
Variety Rating ( <i>Variance</i> ):	2.75

#### Segment #2

Length: 7.01 miles

<u>Evaluation Results</u>	<u>Scenic</u>
Quality Rating ( <i>Average rating</i> ):	2.64
Uniformity ( <i>% of byway rated above 4</i> ):	20.95%
Maximum Rating:	14.20
Minimum Rating:	-0.80
Variety Rating ( <i>Variance</i> ):	7.01

### Comments:

The following comments are offered on the inventory and the evaluation results.

### Roadways:

Most of the nominated roadways are surfaced with gravel. Only short sections of Segment 1 had a hard surface.

### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniformity of visual character. Evaluation of these factors shows the following results.

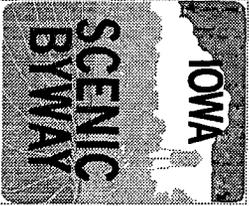
- \* The average scenic byway quality is rated below 4.0 for both segments of the nomination. The percentage of each segment rated above 4 is less than 50%.
- \* Less than 12% of the nominated corridor mileage was rated as offering good or outstanding views. The east end of Segment 2 (H50) provided an area with outstanding views. Short sections of Segment 1 (Skunk River Road) also offer areas with high scenic quality. The riverside parks are particularly good.
- \* Roadway qualities and adjacent visual elements were found to rate rather low. Only 10% of each segment offers a roadway background rated as good or outstanding.

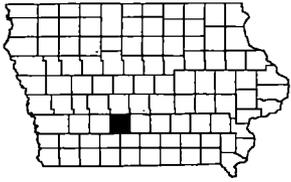
### Other Factors:

- \* Views of the Skunk River from Segment 1 were found only in the roadside parks. More frequent views of the river would increase the visual quality of this corridor segment.
- \* The short length of the nominated segments may be inappropriate for a state scenic byway.

**Nomination #3**

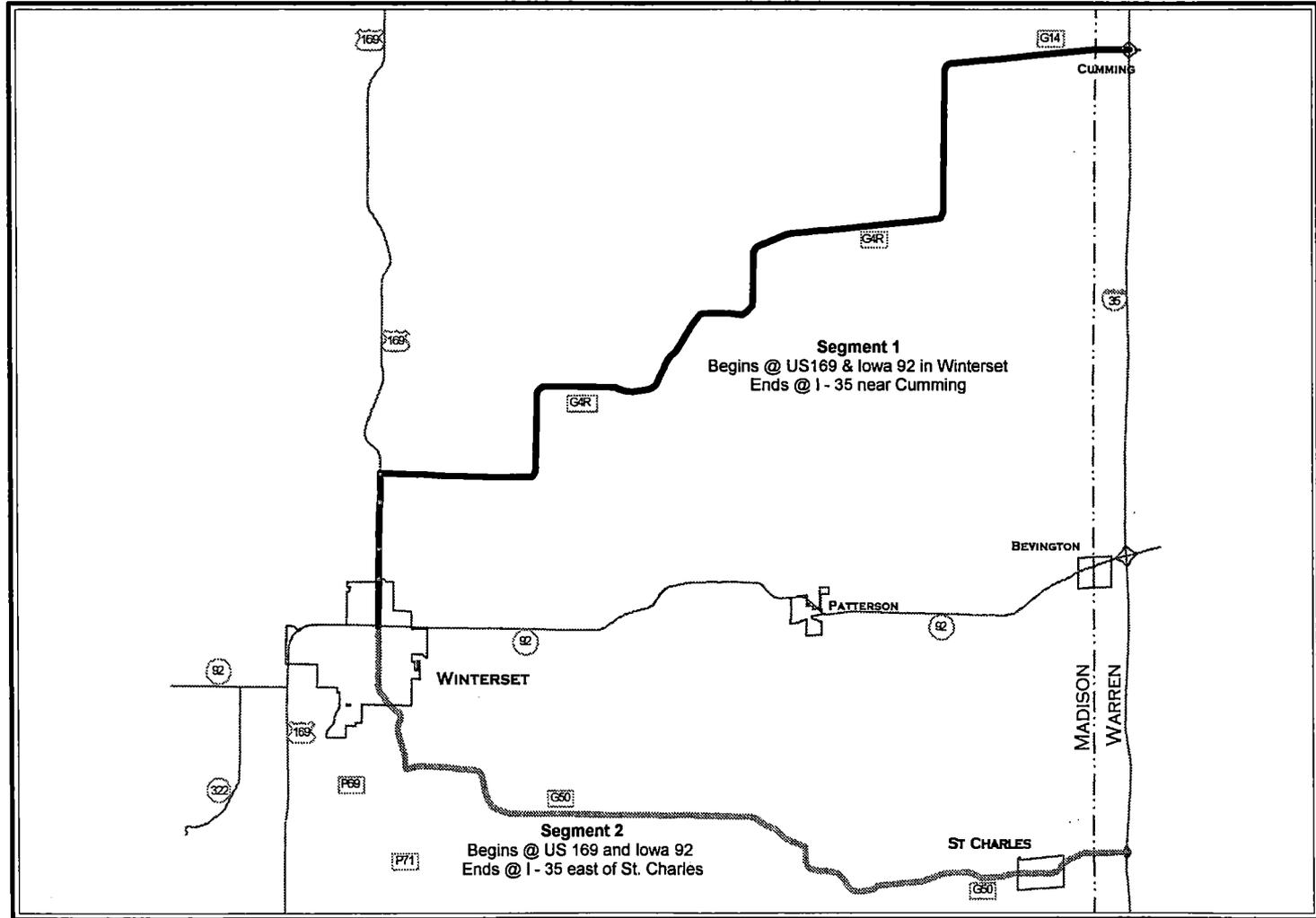
**Madison County**





# Nomination #3

## Madison County



## Nomination #3

### Location:

Madison County

### Category:

Scenic/Heritage

### Nomination Evaluated As:

Two segments identified as:

Segment 1. North of Winterset

Segment 2. South of Winterset

### Towns Along Nominated Routes:

Segment 1

- Winterset

Segment 2

- Winterset • St. Charles

### Basis for Nomination:

#### Scenic Byway:

General visual quality and visual character of the area.

#### Heritage Byway:

Heritage Theme: No specific theme was defined. Generally focused on settlement and early development of the area.

### Scenic Byway Character:

The nominated corridors are located in the hills and valleys of the North River, the Middle River and Clanton Creek giving a portion of this route significant scenic value. In addition, many streams along the corridor provide the backdrop for forested areas. The county lies in the "bluegrass district" and contains some areas with grasslands reminiscent of earlier times. Very fertile farms are plentiful in areas outlying the drainage ways. Limestone rock formations provide excellent scenic focal points along the corridor as well as being the construction material used in many historic homes and buildings throughout the region.

### Heritage Byway Character:

The heritage of Madison County dates back to 1846 when the county was founded. The county is known as the "Three River Country" (North River, Middle River & South River). Because of the many rivers, abundant stone deposits can be observed. Many of the buildings that characterize the architecture of the era are pre-Victorian and are made of stone. The town of Winterset has a substantial number of stone buildings as well as Victorian homes.

Also characteristic of Madison County and the general heritage theme are the covered bridges. Bridges that stood and fell in the past and the six remaining bridges carry a sentimentality and interest that captivates those who visit. Historic sites and features along the corridor are listed on page #3-3. Page #3-4 shows the location of these sites and the 1870 land use.

### Inventory Discussion:

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure scenic and heritage elements that may be visible from just one direction were recorded.

Nomination #3 was divided into two segments for inventory and evaluation purposes. Segment #1 is a west to east corridor from Winterset to I-35 at Cumming. The McBride Bridge site was driven as part of the westbound inventory. It is included in the data graphed on pages #3-6 & #3-8. Segment #2 is a west to east corridor from Winterset to I-35 near St. Charles. The Holliwel Bridge site was driven as part of the westbound inventory. Four exploration routes, Pammel Park, Hogback Bridge, Cedar Bridge and a Winterset city tour, are shown on pages #3-5 through #3-8.

### Evaluation Discussion:

A continuous rating of the corridor's scenic and heritage characteristics is shown in Figures on Pages #3-4 through #3-8. The corridor maps on these pages show sections of the corridor which have good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## HERITAGE SITES & POINTS OF INTEREST:

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ...". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (✱) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

## HISTORIC SITES & PLACES:

- **A. Remains of the McBride Bridge:** Only the bridge abutments remain from this early bridge.
- **B. House:** Located 2½ miles north of Winterset on G4R. Stone house.
- **C. North River Stone School House:** This restored stone school house was built in 1874.
- **D. Hogback Covered Bridge:** Built in 1884, this covered bridge is open to pedestrians.
- **E. Cedar Covered Bridge:** Located in the Cedar Bridge Park northeast of Winterset, this bridge was built in 1883. The bridge was moved and used at several stream crossings before being placed in the park.
- **F. Duff Barn:** Located 1½ miles north of Winterset. No description available.
- **G. House:** Located 1 mile east of Winterset on Iowa 92. No description available.
- **H. House:** Located 3 miles west of Winterset. No description available.
- **I. House:** Located at 605 N. 1st Street in Winterset. Stone house.
- **J. Madison County Courthouse:** Located on the City Square, Winterset, the courthouse was built in 1876. Also identified under this symbol is a store at 1<sup>st</sup> Street and Court Ave.
- **K. House:** Located at 422 W Jefferson in Winterset. No description available.
- **L. House:** Located at 602 W Court Ave. in Winterset. No description available.
- **M. House:** Located at 122 S. 4<sup>th</sup> Ave. in Winterset. Stone house.
- **N. House:** Located at 302 S. 4<sup>th</sup> Ave. in Winterset. Stone house.
- **O. House:** Located at 616 E. Court Ave. in Winterset. Stone house.

■ **P. Donahue Covered Bridge:** Built 1871. Bridge was relocated to Winterset City Park.

■ **Q. The Bevington-Kaser House:** Located at 805 S. 2nd Ave., Winterset, this mansion was constructed in 1856. It now houses the Madison County Historical Society.

■ **R. Stone Barn and Privy:** Located at 805 S. 2nd Ave., Winterset. This barn and privy have been moved along with a number of other structures to the grounds of the Madison County Historical Society. Both structures were built in 1856.

□ **S. Clark's Tower:** This stone tower was built in 1926 in the City Park.

■ **T. House:** Located ½ mi. S of Winterset on P69. Stone house..

■ **U. House:** Located ½ mi. east of US 169 on county road G50, near Winterset. Stone house.

■ **V. Holliwel Covered Bridge:** This covered bridge, built in 1880, may be the longest of the covered bridges. Its total length of 170 feet.

■ **U. House:** Located 5 mi. West of St. Charles on CR G50. Stone house.

■ **W. Barn :** Located in St. Charles. No description available. Stone barn.

■ **X. Imes Covered Bridge:** Located now in St. Charles, this covered bridge was built in 1871.

## FEATURES & POINTS OF INTEREST

- ✱ **1. Francesca's House (Bridges of Madison County):** Farm house used during the filming of the 1994 movie cited above.
- ✱ **2. Howell Tree Farm & Green House:** No Comments.
- ✱ **3. Groth's Gardens and Green House:** No Comments.
- ✱ **4. Winterset City Reservoir:** This attractive 70 acre lake area is located near the Cedar Bridge Park.
- ✱ **5. Winterset Art Center:** No Comments.
- ✱ **6. John Wayne's Birth Place:** Located at 224 South 2nd St. in Winterset.
- ✱ **7. Madison County Historical Complex:** Located at 815 S. 2nd, Winterset. This complex has a wide variety of structures and other exhibits.
- ✱ **8. Winterset City Park:** The 75 acre City Park contains the Donahue covered bridge and Clark's Tower. It is located on south 9<sup>th</sup> Street.
- ✱ **9. Middle River County Park:** This 50 acre park is located off P71 south of Winterset.
- ✱ **10. Pammel Park:** This beautiful 281 acre park is the site of an old mill and still has the water tunnel that was used by the mill. This tunnel has been enlarged and is now part of the park's road network.

# Historic Land Use Corridor Sites

Nomination #3 Madison County

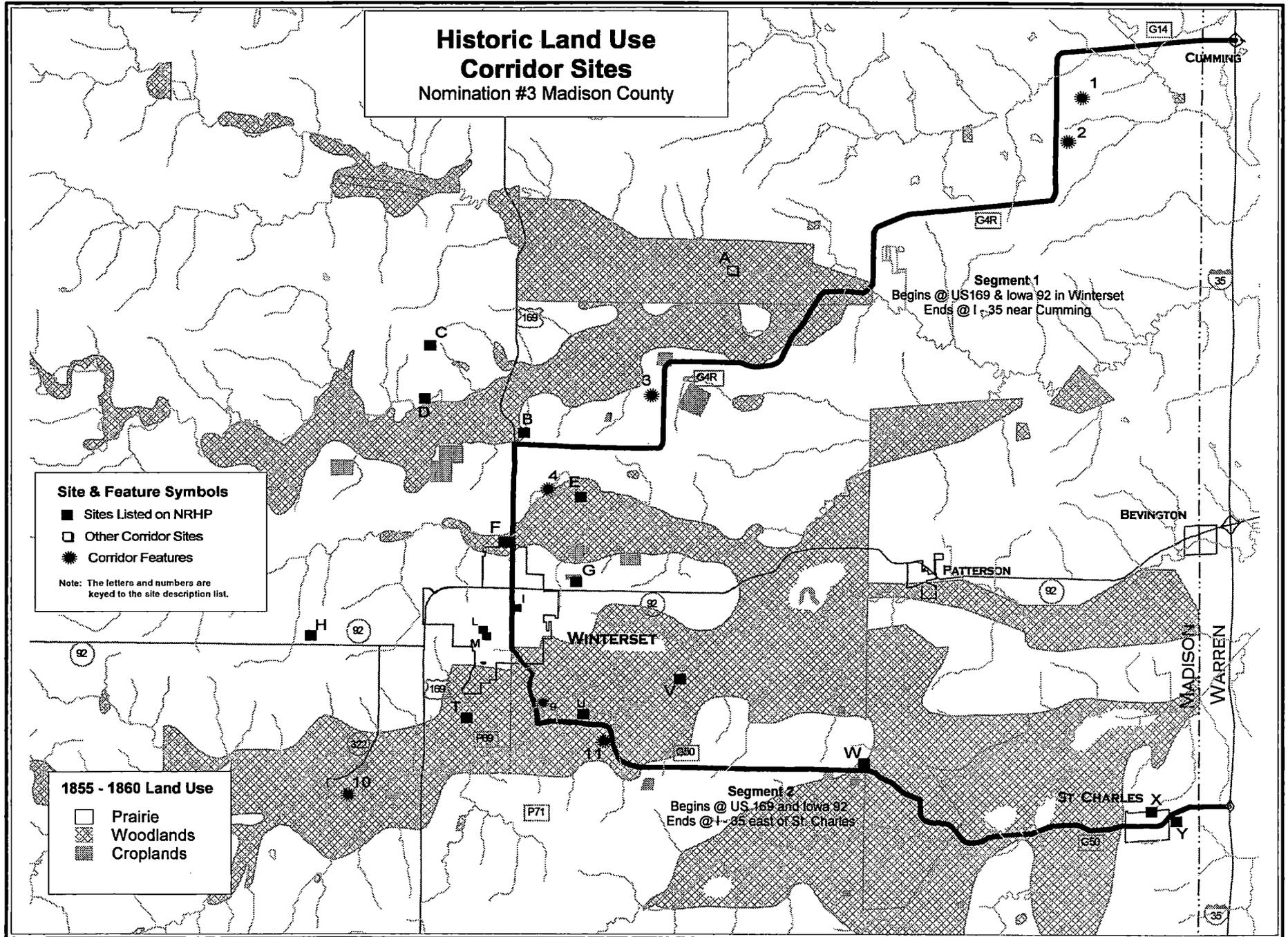
## Site & Feature Symbols

- Sites Listed on NRHP
- Other Corridor Sites
- ☼ Corridor Features

Note: The letters and numbers are keyed to the site description list.

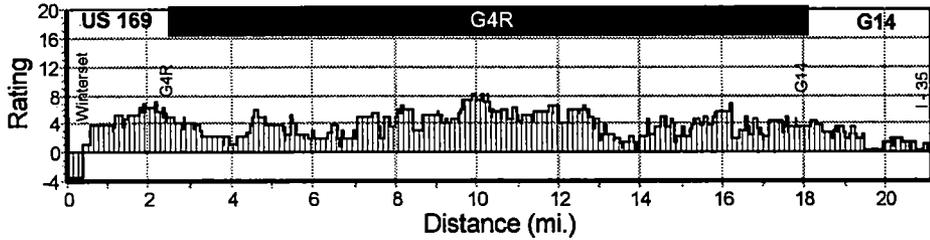
## 1855 - 1860 Land Use

- Prairie
- ▨ Woodlands
- ▩ Croplands



# Scenic Byway Evaluation Results - Eastbound Nomination #3 Madison County

Segment 1 (Inventory Direction - North & East from Winterset)



Exploration Route # 2  
North of G4R &  
west from US 169

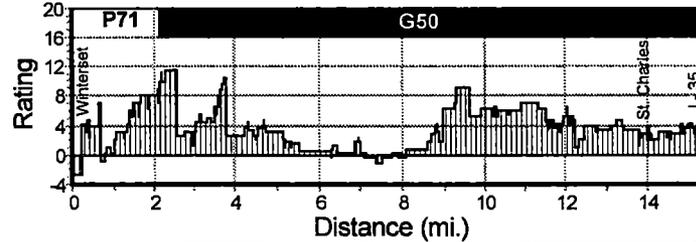
Hogback  
Bridge

Segment 1  
Begins @ US169 & Iowa 92 in Winterset  
Ends @ I - 35 near Cumming

### Evaluation Results

- Visual Quality Above Scenic Byway Rating
- Minimum Visual Quality [3.6 to 4.4]
  - Good Visual Quality [4.4 To 8]
  - Very Good Visual Rating [8 To 25]
- Visual Quality Below Scenic Byway Rating
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Visual Quality [0 to 1.5]
  - Poor Visual Quality [-4 to 0]

Segment 2 (Inventory Direction - South & East from Winterset)



Exploration Route # 4  
Pammel Park

Segment 2  
Begins @ US 169 and Iowa 92  
Ends @ I - 35 east of St. Charles

# Scenic Byway Evaluation Results - Westbound Nomination #3 Madison County

## Evaluation Results

Visual Quality Above Scenic Byway Rating

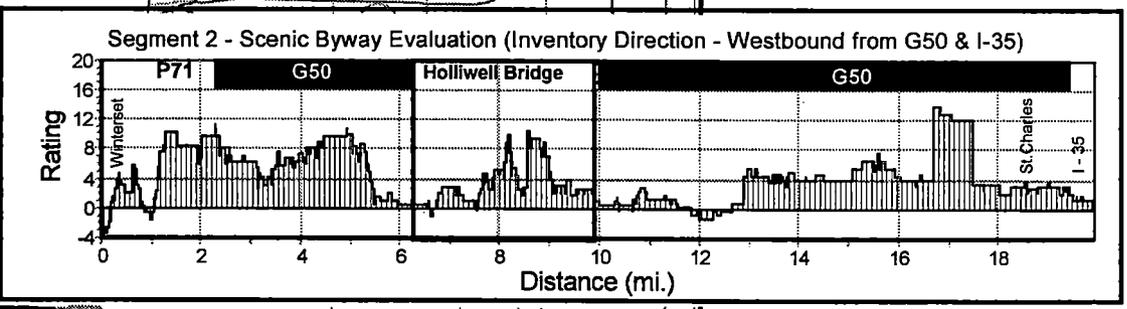
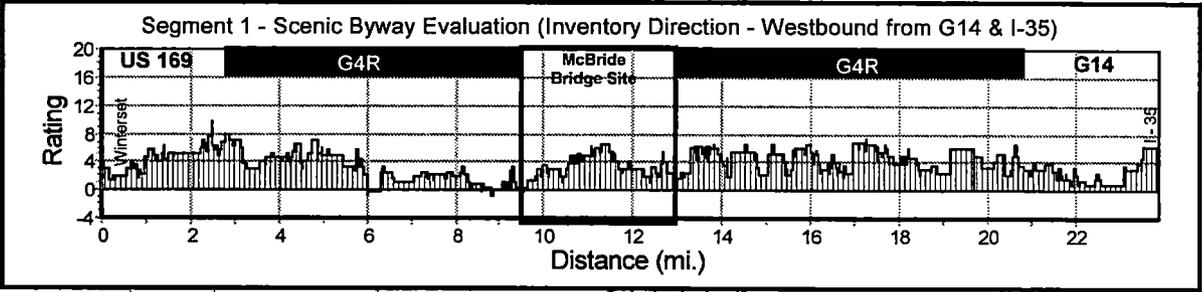
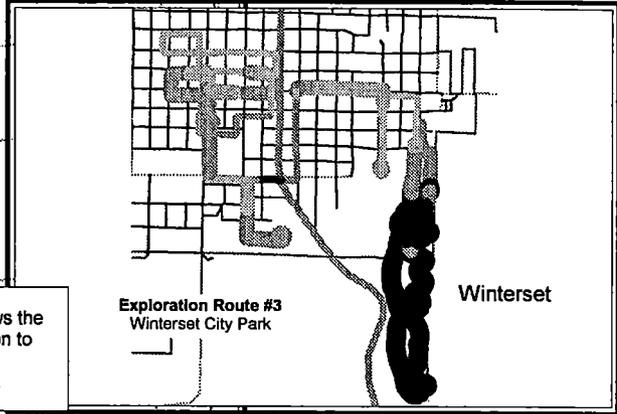
-  Minimum Visual Quality [3.6 to 4.4]
-  Good Visual Quality [4.4 To 8]
-  Very Good Visual Rating [8 To 25]

Visual Quality Below Scenic Byway Rating

-  Below Minimum Quality [1.5 to 3.6]
-  Neutral Visual Quality [0 to 1.5]
-  Poor Visual Quality [-4 to 0]

**Segment 1**  
Begins @ US169 & Iowa 92 in Winterset  
Ends @ I - 35 near Cumming

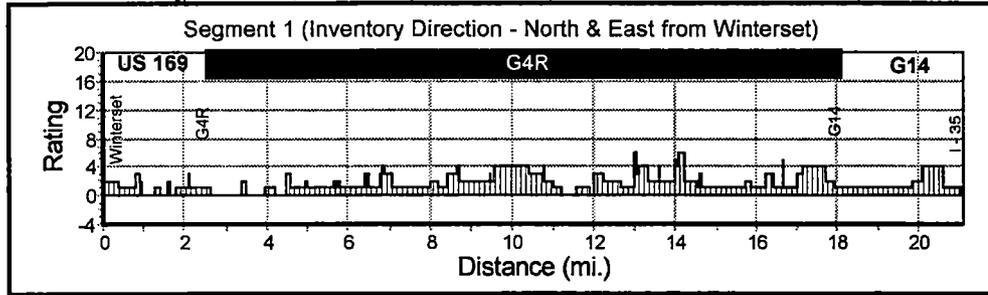
The outlined area on the graph shows the results of the scenic byway evaluation to the McBride Bridge remains. The evaluation is shown westbound only.



**Segment 2**  
Begins @ US 169 and Iowa 92  
Ends @ I - 35 east of St. Charles

The outlined area on the graph shows the results of the scenic byway evaluation to the Holliwel Bridge. The evaluation is shown westbound only.

# Heritage Byway Evaluation Results - Eastbound Nomination #3 Madison County



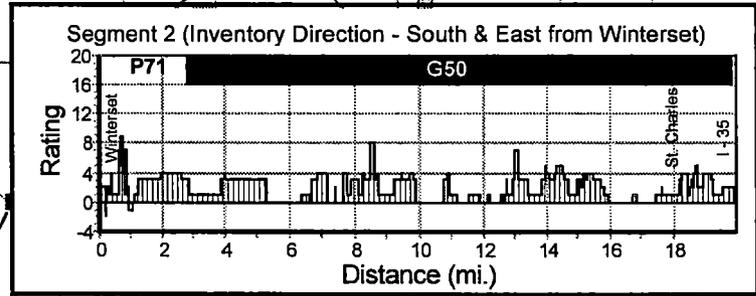
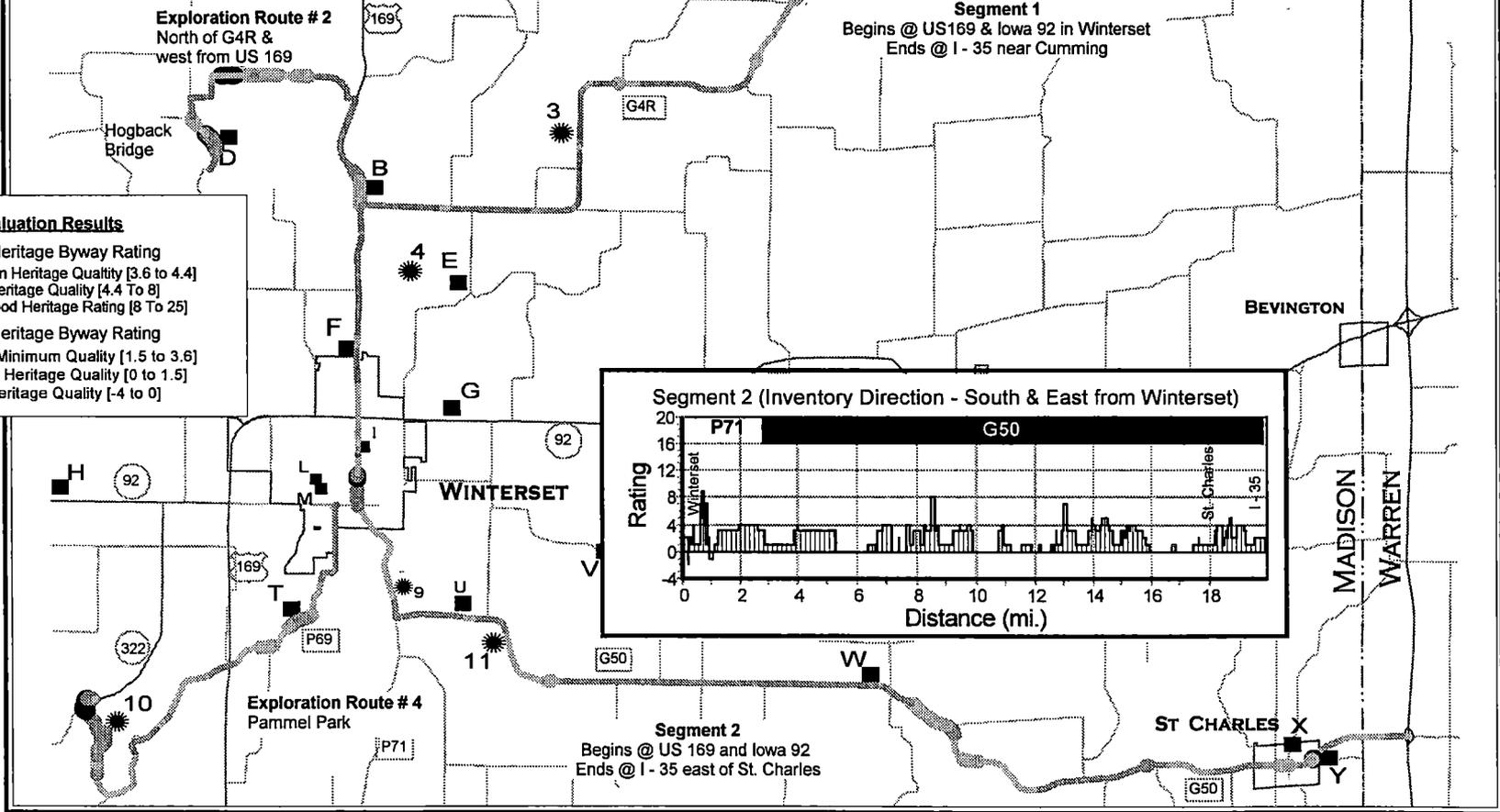
**Evaluation Results**

**Quality Above Heritage Byway Rating**

- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

**Quality Below Heritage Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]



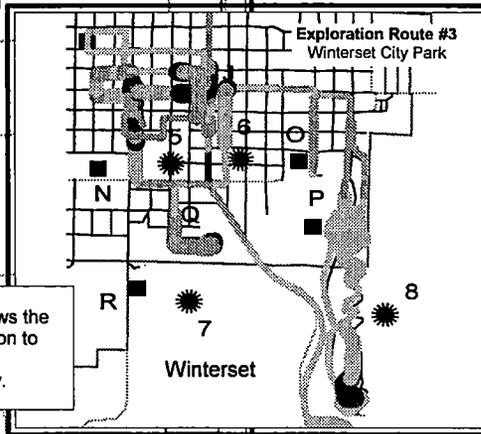
# Heritage Byway Evaluation Results - Westbound Nomination #3 Madison County

## Evaluation Results

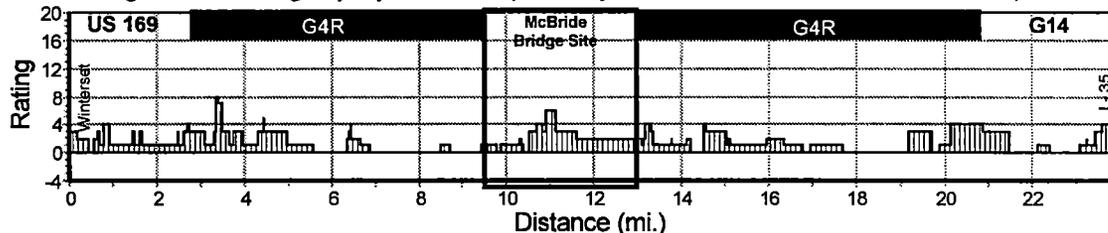
- Quality Above Heritage Byway Rating**
- Minimum Heritage Quality [3.6 to 4.4]
  - Good Heritage Quality [4.4 To 8]
  - Very Good Heritage Rating [8 To 25]
- Quality Below Heritage Byway Rating**
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Heritage Quality [0 to 1.5]
  - Poor Heritage Quality [-4 to 0]

**Segment 1**  
Begins @ US169 & Iowa 92 in Winterset  
Ends @ I - 35 near Cumming

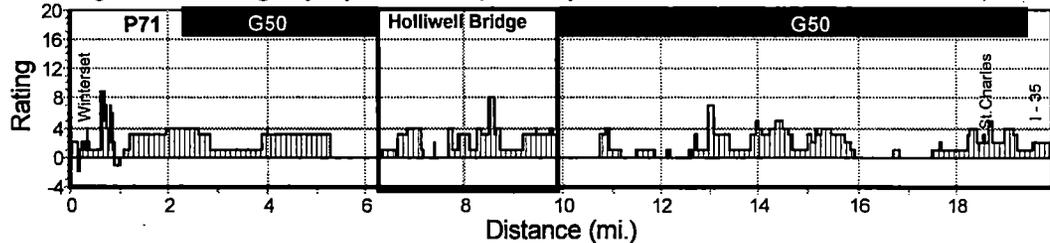
The outlined area on the graph shows the results of the scenic byway evaluation to the McBride Bridge remains. The evaluation is shown westbound only.



Segment 1 - Heritage Byway Evaluation (Inventory Direction - Westbound from G14 & I-35)

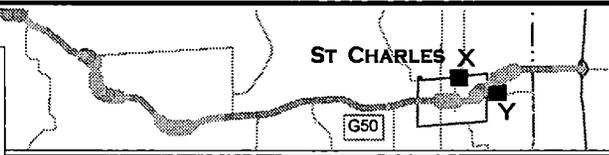


Segment 2 - Heritage Byway Evaluation (Inventory Direction - Westbound from G50 & I-35)



**Segment 2**  
Begins @ US 169 and Iowa 92  
Ends @ I - 35 east of St. Charles

The outlined area on the graph shows the results of the scenic byway evaluation to the Holliwel Bridge. The evaluation is shown westbound only.



## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation ...". The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides the evaluation results for the Madison County corridor.

### Nomination Evaluation Statistics:

#### Segment #1

Length: 22.47 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	3.65	1.54
Uniformity ( <i>% of byway rated above 4</i> ):	44.31%	9.77%
Maximum Rating:	9.70	8.00
Minimum Rating:	-3.40	0.00
Variety Rating ( <i>Variance</i> ):	3.68	1.74

#### Segment #2

Length: 17.66 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	3.87	1.75
Uniformity ( <i>% of byway rated above 4</i> ):	41.86%	11.64%
Maximum Rating:	14.00	9.00
Minimum Rating:	-3.80	-2.00
Variety Rating ( <i>Variance</i> ):	9.90	2.39

### Comments:

The following comments are offered on the inventory and the evaluation results.

#### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is below 4.0 for both segments of the nomination. The percentage of each segment rated above 4 is less than 50%.
- \* About 14% of Segment 1 and 22% of Segment 2 were rated as offering good or outstanding views. Areas with high scenic quality were found on segment 2 south of Winterset along P7.
- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that 22% of Segment 1 and 21% of Segment 2 offered a roadway background rated as good or outstanding.

#### Heritage Byway:

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1870's) showed that the land use from the two periods matched along 11% of Segment 1 and 15% of Segment 2.
- \* Winterset offered some best land use matches found along the nominated corridor. Several exploration routes also offered good heritage settings. The Pammel Park drive was particularly good.

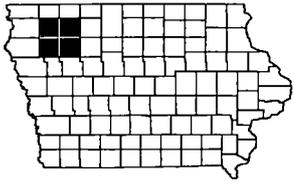
#### Other Factors:

Four exploration routes were surveyed besides the nominated corridors. These surveys show that some outstanding corridors exist near the nominated routes. Previous survey results show that sections of US 169 north of Winterset and P71 and G68 south of Winterset had good visual character. This information suggests that a very high quality scenic byway could be identified using those or other routes in the area.

# **Nomination #4**

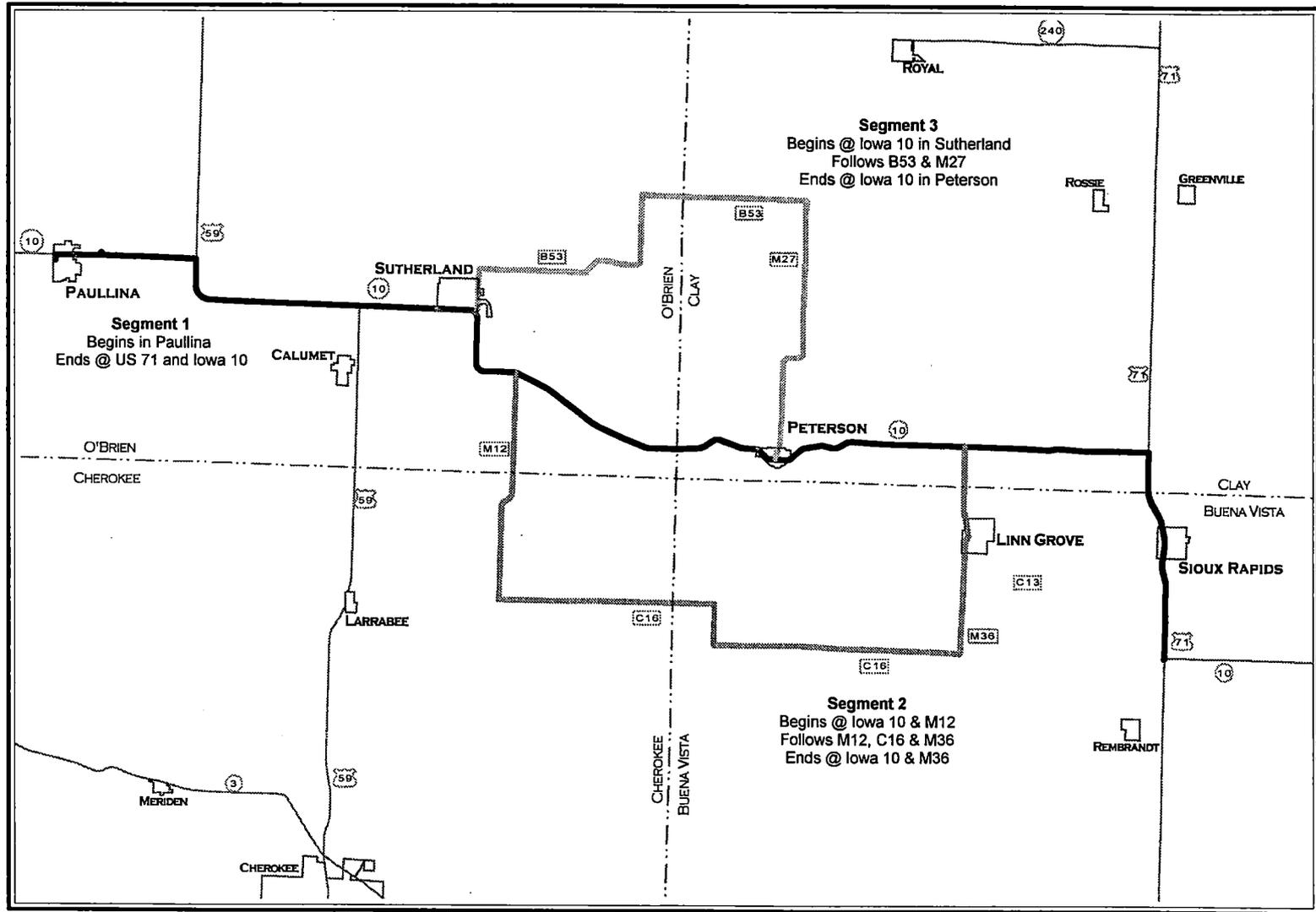
**Buena Vista, Cherokee, Clay & O'Brien Counties**





# Nomination #4

## Buena Vista, Cherokee, Clay & O'Brien Counties



# Nomination #4

**Location:**

O'Brien, Clay, Cherokee & Buena Vista Counties

**Category:**

Scenic/Heritage

**Nomination Evaluated As:**

- Segment 1. Paullina to JCT US71 & IA 10
- Segment 2. Sutherland to Linn Grove (South Segment)
- Segment 3. Sutherland to Peterson (North Segment)

**Towns Along Nominated Routes:**

- Segment 1. Paullina • Sutherland • Peterson • Sioux Rapids
- Segment 2. Linn Grove
- Segment 3. Sutherland • Peterson

**Basis for Nomination:**

**Scenic Byway:**

General visual quality and visual character of the area.

**Heritage Byway:**

Shaping Our Landscape: Man's Impact on the Natural Environment.

**Scenic Byway Character:**

The Little Sioux River valley and the glacial formed hills provide a picturesque landscape through part of this corridor. The rolling hills are the backdrop for a variety of vegetation elements. The roadway follows the terrain allowing the traveler to view scenes of the river valley as the road ribbons through the hills. The lake at Dog Creek County Park is a pleasant surprise along M12 as is the dam at Linn Grove.

**Heritage Byway Character:**

"Man's influence on his landscape" is the heritage theme along this corridor. The time of the heritage theme ranges from early

Indians to the present but is centered in the 1860's and 1870's. Crop ridges established by the pre-history Mill Creek Indians can still be observed. Evidence of the trees planted by pioneers of the 19th Century as land claim improvements are still visible. Croplands replaced much of the native prairie. Contemporary modifications to the landscape have added heights to shaping the landscape. Windmills to generate power have been erected on farms along C16. These windmills rise on the landscape like giants and can mesmerize the observer. Historic sites and features along the corridor are listed on page #4-3. Sites are shown on the page #4-4 display along with the area's land use in the 1860's.

**Inventory Discussion:**

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction are recorded. Two exploration routes were inventoried to assess sites, features or alternative routes.

Nomination #4 was divided into three segments for inventory purposes. Segment 1 is a west to east corridor from Paullina to south of Sioux Rapids. Segment 2 is a west to east corridor from the junction of M12 and IA10 south of Sutherland to C16, then east to M36 and north to IA10. Exploration Route 2 was driven as part of the south segment but was not graphed. Segment 3 is a west to east corridor from Sutherland north on B53 to M27 then south to Peterson. Exploration Route 1 was driven northwest from Peterson and is not graphed.

**Evaluation Discussion:**

A continuous rating of the corridor's scenic and heritage characteristics is shown in displays on pages #4-5 and #4-8. The corridor maps on these pages show sections of the corridor which have good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## **HERITAGE SITES & POINTS OF INTEREST:**

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (☼) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

## **HISTORIC SITES & PLACES:**

**A. Burial Site of "Dutch Fred":** Fred Fieldman was an early immigrant to O'Brien County. He arrived in the late 1850s and died in 1873.

