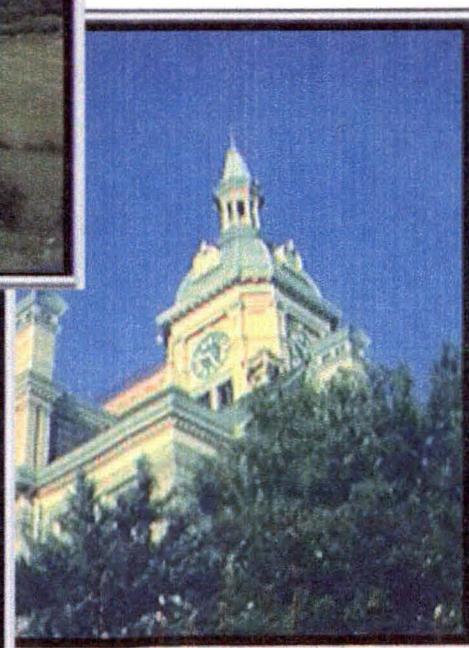
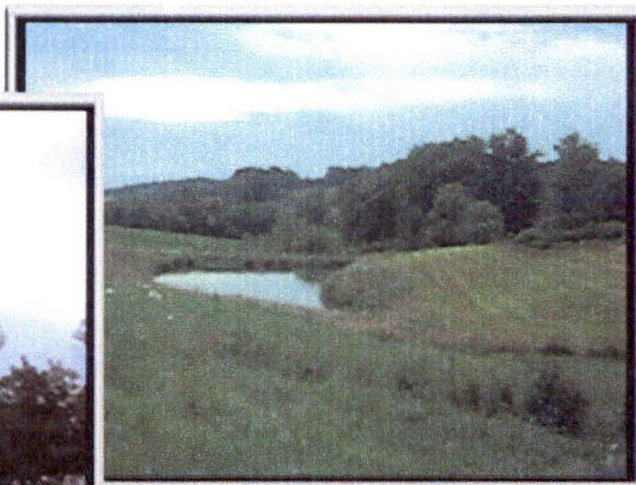


Iowa Scenic Byway Program

Scenic/Heritage Byway Evaluation



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Iowa

Scenic/Heritage Byway Evaluation

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Overview

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 the Iowa Scenic Byway Program Designation Guide. This program guide states that the program will be administered by the Iowa DOT with guidance from the Scenic Byway Advisory Council. It also established guidelines for nomination, evaluation, designation, signing and ongoing reevaluation.

Nominations requested and received in 2000 represent the second nomination and designation cycle under these guidelines. 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. Heritage: "Where designation is based on a high degree of consistent historic or cultural significance and has little or no naturally scenic quality."
3. Scenic and Heritage: "Where designation is based on a combination of naturally scenic views and significant historic or cultural areas."

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

NOMINATIONS:

The first scenic byway program nominations were solicited in 1998. A two-year cycle for nominations is stipulated in the Iowa Scenic Byway Program designation guide. Three nominations were received by the Iowa DOT in the 2000 year cycle. The general location of the nominated routes and the category for which each was nominated is shown below:

1. Delaware County - Scenic/Heritage
2. Wapello County - Scenic/Heritage
3. Franklin, Hardin and Marshall 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) heritage and 3) scenic and heritage, were developed to identify the primary features that may occur along the 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 the traveler "... 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 scenic/heritage byway would meet both the scenic and heritage definitions. It would present to the traveler "unique natural features" and "significant heritage areas and sites". Both natural and heritage features should be consistently presented to the traveler.