**B. Early Indian Settlement:** No description available.

**C. Old O'Brien:** This was the site of the first settlement in O'Brien County and was established by Hannibal H. Waterman in 1856. The first fort, first town, and first county-seat were located on the Waterman homestead.

■ **D. Log House:** Located at 4969 120th Ave., Peterson. Known as the Kirchner cabin, this log house built in 1867 still stands on its original site.

**E. Fort Peterson:** Fort Peterson constructed in 1862 was one of a number of forts built during this time period. A block house erected as a part of Ft. Peterson still stands.

**F. Linn Grove Dam:** The Linn Grove Dam was constructed in 1866 to provide power to a sawmill and later a flour mill.

■ **G. Brook Creek Bridge:** Located on county road C13 west of Linn Grove. No description available.

## **FEATURES & POINTS OF INTEREST**

☼ **1. Mill Creek State Park:** Park located east of Paullina.

☼ **2. Dog Creek County Park:** Park located southeast of Sutherland.

☼ **3. Waterman Wildlife Area:** O'Brien County Conservation Board site. No description available.

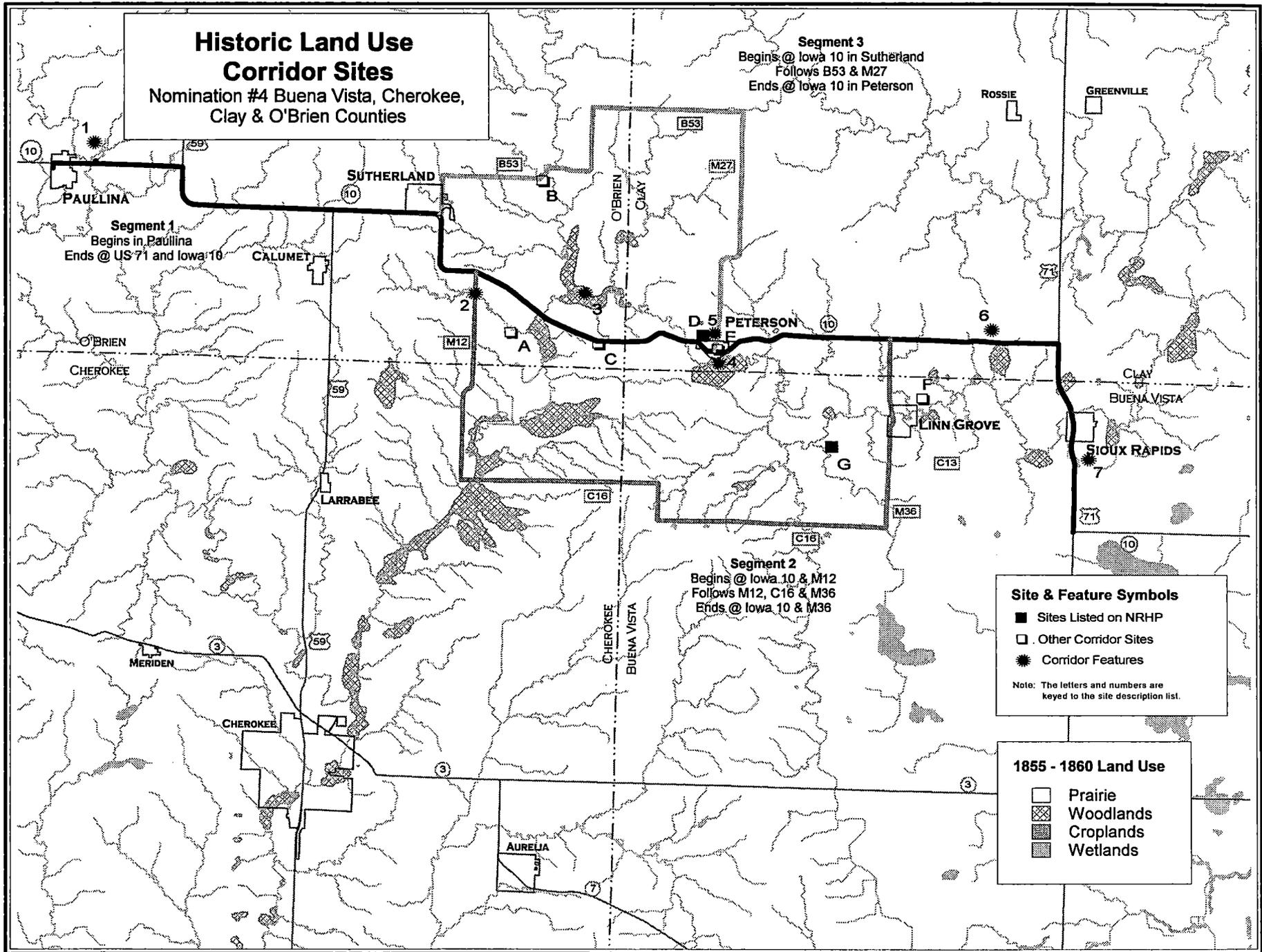
☼ **4. Wanata State Park:** No description available.

☼ **5. Kirchner Park:** Park is located in Peterson. It contains preserved buildings including the first frame homes in Clay County and the log house in (D) above.

☼ **6. Verna James Prairie:** Site is located on the north side Iowa 10, about two miles west of US Hwy 71.

☼ **7. Gabrielson Park:** Park located south of Sioux Rapids near the junction of US 71 and county road C13.

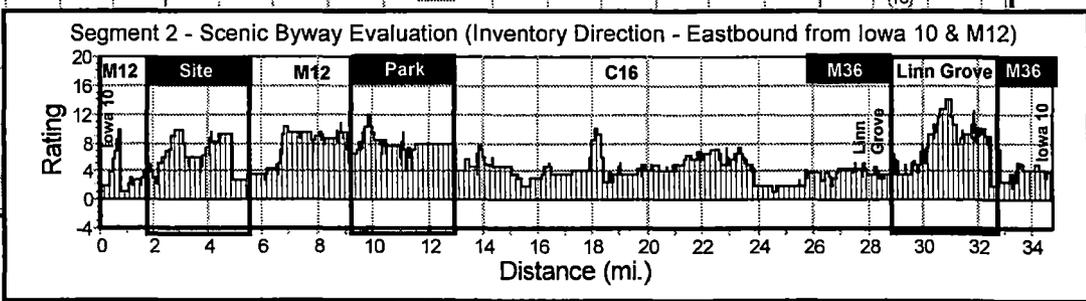
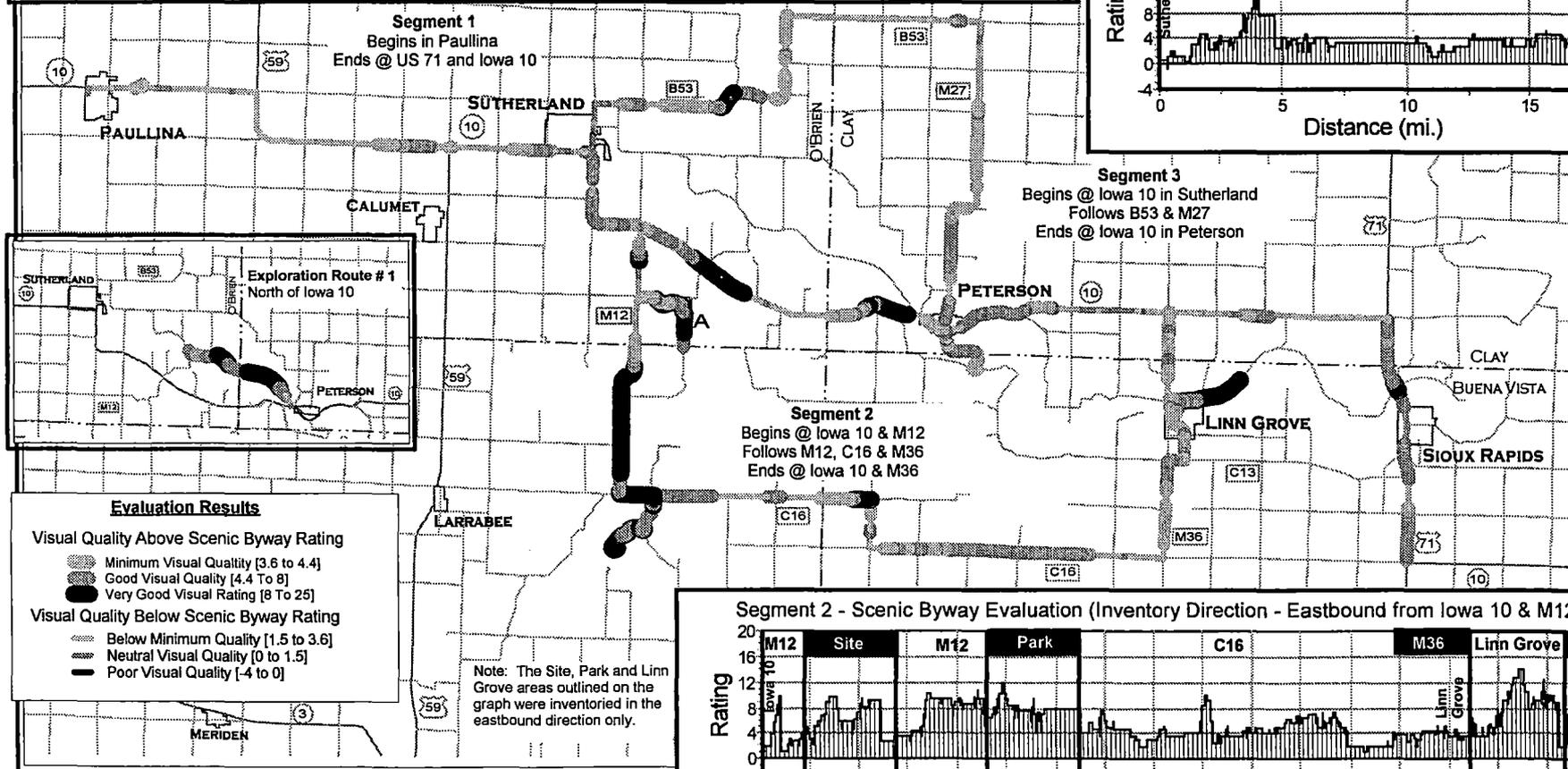
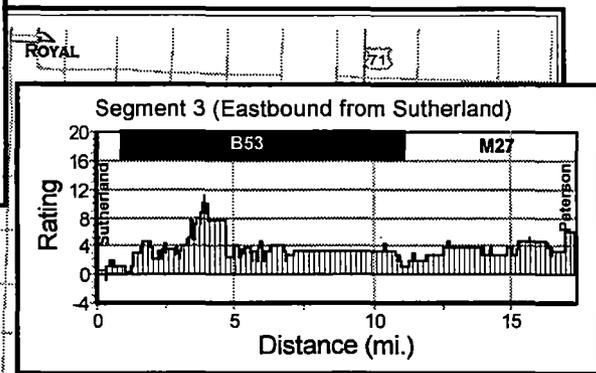
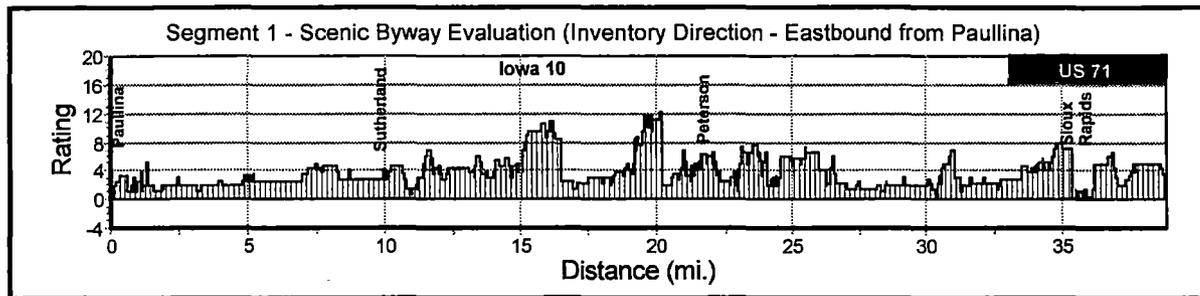
☼ **8. Storm Lake Power Partners:** The wind turbines that are of interest in the area are the result of efforts by this group. No symbol is used with this entry because of the many turbine sites. The general area of the turbines is along C16 south of Peterson.



## Scenic Byway

### Evaluation Results - Eastbound

Nomination #4, Buena Vista, Cherokee,  
Clay & O'Brien Counties



**Evaluation Results**

Visual Quality Above Scenic Byway Rating

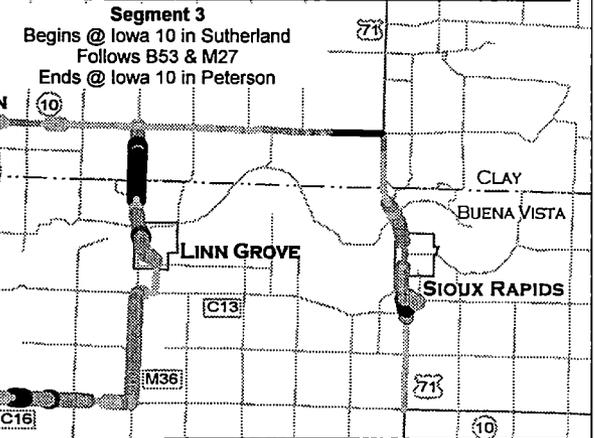
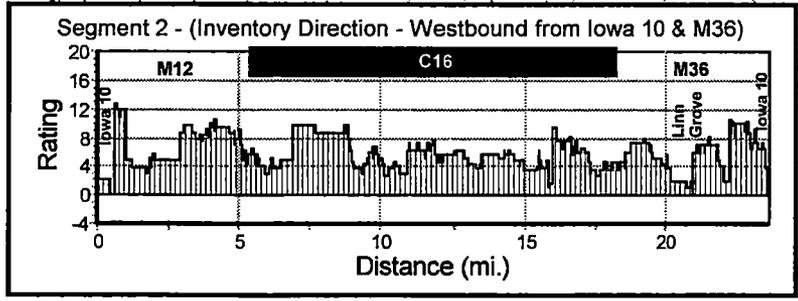
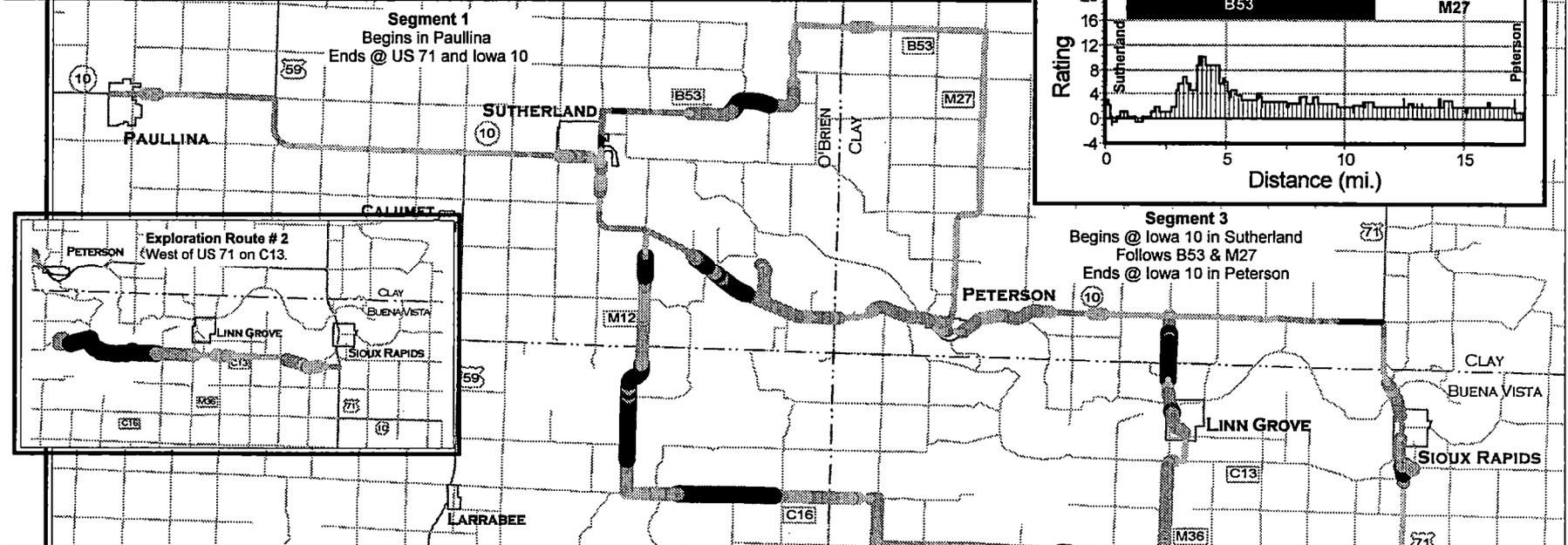
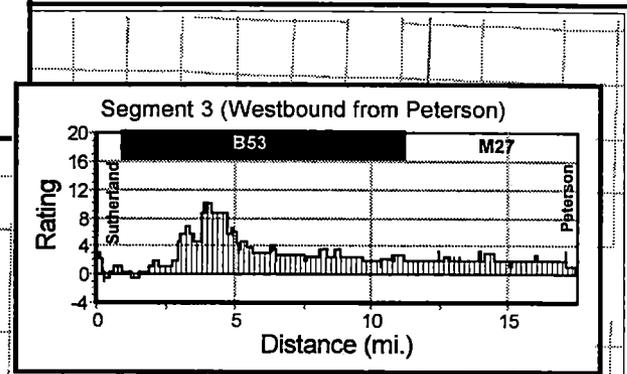
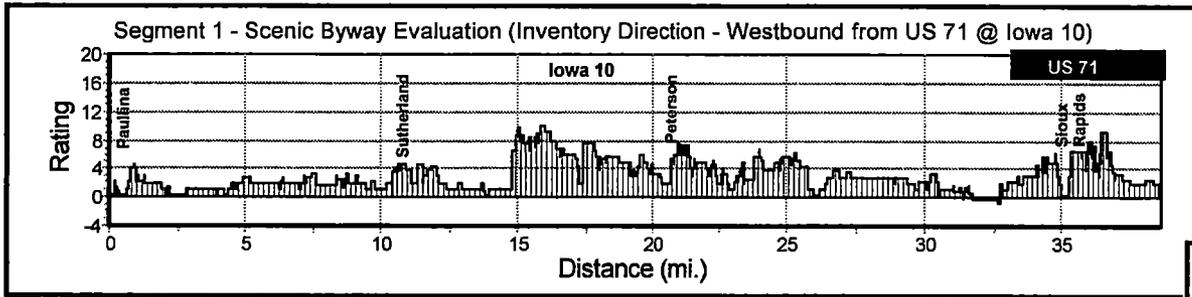
- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

Visual Quality Below Scenic Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]

Note: The Site, Park and Linn Grove areas outlined on the graph were inventoried in the eastbound direction only.

## Scenic Byway Evaluation Results - Westbound Nomination #4, Buena Vista, Cherokee, Clay & O'Brien Counties



**Segment 2**  
Begins @ Iowa 10 & M12  
Follows M12, C16 & M36  
Ends @ Iowa 10 & M36

**Evaluation Results**

**Visual Quality Above Scenic Byway Rating**

- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

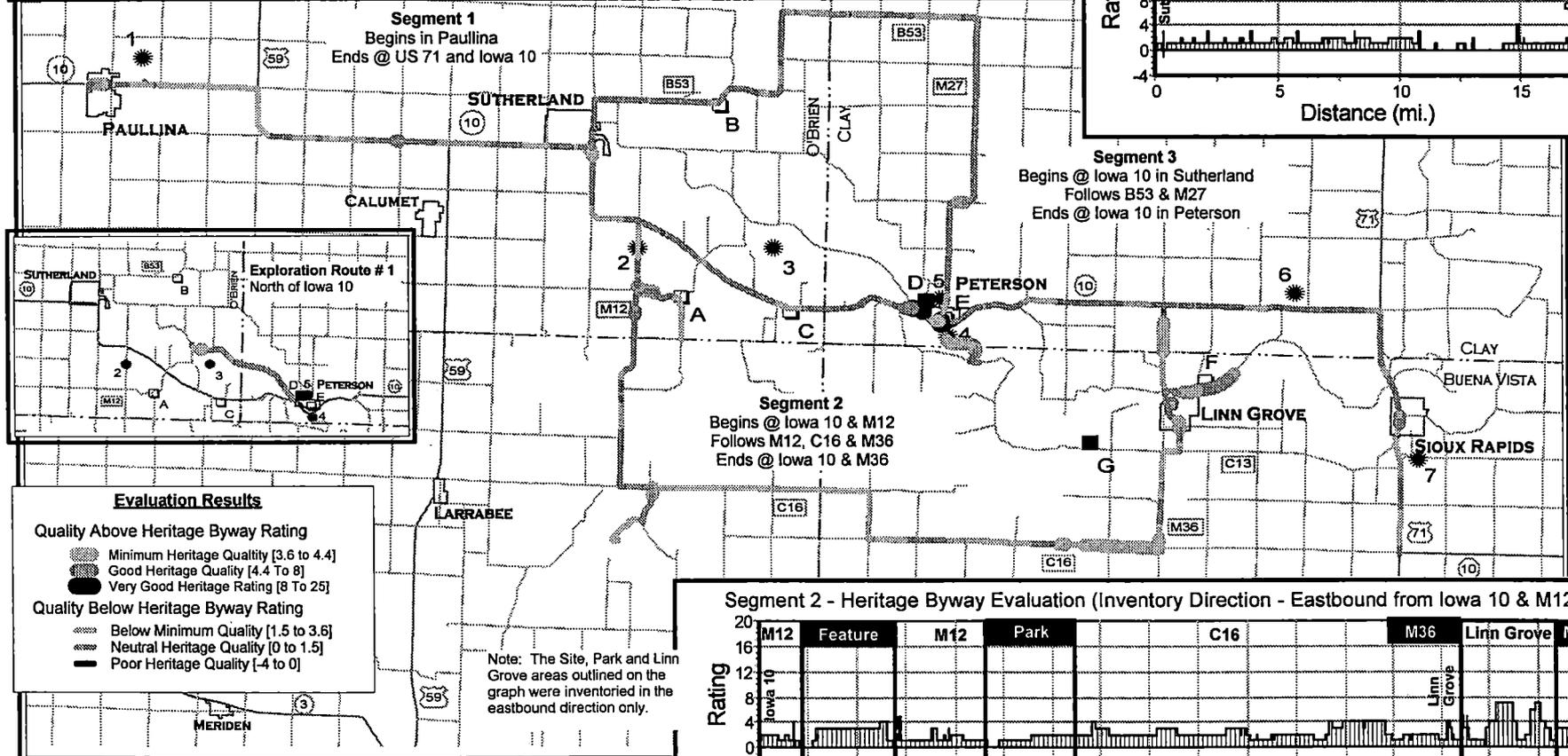
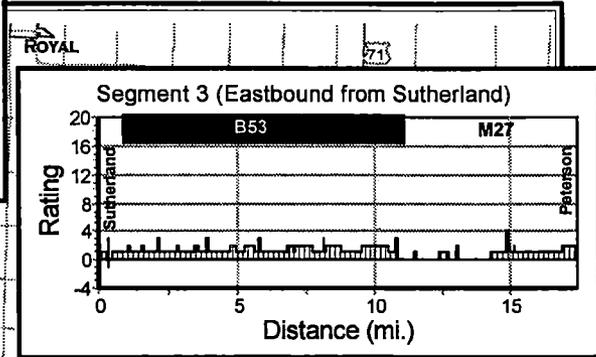
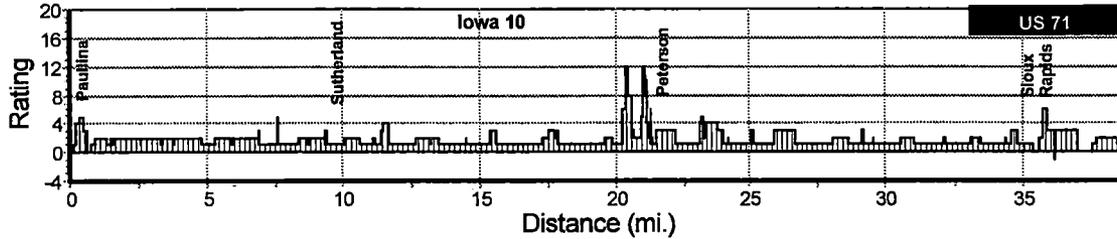
**Visual Quality Below Scenic Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]

# Heritage Byway

**Evaluation Results - Eastbound**  
 Nomination #4, Buena Vista, Cherokee,  
 Clay & O'Brien Counties

Segment 1 - Heritage Byway Evaluation (Inventory Direction - Eastbound from Paullina)



**Segment 1**  
 Begins in Paullina  
 Ends @ US 71 and Iowa 10

**Segment 3**  
 Begins @ Iowa 10 in Sutherland  
 Follows B53 & M27  
 Ends @ Iowa 10 in Peterson

**Segment 2**  
 Begins @ Iowa 10 & M12  
 Follows M12, C16 & M36  
 Ends @ Iowa 10 & M36

**Exploration Route # 1**  
 North of Iowa 10

**Evaluation Results**

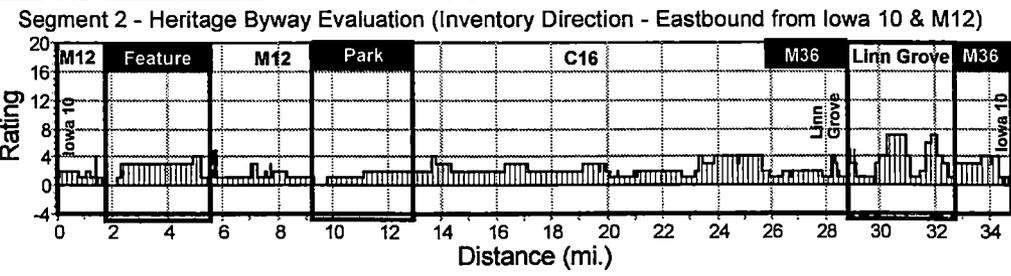
**Quality Above Heritage Byway Rating**

- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

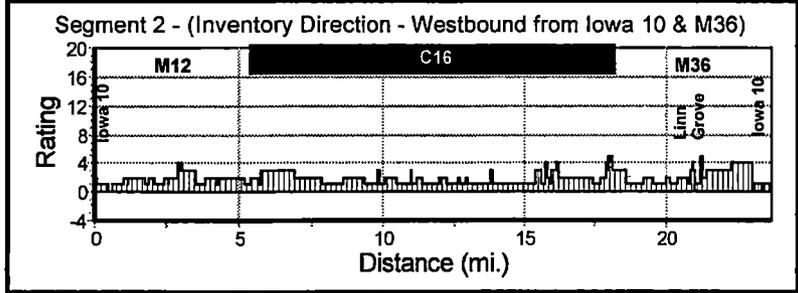
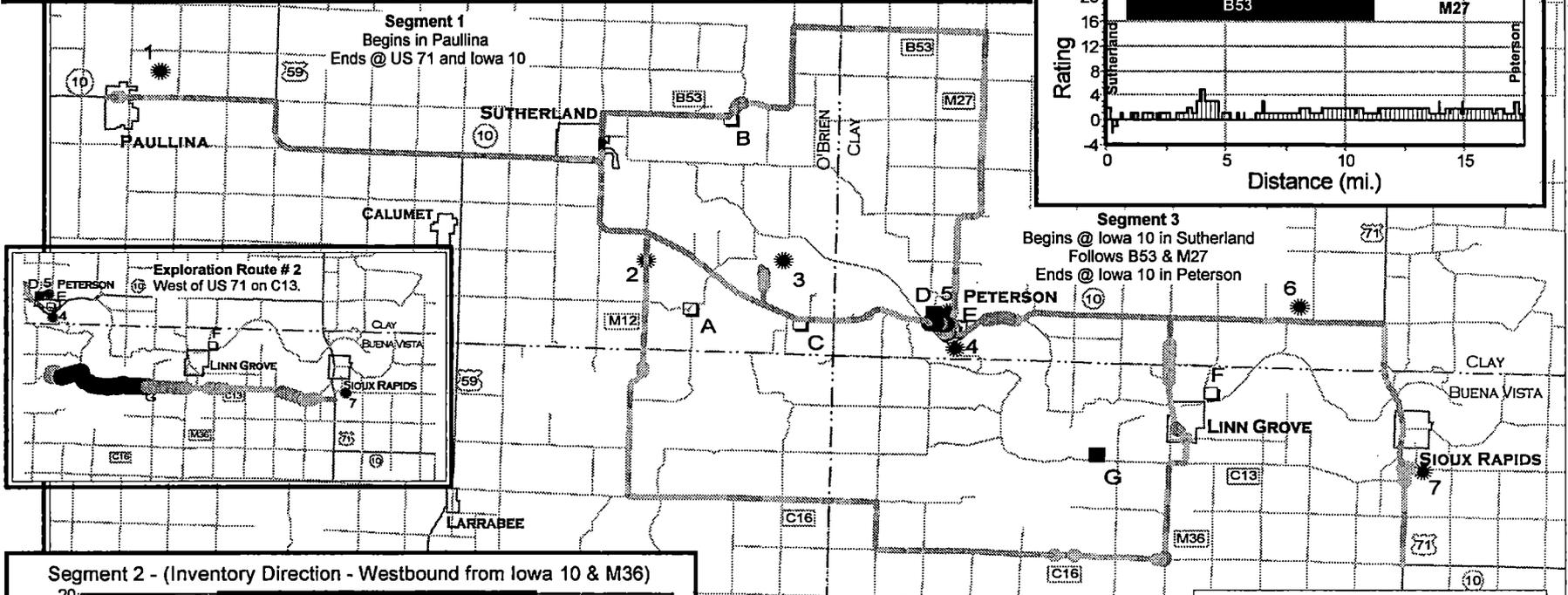
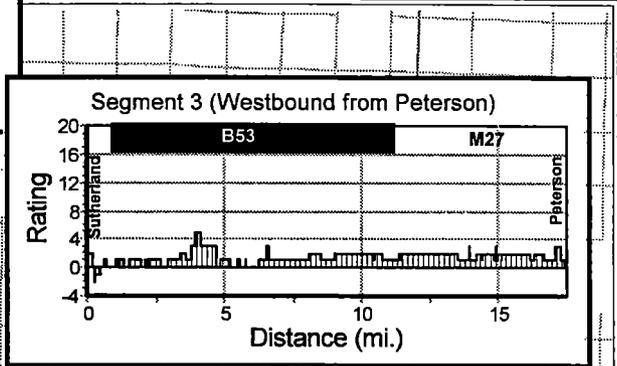
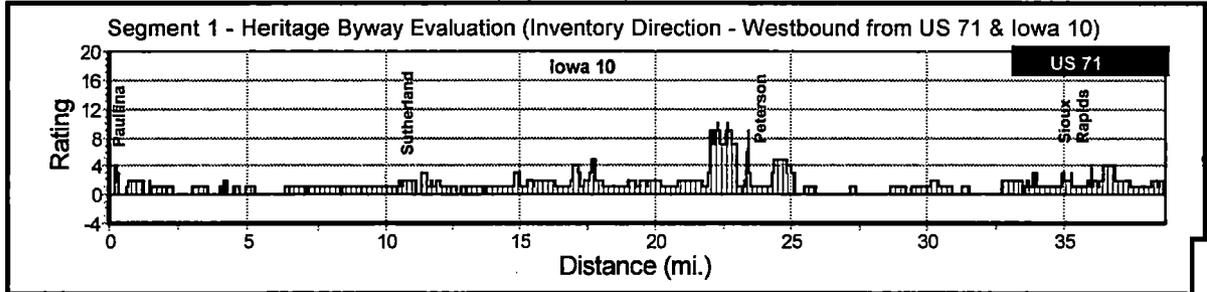
**Quality Below Heritage Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]

Note: The Site, Park and Linn Grove areas outlined on the graph were inventoried in the eastbound direction only.



# Heritage Byway Evaluation Results - Westbound Nomination #4, Buena Vista, Cherokee, Clay & O'Brien Counties



**Evaluation Results**

Quality Above Heritage Byway Rating

- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

Quality Below Heritage Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]

## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation ...". The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides the evaluation results for the four county corridor.

### Nomination Evaluation Statistics:

#### Segment #1

Length: 38.63 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating (Average rating):	3.39	1.53
Uniformity (% of byway rated above 4):	33.11%	5.87%
Maximum Rating:	12.20	12.00
Minimum Rating:	-0.80	-1.00
Variety Rating (Variance):	4.85	1.87

#### Segment #2

Length: 29.18 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating (Average rating):	5.72	2.03
Uniformity (% of byway rated above 4):	71.00%	9.72%
Maximum Rating:	14.00	7.00
Minimum Rating:	0.00	-0.00
Variety Rating (Variance):	6.52	1.32

#### Segment #3 [East - West]

Length: 17.43 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating (Average rating):	3.13	1.09
Uniformity (% of byway rated above 4):	20.11%	00.90%
Maximum Rating:	11.20	5.00
Minimum Rating:	-1.10	-2.00
Variety Rating (Variance):	3.16	0.69

### Comments:

The following comments are offered on the inventory and the evaluation results.

#### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is below 4.0 for Segments 1 and 3. Segment 2 is rated at 5.72%. Less than 50% of Segments 1 and 3 are rated above 4. Segment 2 has 71.23 % of its length rated above 4.
- \* Over 40% of Segment 2 was rated as offering good or outstanding views. Segments 1 rating showed that 20% was at or above 4. Segment 3 had less than 10% rated as offering good or outstanding views. Areas with high scenic quality were found on Segment 2 along M12 south of Iowa 10.
- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that over 42% of Segment 2 offered a roadway background rated as good or outstanding. The same background evaluation along Segments 1 and 3 showed that this percentage was less than 10%.

#### Heritage Byway:

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

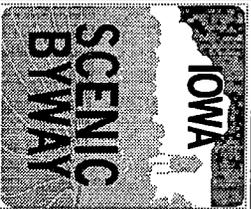
- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use associated with the corridor theme (from the 1860's) showed that the land use from the two periods matched along 11% of Segment 1, 25% of Segment 2 and 5% of Segment 3.
- \* The Peterson area offered some of the best sites and land use matches found along the nominated corridor. Several exploration routes also offered good heritage settings.

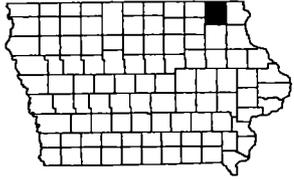
#### Other Factors:

Segment 2 and that part of Segment 1 along Iowa 10 from the intersection of Iowa 10 and M12 to Iowa 10 and M36 could be combined to provide a quality scenic byway. This loop would offer both high quality and uniformity. Two exploration routes were surveyed in addition to the nominated corridors. The landscape along these exploration routes presented an image of an earlier time providing a counterpoint to the activity along the nominated corridors.

**Nomination #5**

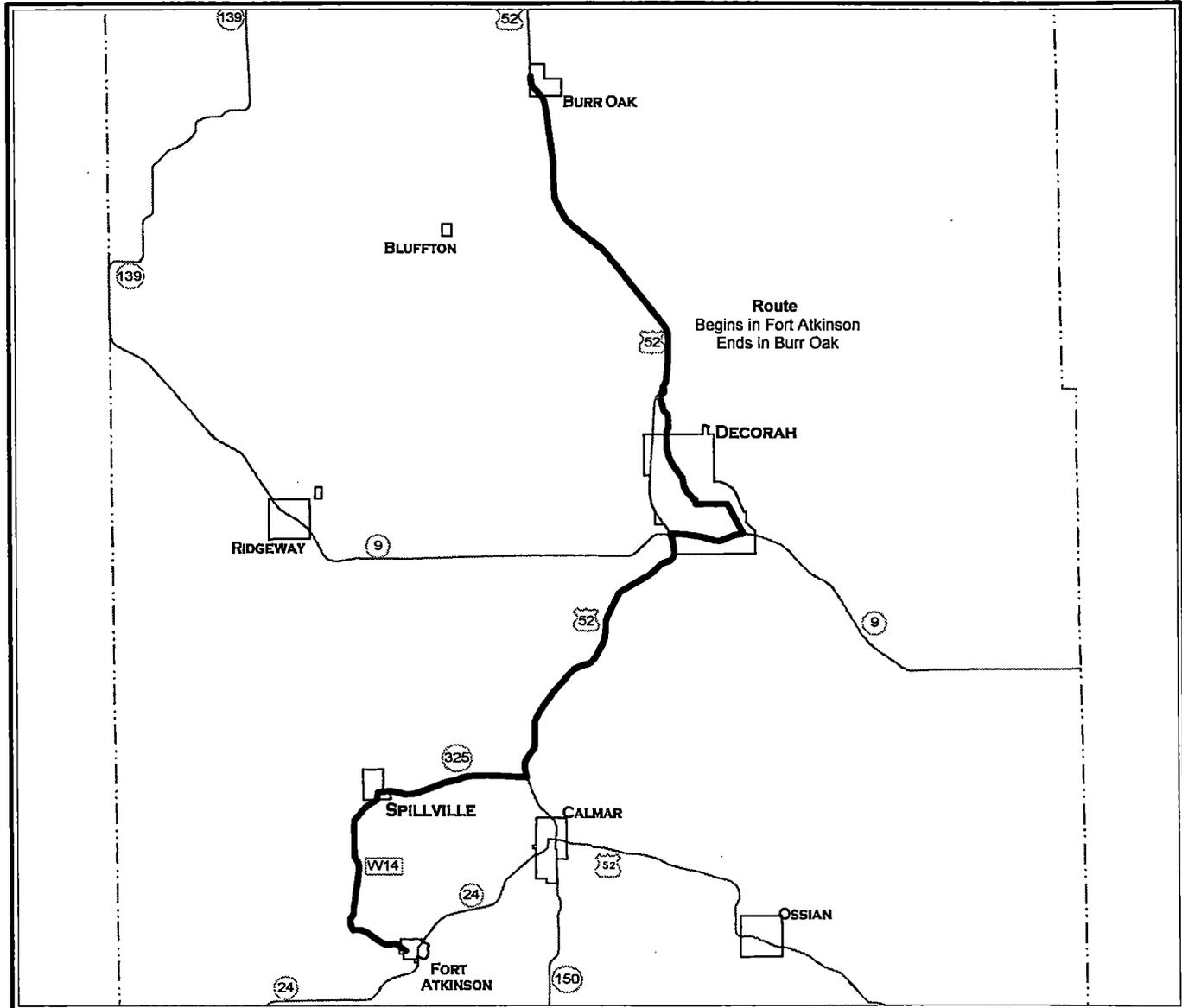
**Winneshiek County**





# Nomination #5

## Winneshiek County



# Nomination #5

**Location:**

Winneshiek County

**Category:**

Scenic/Heritage

**Evaluated As:**

One Route - Fort Atkinson to Burr Oak

**Towns Along Nominated Routes:**

• Fort Atkinson • Spillville • Decorah • Burr Oak

**Basis for Nomination:**

**Scenic Byway:**

General visual quality and visual character of the area.

**Heritage Byway:**

Heritage Theme: No specific theme selected but a general time associated with early development.

**Scenic Byway Character:**

The agricultural lands that dominate much of this corridor are characteristic of northeast Iowa. These aesthetic agricultural lands are interrupted along the corridor with river valley scenes with delightful displays of woodlands and limestone bluffs. The roadway's alignment is a positive enhancement feature through the segment around Decorah. Rock cuts, outcroppings, hills and scenes and focal points of vegetation are major visual features in this area. Unique urban scenes in Decorah are both scenic and historic. The drive through the college and downtown area offers a variety of architectural styles. The impressive scenic views of the river valley off Park Street are rare to urban settings. Hilly regions near Spillville in the Turkey River Valley expand the scenic beauty along this corridor.

**Heritage Byway Character:**

The heritage element of this corridor involves the early settlement of the area and the ethnic background of the settlers. The four decades between 1850 and 1880 saw immigrants from Bohemia establishing Spillville and Norwegian immigrants locating in Decorah. The famous Broadway-Phelps Park District in Decorah began to emerge with stately homes, attractive businesses, the Vesterheim Museum and Luther College. Burr Oak was settled in 1851 and was an important stopping point for emigrants traveling west. Fort Atkinson on the southern end of the corridor also has historic significance. Historic sites and features along the corridor are listed on page #5-3 and shown on the page #5-4 display.

**Inventory Discussion:**

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction are recorded.

Nomination #5 was driven south to north for inventory purposes. The corridor started at county road W14 in Fort Atkinson and concluded at Burr Oak. The route description included a city tour of historic buildings in Decorah. Pages #5-7 and #5-8 have an inset of Decorah with the historic sites identified. The main street through Burr Oak was also inventoried for historic sites and is shown on pages #5-7 and #5-8.