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

OBJECTIVE:

The basis of the scenic byway inventory and evaluation methodology used by the 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 pleasing or 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 evaluation purposes. Another element included in the background is the design characteristics of the roadway. Compatibility between 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 distracting 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

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

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

| Visual Elements in the Inventory | | | |
|--|---|---|--|
| Types of Views | Primary Visual Composition Elements Associated with View | Secondary Visual Composition Elements Associated with View | Definition of Secondary Composition Elements Associated with View |
| Focal Points <u>Note:</u> A "short" view of a single feature or a detail of that feature. | Landform Water Vegetation Agriculture Structures Human | 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 |
| Other Elements in the Inventory | | | |
| Types of Corridor Characteristics | Primary Features Associated with Characteristic | Definition of Feature Associated with Characteristic | |
| Roadway Aesthetics Background <u>Note:</u> Land use along the road corridor. Heritage Features Amenities/Facilities Location | 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

OBJECTIVE:

Nominated routes must meet program requirements of quality and uniformity to receive scenic byway designation. The scenic byway candidate routes submitted in 2000 were nominated in the Scenic/Heritage category. Routes nominated in this category are evaluated for both scenic and heritage character. It is possible that a route may meet the criteria of one category and not the other.

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 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 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 or features 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 score and uniformity. Columns 6, 7, 8, 9 and 10 provide advisory information.

Column 4 in Tables 2 and 3 shows the quality score 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 the uniform 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 score 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 scores 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] Length | [2] Views | [3] Rating | [4] Mean Of All Ratings | [5] Uniformity % Length Rated Above 4 | [6] Quality Views Average Rating When Rating Is Above 4 | [7] Consistency | [8] Longest Distance with Ratings Above 4 | [9] Longest Distance with Ratings Below 4 | [10] Variety | [11] Unique |
|--|-------------------|----------------|---------------|----------------------------------|---|---|--------------------|--|--|------------------------|--------------------------|
| | Length [Miles] | High Rating | Low Rating | | | | | | | Variance of Ratings | High Segment Variance |
| Nomination # 1 Delaware | | | | | | | | | | | |
| Clockwise | 43.55 | 17.2 | 0 | 5.81 | 72.03% | 6.92 | 6.75 | 1.51 | 8.92 | 9.71 | |
| Counterclockwise | 43.54 | 16.5 | 0 | 5.82 | 75.76% | 6.87 | 7.14 | 3.42 | 7.29 | 11.29 | |
| Nomination # 1 Totals & Averages* | 43.55 | 17.2 | 0 | 5.81 | 73.89% | 6.90 | 7.14 | 3.42 | 8.10 | 10.50 | |
| Exploration Route # 1 Clockwise | 11.7 | 8.8 | 0 | 4.07 | 55.40% | 5.53 | 4.62 | 2.34 | 3.61 | 0.99 | |
| Exploration Route # 1 Counterclockwise | 8.64 | 9.2 | 0 | 3.49 | 30.94% | 5.50 | 0.79 | 2.39 | 2.95 | 3.22 | |
| Exploration Route # 2 | 6.76 | 8.6 | 2.3 | 4.91 | 73.03% | 5.56 | 3.99 | 1.08 | 1.88 | 0.87 | |
| Exploration Route # 3 Eastbound | 2.93 | 5 | -1.6 | 2.16 | 1.23% | 5.00 | 0.04 | 2.86 | 1.59 | 0.73 | |
| Exploration Route # 3 Westbound | 7.08 | 6.5 | -1.8 | 3.04 | 38.28% | 4.78 | 0.49 | 1.90 | 3.02 | 3.75 | |
| Nomination # 2 Wapello County | | | | | | | | | | | |
| Segment 1 [E - W] Eastbound | 11.18 | 10.7 | -2 | 4.68 | 59.96% | 6.04 | 1.49 | 1.38 | 5.07 | 11.00 | |
| Segment 1 [E - W] Westbound | 11.17 | 10.1 | -0.6 | 4.97 | 62.15% | 6.15 | 1.68 | 2.11 | 3.72 | 0.92 | |
| Average Route Segment 1 | 11.18 | 10.7 | -2 | 4.82 | 61.06% | 6.09 | 1.68 | 2.11 | 4.40 | 5.96 | |
| Segment 2 [E - W] Eastbound | 13.93 | 9.6 | -1.7 | 2.62 | 20.66% | 6.58 | 2.68 | 5.44 | 5.34 | 1.36 | |
| Segment 2 [E - W] Westbound | 14.57 | 8.7 | -1 | 2.71 | 23.26% | 6.11 | 1.57 | 5.38 | 5.29 | 3.59 | |