**Evaluation Discussion:**

A continuous rating of the corridor's scenic and heritage characteristics is shown in figures on pages #5-5 through #5-8. The corridor maps on these pages show sections of the corridor which have good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## **HERITAGE SITES & POINTS OF INTEREST**

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (✱) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

### ***HISTORIC SITES & PLACES: Winneshiek County***

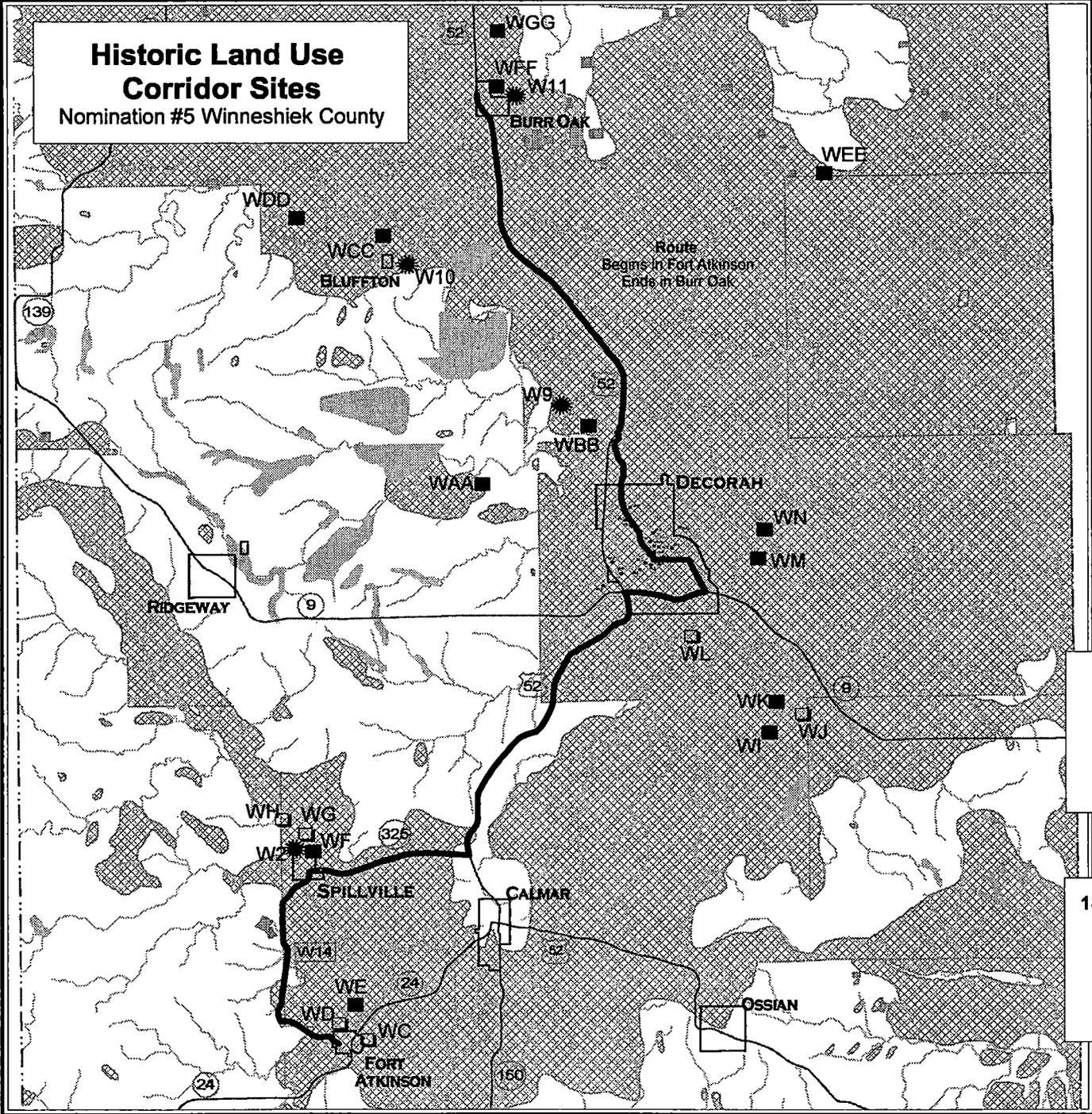
- **WA. Old Mission:** Twenty acre site on the Turkey River located south of Festina.
- **WB. World's Smallest Church:** Built in 1885 and located in Festina.
- **WC. Fort Atkinson State Monument Park:** 1840's military post, Fort Atkinson.
- **WD. St. James Lutheran Church:** Built between 1840 & 1850. Near Ft. Atkinson.
- **WE. Fort Atkinson Bridge:** 150th St over the Turkey River, Fort Atkinson.
- **WF. Taylor, Wenzil Building:** Located on Main St. in Spillville.
- **WG. St. Wenceslaus Church:** Old World stone church built in 1860 near Spillville.
- **WH. Spillville Mill:** Historic mill located on the Turkey River near Spillville.
- **WI. Washington Prairie Methodist Church:** Limestone church built between 1863 and 1868 located southeast of Decorah.
- **WJ. Washington Prairie Lutheran Church:** Early Norwegian settlement church located southeast of Decorah.
- **WK. Jacobson Farm:** 1850's farm located southeast of Decorah on Rt.1.
- **WL. Siewers Spring:** Located Upper Iowa River near Decorah. (Fish hatchery)
- **WM. Freeport Bowstring Arch Bridge:** One of four "bowstring arch" bridges in Winneshiek County. Built in 1879 and located east of Decorah.
- **WN. Birdsall Lime Kiln:** 19th century kiln located northeast of Decorah.
- **WO. Decorah Ice Cave:** Ice forms in this cave in the spring and melts by September. Located on Ice Cave Road, Decorah.
- **WP. Steyer Bridge:** 1875 stone arch bridge. Oneata Road off US52, Decorah.
- **WQ. Koren Library:** Located on the Luther College Campus in Decorah.
- **WR. Broadway-Phelps Park Historic District:** West Broadway from Winnebago St. to Park Dr., Decorah.
- **WS. Clarksville Diner:** 504 Hevly St. Decorah.
- **WT. Cooley-Whitney House:** Built in 1867. Located at 305 Grove St., Decorah.
- **WU. Decorah East Side Elementary & Middle School:** 210 Vernon St., Decorah.
- **WV. Ellsworth-Porter House:** 1867 Victorian home. 401 W. Broadway, Decorah.

- **WW. Miller-Norris House:** Built in 1856. Located at 118 N. Mill St., Decorah.
- **WX. Painter-Bernatz Mill:** Built in 1851 of native limestone and depicts 19th century pioneer industry in Iowa. Located at 200 N. Mill St., Decorah.
- **WY. Steyer Opera House:** 19th century structure. 102-104 W. Water St. Decorah.
- **WZ. Luther College Farm:** Farm complex with 1860's to turn-of-the-century buildings. Located on the Luther College Campus in Decorah.
- **WAA. Ten Mile Creek Bridge:** Happy Hollow Rd., northwest of Decorah.
- **WBB. Horn House:** Built in 1869. Located northwest of Decorah.
- **WCC. Upper Bluffton Bridge:** Ravine Rd. over Upper Iowa River, Bluffton.
- **WDD. Gilliece Bridge:** Cattle Creek Rd. over Upper Iowa River, Bluffton.
- **WEE. Locust School:** Built in 1854. Constructed from locally quarried limestone.
- **WFF. Burr Oak House/Masters Hotel:** Pre-1860 hotel. State Street in Burr Oak.
- **WGG. Kinney Octagon Barn:** 19th century barn off US 52 near Burr Oak.

### ***FEATURES & POINTS OF INTEREST: Winneshiek County***

- ✱ **W1. Ashmore-Jewell Barn Farm Park:** No Comments.
- ✱ **W2. Bily Clocks Museum Collection:** Located on Main Street in Spillville.
- ✱ **W3. Twin Springs State Park:** Park located west of Decorah off Hwy 52.
- ✱ **W4. Pulpit Rock:** Pillar rock formation located near Decorah.
- ✱ **W5. Luther College:** College founded in 1857 by Norwegian Lutheran churchmen. The first building was completed in 1856. It is still in operation and is located in Decorah.
- ✱ **W6. Dunning Springs City Park:** Picturesque park located in Decorah.
- ✱ **W7. Phelps City Park:** Located on Upper Broadway in Decorah with a spectacular view of the river. An 1870's brick kiln is located in the park.
- ✱ **W8. Vesterhelm, the Norwegian-American Museum:** Established in 1877 & located at 520 W. Water Street. America's oldest museum devoted to one ethnic group.
- ✱ **W9. Malanaphy Spring:** Limestone cliffs on the Upper Iowa River, NW of Decorah.
- ✱ **W10. Bluffton Indian Mounds:** Located near Bluffton.
- ✱ **W11. Laura Ingalls Wilder Park & Museum:** Childhood home of author Laura Ingalls Wilder located in Burr Oak.
- ✱ **W12. Hesper Quaker Settlement:** The Hesper community was established in the 1850's. Three buildings are currently used by the Society of Friends.

**Historic Land Use  
Corridor Sites**  
Nomination #5 Winneshiek County



Route  
Begins in Fort Atkinson  
Ends in Burr Oak

**Site & Feature Symbols**

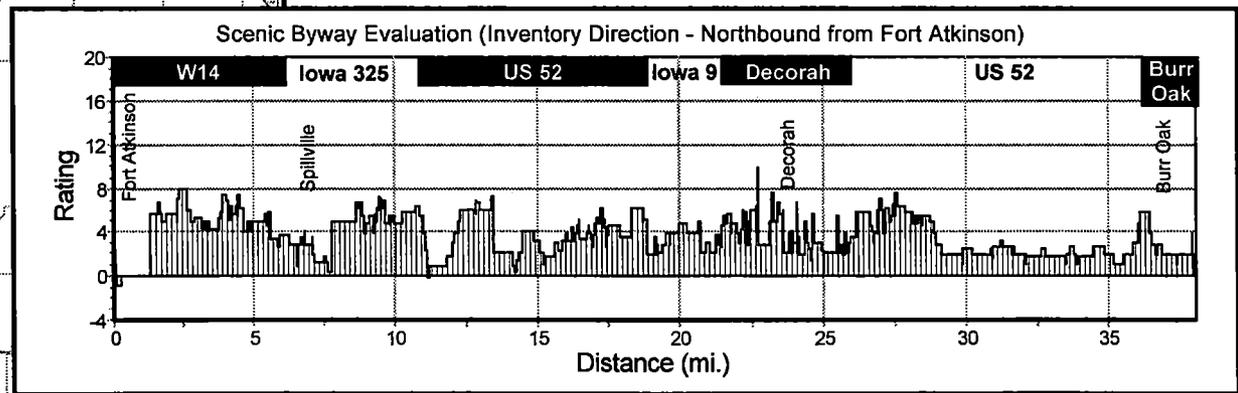
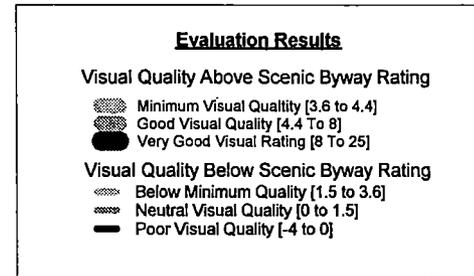
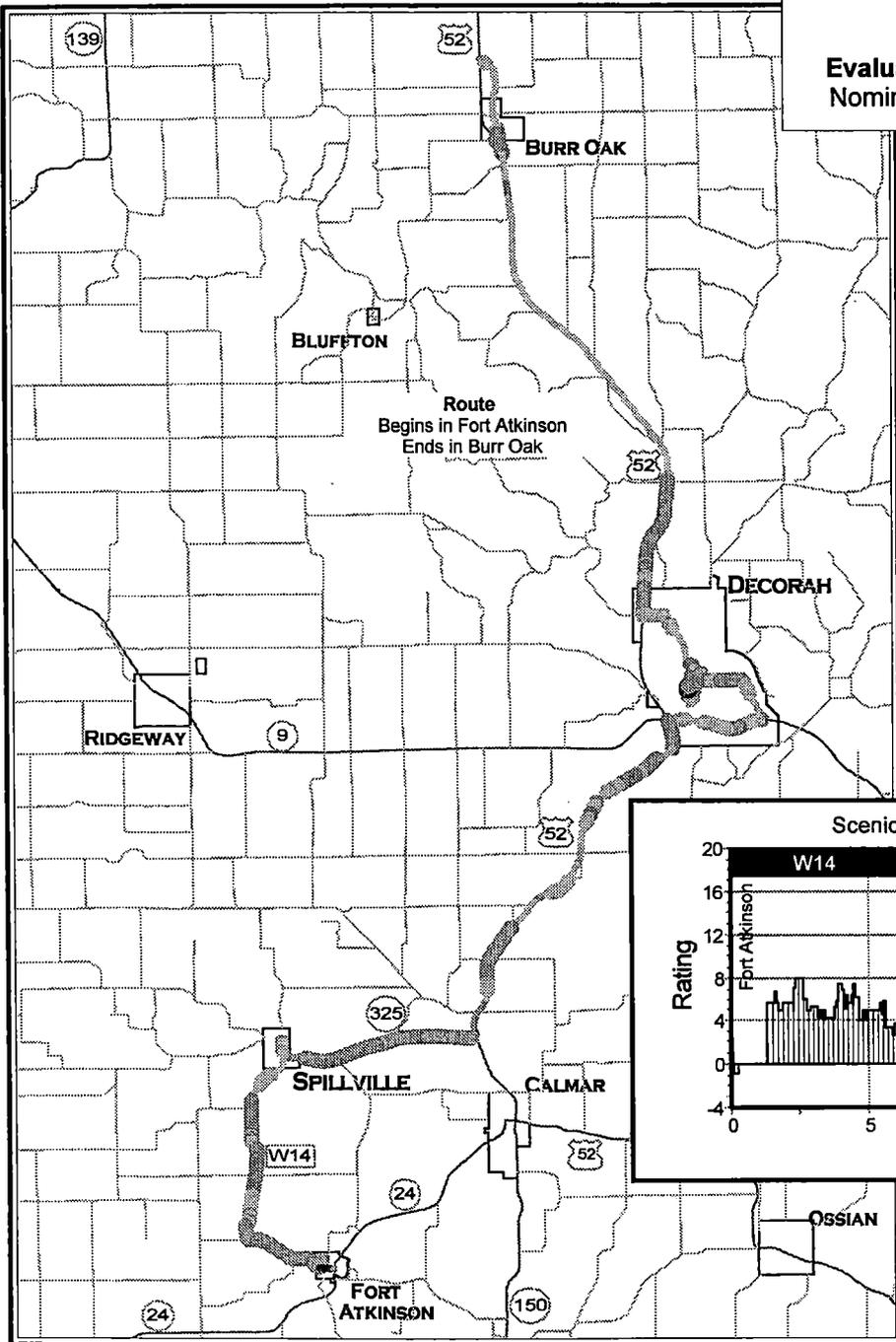
- Sites Listed on NRHP
- Other Corridor Sites
- ☼ Corridor Features

Note: The letters and numbers are keyed to the site description list.

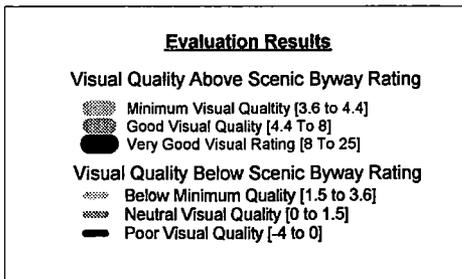
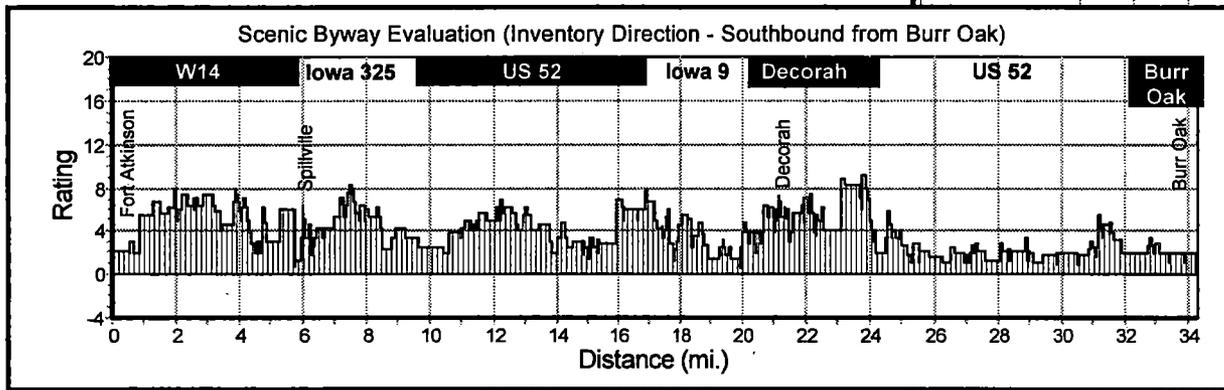
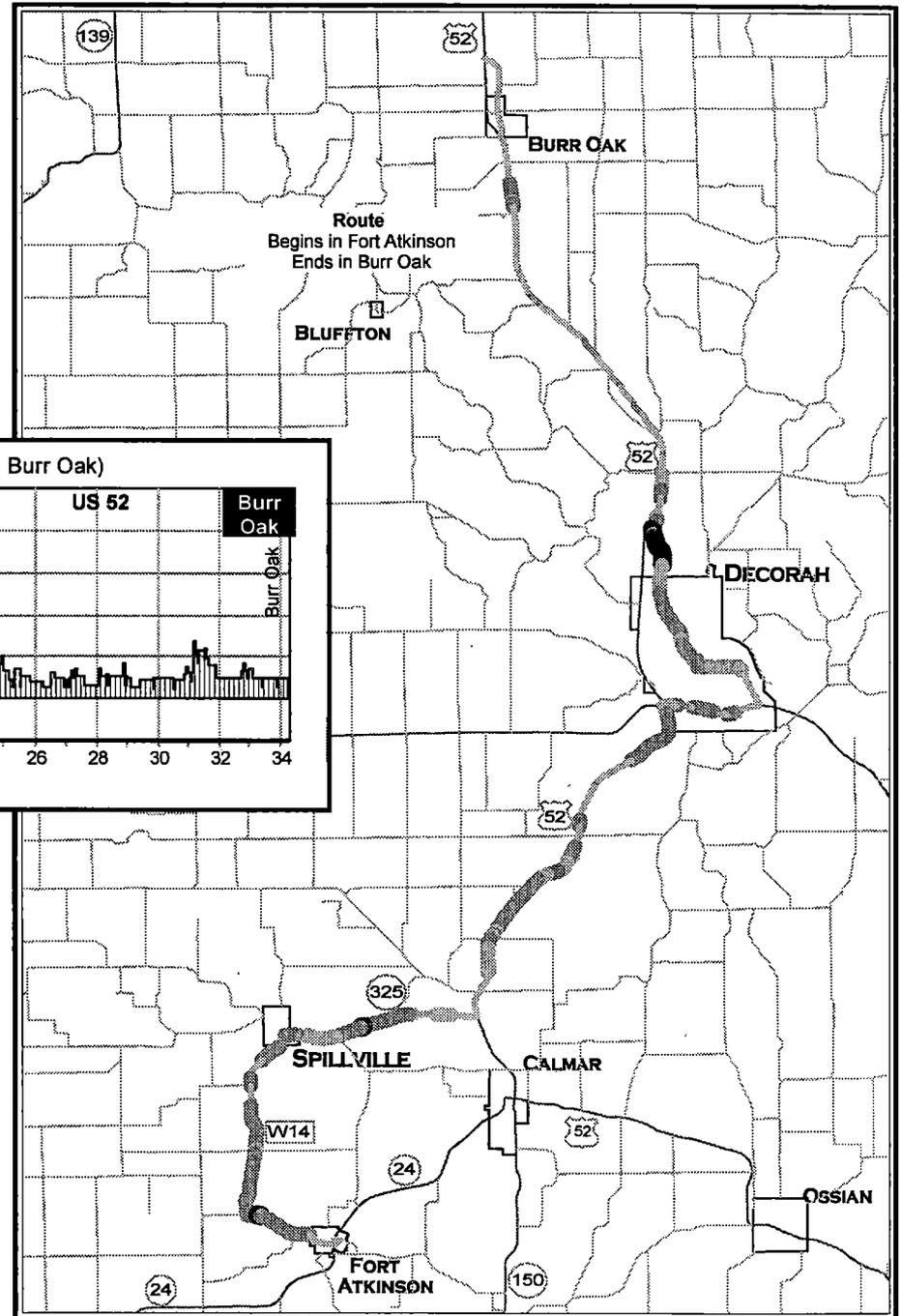
**1855 - 1860 Land Use**

- Prairie
- ▨ Woodlands
- ▩ Croplands
- ▧ Wetlands
- Town

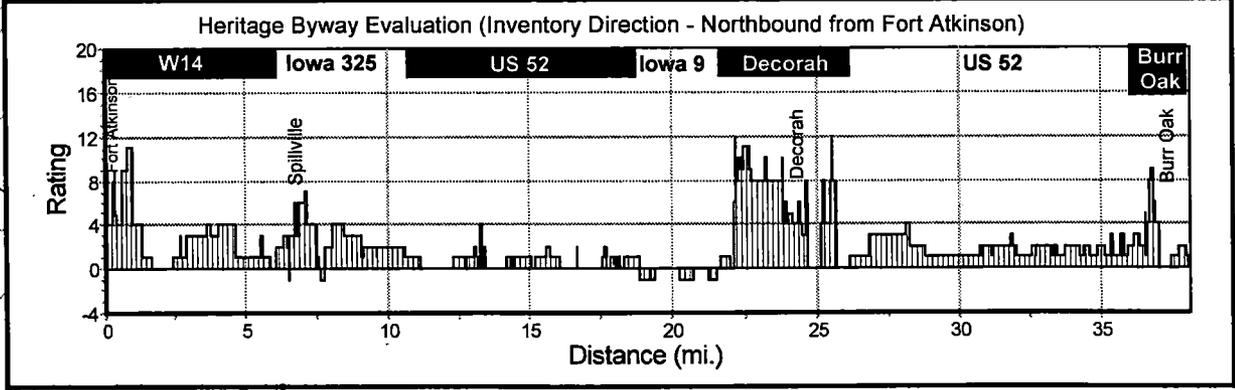
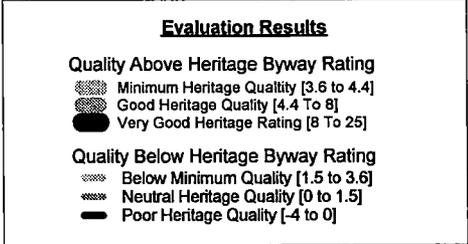
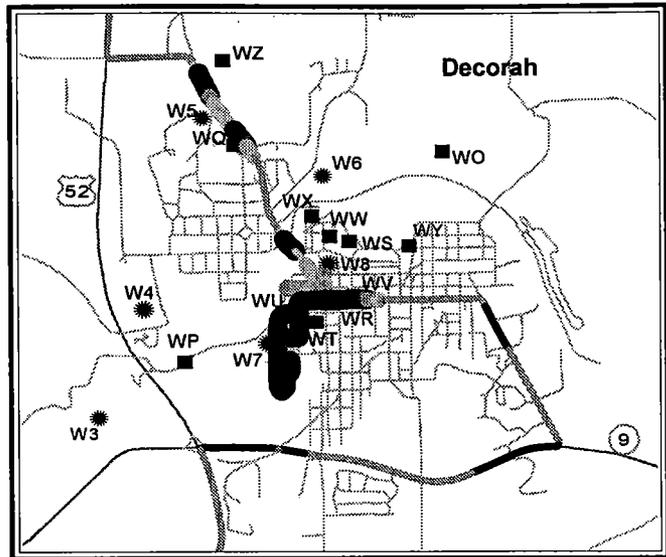
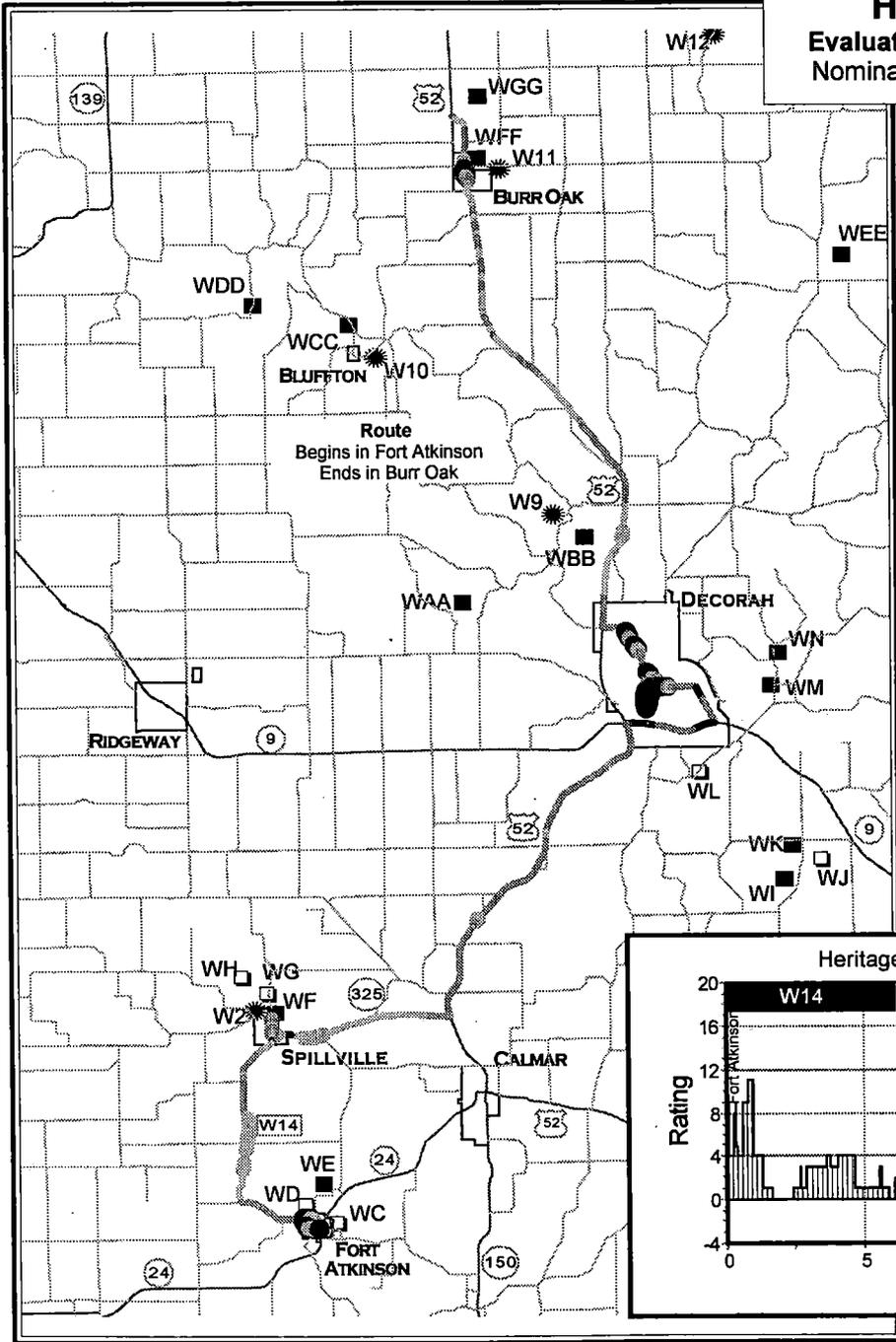
# Scenic Byway Evaluation Results - Northbound Nomination #5 Winneshiek County



**Scenic Byway  
Evaluation Results - Southbound  
Nomination #5 Winneshiek County**



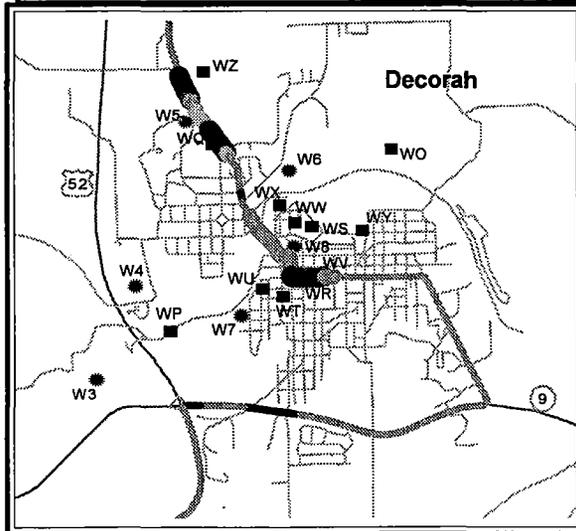
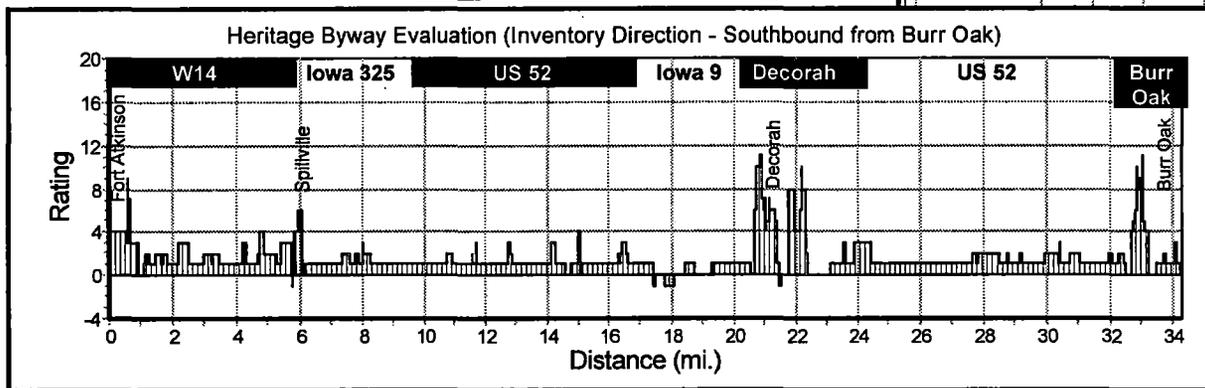
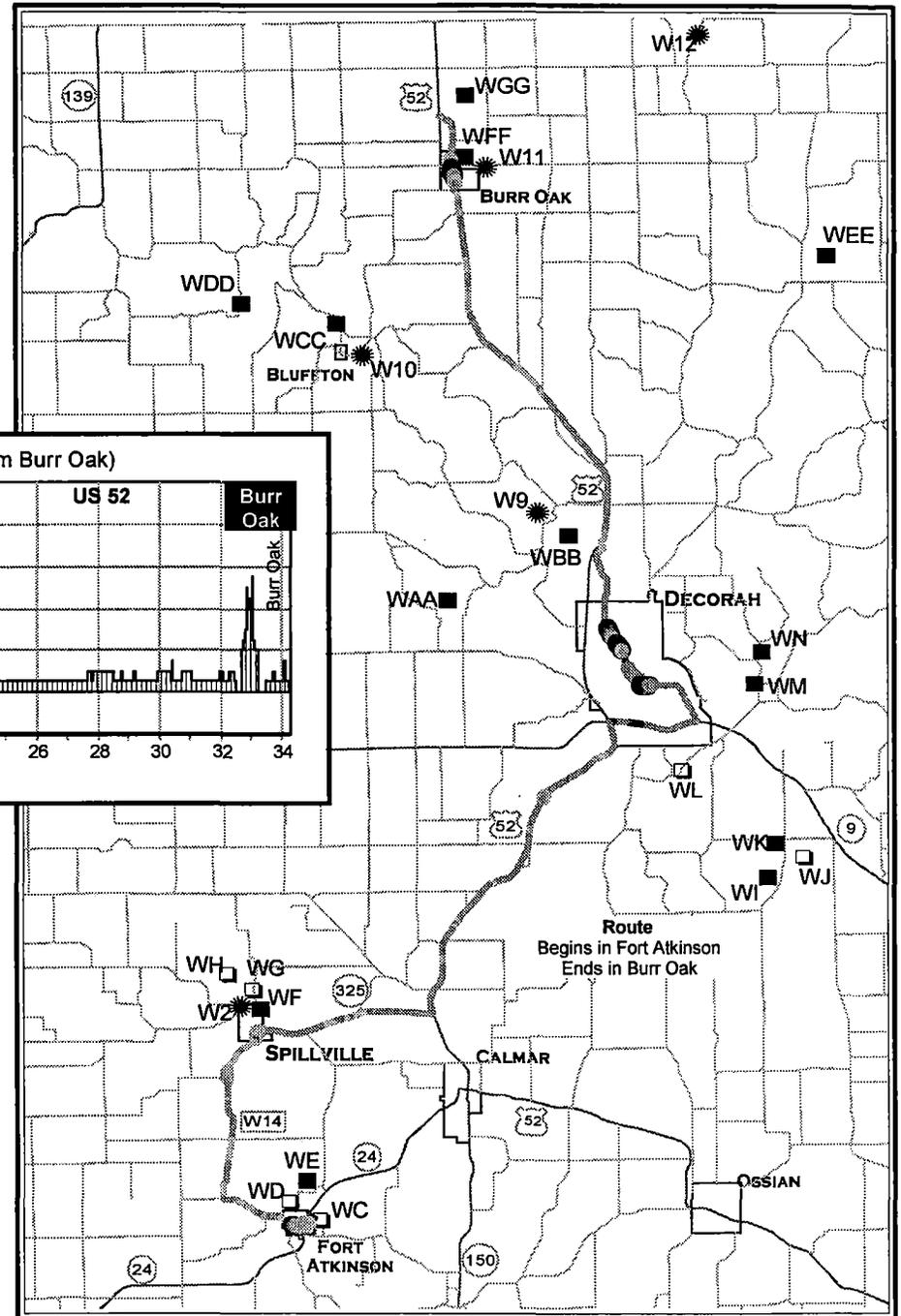
# Heritage Byway Evaluation Results - Northbound Nomination #5 Winneshiek County



# Heritage Byway Evaluation Results - Southbound Nomination #5 Winneshiek County

## Evaluation Results

- Quality Above Heritage Byway Rating
- Minimum Heritage Quality [3.6 to 4.4]
  - Good Heritage Quality [4.4 To 8]
  - Very Good Heritage Rating [8 To 25]
- Quality Below Heritage Byway Rating
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Heritage Quality [0 to 1.5]
  - Poor Heritage Quality [-4 to 0]



## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation..." The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides the evaluation results for the Winneshiek County corridor.

### Nomination Evaluation Statistics:

#### Segment #1 [North - South]

Length: 36.15 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	3.71	1.77
Uniformity ( <i>% of byway rated above 4</i> ):	43.67%	13.28%
Maximum Rating:	9.90	12.00
Minimum Rating:	-0.90	-1.00
Variety Rating ( <i>Variance</i> ):	3.48	4.17

### Comments:

The following comments are offered on the inventory and the evaluation results.

#### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is below 4.0 for both segments of the nomination. The percentage of the corridor rated above 4 is less than 50%.
- \* About 8% of the corridor was rated as offering good or outstanding views. The only area with high scenic quality was found along the county road north of Decorah.

- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that about 38% of the corridor offered a roadway background rated as good or outstanding.

#### Heritage Byway:

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1870's) showed that the land use from the two periods matched along 8% of corridor.
- \* Decorah offered most of the good land use matches found along the nominated corridor.

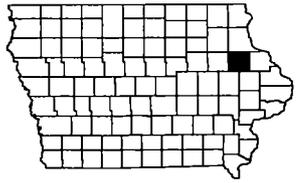
#### Other Factors:

Nomination #8 contained a corridor very similar to this corridor. The ratings for the Nomination #8 corridor were much higher than those shown above. It is suggested that the Nomination #8 corridor, with emphasis on the historic and visual qualities of Decorah, be considered rather than this nomination.

**Nomination #6**

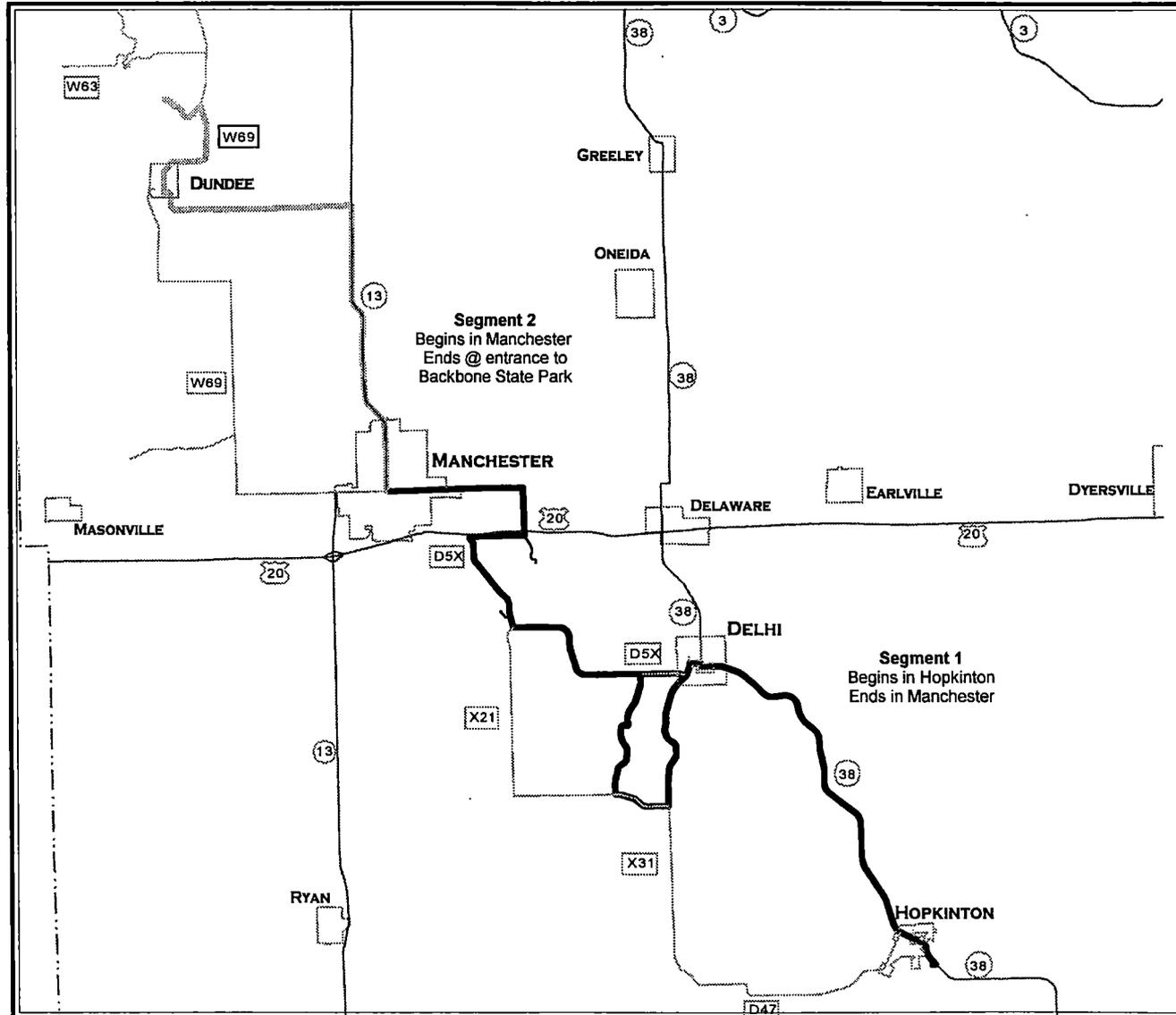
**Delaware County**





# Nomination #6

## Delaware County



# Nomination #6

**Location:**

Delaware County

**Category:**

Scenic/Heritage

**Nomination Evaluated As:**

Segment 1. Hopkinton to Manchester

Segment 2. Manchester to Backbone Park

**Towns Along Nominated Routes:**

Segment 1. •Hopkinton •Delhi •Manchester

Segment 2. •Manchester •Dundee

**Basis for Nomination:**

**Scenic Byway:**

General visual quality and visual character of the area.

**Heritage Byway:**

Heritage Theme: No specific theme selected but generally associated with early development.