| Average Route Segment 2 | 14.25 | 9.6 | -1.7 | 2.66 | 21.99% | 6.34 | 2.68 | 5.44 | 5.31 | 2.50 | |
| Segment 3 [E - W] Eastbound | 4.98 | 7.1 | -0.4 | 3.75 | 47.35% | 4.82 | 0.35 | 1.05 | 1.77 | 1.70 | |
| Segment 3 [E - W] Westbound | 4.80 | 11.3 | 0.6 | 5.30 | 75.97% | 6.15 | 1.18 | 0.72 | 5.70 | 2.58 | |
| Average Route Segment 3 | 4.89 | 11.3 | -0.4 | 4.51 | 61.39% | 5.47 | 1.18 | 1.05 | 3.70 | 2.13 | |
| Nomination # 2 Totals & Averages* | 30.32 | 11.3 | -2 | 3.76 | 42.74% | 6.34 | 2.68 | 3.33 | 4.71 | 3.72 | |
| Exploration Route # 1 Northbound | 4.96 | 9.6 | 0 | 4.58 | 60.94% | 6.03 | 1.35 | 1.15 | 5.19 | 3.24 | |
| Exploration Route # 1 Southbound | 9.38 | 9.4 | 0.2 | 3.23 | 34.71% | 5.90 | 0.98 | 2.92 | 4.87 | 13.34 | |
| Exploration Route # 2 Northbound | 13.86 | 9.6 | -0.7 | 4.24 | 48.29% | 6.27 | 4.10 | 2.98 | 5.24 | 9.61 | |
| Exploration Route # 2 Southbound | 13.85 | 10 | 0.2 | 4.43 | 55.53% | 6.42 | 5.01 | 3.30 | 6.20 | 2.24 | |
| Exploration Route # 3 Northbound | 12.42 | 9.3 | 0 | 4.42 | 63.56% | 5.38 | 1.95 | 0.76 | 2.75 | 3.31 | |
| Exploration Route # 3 Southbound | 12.33 | 11.6 | 0 | 4.86 | 66.63% | 5.85 | 1.32 | 1.19 | 4.20 | 6.00 | |
| Exploration Route # 4 Eastbound | 11.94 | 6.2 | -1.8 | 1.79 | 8.97% | 4.82 | 0.52 | 4.70 | 2.46 | 1.81 | |
| Exploration Route # 4 Westbound | 11.72 | 7.2 | -1.7 | 2.13 | 15.31% | 4.63 | 0.38 | 5.45 | 2.77 | 0.73 | |
| Nomination # 3 Marshall, Hardin & Franklin Counties | | | | | | | | | | | |
| Segment 1 [N - S] Northbound | 45.62 | 10.1 | -1.9 | 3.37 | 35.72% | 5.11 | 2.12 | 6.73 | 2.70 | 3.42 | |
| Segment 1 [N - S] Southbound | 36.07 | 9.6 | -0.7 | 3.51 | 35.88% | 5.87 | 2.53 | 6.72 | 4.41 | 5.82 | |
| Average Route Segment 1 | 40.85 | 10.1 | -1.9 | 3.43 | 35.79% | 5.45 | 2.53 | 6.73 | 3.45 | 4.48 | |
| Segment 2 [N - S] Northbound | 57.23 | 11.90 | -0.7 | 3.78 | 37.56% | 5.03 | 2.20 | 2.41 | 3.02 | 13.07 | |
| Segment 2 [N - S] Southbound | 49.70 | 16.1 | -0.8 | 3.73 | 34.78% | 5.97 | 2.01 | 5.13 | 4.23 | 32.39 | |
| Average Route Segment 2 | 53.47 | 16.1 | -0.8 | 3.75 | 36.27% | 5.46 | 2.20 | 5.13 | 3.58 | 22.05 | |
| Nomination # 3 Totals & Averages* | 94.31 | 16.1 | -1.9 | 3.61 | 36.06% | 5.46 | 2.53 | 6.73 | 3.53 | 14.44 | |

*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.

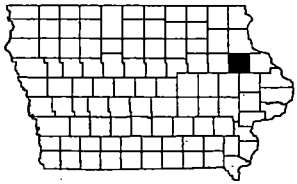
TABLE 3
TOTAL ROUTE EVALUATION - HERITAGE BYWAY

| ROUTE NAME AND INVENTORY DIRECTION | [1] Length | [2] Views | | [4] Rating | [5] Uniformity | [6] Quality Views | [7] 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 |
| Nomination # 1 Delaware | | | | | | | | | | |
| Clockwise | 43.55 | 14 | 0 | 2.01 | 12.28% | 5.51 | 2.18 | 10.23 | 2.88 | 4.00 |
| Counterclockwise | 43.54 | 11 | -1 | 1.87 | 6.91% | 5.39 | 1.24 | 12.99 | 1.77 | 6.09 |
| Nomination # 1 Totals & Averages* | 43.55 | 14 | -1 | 1.94 | 9.60% | 5.45 | 2.18 | 12.99 | 2.32 | 5.04 |
| Exploration Route # 1 Clockwise | 11.7 | 9 | 0 | 1.91 | 11.03% | 5.32 | 0.60 | 5.28 | 2.11 | 3.84 |
| Exploration Route # 1 Counterclockwise | 8.64 | 7 | 0 | 1.81 | 7.87% | 6.17 | 0.55 | 6.26 | 2.19 | 5.44 |
| Exploration Route # 2 | 6.76 | 5 | 1 | 2.31 | 31.91% | 4.09 | 1.08 | 4.60 | 1.93 | 1.40 |
| Exploration Route # 3 Eastbound | 2.93 | 4 | -1 | 1.47 | 1.11% | 4.00 | 0.03 | 2.90 | 1.35 | 0.87 |
| Exploration Route # 3 Westbound | 7.08 | 7 | 0 | 1.14 | 1.52% | 4.69 | 0.05 | 6.69 | 0.48 | 2.21 |
| Nomination # 2 Wapello County | | | | | | | | | | |
| Segment 1 [E - W] Eastbound | 11.18 | 4 | -2 | 1.47 | 4.68% | 4.00 | 0.47 | 4.10 | 0.96 | 0.99 |
| Segment 1 [E - W] Westbound | 11.17 | 4 | -3 | 1.68 | 2.73% | 4.00 | 0.30 | 7.43 | 0.91 | 0.99 |
| Average Route Segment 1 | 11.18 | 4 | -3 | 1.58 | 3.70% | 4.00 | 0.47 | 7.43 | 0.94 | 0.99 |
| Segment 2 [E - W] Eastbound | 13.93 | 5 | -1 | 1.47 | 16.09% | 4.75 | 2.13 | 6.28 | 2.58 | 1.96 |
| Segment 2 [E - W] Westbound | 14.57 | 9 | 0 | 1.65 | 17.98% | 4.74 | 2.45 | 6.74 | 2.80 | 2.24 |
| Average Route Segment 2 | 14.25 | 9 | -1 | 1.56 | 17.06% | 4.74 | 2.45 | 6.74 | 2.69 | 2.10 |
| Segment 3 [E - W] Eastbound | 4.98 | 5 | 0 | 2.61 | 43.58% | 4.01 | 0.67 | 0.85 | 1.82 | 1.96 |
| Segment 3 [E - W] Westbound | 4.80 | 5 | 0 | 3.75 | 72.51% | 4.23 | 1.00 | 0.76 | 1.00 | 2.92 |
| Average Route Segment 3 | 4.89 | 5 | 0 | 3.17 | 57.78% | 4.12 | 1.00 | 0.85 | 1.42 | 2.43 |
| Nomination # 2 Totals & Averages* | 30.32 | 9 | -3 | 1.83 | 18.70% | 4.37 | 2.45 | 7.43 | 1.84 | 1.74 |
| Exploration Route # 1 Northbound | 4.96 | 4 | 0 | 1.04 | 1.39% | 4.00 | 0.07 | 3.66 | 0.75 | 0.81 |
| Exploration Route # 1 Southbound | 9.38 | 3 | 0 | 1.02 | 0.00% | NA | 0.00 | 9.38 | 0.34 | 1.00 |
| Exploration Route # 2 Northbound | 13.86 | 4 | -1 | 2.07 | 0.36% | 4.00 | 0.05 | 7.33 | 1.26 | 4.00 |
| Exploration Route # 2 Southbound | 13.85 | 5 | 0 | 1.13 | 1.85% | 5.00 | 0.17 | 6.70 | 0.60 | 3.08 |
| Exploration Route # 3 Northbound | 12.42 | 5 | -1 | 2.34 | 7.00% | 4.03 | 0.34 | 6.70 | 1.33 | 3.48 |
| Exploration Route # 3 Southbound | 12.33 | 5 | -1 | 1.90 | 4.31% | 4.03 | 0.18 | 7.13 | 1.50 | 2.12 |
| Exploration Route # 4 Eastbound | 11.94 | 4 | -1 | 1.43 | 1.21% | 4.00 | 0.09 | 6.02 | 1.22 | 1.00 |
| Exploration Route # 4 Westbound | 11.72 | 5 | -1 | 1.46 | 1.92% | 4.33 | 0.12 | 4.23 | 1.52 | 2.92 |
| Nomination # 3 Marshall, Hardin & Franklin Counties | | | | | | | | | | |
| Segment 1 [N - S] Northbound | 45.62 | 8 | -1 | 3.19 | 50.87% | 4.54 | 9.22 | 7.25 | 2.85 | 3.36 |
| Segment 1 [N - S] Southbound | 36.07 | 8 | 0 | 2.68 | 30.39% | 4.33 | 3.45 | 5.45 | 1.87 | 3.36 |
| Average Route Segment 1 | 40.85 | 8 | -1 | 2.96 | 41.83% | 4.45 | 9.22 | 7.25 | 2.42 | 3.36 |
| Segment 2 [N - S] Northbound | 57.23 | 9 | 0 | 3.08 | 35.32% | 4.45 | 5.90 | 3.11 | 1.56 | 3.98 |
| Segment 2 [N - S] Southbound | 49.70 | 8 | 0 | 2.73 | 20.25% | 4.52 | 1.57 | 8.19 | 1.53 | 3.90 |
| Average Route Segment 2 | 53.47 | 9 | 0 | 2.92 | 28.31% | 4.48 | 5.90 | 8.19 | 1.55 | 3.94 |
| Nomination # 3 Totals & Averages* | 94.31 | 17 | -1 | 2.94 | 34.17% | 4.47 | 9.22 | 8.19 | 1.92 | 3.69 |

*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.