**Scenic Byway Character:**

The hills of timber and native scenes in the Maquoketa River valley present the traveler with a wide diversity of vegetation elements. The segment between Hopkinton and Manchester has good roadway alignment and provides excellent views of the rolling terrain. The remainder of the corridor displays agricultural landscapes typical to Iowa. X31 and 220th Ave. into historic Hartwick have unexpected presentations of vegetation, landform and water scenes that add a major visual element to this corridor. Backbone State Park (Exploration Route #3) is an added bonus at the northern end of this route. This park, carved by the Maquoketa River, is the oldest and largest state park in Iowa. The 80 foot cliffs and column of limestone, peaceful streams, and hardwood forests

are exhibited to the traveler along a roadway of superior horizontal and vertical alignment.

**Heritage Byway Character:**

This region has unique stories and storytellers that reveal colorful memoirs to past times. The Lenox College complex in Hopkinton has an overabundance of charm and artifacts to excite the visitor. Other historic sites along the corridor are of interest. Even though the area displays the evolution of farming practices over the years, regions of native timber and native prairie still exist in their historic land use state. Historic sites and features along the corridor are listed on page #6-3 and mapped on page #6-4.

**Inventory Discussion:**

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction were recorded.

Nomination #6 was divided into two segments for inventory purposes. Segment 1 is a south to north corridor from Hopkinton to Manchester. Segment 2 is a south to north corridor from Manchester to the entrance of Backbone State Park. Exploration Route 1 followed D47 west from Hopkinton then went north on X31 and X21 and ended at D5X west of Delhi. Exploration Route 2 (suggested alternative) started in Manchester, went west on D22 then followed W69 north to Dundee.

**Evaluation Discussion:** A continuous rating of the corridor's scenic and heritage characteristics is shown in displays on pages #6-5 through #6-8. The nominated corridors are shown on these pages as shaded lines. The type of shading and the line widths indicate the corridor's rating. Wide bands show areas rated as having good scenic quality. The graphs shown with the maps display the numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (☼) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

### HISTORIC SITES & PLACES:

- **A. Civil War Monument:** A monument to the many Civil War participants from Lenox College and Delaware County is located on the Lenox campus. It is thought to be the first Civil War monument placed on a college campus west of the Mississippi.
- **B. Old Lenox College:** Lenox College was established in the mid-1800's. It is located on College Street, in Hopkinton.
- **C. Hobbs Chimney:** Remains of an early settler's homestead are located west of Delhi.
- **D. Maquoketa River Dam:** This dam was erected in 1927 creating Lake Delhi.
- **E. Hartwick:** This 19th century town was laid out in 1849. The site of this community was flooded when Maquoketa River Dam was constructed.
- **F. Stagecoach Inn:** A former stagecoach inn located 2 mi. west of Hartwick on D5X.
- **G. Spring Branch Butter Factory Site:** Southeast of Manchester.
- **H. Early Architecture:** Early architectural styles can be observed in Manchester. No other comments.
- **I. Delaware County Courthouse:** Work on the Delaware County Courthouse was begun in Manchester in 1894. It was completed in 1896.
- **J. House:** Located at 120 E. Union in Manchester, no other comments.
- **K. Coffin's Grove Stagecoach House:** This former stagecoach stop is located 3 miles west of Manchester.

■ **L. Backbone State Park Historic District:** Much of this State Park, located at the junction of County Roads C57 & W69 is designated as a historic district.

■ **M. Backbone State Park:** Area A of the historic district includes the cabins & bathing areas. This area is located at the junction (Area A) of Co. Hwy W69 and Co. Hwy C54.

■ **N. Backbone State Park:** Picnicking, hiking & camping (Area B). Jct. of Co. Hwy W69 & Co. Hwy C54.

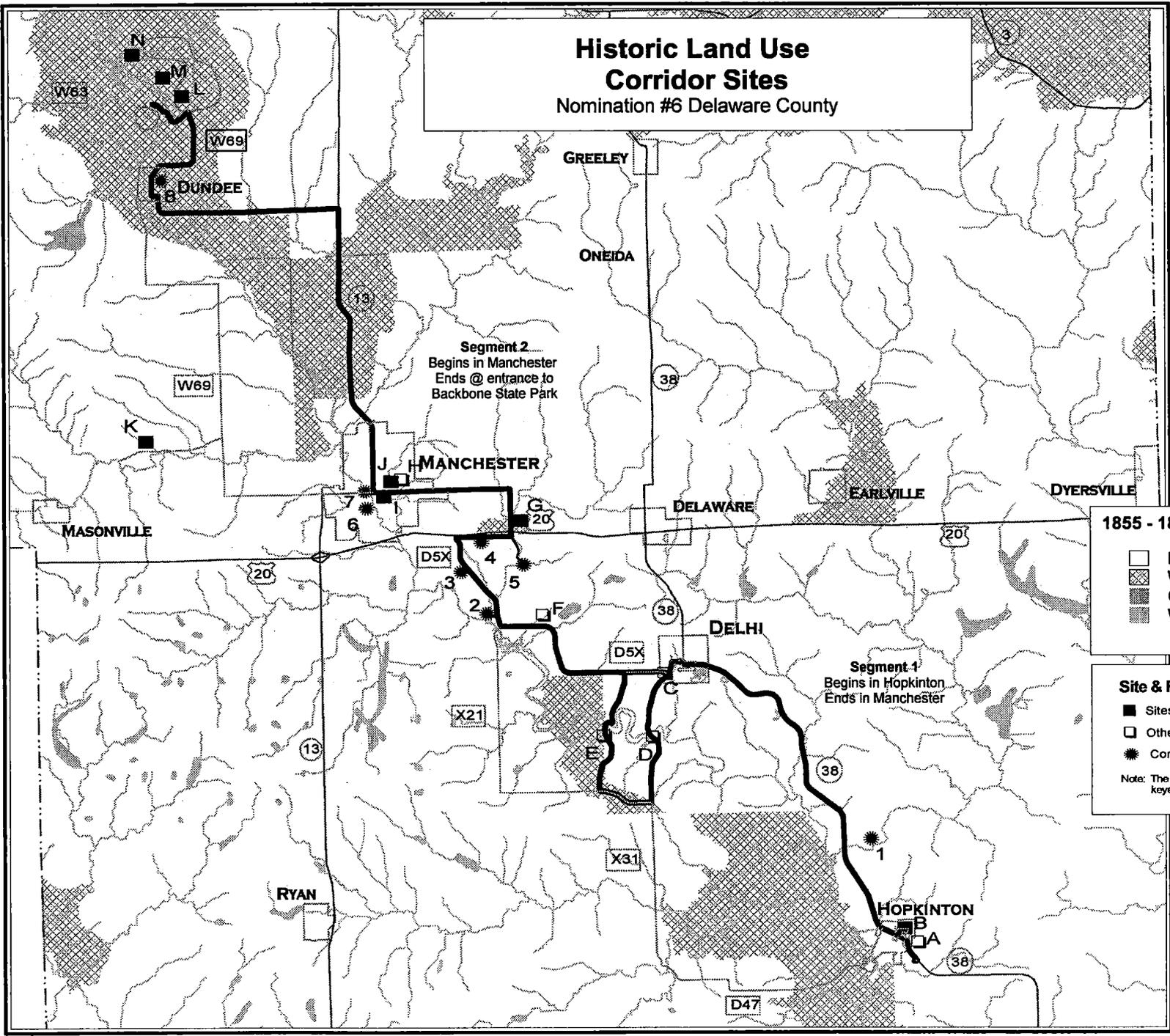
■ **O. Backbone State Park:** Richmond Springs (Area C). Jct. of Co. Hwy W69 & Co. Hwy C54.

### FEATURES & POINTS OF INTEREST:

- ☼ **1. Brayton Timber:** This timber land was a gift in 1949 from Emma Louise Brayton to Iowa State University. Said to contain every species of tree grown in Iowa, the land is still used for forestry research.
- ☼ **2. Bailey's Ford Nature Center:** Located south of Manchester, no other comments
- ☼ **3. Milo Wildlife Area:** Located south of Manchester, no other comments.
- ☼ **4. Natural Prairie:** Located north of 221st Street southeast of Manchester. This prairie area was reestablished in 1991.
- ☼ **5. Trout Farm:** The trout hatchery was established in 1896.
- ☼ **6. "50's Ice Cream Parlor":** Located in Manchester, no other comments
- ☼ **7. "Bette's Bread Basket":** Located in Manchester, no other comments
- ☼ **8. Train Museum:** Located near Backbone State Park, no other comments
- ☼ **9. CCC Museum:** Located in Backbone State Park, no other comments.

# Historic Land Use Corridor Sites

Nomination #6 Delaware County



**1855 - 1860 Land Use**

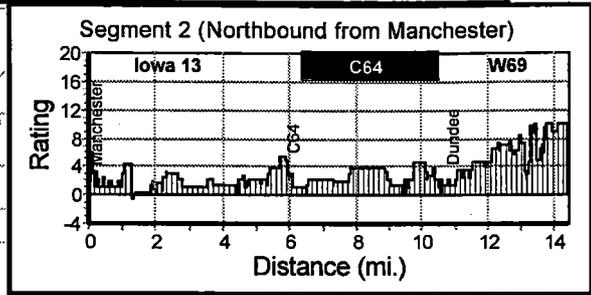
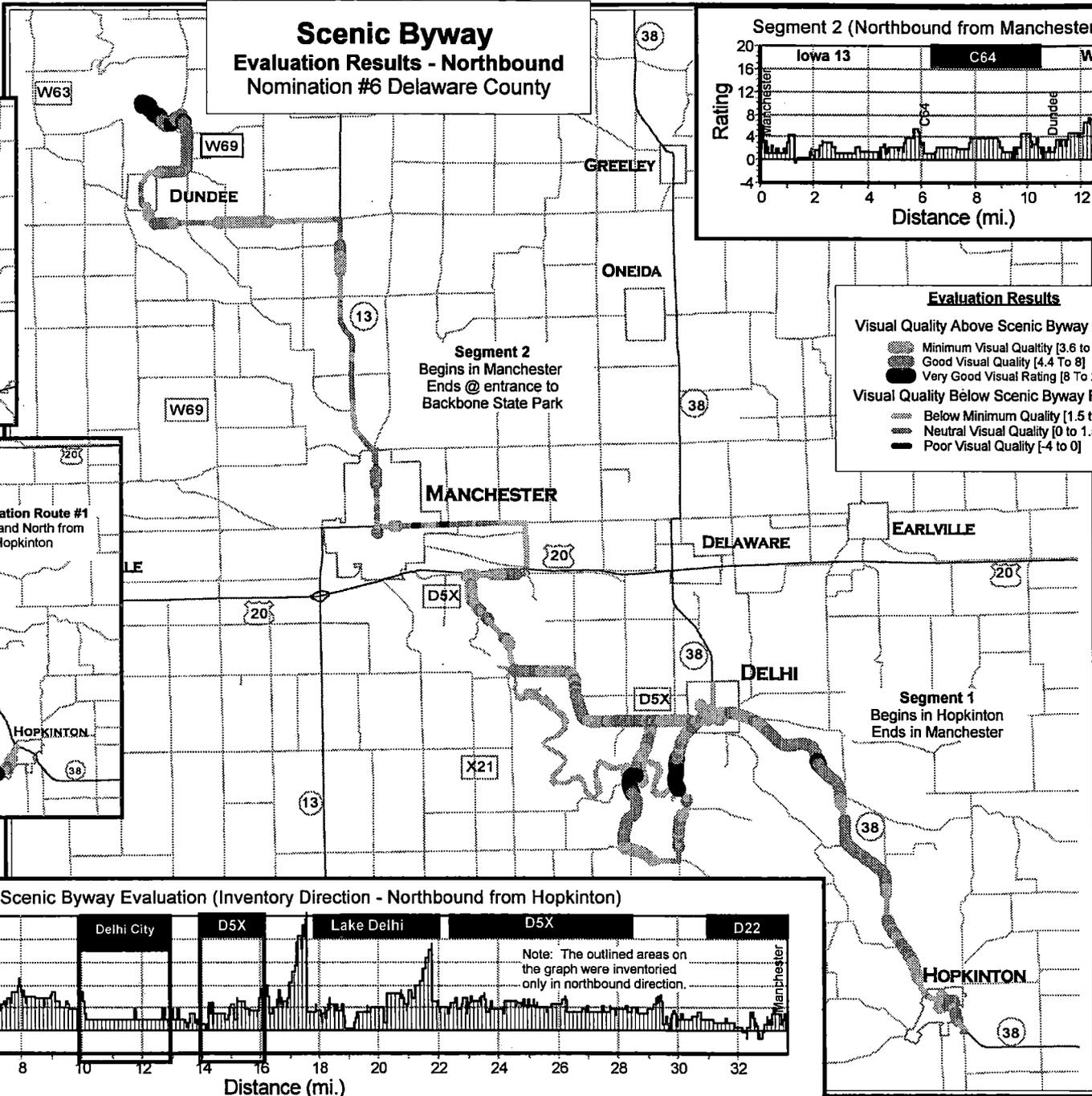
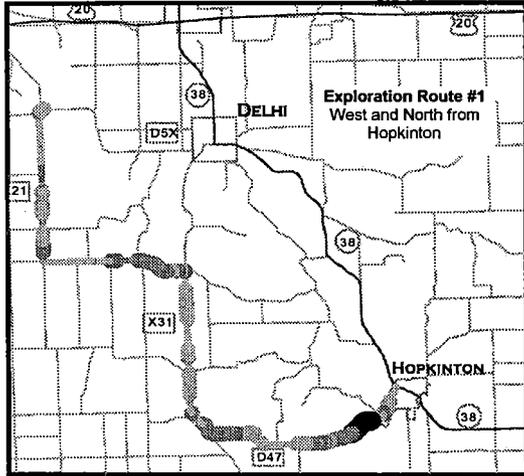
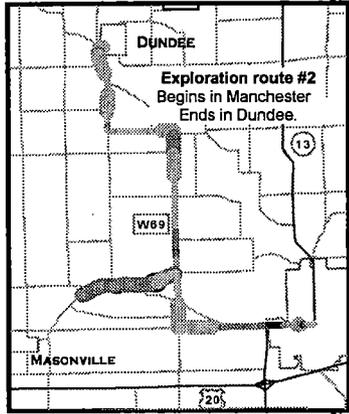
- Prairie
- Woodlands
- Croplands
- Wetlands

**Site & Feature Symbols**

- Sites Listed on NRHP
- Other Corridor Sites
- Corridor Features

Note: The letters and numbers are keyed to the site description list.

# Scenic Byway Evaluation Results - Northbound Nomination #6 Delaware County



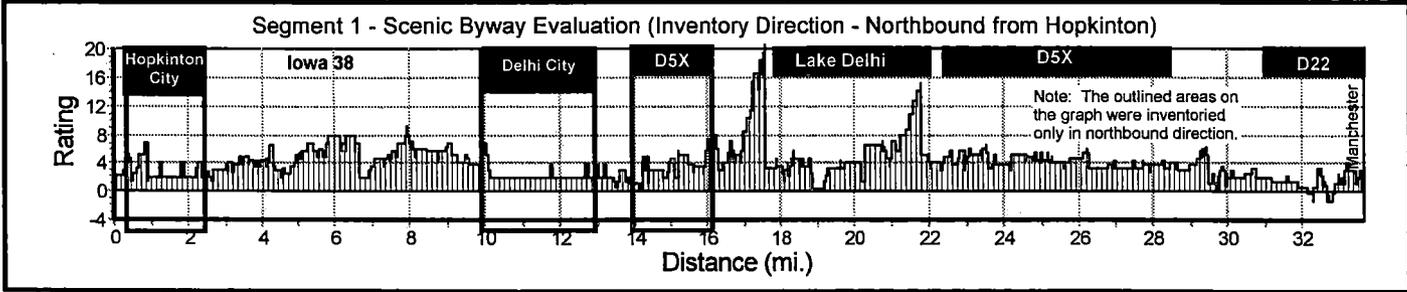
**Evaluation Results**

**Visual Quality Above Scenic Byway Rating**

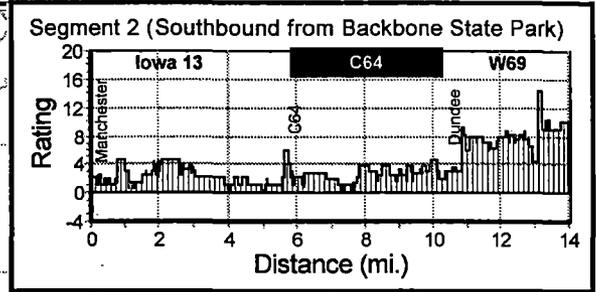
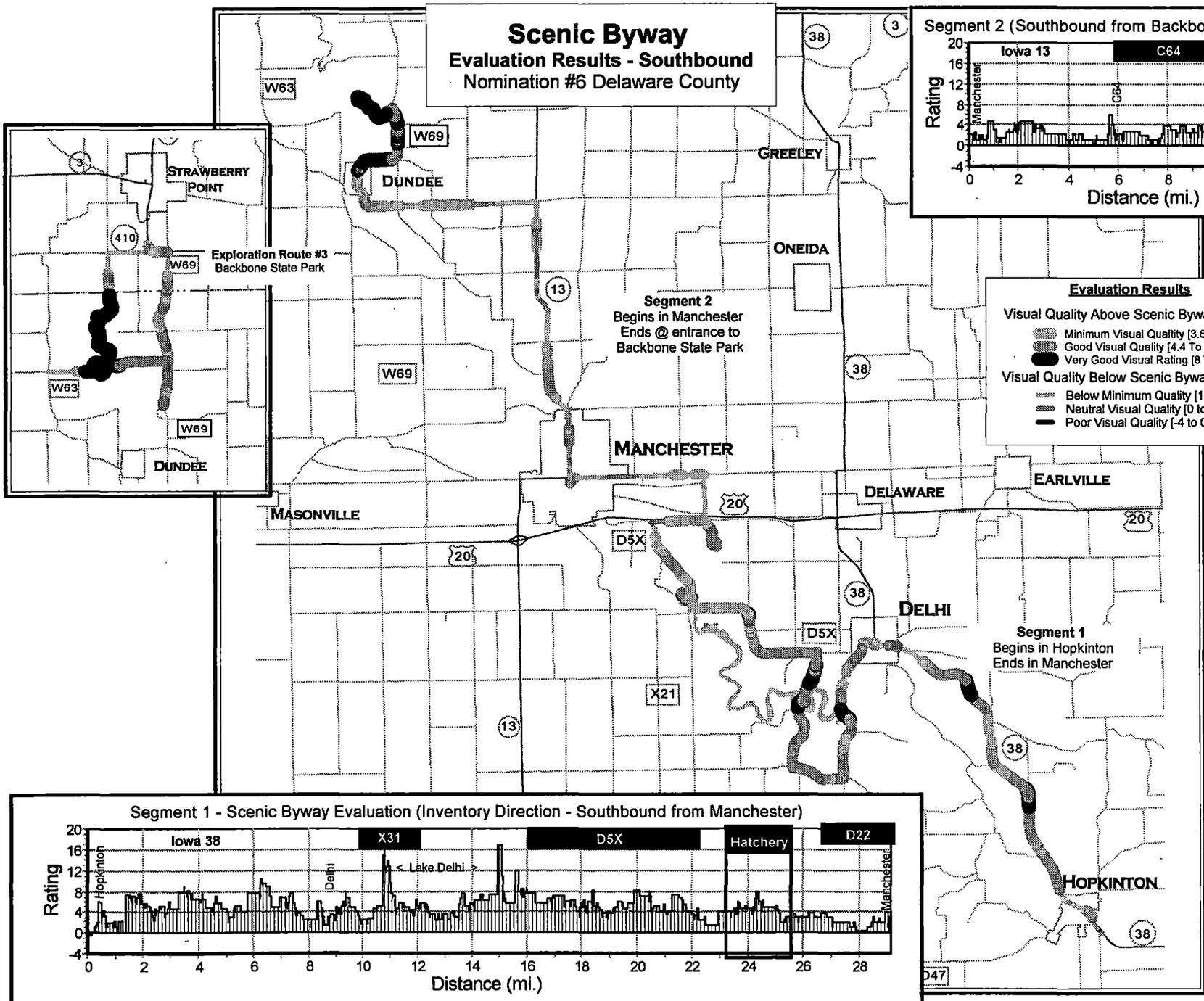
- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

**Visual Quality Below Scenic Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]



# Scenic Byway Evaluation Results - Southbound Nomination #6 Delaware County



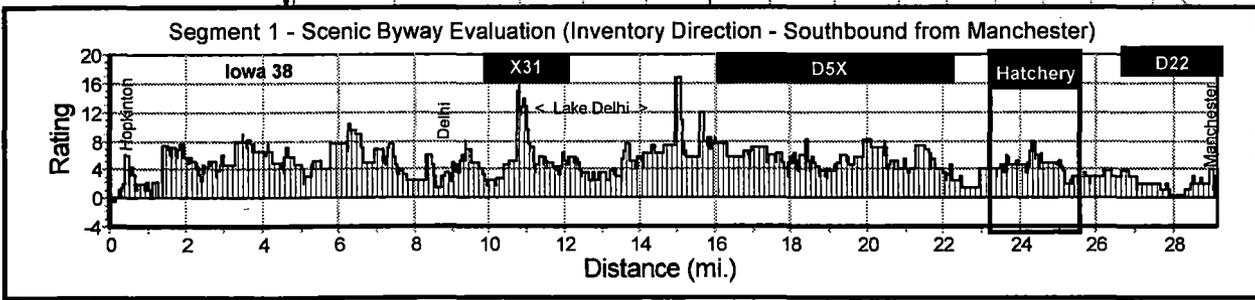
### Evaluation Results

**Visual Quality Above Scenic Byway Rating**

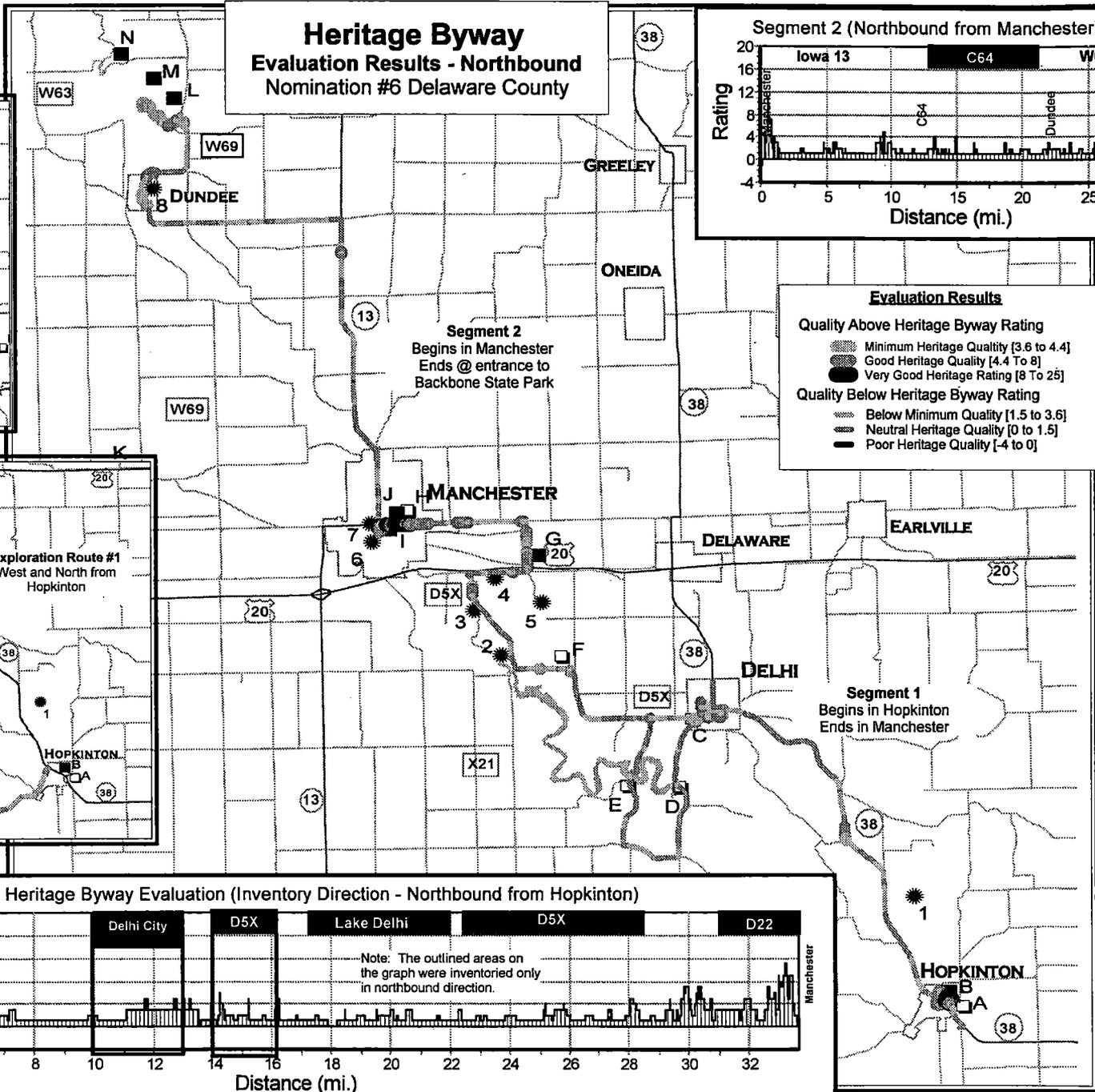
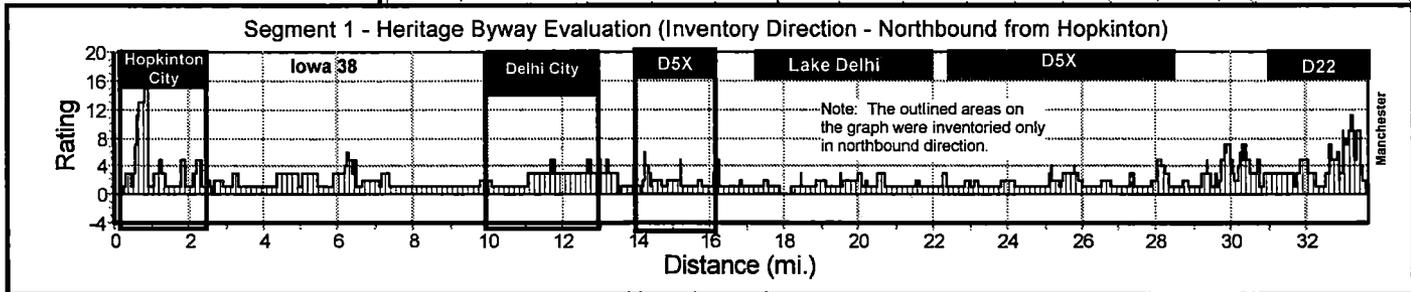
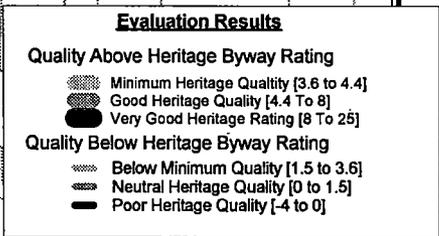
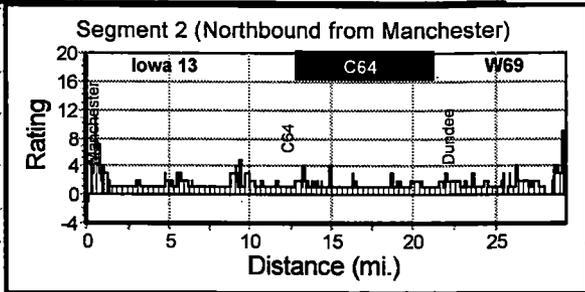
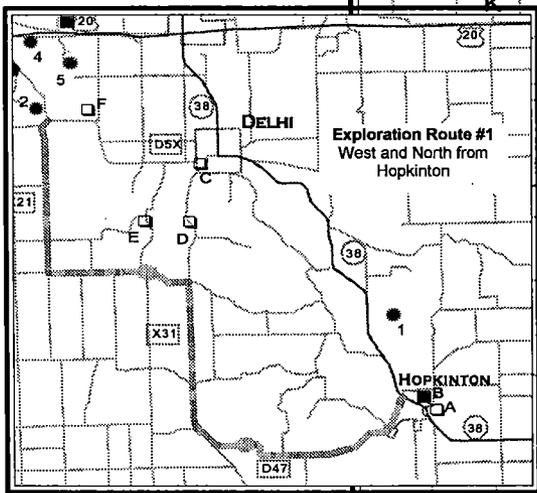
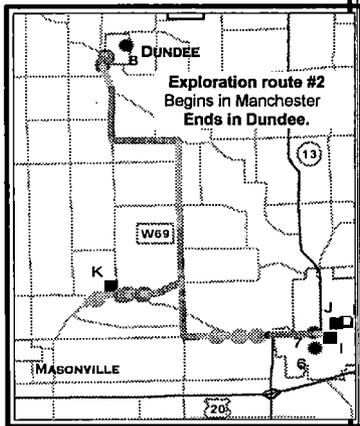
- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

**Visual Quality Below Scenic Byway Rating**

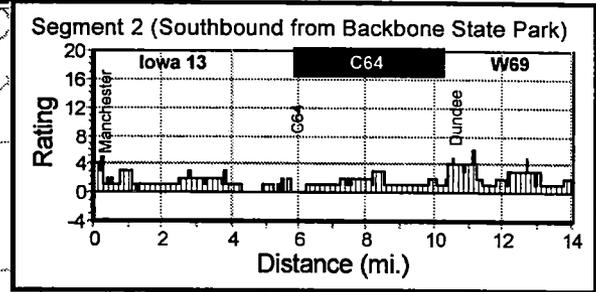
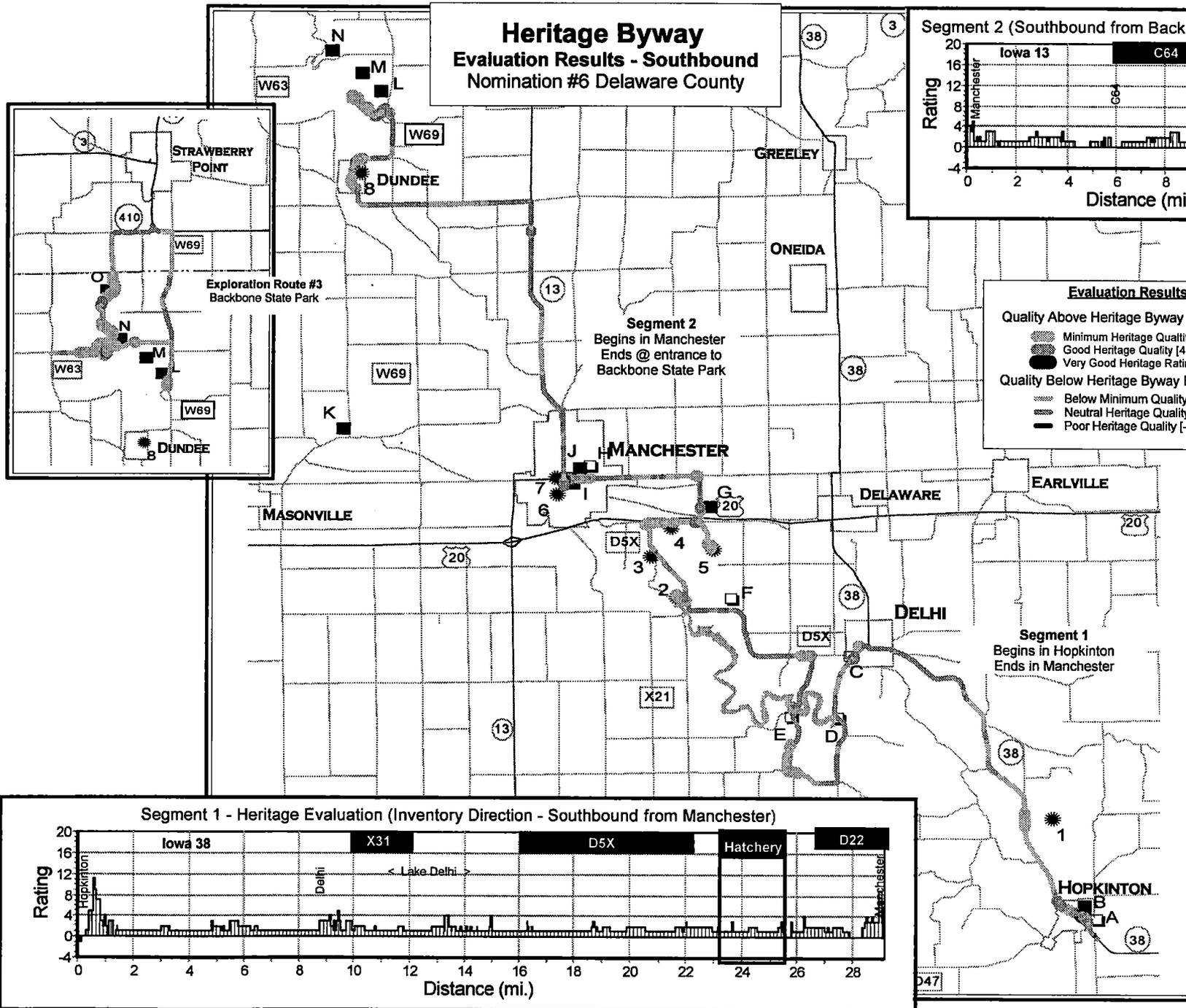
- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]



# Heritage Byway Evaluation Results - Northbound Nomination #6 Delaware County



# Heritage Byway Evaluation Results - Southbound Nomination #6 Delaware County



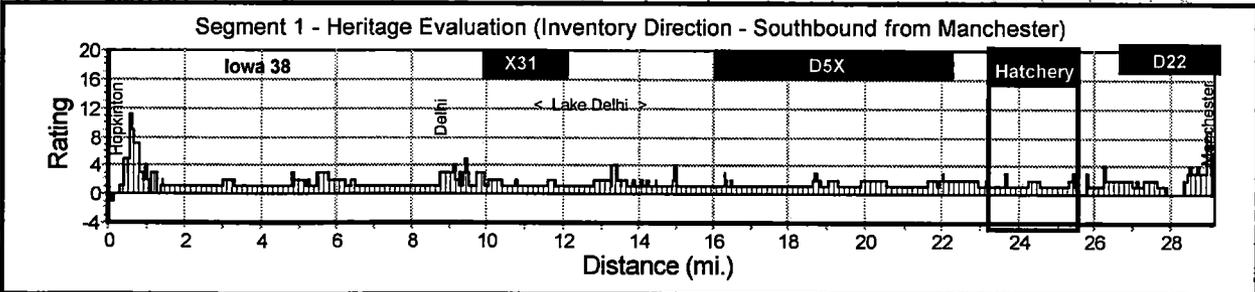
### Evaluation Results

**Quality Above Heritage Byway Rating**

- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

**Quality Below Heritage Byway Rating**

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]



## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation ..." The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides the evaluation results for the Delaware County corridor.

### Nomination Evaluation Statistics:

#### Segment #1 (North - South)

Length: 31.37 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	4.38	1.80
Uniformity ( <i>% of byway rated above 4</i> ):	54.26%	6.45%
Maximum Rating:	20.60	15.00
Minimum Rating:	-1.30	-1.00
Variety Rating ( <i>Variance</i> ):	5.94	2.31

#### Segment #2 (North - South)

Length: 14.20 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	3.46	1.78
Uniformity ( <i>% of byway rated above 4</i> ):	28.02%	8.00%
Maximum Rating:	14.30	9.00
Minimum Rating:	-0.60	0.00
Variety Rating ( <i>Variance</i> ):	6.28	1.52

### Comments:

The following comments are offered on the inventory and the evaluation results.

### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is above 4.0 for Segment 1 and below 4.0 for Segment 2. More than 50% of Segment 1 was rated above 4. Less than 50% of Segment 2 received a rating of 4 or above.
- \* About 18% of Segment 1 and 16% of Segment 2 were rated as offering good or outstanding views. Areas with high scenic quality were found on Segment 1 in the Delhi Lake area. Segment 2 offered outstanding visual quality in the Backbone State Park area.
- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that 42% of Segment 1 and 19% of Segment 2 offered a roadway background rated as good or outstanding.

### Heritage Byway:

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

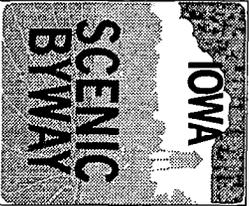
- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1860's) showed that the land use from the two periods matched along 13% of Segment 1 and 15% of Segment 2.
- \* Hopkinton offered some of the best land use matches found along the nominated corridor. The exploration route through Backbone State Park offered a good land use match. The campus of Lenox College in Hopkinton is an excellent historic feature that provides its own period setting.

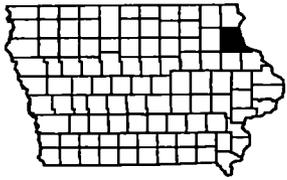
### Other Factors:

Segment 1 from Hopkinton to Manchester met the criteria of quality and uniformity for scenic byway designation. Much of this rating value results from the drive through the Delhi Lake area. The quality and character of the views associated with the lake are unexpected and superior in quality. It should be noted however that Segment 1 has a long section east of Manchester that does not contain a rating above 4. Segment 2 does not offer these qualities. However, the visual quality of Backbone State Park at the north end of this segment does offer superior visual quality.

**Nomination # 7**

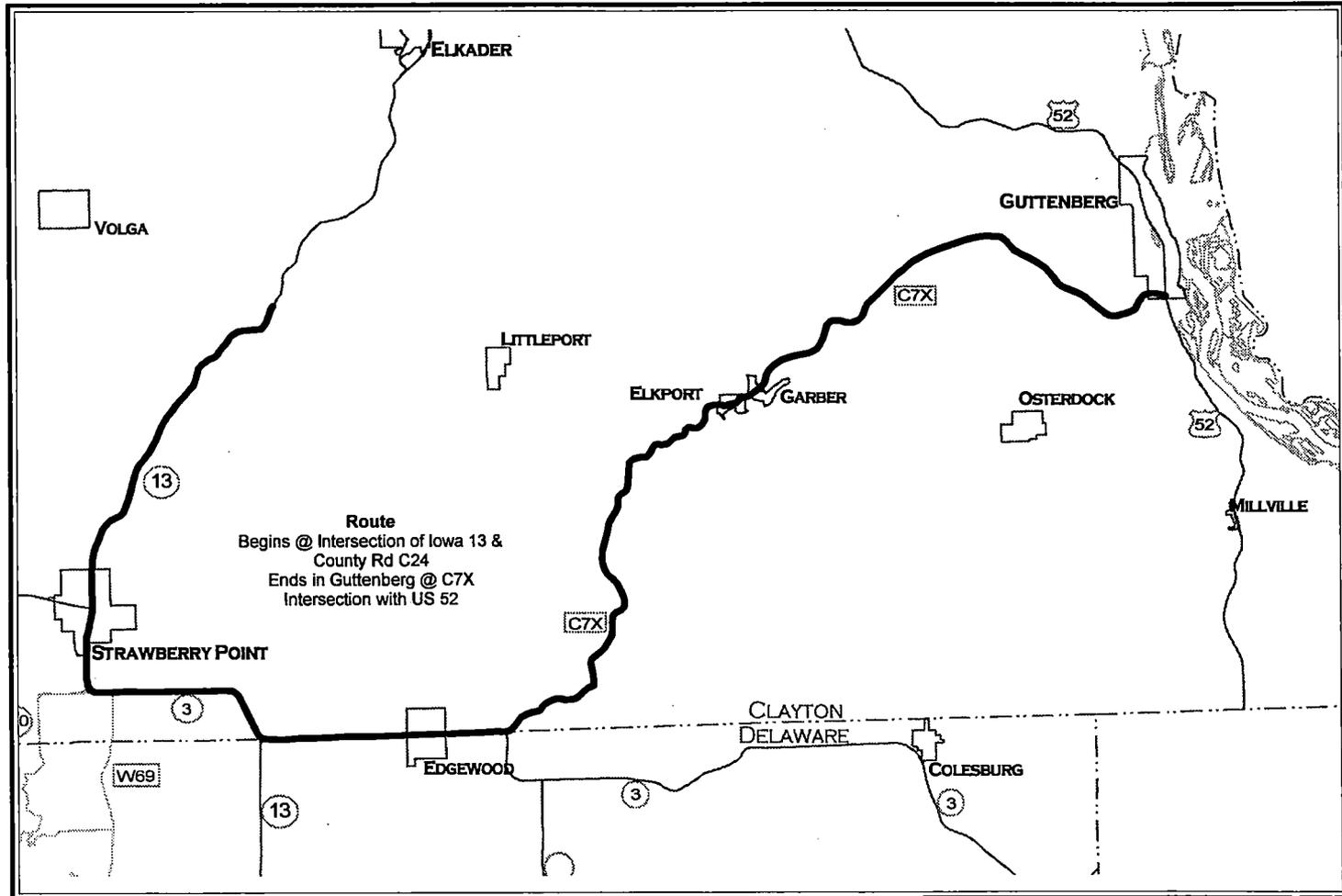
**Clayton County**





# Nomination #7

## Clayton County



# Nomination #7

**Location:**

Clayton County

**Category:**

Scenic/Heritage

**Evaluated As:**

One Route: Iowa 13 and C7X to Guttenberg

**Towns Along Nominated Routes:**

- Strawberry Point • Edgewood • Elkport • Garber
- Guttenberg

**Basis for Nomination:****Scenic Byway:**

General visual quality and visual character of the area.

**Heritage Byway:**

Heritage Theme: No theme specified

**Scenic Byway Character:**

This corridor joins with the existing River Bluffs Scenic Byway at the intersection of IA13 and county road C24. Representative of the River Bluffs byway, this corridor nomination continues to deliver exciting panoramas to observers as the road winds along the ridges and curves through the valleys. Tidy farmsteads dot the landscape with their crops weaving along the hillsides creating patterns of color. Scenes and focal points of vegetation, limestone rock formations, and picturesque streams and rivers add to the charm of this region. The descent into Guttenberg is spectacular as the road ribbons down the bluff and opens to reveal the Mississippi River and the charming historic town of Guttenberg. The section on Hwy 13 and the C7X section provide the most scenic features.

**Heritage Byway Character:**

The heritage of this corridor is characterized by how agriculture has influenced the region. Historically, immigrants were enticed into the valleys because of the fertile farmland, abundant wildlife and

waterways. A trip along this corridor reveals the love of the land as the traveler passes century farms, a renovated barn, Plagman's Barn, and an Amish community. Guttenberg on the east side of the corridor dates back to 1833. It has a very strong German influence and celebrates its heritage. Many buildings and homes in Guttenberg are on the national historic register and are constructed of stone. The main street offers numerous styles of architecture and parallels the Mississippi River. On the other end of the corridor in Strawberry Point are the Franklin Hotel and Strawberry Point Drug Store which are from the early 1900's. Historic sites and features along the corridor are listed on page #7-3. Sites are located on the page #7-4 display along with the area's land use in the 1870's.

**Inventory Discussion:**

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction are recorded.

Nomination #7 was driven and graphed as one segment. The corridor begins at the junction of Iowa 13 and county road C24. (The River Bluffs Scenic Byway is common to this nomination at this junction.) The route follows Iowa 13 to Iowa 3 and continues east on Iowa 3 to county road C7X. The routes continue east on C7X to Guttenberg. See page #7-5 and #7-7 for an inset of the scenic and historic evaluation of Guttenberg. An inventory of Bixby State Park north of Edgewood was driven as part of the westbound evaluation and is graphed on pages #7-6 and #7-8.

**Evaluation Discussion:** A continuous rating of the corridor's scenic and heritage characteristics is shown in figures on pages #7-5 through #7-8. The nominated corridors are shown on these pages as shaded lines. The type of shading and the line widths indicate the corridor's rating. Wide bands show areas rated as having good scenic quality. Graphs that accompany the maps display a continuous numerical rating. It should be noted that data in one inventory direction is reversed (through software management) so that the graphs as seen in this report reflect the ratings from the same beginning point.

## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (☼) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

### HISTORIC SITES & PLACES:

- **CA. Albertus Building:** Located at 222 Park River Dr., Guttenberg.
- **CB. Eckert House:** Located at 413 S. 1st St., Guttenberg.
- **Front Street (River Park Drive) Historic District:** River Park Dr. between Lessing & Pearl Sts., Guttenberg.
- **CC. Fuerste House:** Located at 503 S. 1st St., Guttenberg.
- **CD. Guttenberg Corn Canning Co.:** Located at 413 N. 3rd St., Guttenberg.
- **CE. Guttenberg National Fish Hatchery & Aquarium Historic Dist.:** Located at 315 S. River Park Dr., Guttenberg.
- **CF. Guttenberg State Bank:** Located at 15 Goethe St., Guttenberg.
- **CG. Kolker House:** Located at 110 Goethe St., Guttenberg.
- **CH. Matt-Bahls House:** Located at 615 S. 3rd St., Guttenberg.
- **CI. McClaine House:** Located at 300 S. 1st St., Guttenberg.
- **CJ. Moser Stone House:** Located at 211 S. 1st St., Guttenberg
- **CK. Nieland House:** Located at 715 S. 1st St., Guttenberg
- **CL. Parker House:** Located at 1015 S. 2nd St., Guttenberg.
- **CM. Stone Barn:** Located at 12 Goethe St., Guttenberg.

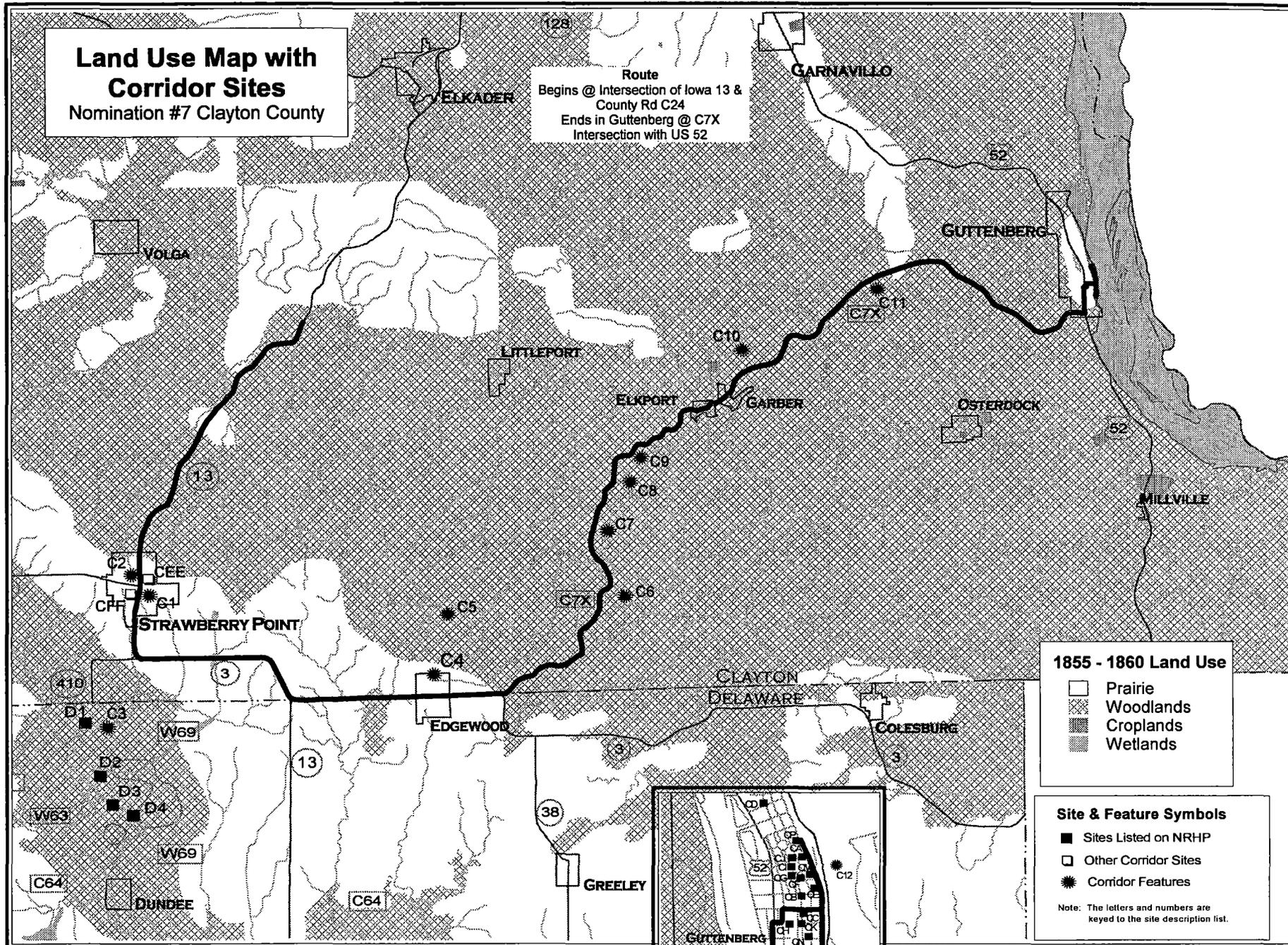
- **CN. Weber House:** Located at 822 S. River Park Dr., Guttenberg.
- **CO. Wehmer House:** Located at 910 S. River Park Dr., Guttenberg.
- **CP. Lockmaster's House Heritage Museum:** Located on River Park Dr., Guttenberg. Last remaining lockmaster house on the Upper Mississippi River.
- **CQ. Franklin Hotel:** Built in 1903. Located at 102 Elkader Street in Strawberry Point.
- **CR. Strawberry Point Drug:** Early 1900's soda fountain back bar. Located in Strawberry Point.
- **D1. Backbone State Park:** Richmond Springs (Area C). Jct. of Co. Hwy W69 & Co. Hwy C54.
- **D2. Backbone State Park:** Picnicking, hiking & camping (Area B). Jct. of Co. Hwy W69 & Co. Hwy C54.
- **D3 Backbone State Park:** Area A of the historic district includes the cabins & bathing areas. This area is located at the junction (Area A) of Co. Hwy W69 and Co. Hwy C54.
- **D4. Backbone State Park Historic District:** Much of this State Park, located at the junction of County Roads C57 & W69 is designated as a historic district.

### FEATURES & POINTS OF INTEREST:

- ☼ **C1. World's Largest Strawberry:** Located in Strawberry Point at the City Hall site.
- ☼ **C2. Wilder Museum:** Located in Strawberry Point at 123 West Mission.
- ☼ **C3. Backbone State Park:** Located 2½ miles south of Strawberry Point, it is the first and largest state park in Iowa.
- ☼ **C4. Edgewood Locker:** Located in Edgewood.
- ☼ **C5. Bixby State Park:** Located north of Edgewood.
- ☼ **C6. Amish Community:** Located northeast of Edgewood.
- ☼ **C7. Phoebe Lovette Woods:** Located northeast of Edgewood.
- ☼ **C8. Country Cemetery:** Located northeast of Edgewood.
- ☼ **C9. Elk Township Hall:** Located northeast of Edgewood.
- ☼ **C10. Barn-shaped Farmhouse:** Located northeast of Elkport.
- ☼ **C11. Plagman Barn Museum:** Built in 1924-25. It is located 2 miles east of Garber.
- ☼ **C12. Lock & Dam #10:** Located in Guttenberg on the Mississippi River.

**Land Use Map with  
Corridor Sites**  
Nomination #7 Clayton County

**Route**  
Begins @ Intersection of Iowa 13 &  
County Rd C24  
Ends in Guttenberg @ C7X  
Intersection with US 52



**1855 - 1860 Land Use**

- Prairie
- ▨ Woodlands
- ▩ Croplands
- ▧ Wetlands

**Site & Feature Symbols**

- Sites Listed on NRHP
- Other Corridor Sites
- ⊛ Corridor Features

Note: The letters and numbers are keyed to the site description list.

# Scenic Byway Evaluation Results - Eastbound Nomination #7 Clayton County

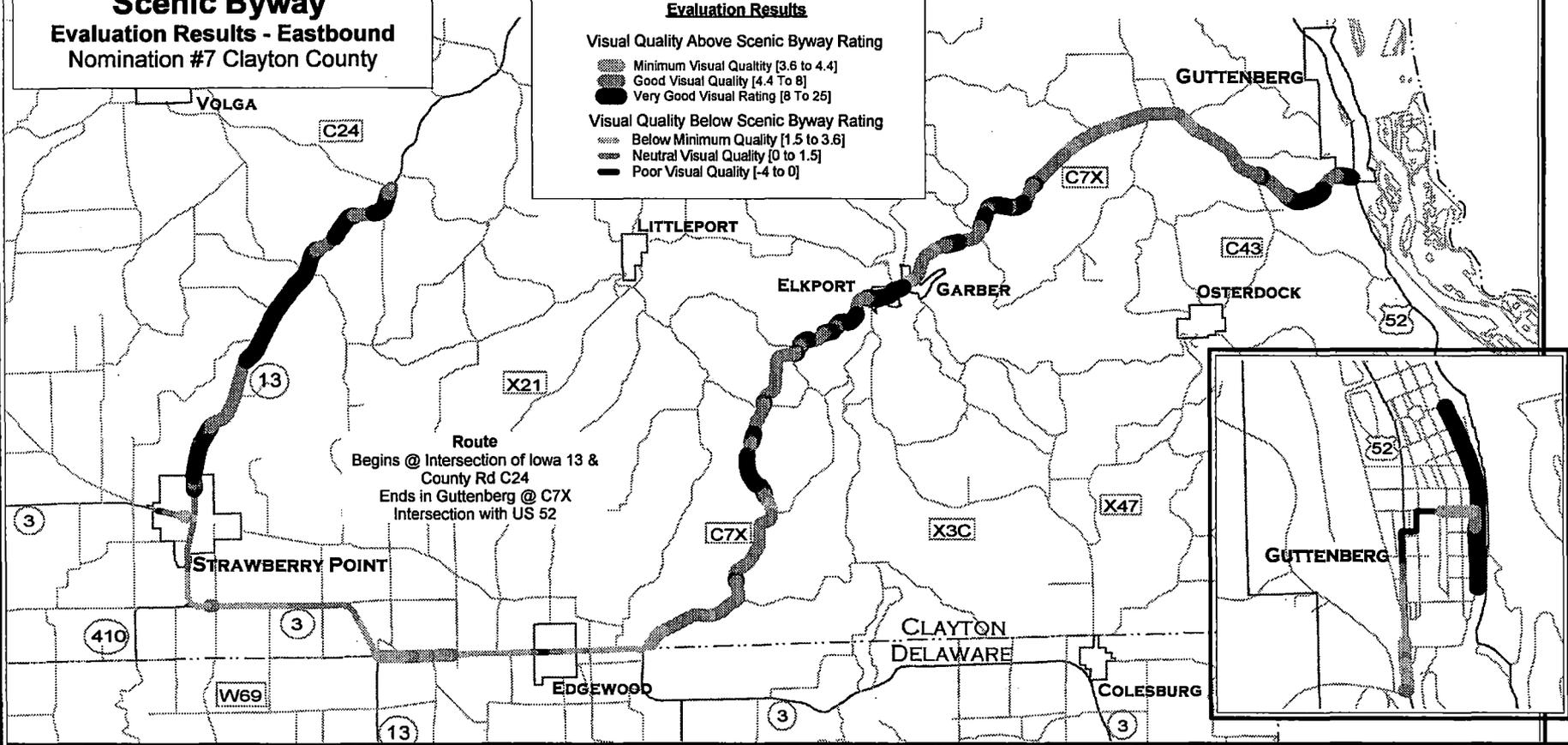
## Evaluation Results

Visual Quality Above Scenic Byway Rating

-  Minimum Visual Quality [3.6 to 4.4]
-  Good Visual Quality [4.4 To 8]
-  Very Good Visual Rating [8 To 25]

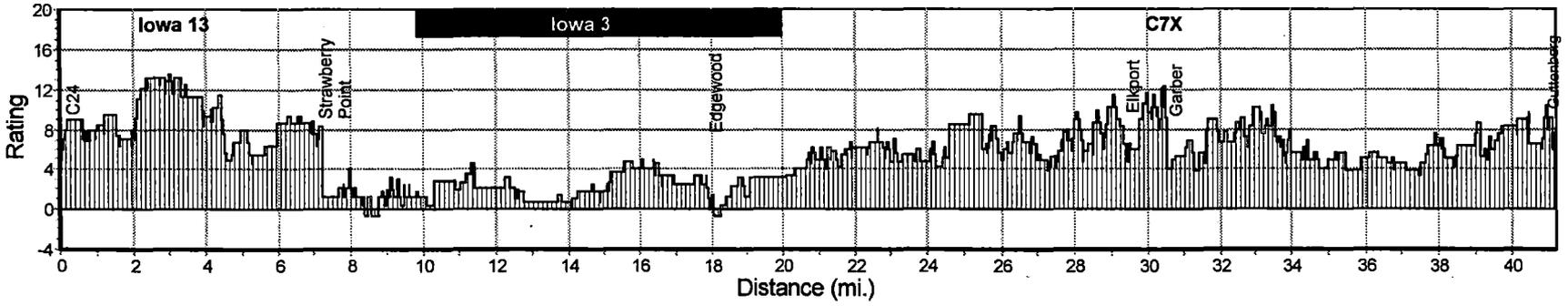
Visual Quality Below Scenic Byway Rating

-  Below Minimum Quality [1.5 to 3.6]
-  Neutral Visual Quality [0 to 1.5]
-  Poor Visual Quality [-4 to 0]



Route  
Begins @ Intersection of Iowa 13 &  
County Rd C24  
Ends in Guttenberg @ C7X  
Intersection with US 52

Scenic Byway Evaluation (Inventory Direction - Eastbound from Iowa 13 & C24)



# Scenic Byway Evaluation Results - Westbound Nomination #7 Clayton County

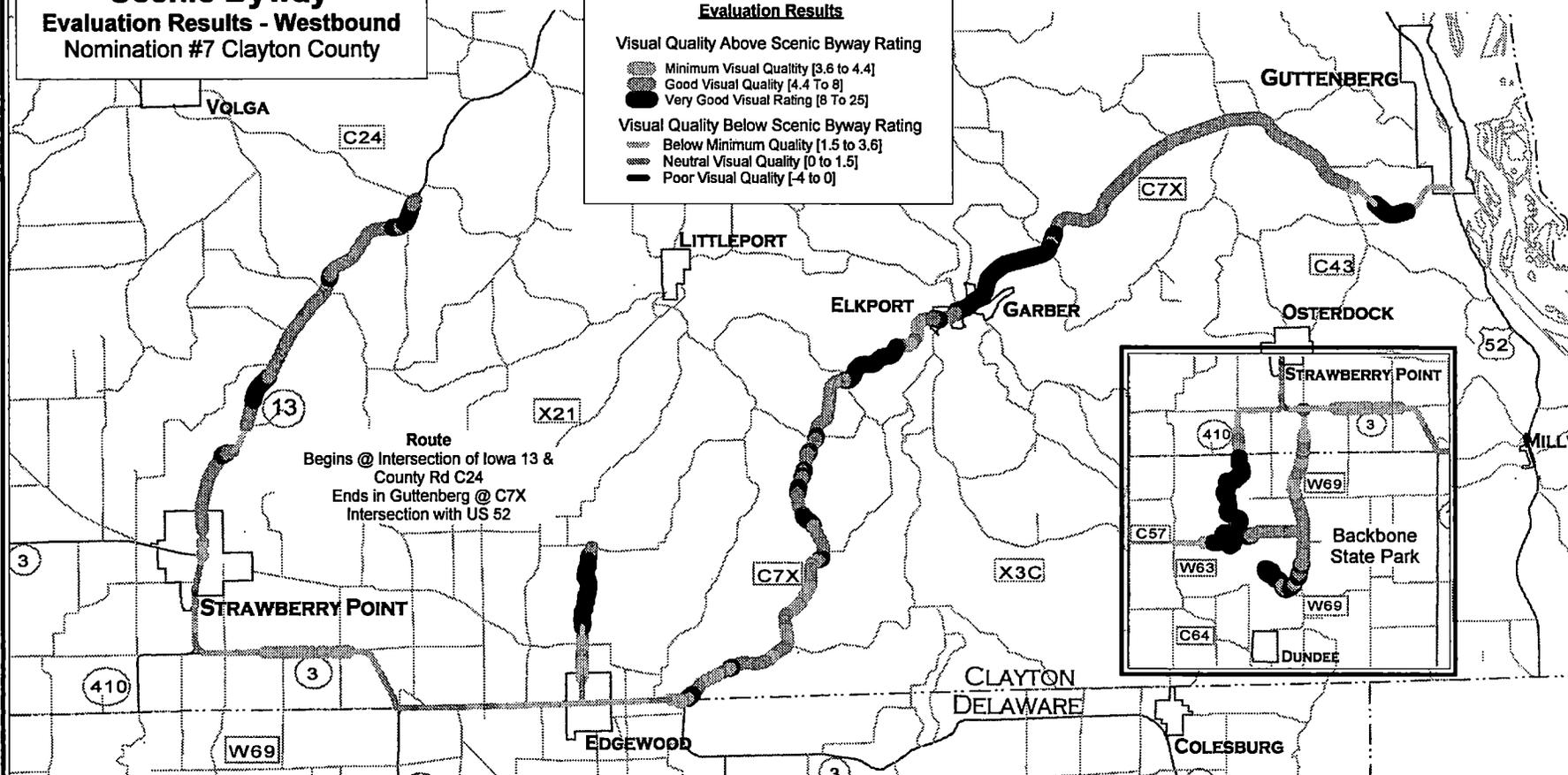
## Evaluation Results

Visual Quality Above Scenic Byway Rating

-  Minimum Visual Quality [3.6 to 4.4]
-  Good Visual Quality [4.4 To 8]
-  Very Good Visual Rating [8 To 25]

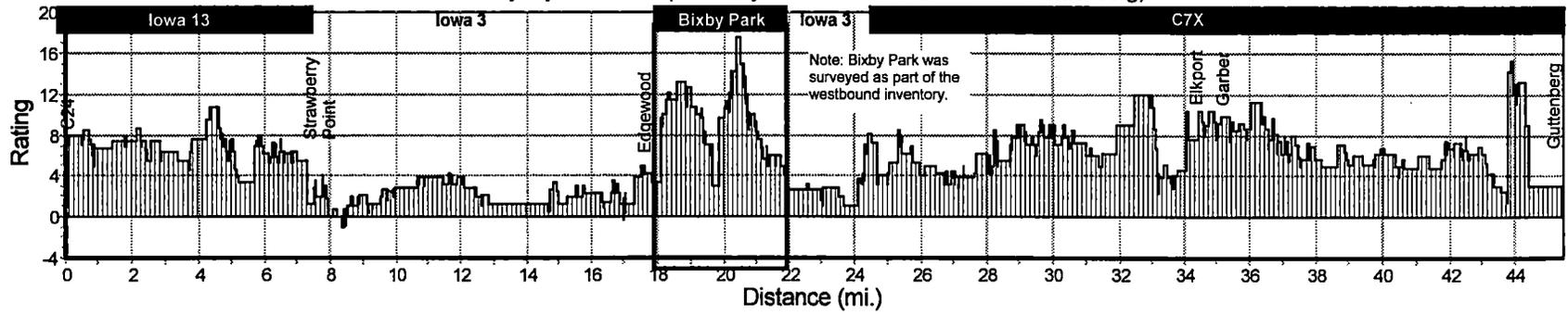
Visual Quality Below Scenic Byway Rating

-  Below Minimum Quality [1.5 to 3.6]
-  Neutral Visual Quality [0 to 1.5]
-  Poor Visual Quality [-4 to 0]



**Route**  
Begins @ Intersection of Iowa 13 &  
County Rd C24  
Ends in Guttenberg @ C7X  
Intersection with US 52

Scenic Byway Evaluation (Inventory Direction - Westbound from Guttenberg)

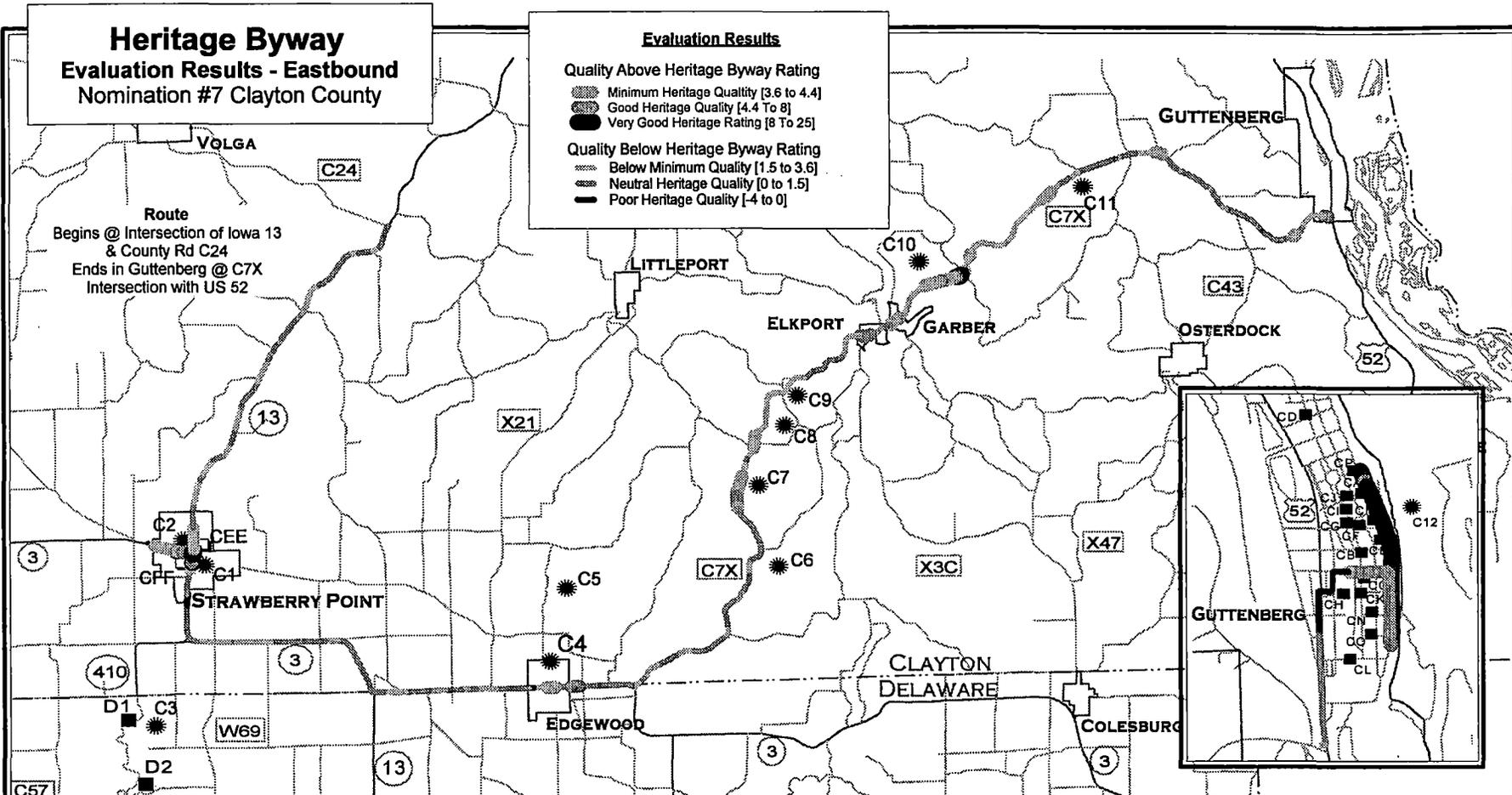


# Heritage Byway Evaluation Results - Eastbound Nomination #7 Clayton County

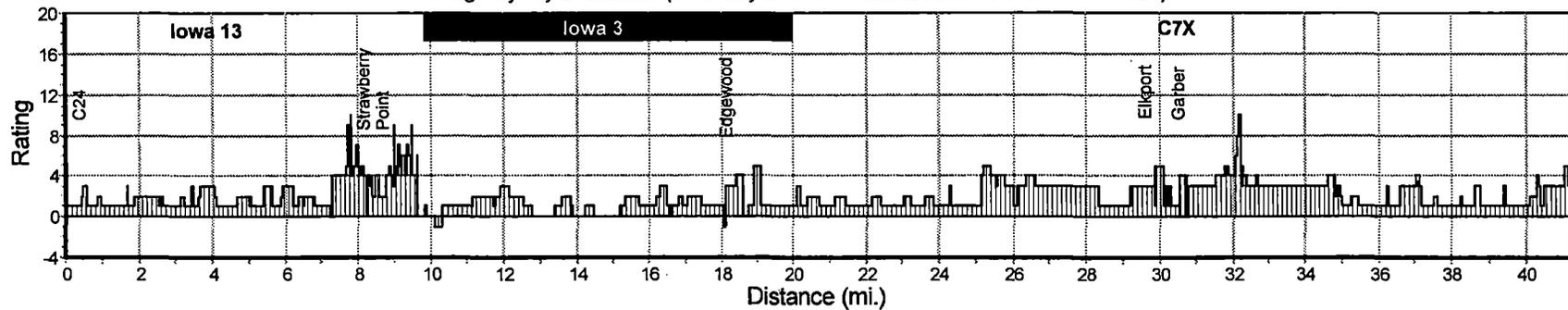
## Evaluation Results

- Quality Above Heritage Byway Rating**
- Minimum Heritage Quality [3.6 to 4.4]
  - Good Heritage Quality [4.4 To 8]
  - Very Good Heritage Rating [8 To 25]
- Quality Below Heritage Byway Rating**
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Heritage Quality [0 to 1.5]
  - Poor Heritage Quality [-4 to 0]

**Route**  
Begins @ Intersection of Iowa 13  
& County Rd C24  
Ends in Guttenberg @ C7X  
Intersection with US 52



Heritage Byway Evaluation (Inventory Direction - Eastbound from Iowa 13 & C24)



# Heritage Byway Evaluation Results - Westbound Nomination #7 Clayton County

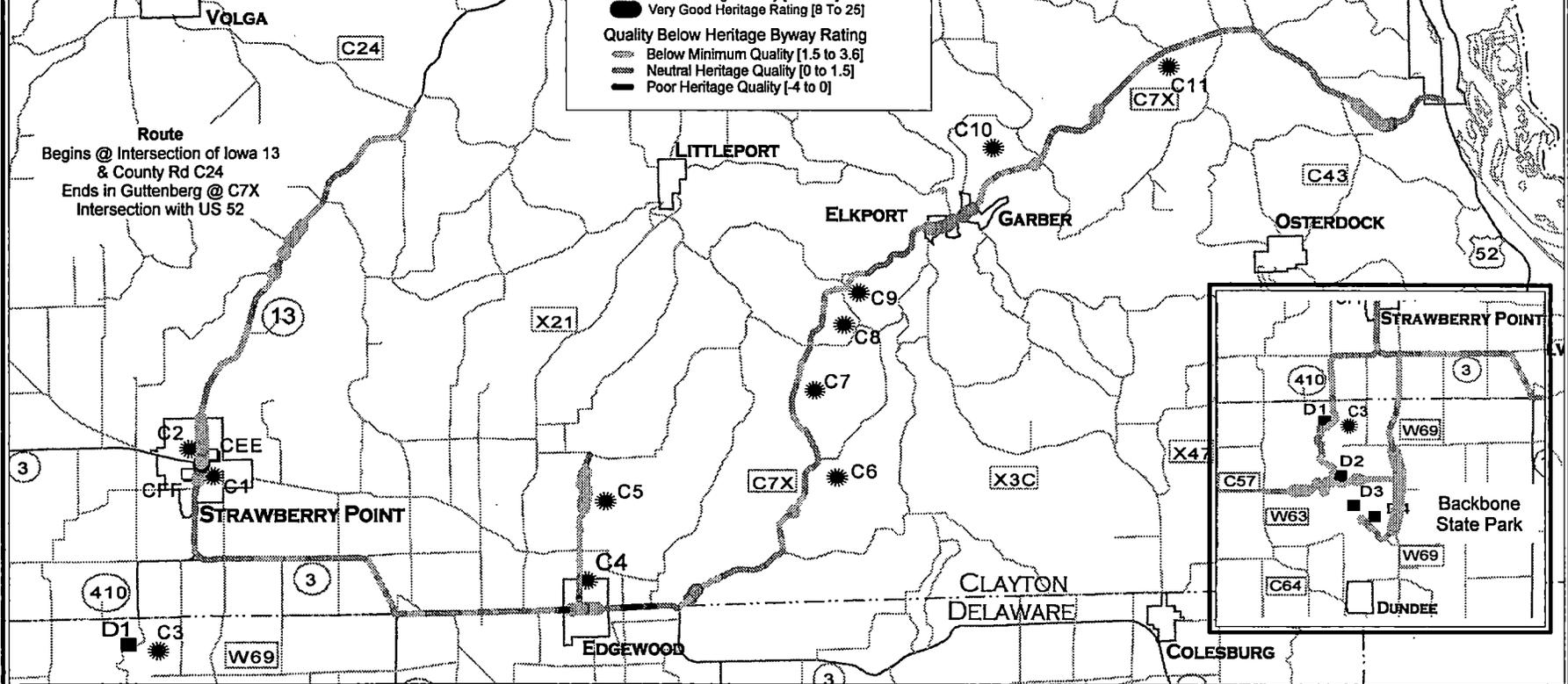
## Evaluation Results

Quality Above Heritage Byway Rating

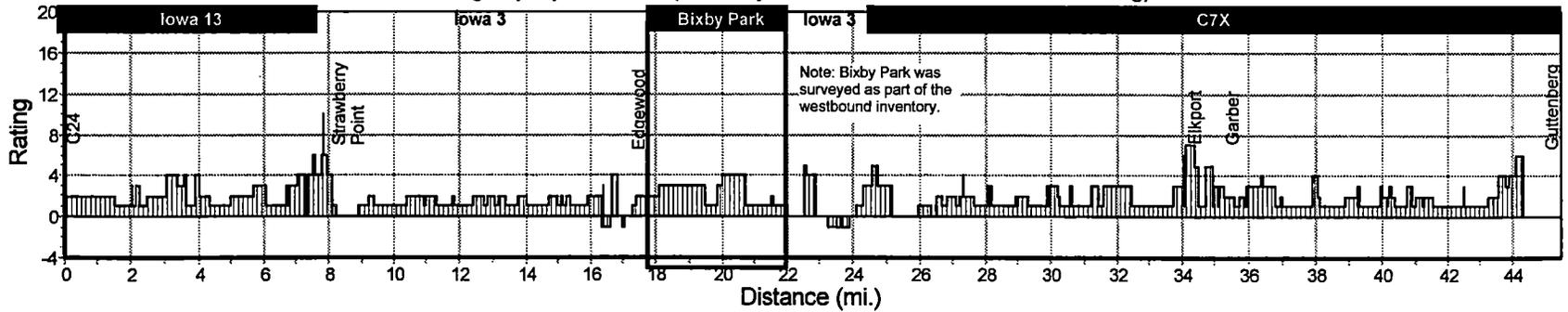
- Minimum Heritage Quality [3.6 to 4.4]
- Good Heritage Quality [4.4 To 8]
- Very Good Heritage Rating [8 To 25]

Quality Below Heritage Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Heritage Quality [0 to 1.5]
- Poor Heritage Quality [-4 to 0]



Heritage Byway Evaluation (Inventory Direction - Westbound from Guttenberg)



## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation ...". The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provides evaluation results for the Clayton County corridor.

### Nomination Evaluation Statistics:

#### Segment #1 [East - West]

Length: 43.34 miles

#### Evaluation Results

	<u>Scenic</u>	<u>Heritage</u>
Quality Rating (Average rating):	5.55	1.85
Uniformity (% of byway rated above 4):	66.75%	10.83%
Maximum Rating:	17.60	10.00
Minimum Rating:	-1.00	-1.00
Variety Rating (Variance):	9.36	9.47

### Comments:

The following comments are offered on the inventory and the evaluation results.

#### **Scenic Byway:**

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category was well above 4.0. The percentage of the corridor rated above 4 was more than 50%.
- \* About 27% of the corridor was rated as offering good or outstanding views. Numerous areas with outstanding scenic quality were found along the route. Areas both east and west of Elkport and Garber were among the corridor sections with outstanding views. The Guttenberg

area also offers outstanding views and many interesting corridor features.

- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that about 70% of the corridor offered a roadway background rated as good or outstanding.

#### **Heritage Byway:**

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

- \* The average quality rating for the heritage byway category is below 4.0 for both nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1870's) showed that the land use from the two periods matched along 13% of the corridor.
- \* Guttenberg and areas around Elkport and Garber offer the most extensive sections with historic sites and matches between the historic and current land use.

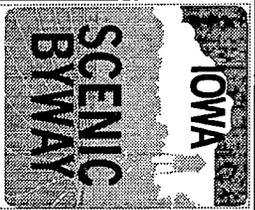
#### **Other Factors:**

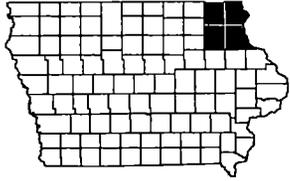
The corridor's section along Iowa 3 from east of Edgewood to Strawberry Point offers a neutral visual character. An optional route through this section would increase the quality of the corridor. It should be noted that Backbone State Park south of Strawberry Point is a corridor feature that contains outstanding visual character.

Nomination #8 contains a corridor loop that is very similar to this corridor. Both nominations include County Highway C7X between Guttenberg and Garber. It is suggested that the two nominations be reviewed at the same time during the designation process. It is likely that some combination of the two corridors may represent the most desirable corridor.

# **Nomination #8**

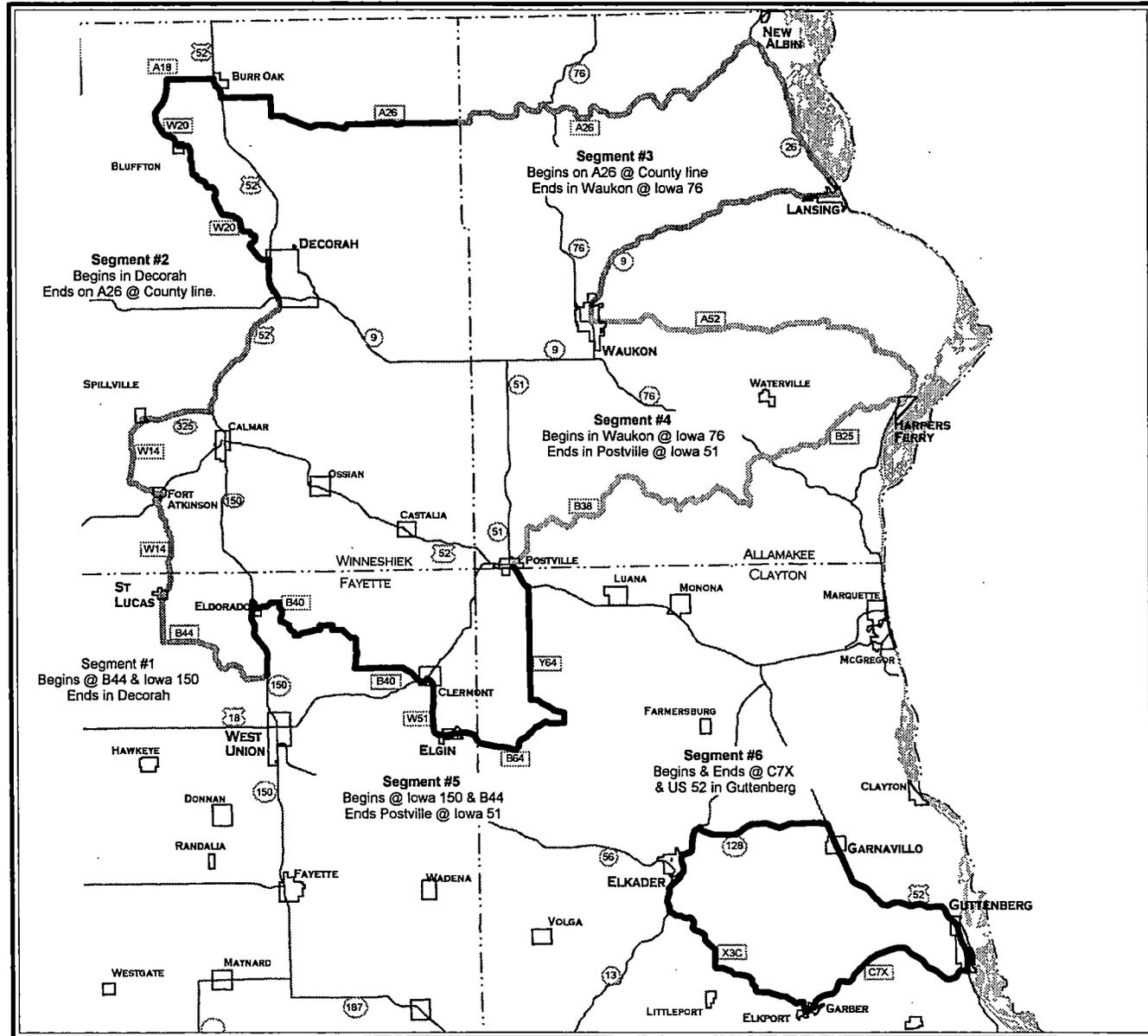
**Allamakee, Clayton, Fayette & Winneshiek Counties**





# Nomination #8

## Allamakee, Clayton, Fayette & Winneshiek Counties



# Nomination #8

## Location:

Allamakee, Clayton, Fayette & Winneshiek Counties

## Category:

Scenic/Heritage

## Nomination Evaluated As:

Six segments identified as:

1. Jct. B44 & IA150 to Decorah
2. Decorah to A26 & Winneshiek/Allamakee county line
3. Winneshiek/Allamakee county line to Waukon
4. Waukon to Postville
5. Postville to Jct. B44 & IA150
6. Guttenberg to Guttenberg via US52, IA128, IA13, X3C & C7X

## Towns Along Nominated Routes:

New Albin • Lansing • Waukon • Postville • Gunder  
Elgin • Clermont • Eldorado • St. Lucas • Fort Atkinson  
Spillville • Decorah • Bluffton • Burr Oak • Garber  
Elkport • Elkader • Garnivallo • Harper's Ferry

## Basis for Nomination:

### Scenic Byway:

General visual quality and visual character of the area.