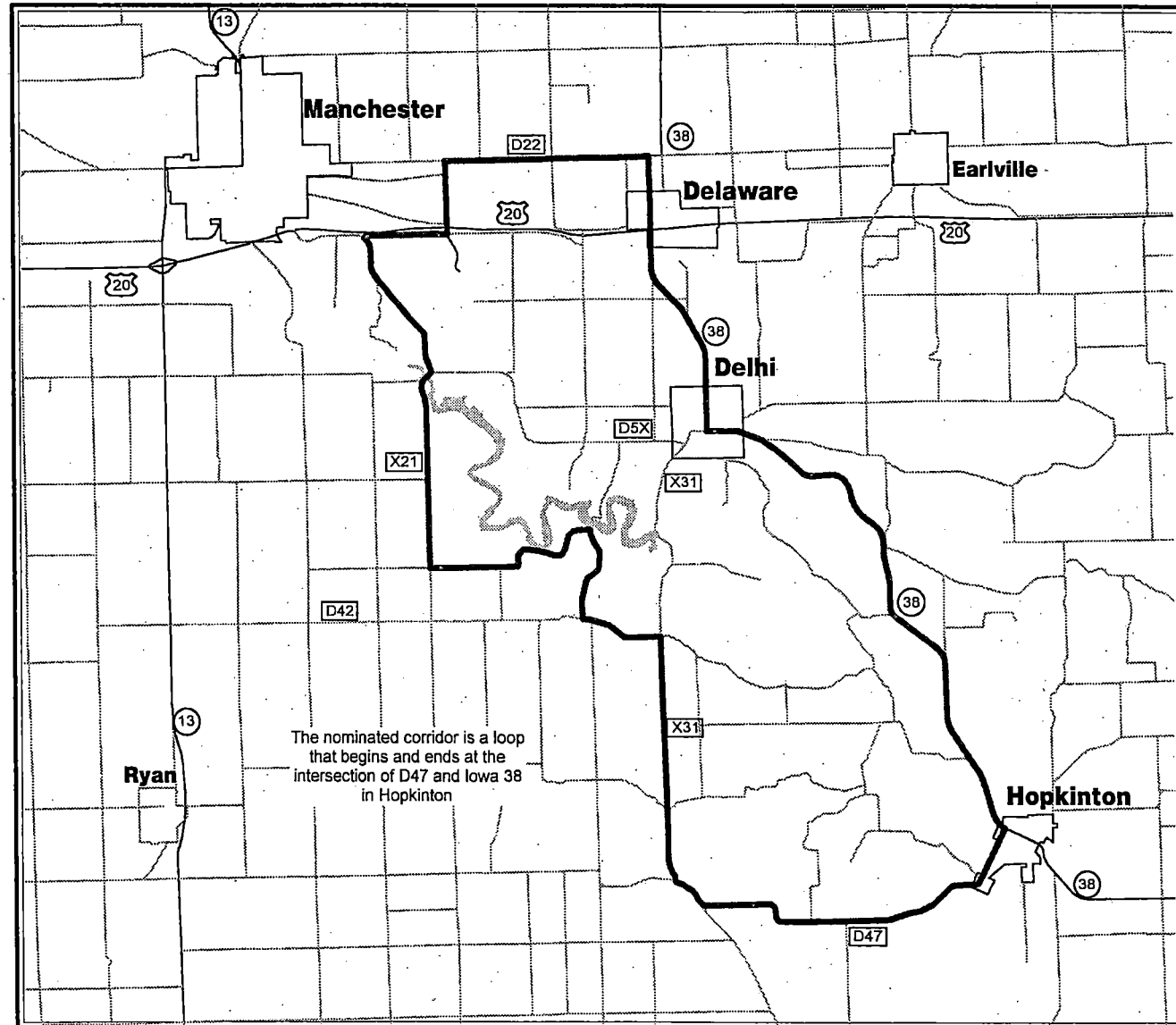
Nomination #1

Delaware County



Nomination #1

Delaware County



Nomination #1

Nomination Location:

Delaware County

Nominated Category:

Scenic/Heritage

Nomination Evaluated As:

One segment identified as:

1. Hopkinton to Hopkinton

Exploration Routes Evaluated:

1. Exploration Route 1 west and north of Manchester
2. Exploration Route 2 along county route D5X west of Delhi
3. Exploration Route 3 east of Manchester

Towns Along Nominated Routes:

Hopkinton • Delhi • Manchester • Delaware

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:

Numerous alignments along this corridor afford the traveler a wide perspective of visual elements. The Maquoketa River valley and the Buck and Plum Creek drainage ways picture landform scenes of vegetation, agriculture and water. The variety in presentation is enhanced by good horizontal and vertical road alignment. The rolling terrain creates a pleasing drive. Side trips into the park areas such as Hardscrabble Park and Turtle Creek transport the sightseer deep into the forest. Many sections of the corridor display agricultural landscapes of colorful crops and farmsteads typical to Iowa. Traveling into the Lake Delhi and historic Hartwick area, offered unexpected vegetation and water scenes that added a major visual element to the corridor.

Heritage Byway Character:

The time period for the general early settlement heritage theme is 1845 to 1860. The Delaware County Historical Museum (old Lenox College) in Hopkinton displays historical artifacts and a Civil War monument. It also provides a setting that is strongly associated with the early development of the area. Other sites such as the Bay Church and Cemetery, Hartwick, Spring Branch, and Hobbs Chimney offer an insight into the history of the area. Some areas of woodlands and native prairie still remain providing a link to the time of early settlement. Historic sites and features along the corridor are shown on Page #1-3 and mapped on Page #1-4.

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.

The nominated corridor was driven in a loop beginning and ending in Hopkinton. Three exploration routes were driven as part of the inventory. Exploration Route #1 starts in Manchester and is located northwest of the city. Exploration Route #2 follows DX5 off X21 directly west of Delhi. Exploration Route #3 is located east of Manchester.

Evaluation Discussion:

A continuous rating of the corridor's scenic and heritage characteristics is shown in displays on Pages #1-5 through #1-8. The nominated corridor is 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 consistency 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 of the heritage theme.

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. Spring Branch Butter Factory Site:** Southeast of Manchester.

□ **D. Hartwick:** This 19th century town was laid out in 1849. The site of this community was flooded when Maquoketa River Dam was constructed.

□ **E. Stagecoach Inn:** This former stagecoach inn is 2 mi. west of Hartwick on D5X.

□ **F. Hobbs Chimney:** Remains of an early settler's homestead are located west of Delhi.

□ **G. Maquoketa River Dam:** This dam was erected in 1927 creating Lake Delhi.

□ **H. Early Architecture:** Early architectural styles can be observed in Manchester.

■ **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. McGee School House:** One room brick school house nominated for listing in the National Register of Historic Places is currently under renovation.

□ **L. Coffin's Grove Pioneer Cemetery:** Well maintained early cemetery.

■ **M. Coffin's Grove Stagecoach House:** This former stagecoach stop is located 3 miles west of Manchester.

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. Trout Farm:** The trout hatchery was established in 1896.

✱ **3. Natural Prairie:** Located north of 221st Street southeast of Manchester. This prairie area was reestablished in 1991.

✱ **4. Milo Wildlife Area:** Located south of Manchester, no other comments.

✱ **5. Bailey's Ford Nature Center:** Located south of Manchester, no other comments.

✱ **6. Old Stagecoach Routes:** Several stagecoach routes follow or are near the nominated corridors.

✱ **7. Turtle Creek Recreation Areas:** Located on 267th Street on the lake. The road is an old Indian trail and stagecoach route.

✱ **8. Bay Settlement Church & Monument:** The cemetery dates back to the mid-1800's and is home to the first Civil War Monument west of the Mississippi. Site of the first Memorial Day Celebration in the U.S. Located southwest of Delhi.