### Heritage Byway:

Heritage Theme: Native Iowa "Explorerland"

## Scenic Byway Character:

This corridor is proposed to expand the existing River Bluffs Scenic Byway. The distinctive topography of this nomination is magnificent and would add significantly to the current byway. The rolling hills are the canvas for the artistry of the crops of color and texture that are displayed with picturesque farming practices. Native foliage is abundant in the lush forests and the fields of prairie grasses are often dotted with hay bales. This corridor crosses numerous river valleys and streams that provide spectacular scenes

and focal points of rock formations, towering cliffs, grist mills, and culminates in two locations when the corridor meets the Mississippi with its locks & dams. The roadway alignment along this corridor enhances the presentation of the key visual elements.

## Heritage Byway Character:

The ethnic influence in this region has had a significant effect on this region of Iowa. The traveler can see remains of the work of a prehistoric Native American in Allamakee County. Winneshiek County depicts Czech and Norwegian cultures as well as a Quaker Settlement. The area is graced with numerous churches of historical and architectural significance. Parks and campgrounds present recreational opportunities so the traveler can explore the region's byways and backways and enjoy its pristine topography. Historic sites and features along the corridor are shown on pages #8-3, #8-9, and #8-15.

## Inventory Discussion:

Field data was collected for both scenic and heritage features. Nominated roads were driven and inventoried in both directions to ensure that scenic and heritage elements that may be visible from just one direction are recorded.

Due to the excessive mileage, Nomination #8 was driven and graphed in six sections to aid in understanding the data. Several explorations routes were also investigated. An exploration route was driven as part of the Segment 1 to Echo Valley County Park. Two explorations routes around Bluffton were driven as part of Segment 2 and are shown on page #8-5. New Albin was inventoried as part of Segment 3. See pages #8-12 and #8-14. Pages #8-19 and #8-20 contain an inset of Guttenberg with the historic evaluation results as part of the inventory of Segments 5 and 6.

**Evaluation Discussion:** A continuous ratings of the corridor's scenic and heritage characteristics is shown in the figures on pages #8-5 through #8-8 for Segments 1 and 2; pages #8-11 through #8-14 for Segments 3 and 4; and pages #8-17 through #8-20 for Segments 5 and 6. The corridor maps on these pages show sections of the corridor which have good scenic quality. Graphs that accompany the maps display a continuous numerical rating.

## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (★) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites. Nomination #8 was divided into three segments to aid in the evaluation process. This first segment includes sites and places in Fayette and Winneshiek counties. The first letter (example FA) in the description indicates the county (Fayette) where the site is located.

### HISTORIC SITES & PLACES: Fayette County

- **FA. Bigler Building:** 210 Mill St., Clermont.
- **FB. Clermont Public School:** 505 Larrabee St., Clermont.
- **FC. Montauk:** 1 mile NE of Clermont on US 18. Home of Governor Wm. Larrabee.
- **FD. Union Sunday School:** McGregor and Larrabee Sts., Clermont.
- **FE. Eldorado Bridge:** State St. over Turkey River, Eldorado.

### FEATURES & POINTS OF INTEREST: Fayette County

- ★ **F1. Gouldsburg County Park:** No Comments.
- ★ **F2. Village of Douglas with Old Mill:** No Comments.
- ★ **F3. Goeken County Park:** No Comments.
- ★ **F4. Village of Eldorado:** No Comments.
- ★ **F5. Dover School:** Last one-room school in Fayette County. No other comments.
- ★ **F6. Gilbertson County Park:** No Comments.
- ★ **F7. Echo Valley County Park:** Park southeast of West Union.
- ★ **F8. Volga River Recreation State Park:** Park four miles north of Fayette.
- ★ **F9. Brush Creek Canyon State Park:** Park southeast of Fayette.
- ★ **F10. Upper Iowa University:** Located in Fayette.

### HISTORIC SITES & PLACES: Winneshiek County

- **WA. Old Mission:** 20 acre site on the Turkey River located south of Festina.
- **WB. World's Smallest Church:** Built in 1885 and located in Festina.
- **WC. Fort Atkinson State Monument Park:** 1840's military post. Fort Atkinson.
- **WD. St. James Lutheran Church:** Built between 1840-50. Near Ft. Atkinson.
- **WE. Fort Atkinson Bridge:** 150th St over the Turkey River, Fort Atkinson.
- **WF. Taylor, Wenzil Building:** Located on Main St. in Spillville.
- ★ **WG. St. Wenceslaus Church:** Old World stone church built in 1860 near Spillville.
- **WH. Spillville Mill:** Historic mill located on the Turkey River near Spillville.
- **WI. Washington Prairie Methodist Church:** Limestone church built between 1863 and 1868 located southeast of Decorah.
- **WJ. Washington Prairie Lutheran Church:** Early Norwegian settlement church located southeast of Decorah.
- **WK. Jacobson Farm:** 1850's farm located southeast of Decorah on Rt.1.
- **WL. Siewers Spring:** Located Upper Iowa River near Decorah. (Fish hatchery.)

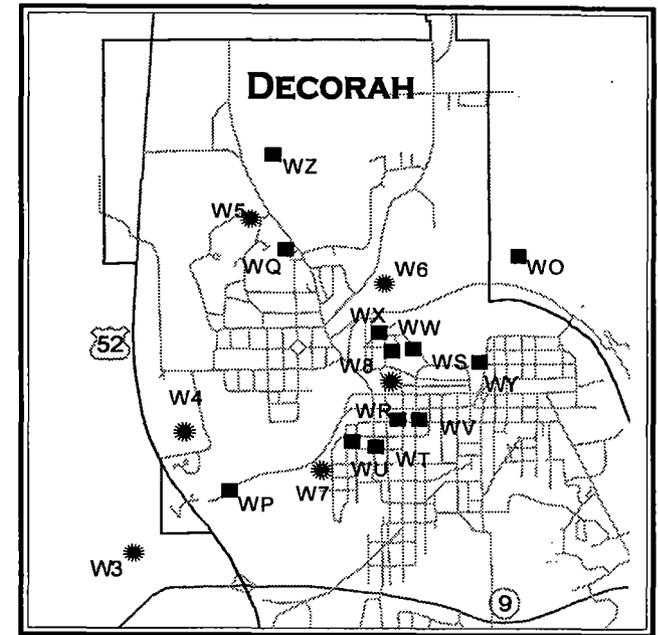
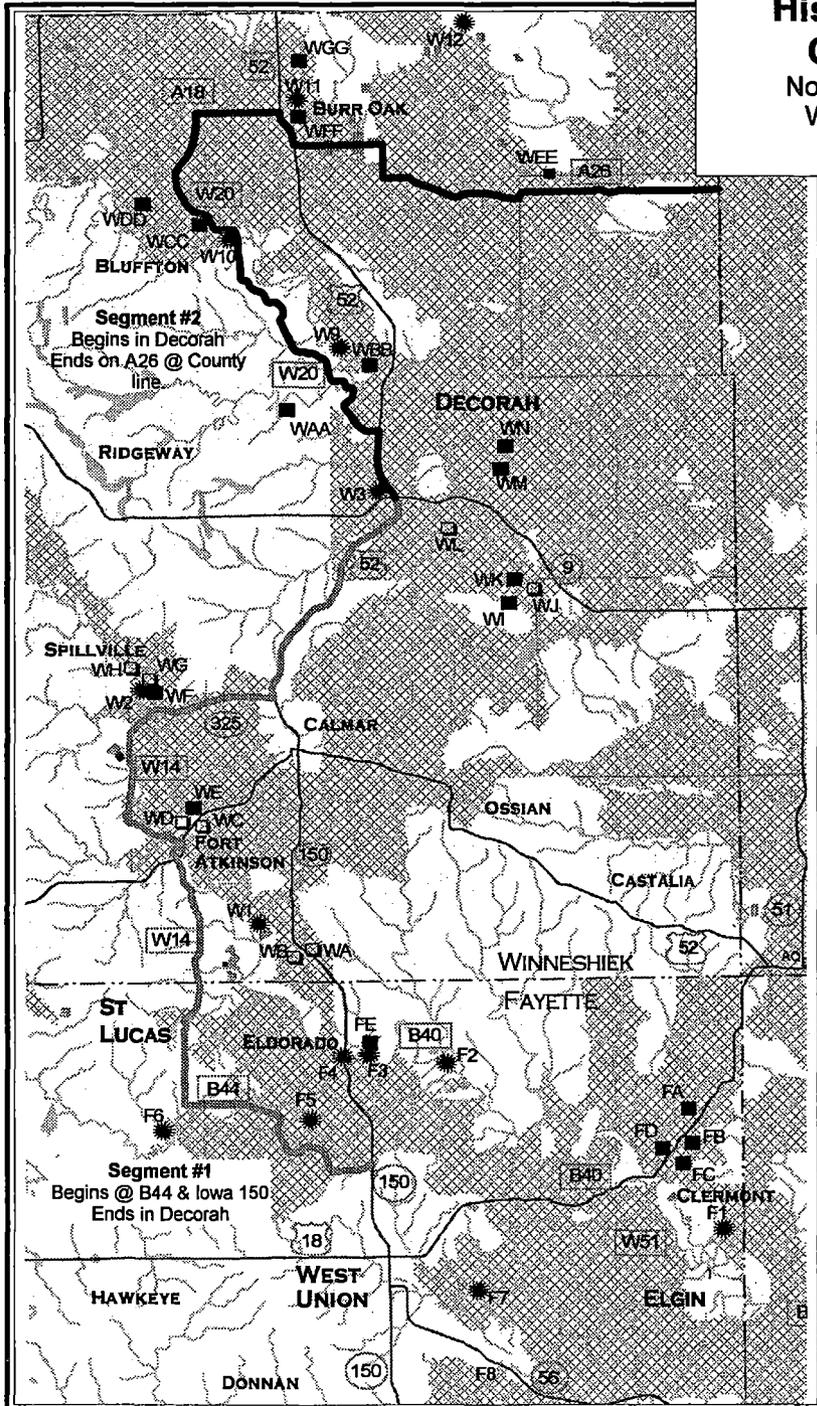
- **WM. Freeport Bowstring Arch Bridge:** One of four "bowstring arch" bridges in Winneshiek County. Built in 1879 and located east of Decorah.
- **WN. Birdsall Lime Kiln:** 19th century kiln located northeast of Decorah.
- **WO. Decorah Ice Cave:** Ice forms in this cave in the spring and melts by September. Ice Cave Road, Decorah.
- **WP. Steyer Bridge:** 1875 stone arch bridge. Oneata Road off US52, Decorah.
- **WQ. Koren Library:** Located on the Luther College Campus in Decorah.
- **WR. Broadway-Phelps Park Historic District:** West Broadway from Winnebago St. to Park Dr., Decorah.
- **WS. Clarksville Diner:** 504 Heivly St. Decorah.
- **WT. Cooley-Whitney House:** Built in 1867. Located at 305 Grove St., Decorah.
- **WU. Decorah East Side Elementary & Middle School:** 210 Vernon St., Decorah.
- **WV. Ellsworth-Porter House:** 1867 Victorian home. 401 W. Broadway, Decorah.
- **WW. Miller-Norris House:** Built in 1856. Located at 118 N. Mill St., Decorah.
- **WX. Painter-Bernatz Mill:** Built in 1851 of native limestone and depicts 19th century pioneer industry in Iowa. Located at 200 N. Mill St., Decorah.
- **WY. Steyer Opera House:** 19th century structure. 102-104 W. Water St., Decorah.
- **WZ. Luther College Farm:** Farm complex with 1860's to turn-of-the-century buildings. Located on the Luther College Campus in Decorah.
- **WAA. Ten Mile Creek Bridge:** Happy Hollow Rd. northwest of Decorah.
- **WBB. Horn House:** Built in 1869. Located northwest of Decorah.
- **WCC. Upper Bluffton Bridge:** Ravine Rd. over Upper Iowa River, Bluffton.
- **WDD. Gilliece Bridge:** Cattle Creek Rd. over Upper Iowa River, Bluffton.
- **WEE. Locust School:** Built in 1854. The school is constructed of locally quarried limestone. Located north of Decorah.
- **WFF. Burr Oak House/Masters Hotel:** Pre-1860 hotel on State Street in Burr Oak.
- **WGG. Kinney Octagon Barn:** 19th century barn off US 52 near Burr Oak.

### FEATURES & POINTS OF INTEREST: Winneshiek County

- ★ **W1. Ashmore-Jewell Barn Farm Park:** No Comments.
- ★ **W2. Bily Clocks Museum Collection:** Located on Main Street in Spillville.
- ★ **W3. Twin Springs State Park:** Park located west of Decorah off Hwy 52.
- ★ **W4. Pulpit Rock:** Pillar rock formation located near Decorah.
- ★ **W5. Luther College:** College founded in 1857 by Norwegian Lutheran churchmen. The first building was completed in 1856. It is still in operation and is located in Decorah.
- ★ **W6. Dunning Springs City Park:** Picturesque park with waterfall located in Decorah.
- ★ **W7. Phelps City Park:** Located on Upper Broadway in Decorah with a spectacular view of the river. An 1870's brick kiln is located in the park.
- ★ **W8. Vesterheim, the Norwegian-American Museum:** Established in 1877. Located at 520 W. Water Street. Regarded as America's oldest museum devoted to one ethnic group.
- ★ **W9. Malanaphy Springs:** Limestone cliffs with cascading water along the Upper Iowa River northwest of Decorah.
- ★ **W10. Bluffton Indian Mounds:** Located near Bluffton.
- ★ **W11. Laura Ingalls Wilder Park & Museum:** Childhood home of author Laura Ingalls Wilder and is located in Burr Oak.
- ★ **W12. Hesper Quaker Settlement:** The Hesper community was established in the 1850's. Three buildings are currently used by the Society of Friends.

# Historic Land Use Corridor Sites

Nomination #8 Fayette &  
Winneshiek Counties  
Segments 1 & 2



**Site & Feature Symbols**

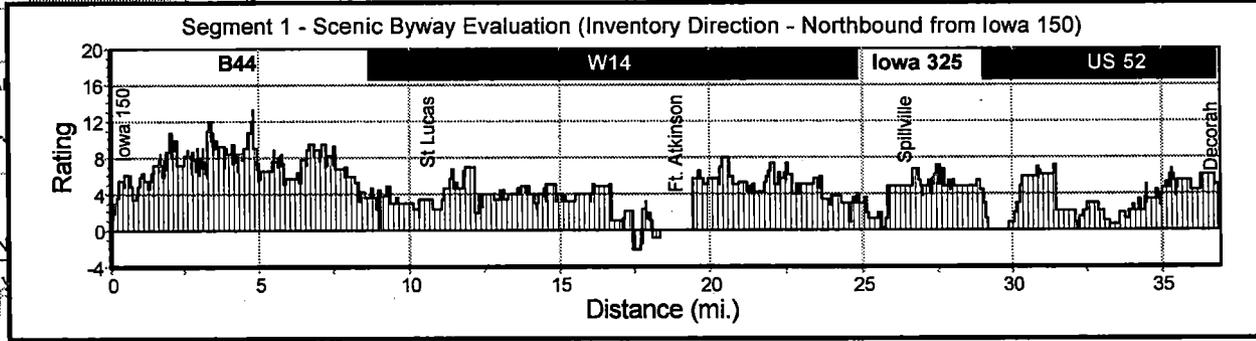
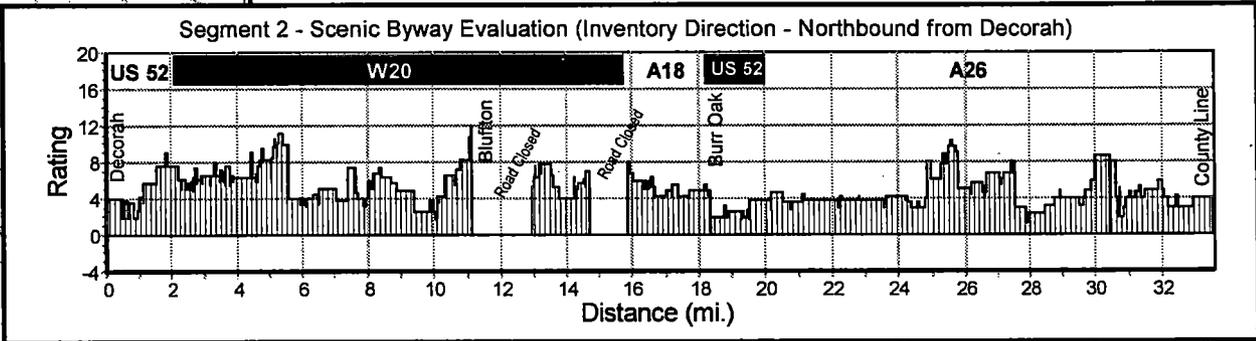
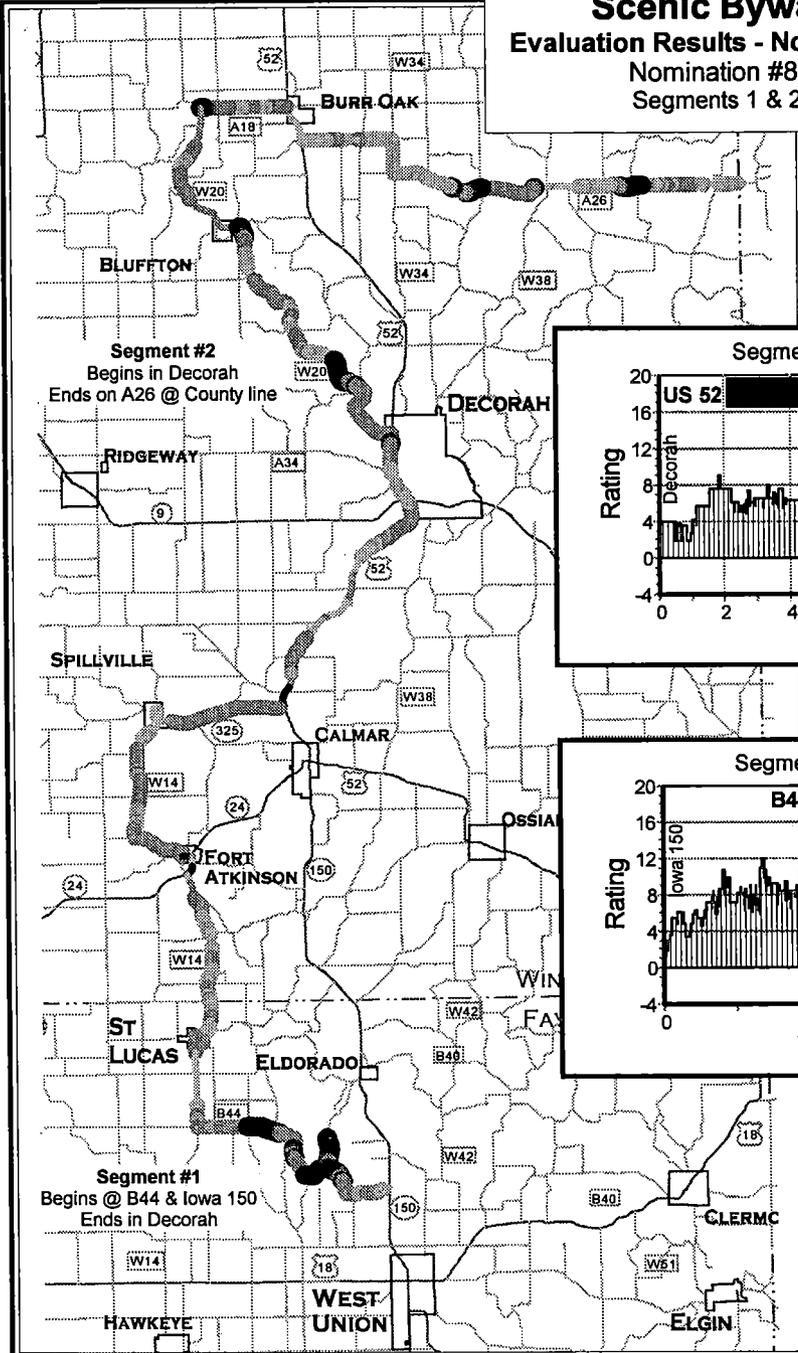
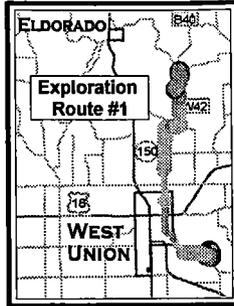
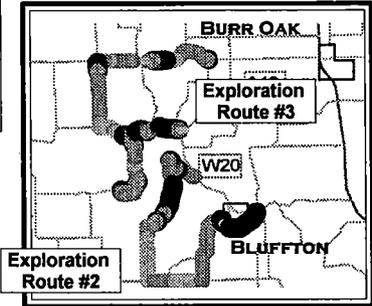
- Sites Listed on NRHP
- Other Corridor Sites
- ☼ Corridor Features

Note: The letters and numbers are keyed to the site description list.

**1855 - 1860 Land Use**

- Prairie
- ▨ Woodlands
- ▩ Croplands
- ▧ Wetlands
- Towns

# Scenic Byway Evaluation Results - Northbound Nomination #8 Segments 1 & 2

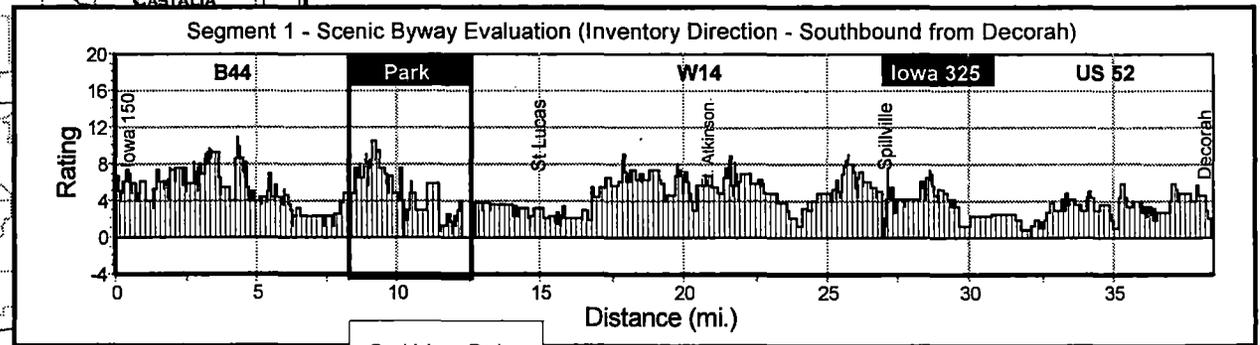
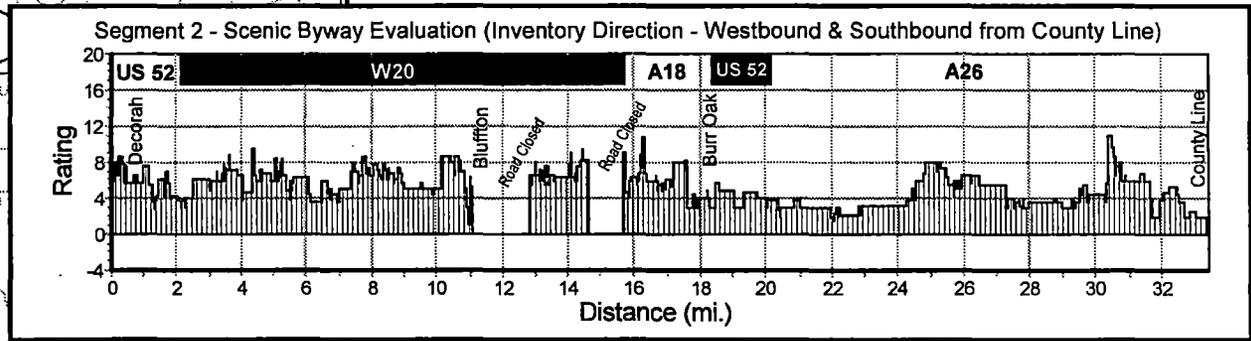
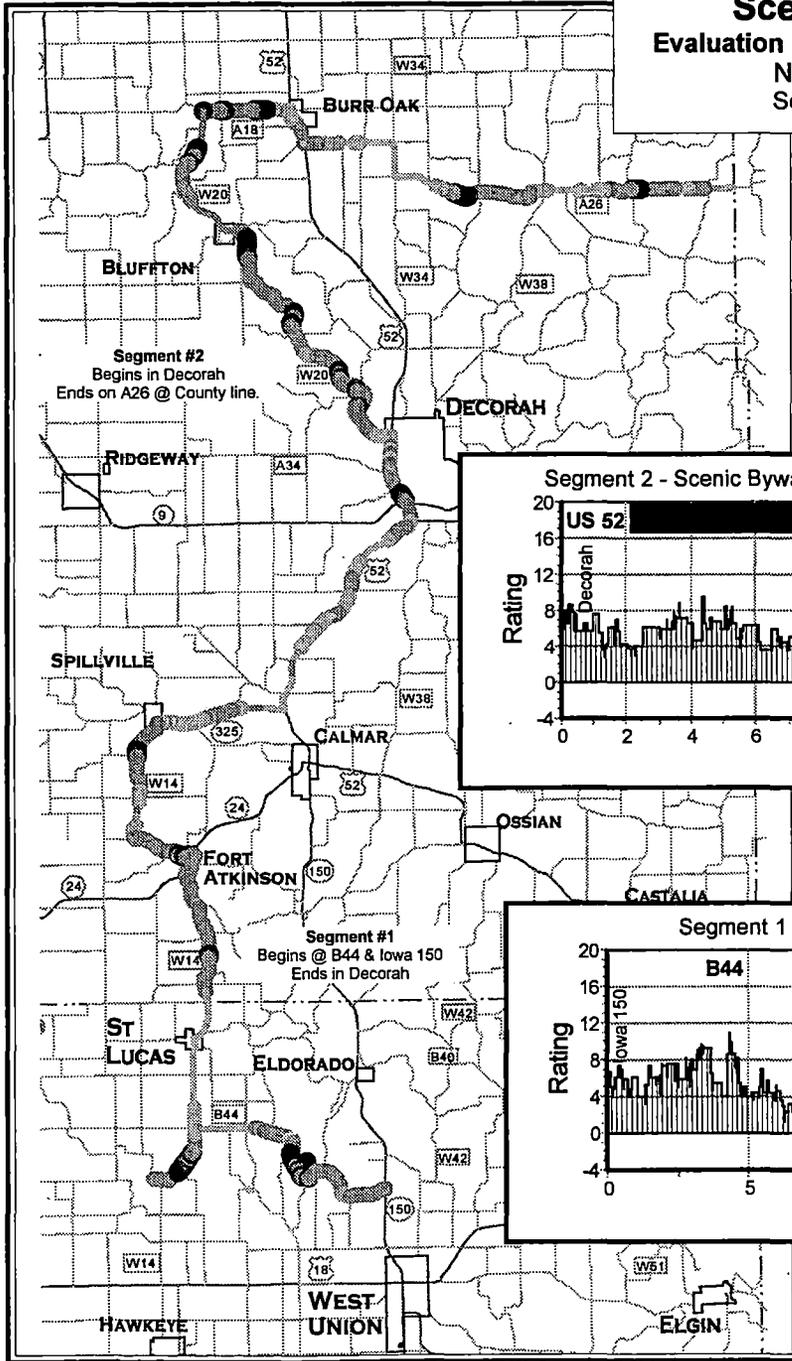


- Evaluation Results**
- Visual Quality Above Scenic Byway Rating
    - Minimum Visual Quality [3.6 to 4.4]
    - Good Visual Quality [4.4 To 8]
    - Very Good Visual Rating [8 To 25]
  - Visual Quality Below Scenic Byway Rating
    - Below Minimum Quality [1.5 to 3.6]
    - Neutral Visual Quality [0 to 1.5]
    - Poor Visual Quality [-4 to 0]

# Scenic Byway Evaluation Results - Southbound Nomination #8 Segments 1 & 2

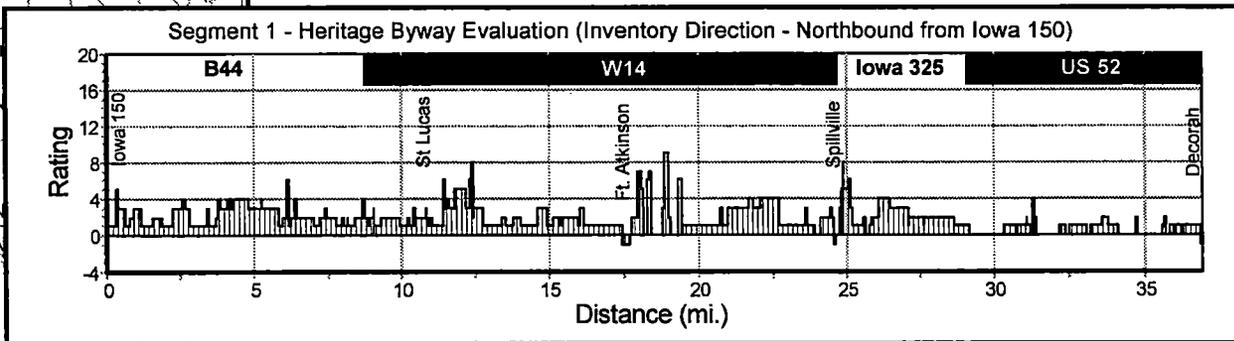
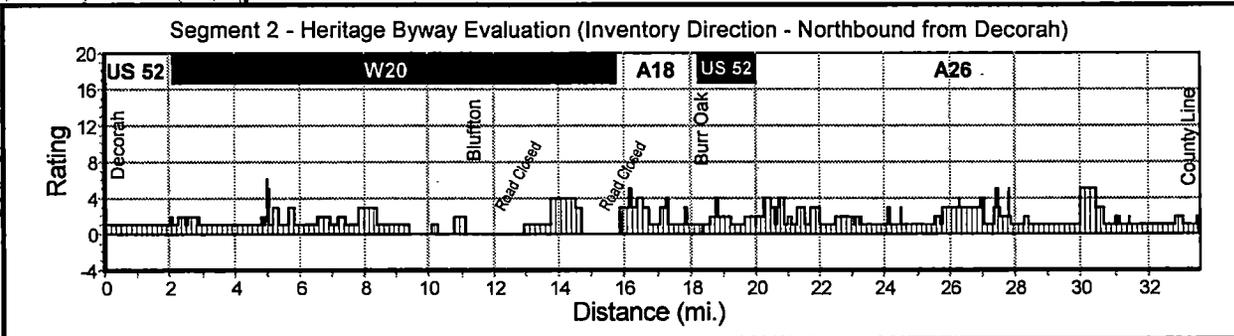
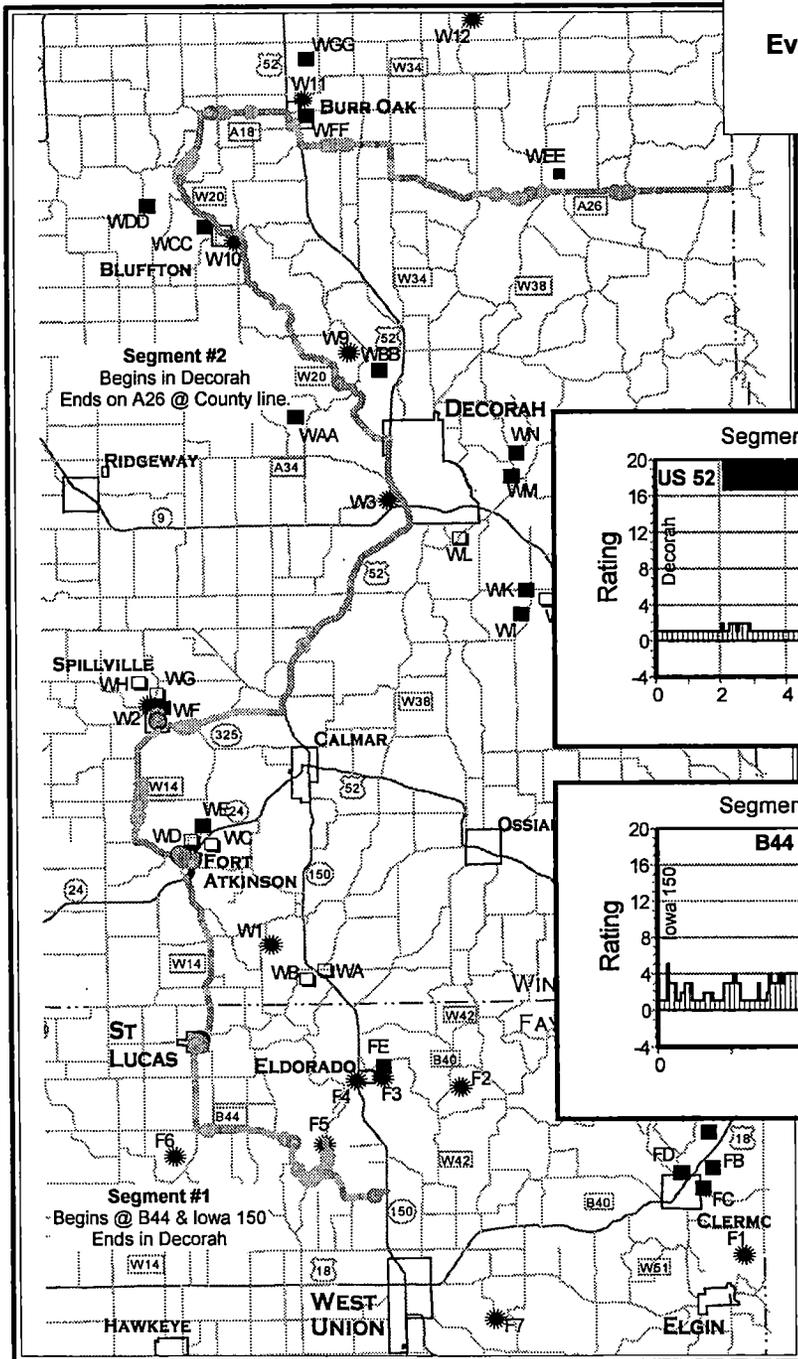
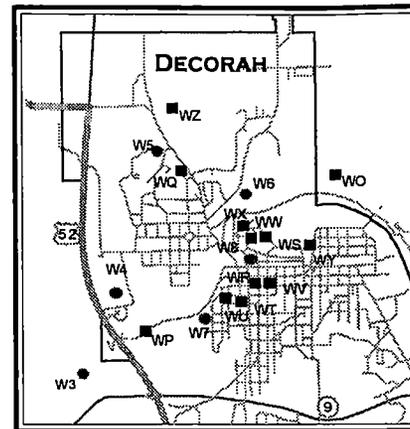
### Evaluation Results

- Visual Quality Above Scenic Byway Rating**
- Minimum Visual Quality [3.6 to 4.4]
  - Good Visual Quality [4.4 To 8]
  - Very Good Visual Rating [8 To 25]
- Visual Quality Below Scenic Byway Rating**
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Visual Quality [0 to 1.5]
  - Poor Visual Quality [-4 to 0]



Gouldsburg Park was driven only in the southbound direction.

# Heritage Byway Evaluation Results - Northbound Nomination #8 Segments 1 & 2



- #### Evaluation Results
- Quality Above Heritage Byway Rating
    - Minimum Heritage Quality [3.6 to 4.4]
    - Good Heritage Quality [4.4 To 8]
    - Very Good Heritage Rating [8 To 25]
  - Quality Below Heritage Byway Rating
    - Below Minimum Quality [1.5 to 3.6]
    - Neutral Heritage Quality [0 to 1.5]
    - Poor Heritage Quality [-4 to 0]



## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (★) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

Nomination #8 was divided into three segments to aid in the evaluation process. The second segment includes sites and places in Allamakee County. The first letter (example AA) in the description indicates the county (Allamakee) where the site is located.

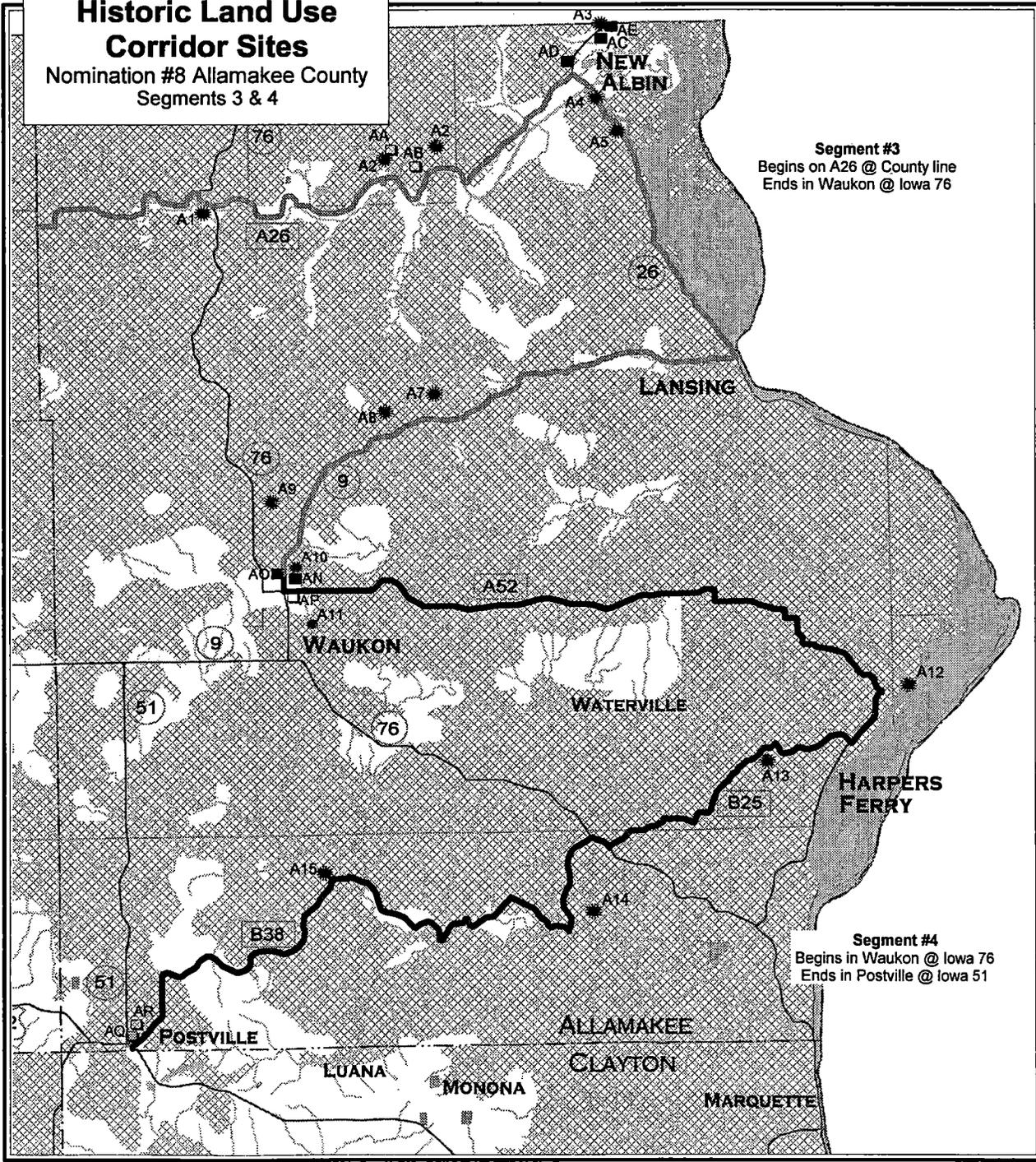
### **HISTORIC SITES & PLACES: Allamakee County**

- **AA. Hartley Residence:** Built ca. 1858 and located near New Albin.
- **AB. Wiemerslage Farmstead, Log Barn:** Built ca. 1860 and located near New Albin. One of the few log barns that has survived in northeast Iowa.
- **AC. Iron Post:** North end of Main St., New Albin.
- **AD. Reburn Polygonal Barn:** Twelve-sided barn built in the 1880's and is located off IA 26, New Albin.
- **AE. New Albin Town Hall:** 1895. Located on Main Street in New Albin.
- **AF. Kerndt & Brothers Elevator and Warehouses, No's. 11, 12, & 13:** Stone and brick structure, ca. 1860. Located 60-90 Front St., Lansing.
- **AG. Kerndt & Brothers Office Block:** Built 1861. Located at 4th and Main Sts., Lansing.
- **AH. Lansing Fisheries Building:** Between Co. Hwy X-52 and the Mississippi River, south Lansing.
- **AI. Lansing Stone School:** Greek Revival, 1864. Located at 509 Center St., Lansing.
- **AJ. Allamakee County Courthouse:** Built 1861. Located at 107 Allamakee St., Waukon.
- **AK. Moritz Kerndt House:** Built ca. 1890. Located at 300 Center Street, Lansing.
- **AL. Arthur Wendel Residence:** Built ca. 1870. Located at 611 Dodge Street, Lansing.
- **AM. Daniel Brennan Residence:** Built 1870. Located at 491 Front Street, Lansing.
- **AN. Old Allamakee County Courthouse:** 2nd St., Lansing.
- **AO. Hager House:** Built ca. 1920. Located at 402 Allamakee St., Waukon.
- **AP. Barnes Octagon House:** Built 1865. Located at 22 E. Main Street, Waukon.
- **AQ. Kolarich Home:** Built ca. 1885. Located at 111 E. Tilden Street, Postville.
- **AR. John Mott House:** Built 1867. Located at 225 Williams Street, Postville.

### **FEATURES & POINTS OF INTEREST: Allamakee County**

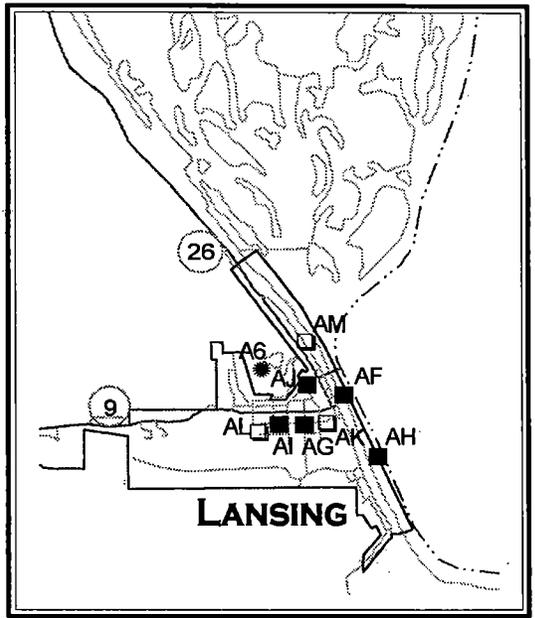
- ★ **A1. Upper Iowa River Campground:** Located near A26 and State 76.
- ★ **A2. Upper Iowa River Owls Head Bluff & Elephant Hill:** Located near A26.
- ★ **A3. Historic State Line Boundary Marker:** North of New Albin. No Comments.
- ★ **A4. Blackhawk Indian Rock Shelter:** South of New Albin. No Comments.
- ★ **A5. State Fish Farm Indian Mounds:** An example of prehistoric Native American culture moundbuilders located six miles north of Lansing.
- ★ **A6. Mt. Hosmer City Park:** Park overlooking Lansing & Mississippi River valley.
- ★ **A7. Landmark Restaurant & Shot Tower:** Build ca. 1851. Second oldest building in Allamakee County.
- ★ **A8. Lycurges Church:** Located northeast of Waukon. No Comments.
- ★ **A9. Underground Railroad Historic Monument:** Located northwest of Waukon.
- ★ **A10. Courthouse Museum:** Located in the old courthouse in Waukon.
- ★ **A11. Sweeney's House of Clocks Collection:** Located at 13th Ave. SW in Waukon.
- ★ **A12. Corp of Engineer Lock & Dam #9:** Located near Harper's Ferry on the Mississippi.
- ★ **A13. Yellow River State Forest and Reserve:** 8,000 acres of timbered hills southeast of Waterville.
- ★ **A14. Scenic View Ranch:** Picturesque ranch on the Yellow River.
- ★ **A15. Cherry Valley:** No Comments.

**Historic Land Use  
Corridor Sites**  
Nomination #8 Allamakee County  
Segments 3 & 4



**Segment #3**  
Begins on A26 @ County line  
Ends in Waukon @ Iowa 76

**Segment #4**  
Begins in Waukon @ Iowa 76  
Ends in Postville @ Iowa 51



**Site & Feature Symbols**

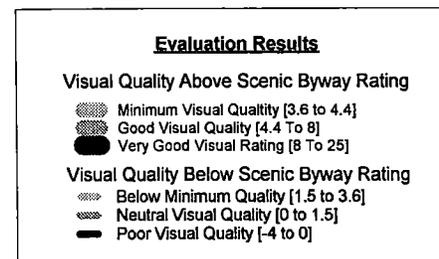
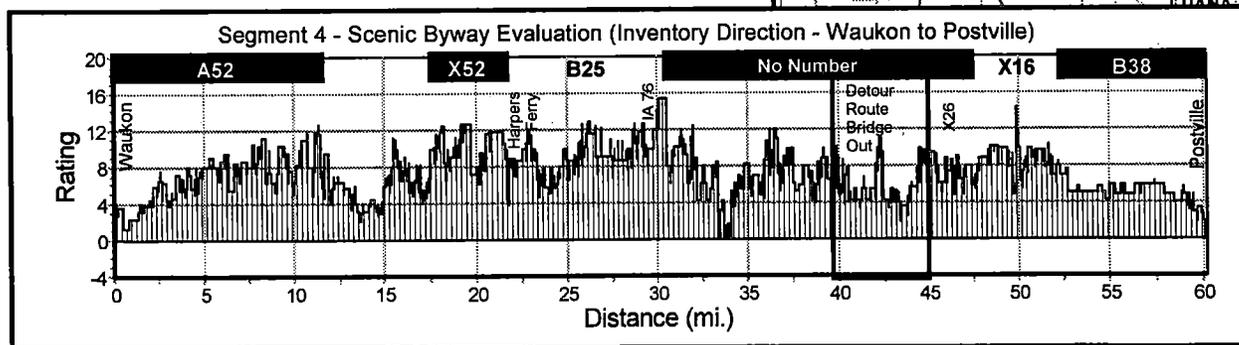
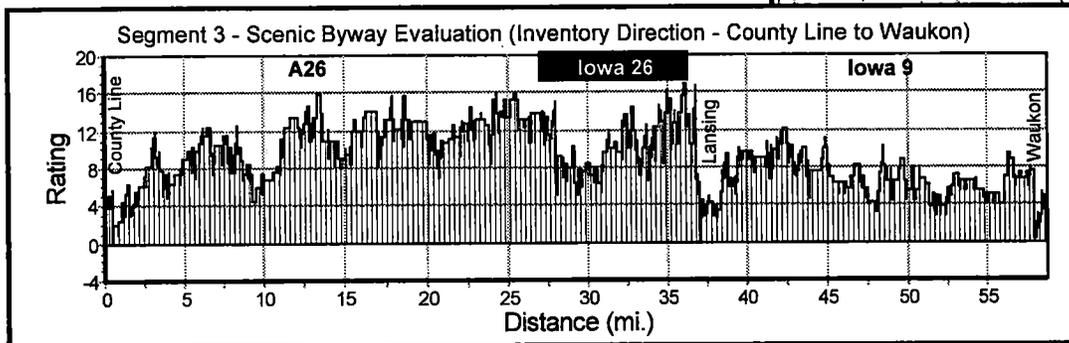
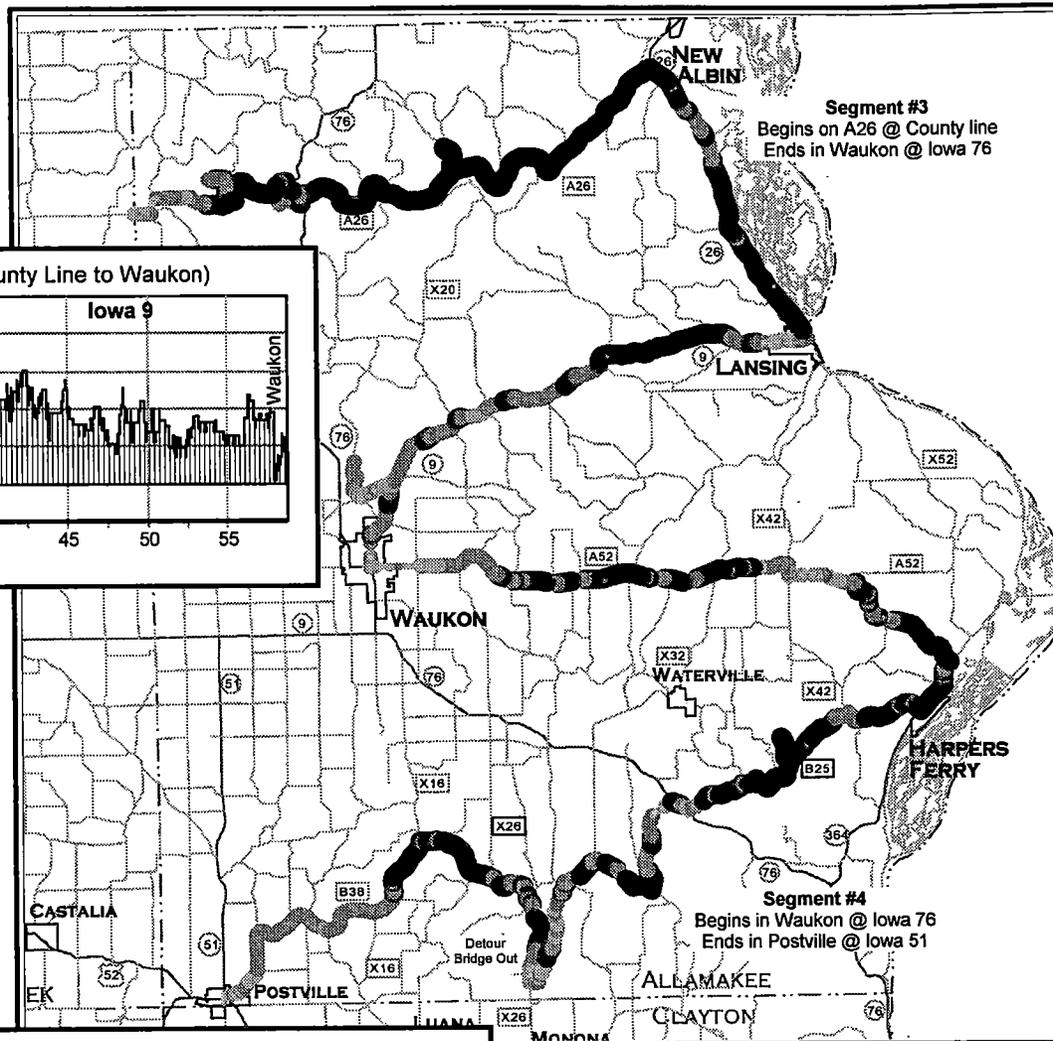
- Sites Listed on NRHP
- Other Corridor Sites
- ⊛ Corridor Features

Note: The letters and numbers are keyed to the site description list.

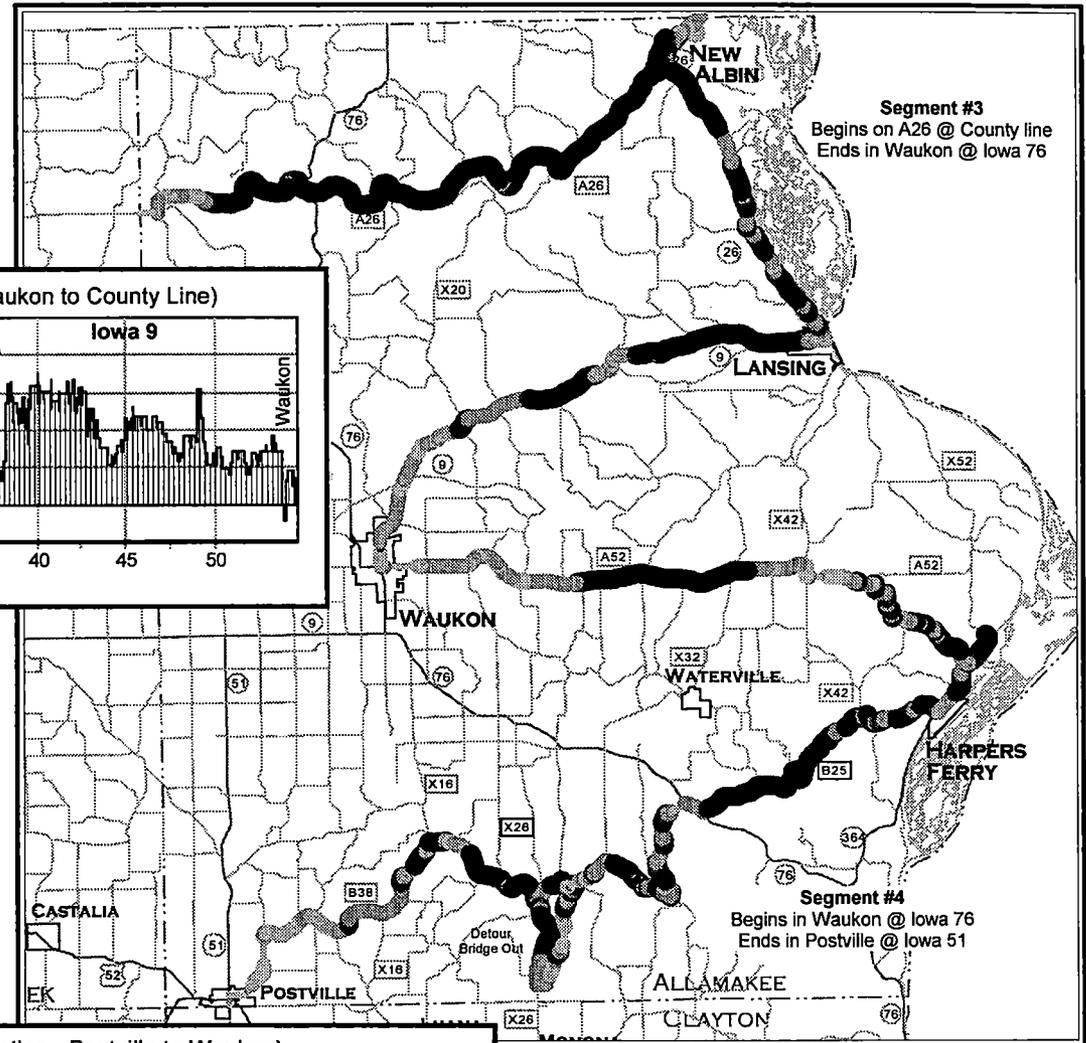
**1855 - 1860 Land Use**

- Prairie
- ▨ Woodlands
- ▩ Croplands
- ▤ Wetlands

**Scenic Byway  
Evaluation Results - Clockwise**  
Nomination #8  
Segments 3 & 4

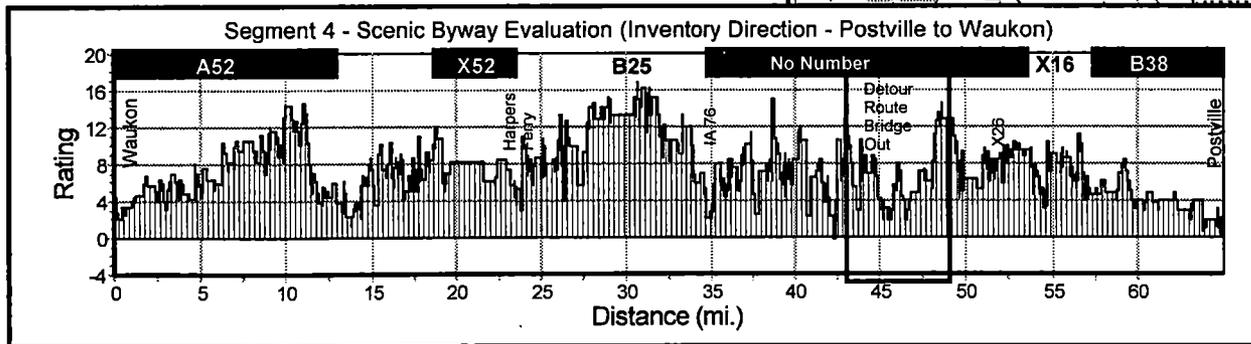
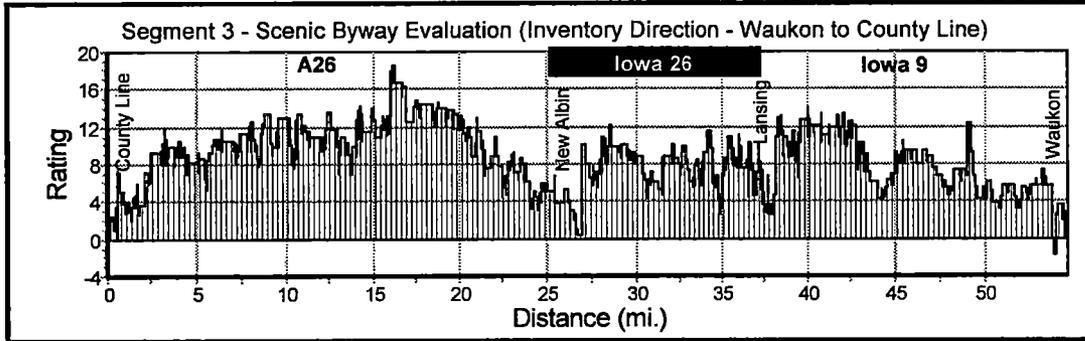


**Scenic Byway**  
**Evaluation Results - Counterclockwise**  
 Nomination #8  
 Segments 3 & 4



**Segment #3**  
 Begins on A26 @ County line  
 Ends in Waukon @ Iowa 76

**Segment #4**  
 Begins in Waukon @ Iowa 76  
 Ends in Postville @ Iowa 51



**Evaluation Results**

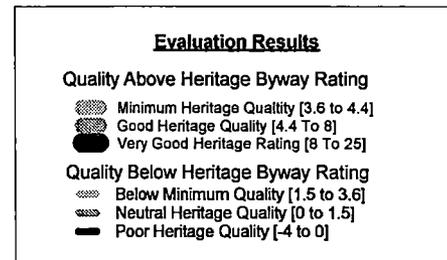
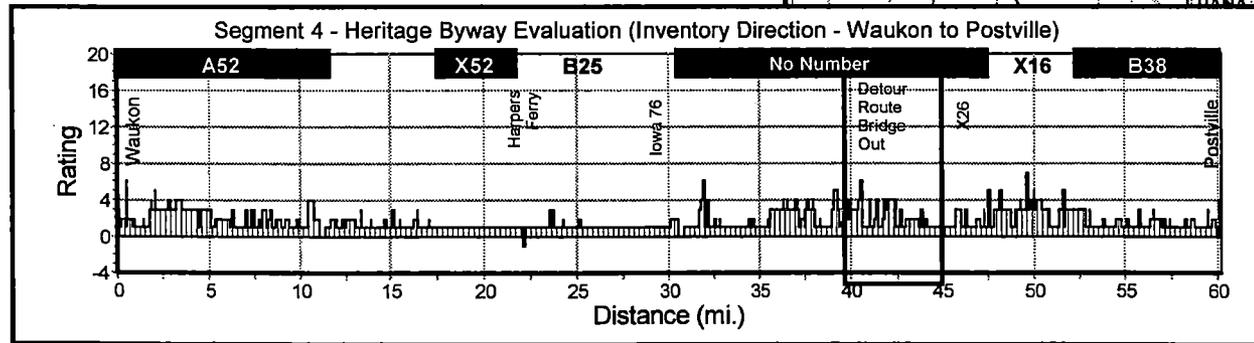
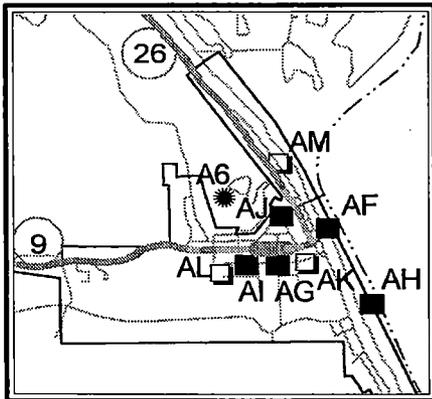
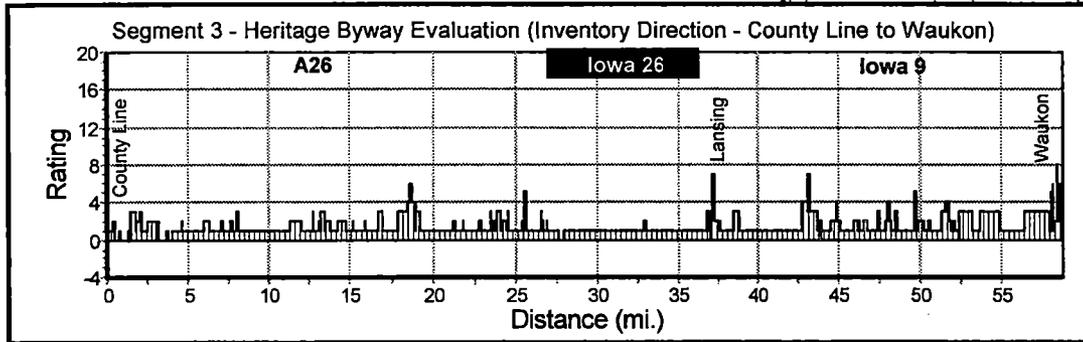
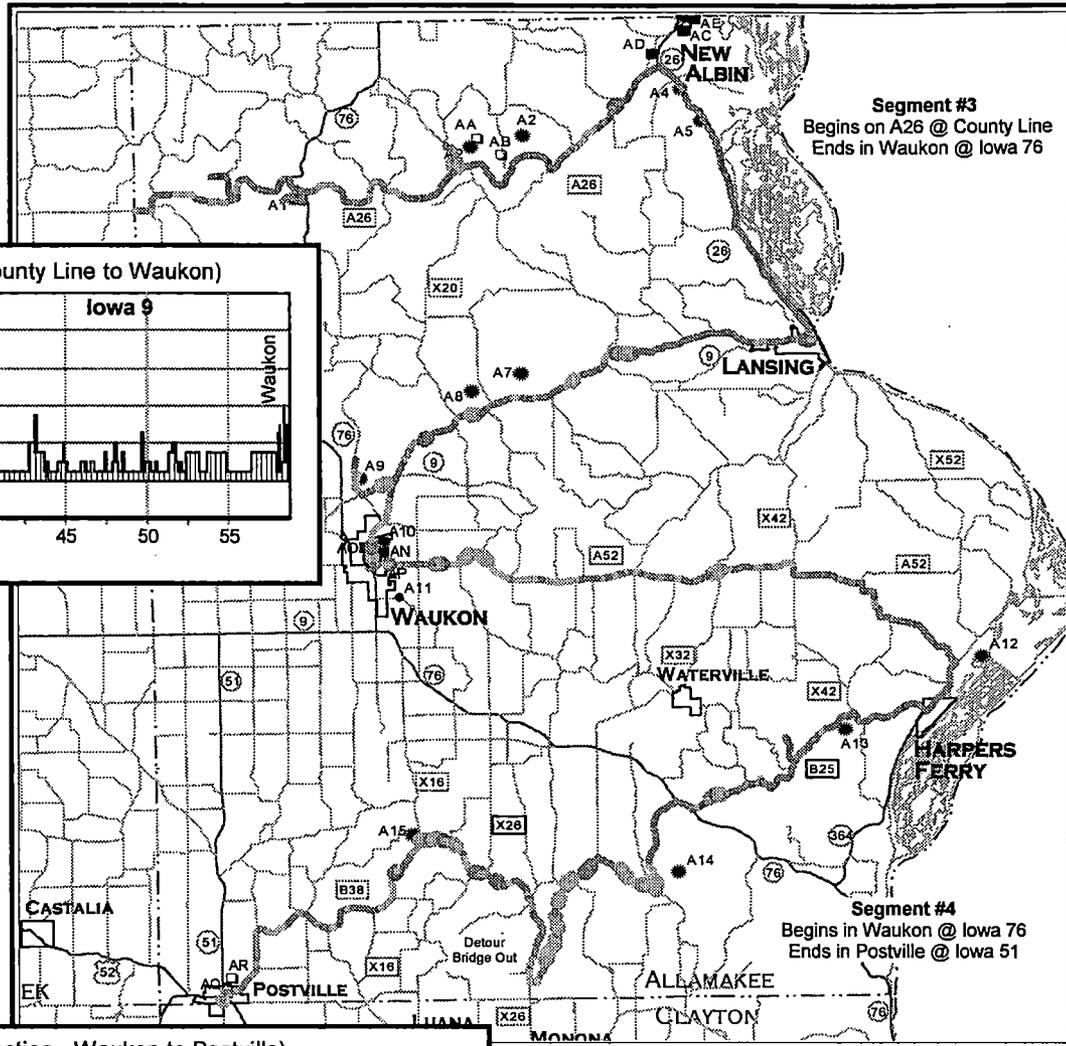
Visual Quality Above Scenic Byway Rating

- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

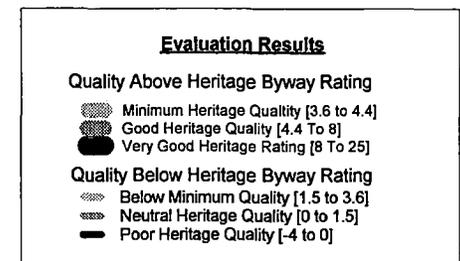
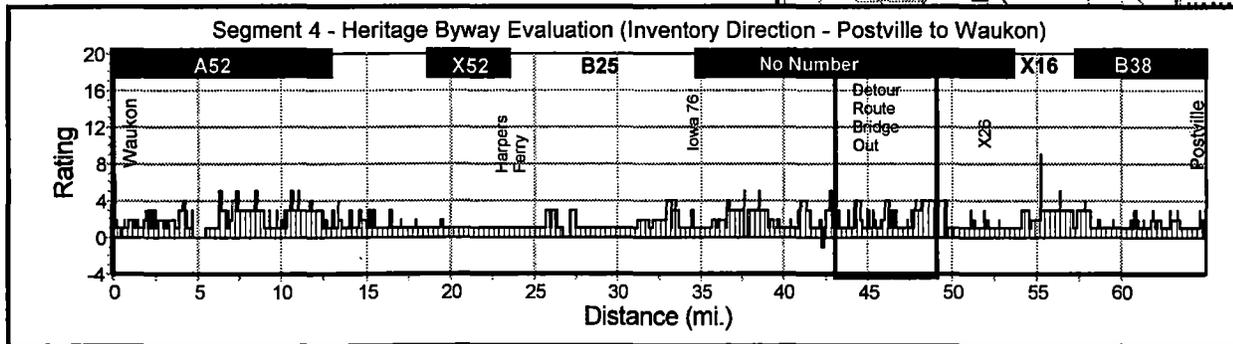
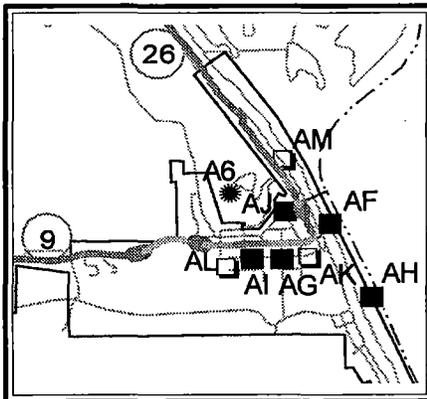
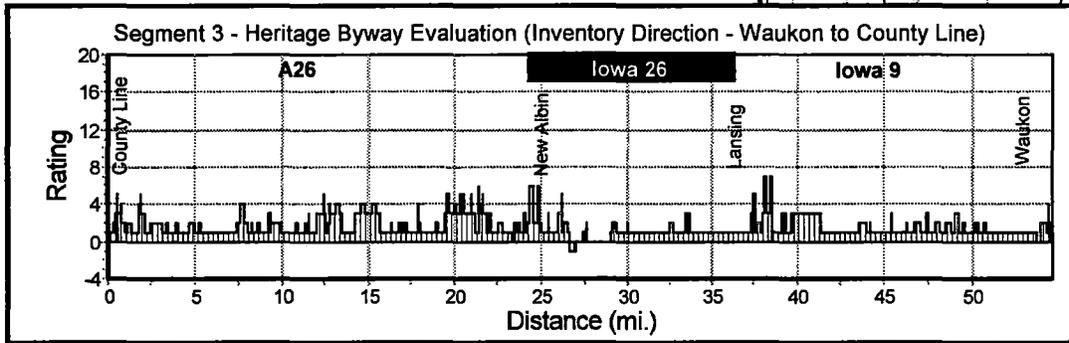
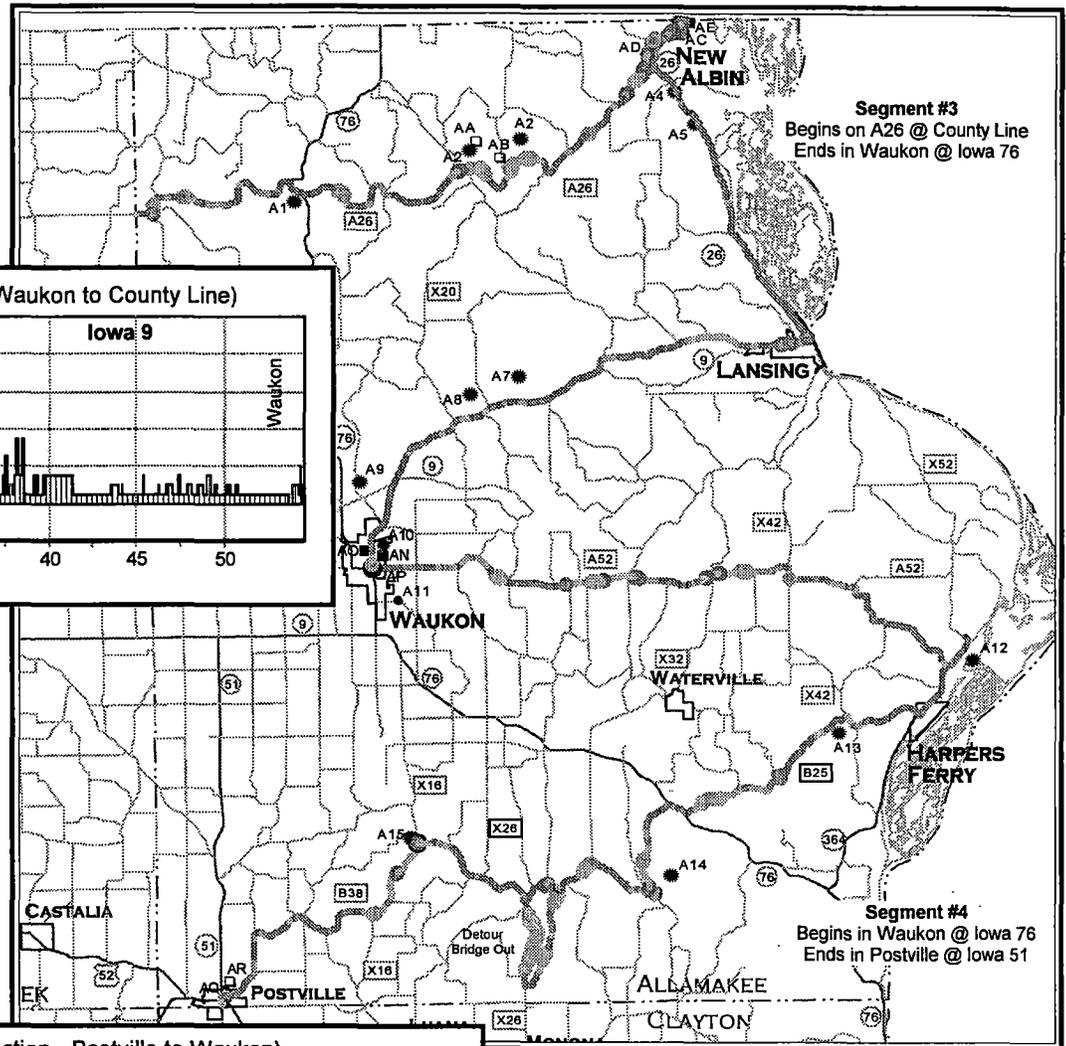
Visual Quality Below Scenic Byway Rating

- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]

**Heritage Byway  
Evaluation Results - Clockwise  
Nomination #8  
Segments 3 & 4**



**Heritage Byway**  
**Evaluation Results - Counterclockwise**  
 Nomination #8  
 Segments 3 & 4



## HERITAGE SITES & POINTS OF INTEREST

The heritage evaluation investigates features that represent consistently along a corridor "... significant heritage (historic & cultural) areas, sites, or markers that illustrate the development of Iowa ....". (Iowa Scenic Byway Program criteria) Sites and features were acquired from the nominating entities and from the National Register of Historic Places. National Register sites were recorded and are shown with a closed square (■). Sites identified by an open square (□) are notable to the corridor's theme. Features noteworthy along the route are shown with a starburst (✱) symbol. The sites and features are shown on the adjacent map. This map depicts the land use during the time frame indicative to some of the historic sites.

Nomination #8 was divided into three segments to aid in the evaluation process. The third segment includes sites and places in Fayette and Clayton counties. The first letter (example FA) in the description indicates the county (Fayette) where the site is located.

### **HISTORIC SITES & PLACES: Fayette County**

- **FA. Bigler Building:** 210 Mill St., Clermont.
- **FB. Clermont Public School:** 505 Larrabee St., Clermont.
- **FC. Montauk:** 1 mile NE of Clermont on US 18. Home of Governor Wm. Larrabee.
- **FD. Union Sunday School:** McGregor and Larrabee Sts., Clermont.
- **FE. Eldorado Bridge:** State St. over Turkey River, Eldorado.

### **FEATURES & POINTS OF INTEREST: Fayette County**

- ✱ **F1. Gouldsburg County Park:** No Comments.
- ✱ **F2. Village of Douglas with Old Mill:** No Comments.
- ✱ **F3. Goeken County Park:** No Comments.
- ✱ **F4. Village of Eldorado:** No Comments.
- ✱ **F5. Dover School:** Last one-room school in Fayette County. No other comments.
- ✱ **F6. Gilbertson County Park:** No Comments.
- ✱ **F7. Echo Valley County Park:** Park southeast of West Union.
- ✱ **F8. Volga River Recreation State Park:** Park four miles north of Fayette.
- ✱ **F9. Brush Creek Canyon State Park:** Park southeast of Fayette.
- ✱ **F10. Upper Iowa University:** Located in Fayette.

### **HISTORIC SITES & PLACES: Clayton County**

- **CA. Albertus Building:** Located at 222 Park River Dr., Guttenberg.
- **CB. Eckert House:** Located at 413 S. 1st St., Guttenberg.
- **Front Street (River Park Drive) Historic District:** Between Lessing & Pearl Sts.
- **CC. Fuerste House:** Located at 503 S. 1st St., Guttenberg.
- **CD. Guttenberg Corn Canning Co.:** Located at 413 N. 3rd St., Guttenberg.

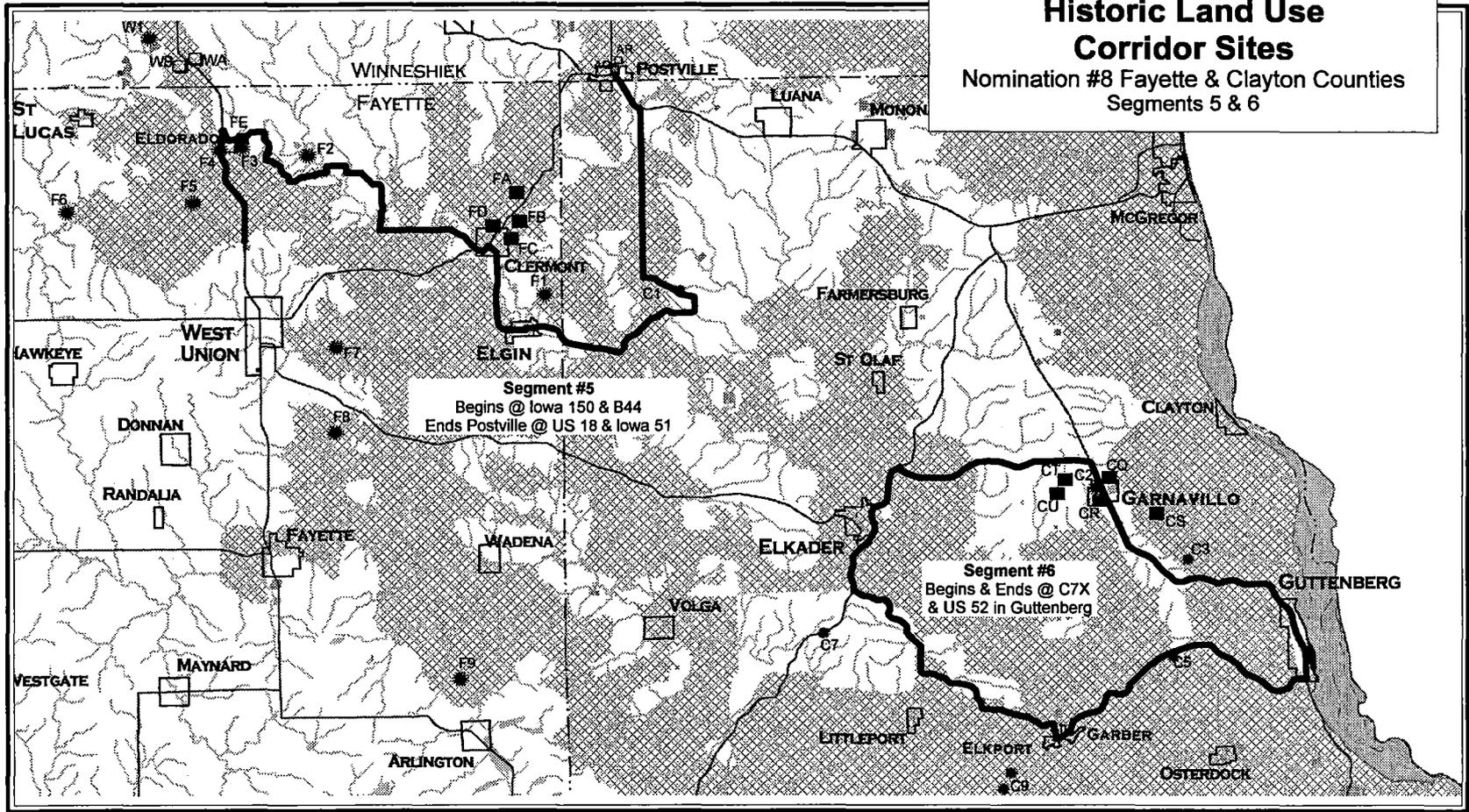
- **CE. Guttenberg National Fish Hatchery & Aquarium Historic Dist.:** Located at 315 S. River Park Dr., Guttenberg.
- **CF. Guttenberg State Bank:** Located at 15 Goethe St., Guttenberg.
- **CG. Kolker House:** Located at 110 Goethe St., Guttenberg.
- **CH. Matt-Bahis House:** Located at 615 S. 3rd St., Guttenberg.
- **CI. McClaine House:** Located at 300 S. 1st St., Guttenberg.
- **CJ. Moser Stone House:** Located at 211 S. 1st St., Guttenberg.
- **CK. Nieland House:** Located at 715 S. 1st St., Guttenberg.
- **CL. Parker House:** Located at 1015 S. 2nd St., Guttenberg.
- **CM. Stone Barn:** Located at 12 Goethe St., Guttenberg.
- **CN. Weber House:** Located at 822 S. River Park Dr., Guttenberg.
- **CO. Wehmer House:** Located at 910 S. River Park Dr., Guttenberg.
- **CP. Lockmaster's House Heritage Museum:** Located on River Park Dr., Guttenberg. Last remaining lockmaster house on the Upper Mississippi River.
- **CQ. First Congregational Church:** Located on Washington St., Garnavillo.
- **CR. I.O.O.F. Hall:** Located on Centre St., Garnavillo.
- **CS. Valley Mills:** East of Garnavillo.
- **CT. Garnavillo Township Culvert:** Over unnamed stream, Garnavillo.
- **CU. Garnavillo Township Bridge:** Over unnamed stream, Garnavillo.
- **CV. Carter House:** Built in 1850 and is located at 101 High St., SE, Elkader..
- **CW. Clayton County Courthouse:** Built in 1877. 111 High St., Elkader.
- **CX. Elkader Keystone Bridge:** Stone bridge over the Turkey River in Elkader.
- **CY. Davis House:** Located at 405 1st St., NW, Elkader.
- **CZ. Elkader Opera House:** Built in 1903. It is located at 207 N. Main, Elkader.
- **CAA. Price House:** Located at 206 Cedar St., NW, Elkader.
- **CBB. Schmidt House:** Located at 101 Oak St., NW, Elkader.
- **CCC. St. Joseph Church & Parish Hall:** Built in 1898 of native stone. It is located at 330 1st St., NW, Elkader.
- **CDD. Stemmer House:** Located at 113 Oak, NW, Elkader.

### **FEATURES & POINTS OF INTEREST: Clayton County**

- ✱ **C1. Gunder Burger:** Located in Gunder. No Comments.
- ✱ **C2. Log Cabin Museum:** Located in Garnavillo. No Comments.
- ✱ **C3. Ceres Church:** Located south of Garnavillo. It is one of the oldest buildings in Clayton County and examples early pioneer church architecture.
- ✱ **C4. Lock & Dam #10:** Located in Guttenberg on the Mississippi River.
- ✱ **C5. Plagman Barn Museum:** Located two miles east of Garber. Built in 1924-25.
- ✱ **C6. Motor Mill:** Located on the Turkey River five miles south of Elkader. The seven story mill is constructed from native limestone and is the tallest mill in the Midwest.
- ✱ **C7. Osborne Nature Center:** Located five miles south of Elkader on Iowa 13.

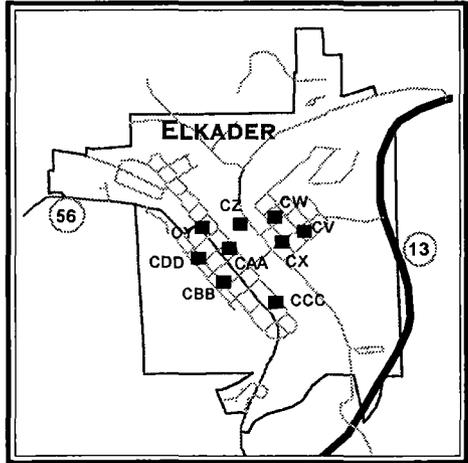
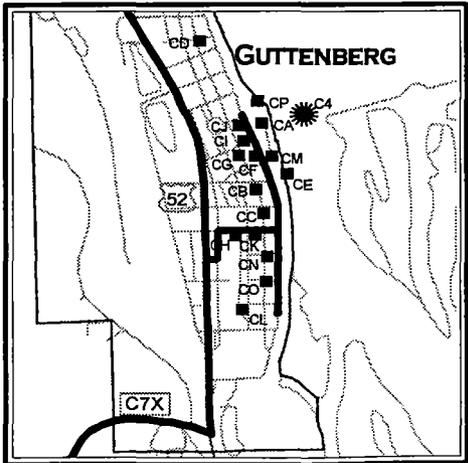
# Historic Land Use Corridor Sites

Nomination #8 Fayette & Clayton Counties  
Segments 5 & 6



**Segment #5**  
Begins @ Iowa 150 & B44  
Ends Postville @ US 18 & Iowa 51

**Segment #6**  
Begins & Ends @ C7X  
& US 52 in Guttenberg



**1855 - 1860 Land Use**

- Prairie
- Woodlands
- Croplands
- Wetlands

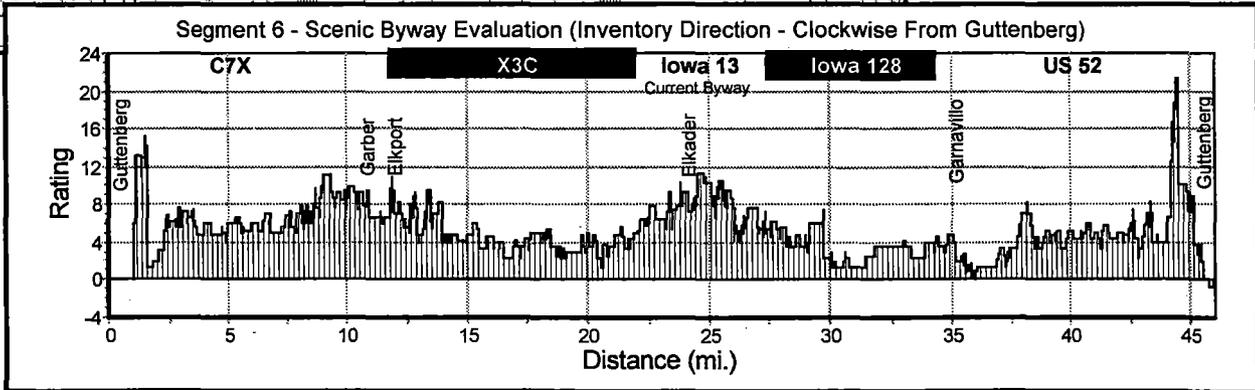
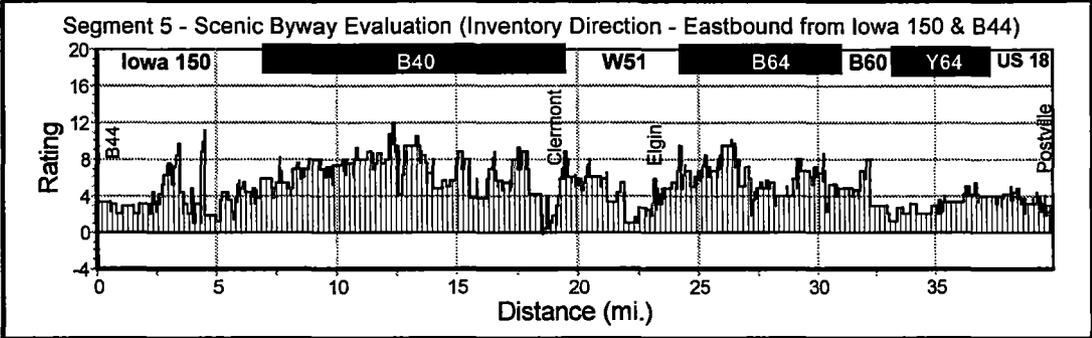
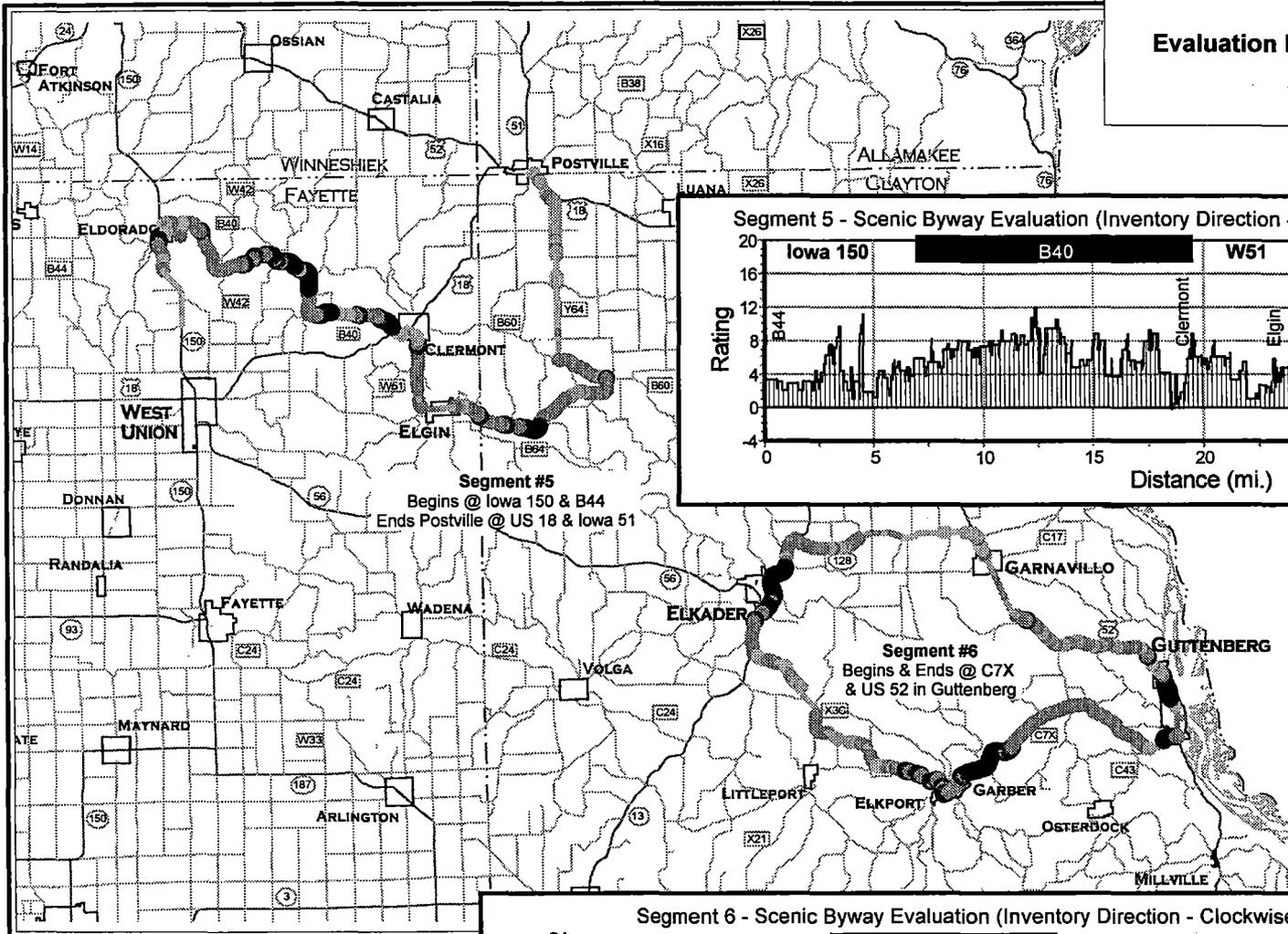
**Site & Feature Symbols**

- Sites Listed on NRHP
- Other Corridor Sites
- Corridor Features

Note: The letters and numbers are keyed to the site description list.

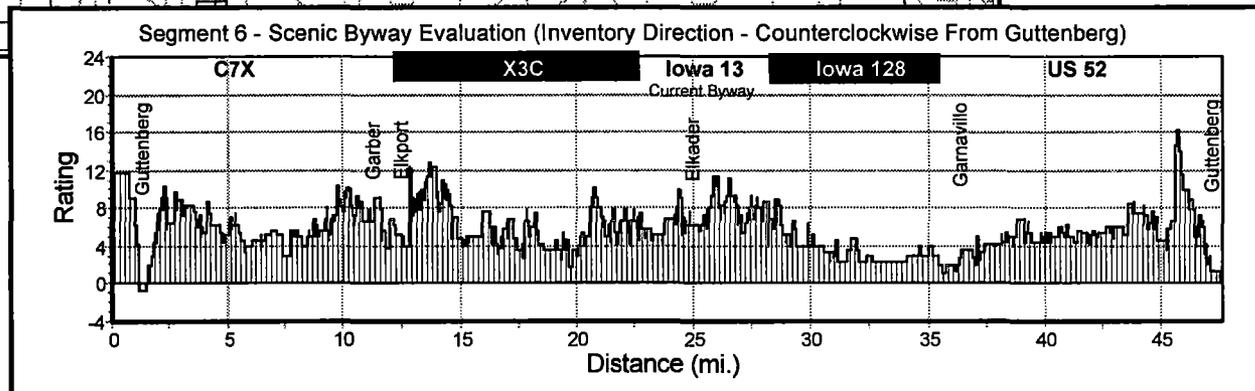
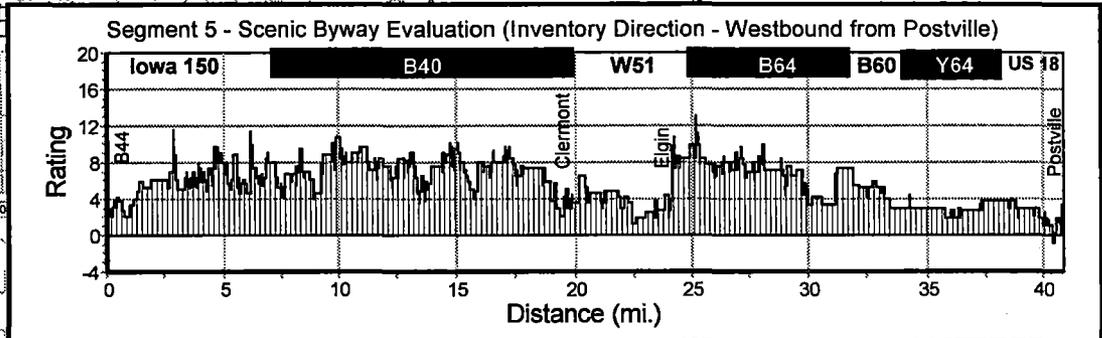
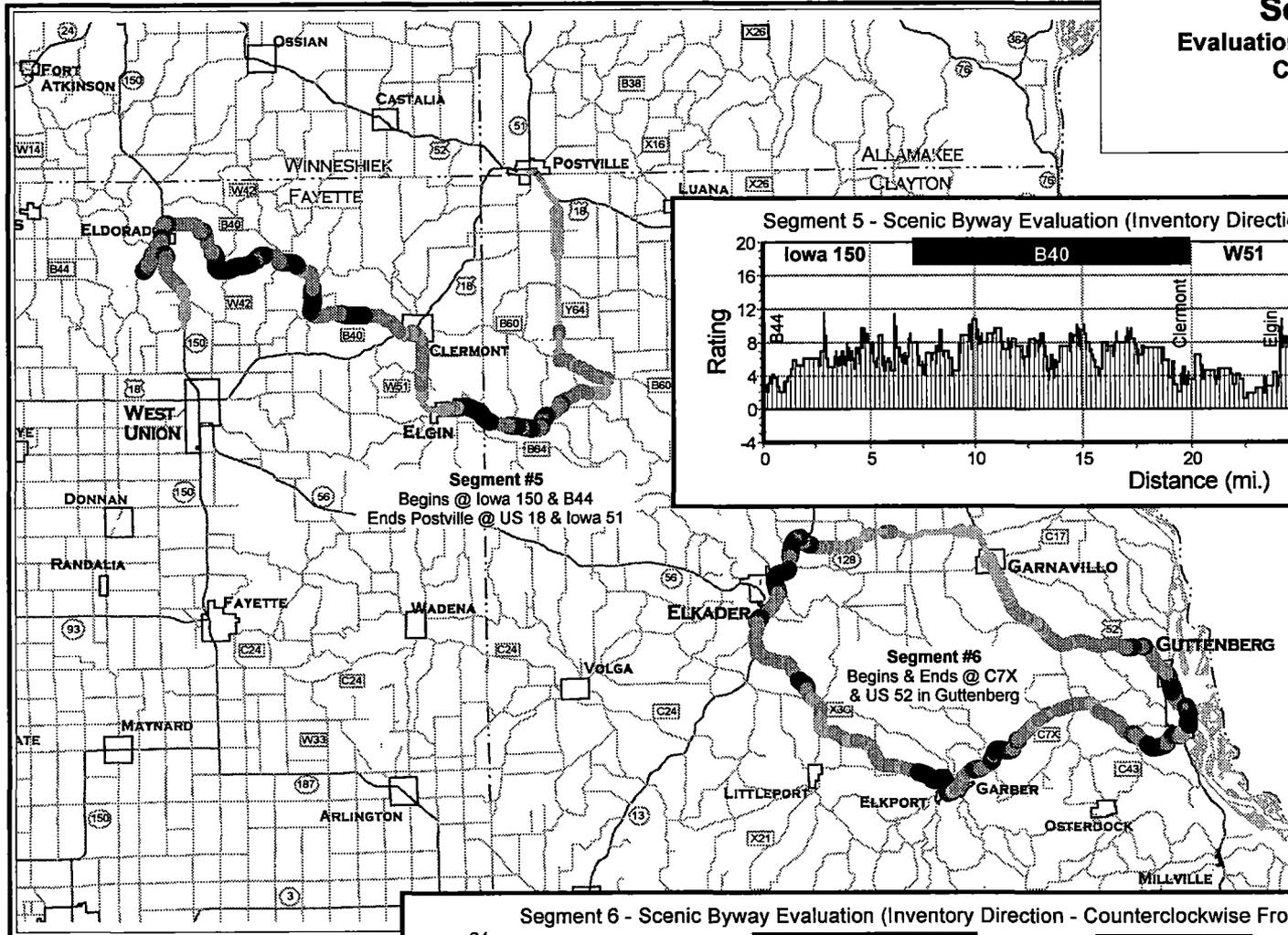
# Scenic Byway Evaluation Results - Eastbound & Clockwise

Nomination #8  
Segments 5 & 6



- Evaluation Results**
- Visual Quality Above Scenic Byway Rating
- Minimum Visual Quality [3.6 to 4.4]
  - Good Visual Quality [4.4 To 8]
  - Very Good Visual Rating [8 To 25]
- Visual Quality Below Scenic Byway Rating
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Visual Quality [0 to 1.5]
  - Poor Visual Quality [-4 to 0]

# Scenic Byway Evaluation Results - Westbound & Counterclockwise Nomination #8 Segments 5 & 6



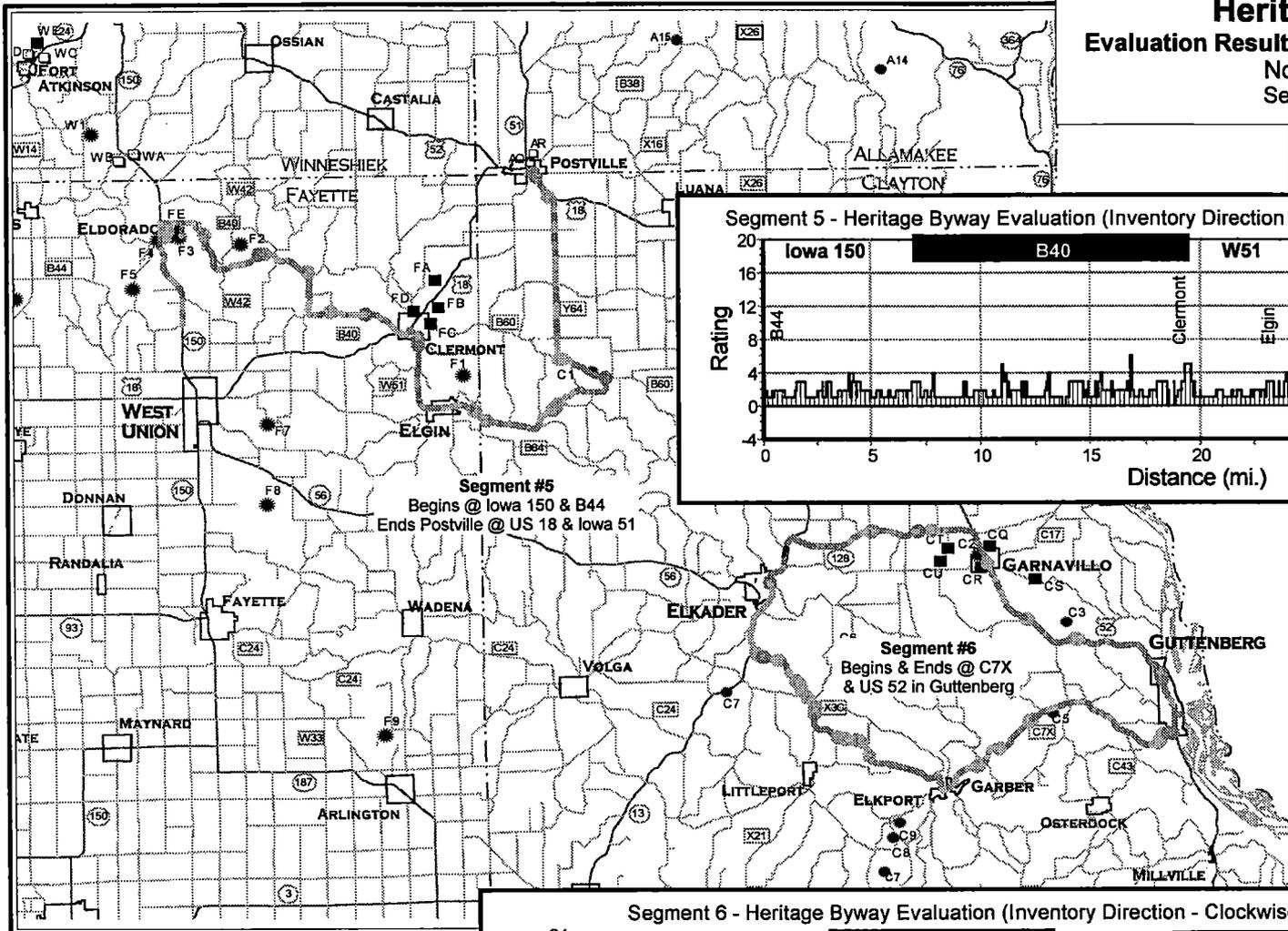
- Evaluation Results**
- Visual Quality Above Scenic Byway Rating
- Minimum Visual Quality [3.6 to 4.4]
  - Good Visual Quality [4.4 To 8]
  - Very Good Visual Rating [8 To 25]
- Visual Quality Below Scenic Byway Rating
- Below Minimum Quality [1.5 to 3.6]
  - Neutral Visual Quality [0 to 1.5]
  - Poor Visual Quality [-4 to 0]

# Heritage Byway

Evaluation Results - Eastbound & Clockwise

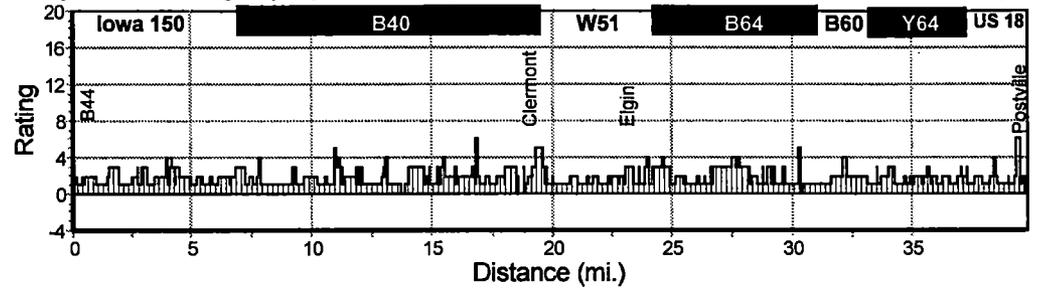
Nomination #8

Segments 5 & 6

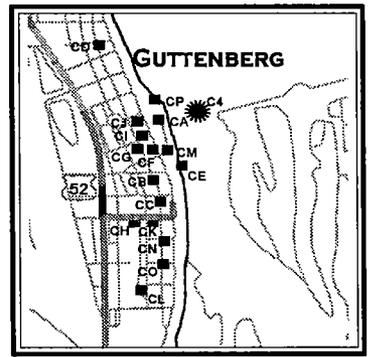


**Segment #5**  
Begins @ Iowa 150 & B44  
Ends Postville @ US 18 & Iowa 51

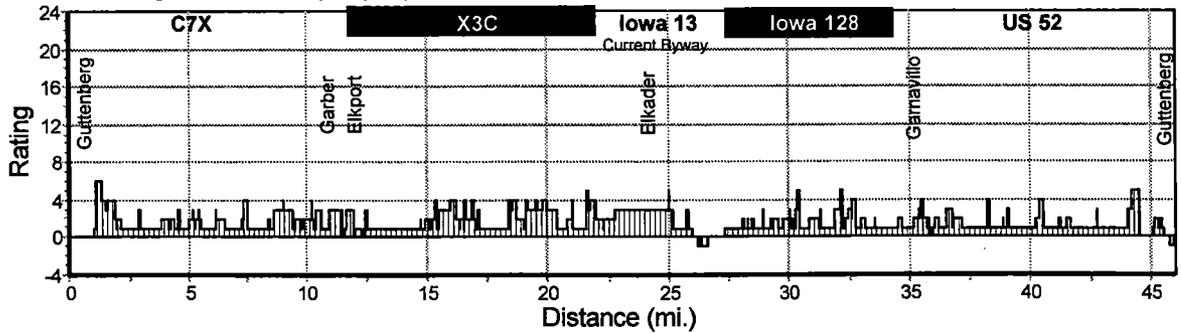
Segment 5 - Heritage Byway Evaluation (Inventory Direction - Eastbound from Iowa 150 & B44)



**Segment #6**  
Begins & Ends @ C7X  
& US 52 in Guttenberg



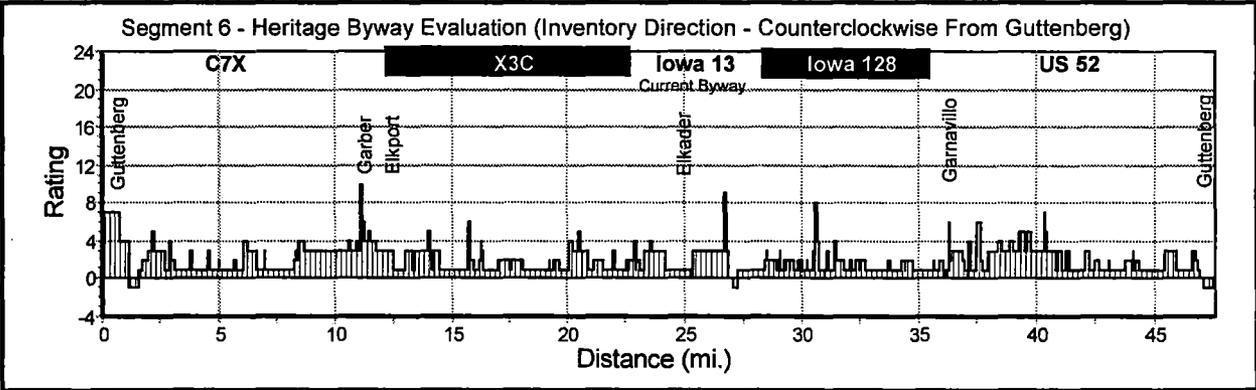
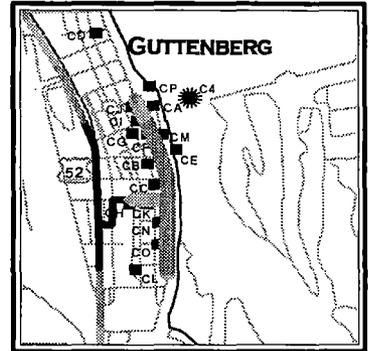
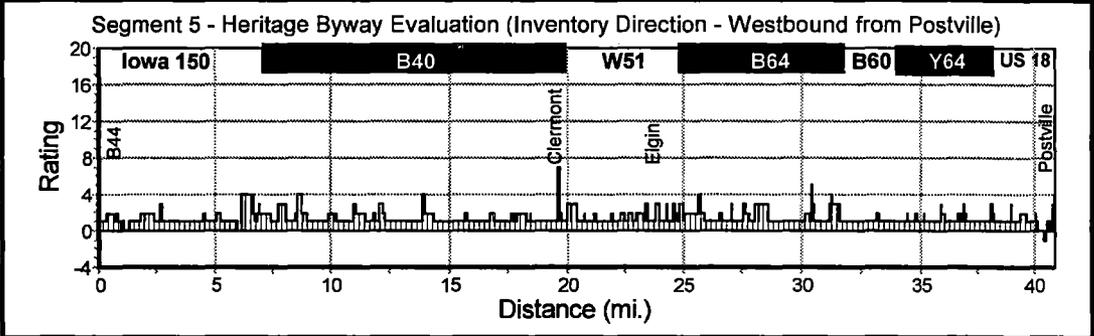
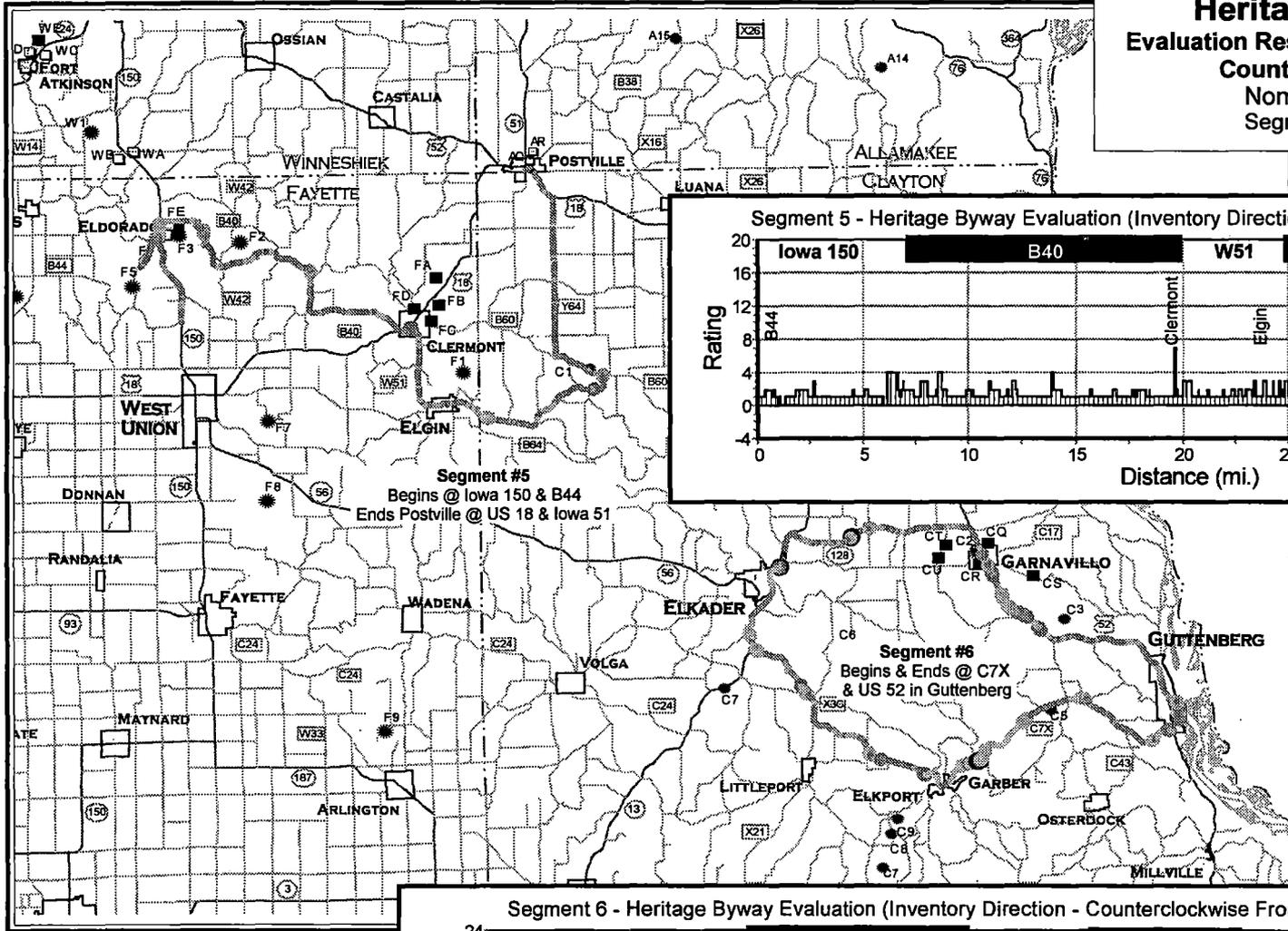
Segment 6 - Heritage Byway Evaluation (Inventory Direction - Clockwise From Guttenberg)



### Evaluation Results

- Quality Above Heritage Byway Rating
  - Minimum Heritage Quality [3.6 to 4.4]
  - Good Heritage Quality [4.4 To 8]
  - Very Good Heritage Rating [8 To 25]
- Quality Below Heritage Byway Rating
  - Below Minimum Quality [1.5 to 3.6]
  - Neutral Heritage Quality [0 to 1.5]
  - Poor Heritage Quality [-4 to 0]

# Heritage Byway Evaluation Results - Westbound & Counterclockwise Nomination #8 Segments 5 & 6



- Evaluation Results**
- Quality Above Heritage Byway Rating
    - Minimum Heritage Quality [3.6 to 4.4]
    - Good Heritage Quality [4.4 To 8]
    - Very Good Heritage Rating [8 To 25]
  - Quality Below Heritage Byway Rating
    - Below Minimum Quality [1.5 to 3.6]
    - Neutral Heritage Quality [0 to 1.5]
    - Poor Heritage Quality [-4 to 0]

## Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that are uniformly high in visual and/or heritage quality." Along naturally scenic byways the Iowa program designation guide stipulates that the natural features displayed along the route should have high quality. The guide states for heritage that features should be "... significant heritage (historic and cultural) areas, sites or markers that illustrate the development of Iowa or show Iowa's historic relationship to the nation ...". The guide further says that both scenic and heritage features should be consistently displayed along the entire route.

A numerical rating of 4 or higher indicates a visual or heritage quality sufficiently high to qualify under the scenic byway program. Consistency of the visual or historic quality is expressed in part by the percent of the route that is rated at or above this value. Routes with 50% or more of the corridor rated above 4 generally meet the desired consistency. The following tables provide the evaluation results for the four county corridor.

## Nomination Evaluation Statistics:

### Segment #1 [East - West]

Length: 41.09 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	4.48	1.73
Uniformity ( <i>% of byway rated above 4</i> ):	57.76%	6.84%
Maximum Rating:	13.20	9.00
Minimum Rating:	-2.20	-1.00
Variety Rating ( <i>Variance</i> ):	5.16	1.58

### Segment #2 [East - West]

Length: 37.59 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	4.64	1.45
Uniformity ( <i>% of byway rated above 4</i> ):	61.32%	4.85%
Maximum Rating:	11.90	7.00
Minimum Rating:	0.00	-0.00
Variety Rating ( <i>Variance</i> ):	5.10	1.17

### Segment #3 [East - West]

Length: 48.79 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	8.88	1.47
Uniformity ( <i>% of byway rated above 4</i> ):	92.43%	3.44%

Maximum Rating:	18.50	8.00
Minimum Rating:	-1.80	-1.00
Variety Rating ( <i>Variance</i> ):	10.85	1.00

### Segment #4 [East - West]

Length: 62.55 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	7.33	1.71
Uniformity ( <i>% of byway rated above 4</i> ):	88.41%	6.07%
Maximum Rating:	16.90	9.00
Minimum Rating:	-0.30	-1.00
Variety Rating ( <i>Variance</i> ):	8.49	1.11

### Segment #5 [East - West]

Length: 56.60 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	5.39	1.57
Uniformity ( <i>% of byway rated above 4</i> ):	66.76%	3.06%
Maximum Rating:	13.00	7.00
Minimum Rating:	-0.80	-1.00
Variety Rating ( <i>Variance</i> ):	5.12	0.73

### Segment #6 [Loop]

Length: 21.40 miles

<u>Evaluation Results</u>	<u>Scenic</u>	<u>Heritage</u>
Quality Rating ( <i>Average rating</i> ):	5.45	1.81
Uniformity ( <i>% of byway rated above 4</i> ):	72.76%	7.69%
Maximum Rating:	21.40	10.00
Minimum Rating:	-0.80	-1.00
Variety Rating ( <i>Variance</i> ):	6.72	1.59

## Comments:

The following comments are offered on the inventory and the evaluation results.

### Roadways:

Most roads included in the nomination are paved. However, several segments have routes with gravel surfaces. The following is a list by county of roads with gravel surfaces.

- Fayette: None of the nominated roads have gravel surface.
- Winneshiek: W20 west of Burr Oak was under construction during the field survey and it appears that the construction will result in a paved surface. A26 west of Locust is a four-mile section of gravel

surface. Both of the routes are on Segment 2.

- Allamakee: A section about 6 miles long on A26 west of Iowa 76 on Segment 3 has a gravel surface. The section of Segment 4 between Iowa 76 and X16 about 9 miles long is also gravel.
- Clayton: None of the roads in the nomination have a gravel surface.

#### Scenic Byway:

The basic evaluation criteria for scenic byways are that the routes have high visual quality and uniform visual character. Evaluation of these factors shows the following results.

- \* The average quality rating for the scenic byway category is above 4.0 for all segments. The ratings range from 4.48 for Segment 1 to 8.88 for Segment 3. All of the routes have more than 50% of their length rated above 4. Segment 1 with 57.76% is the lowest percentage while Segment 3 with 92.43% is the highest percentage.
- \* The percentage of nomination segments offering good or outstanding views ranges from 14% along Segment 1 to 73% along Segment 3. The percentages by segment are listed below.

Segment 1: 14%	Segment 2: 23%
Segment 3: 73%	Segment 4: 56%
Segment 5: 36%	Segment 6: 29%

Areas offering outstanding views are provided along each segment. Along Segment 3 nearly 38% of its total length offers outstanding views. Segment 4 was also rated highly with nearly 21% of its total length offering outstanding views.

- \* Evaluations of roadway character and adjacent visual elements along the nominated corridors show that 39% of Segment 2 offers a roadway background rated as good or outstanding. This was the lowest rated segment of the nomination. The percentages by segment are listed below.

Segment 1: 59%	Segment 2: 39%
Segment 3: 76%	Segment 4: 75%
Segment 5: 65%	Segment 6: 73%

#### Heritage Byway:

Evaluation criteria for heritage byways are that the routes have heritage quality and provide a uniform sense of the corridor theme. Evaluation of these factors shows the following results.

- \* The average quality rating for the heritage byway category is below 4.0 for all nomination segments. The percentage of each segment rated above 4 is also less than 50%.
- \* Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1860's) showed that the land use from the two periods matched along 22% of Segment 6 which

was the highest rated segment. Segment 5 showed a land use match of about 6%.

- \* Many highly-rated areas exist along the nomination corridor. The Lansing and Guttenberg areas are among the highest.

#### Other Factors:

This nomination was developed to provide a byway loop for a four-county area. Results of the inventory and evaluation show all segments offer good scenic quality. However, several issues exist that should be considered during the designation process. One issue is the relationship between the nomination corridors and the area's existing scenic byway.

The River Bluffs Scenic Byway shares common routes with other nominated segments. It also has sections that parallel nominated routes. Some compromise should be reached as to the manner new byways are associated with the current byway and with the Great River Road.

It should be noted that other roads in this area have been inventoried and evaluated. Some of these routes are also quite scenic and could be used to develop a desirable byway network. The following is a list of the routes in the area evaluated during other projects.

1. US 52 from Millville to Luxemburg. This route was highly rated with outstanding views near Millville and south of Luxemburg.
2. X3C and Iowa 3 from Elkport to Luxemburg. Route offered outstanding views south of Colesburg and north of Luxemburg. The area north of Colesburg was not highly rated.
3. US 52 from Garnaville to Iowa 13. This section of US 52 was not rated highly. It offered some areas with good views but did not maintain a high average nor uniformity.
4. Iowa 76 from Waukon to X 26. This section of Iowa 76 was highly rated with many outstanding views.
5. X20 and X6A from Iowa 9 to A26. The scenic quality along this route was quite high. Several areas offered outstanding views.
6. US 18 and US 52 from McGregor to Calmar. The section between Monona and McGregor was rated above 4 but may lack uniformity. The section between Monona and Ossian contained isolated sections offering good views but was generally below desired quality levels. North of Calmar the rating was high but not outstanding.
7. Iowa 24 Calmar to Fort Atkinson. This short section offered several areas with good views.

It should also be noted that Nominations #5 and #7 are also in this area. Both nominations contain roads with high visual quality that intersect or parallel the routes in this nomination. These routes should also be considered before scenic byways are designated.

# **APPENDIX A**

## **Selected Bibliography**

## APPENDIX A - Selected Bibliography

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