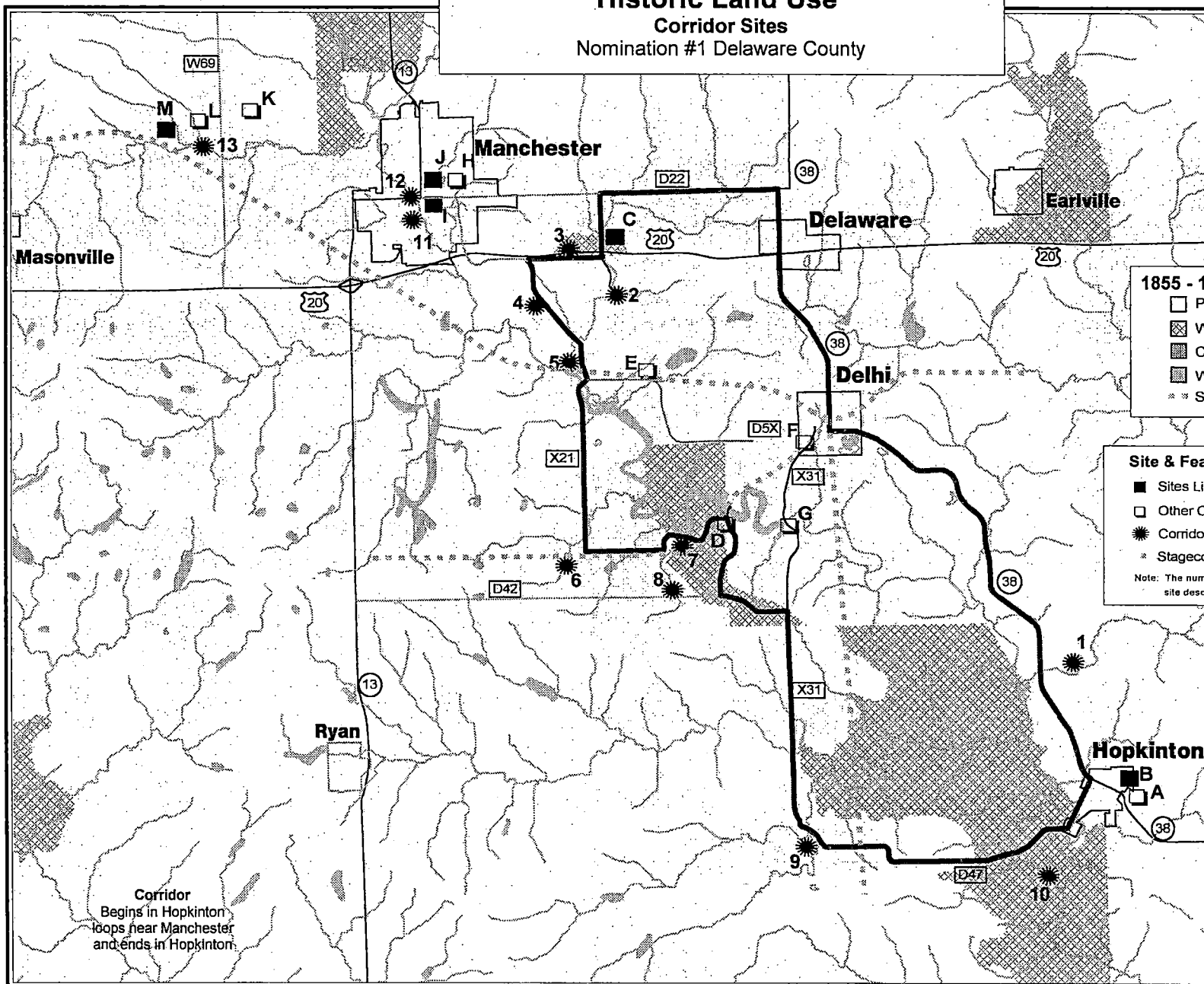
✱ **9. Buck Creek:** Early 1800's settlement located on county road D47. A few remnants of the settlement remain.

✱ **10. Hardscrabble Park:** Located on county road D47.

✱ **11. "50's Ice Cream Parlor":** Located in Manchester.

✱ **12. "Bette's Bread Basket":** Located in Manchester.

Historic Land Use **Corridor Sites** Nomination #1 Delaware County



1855 - 1860 Land Use

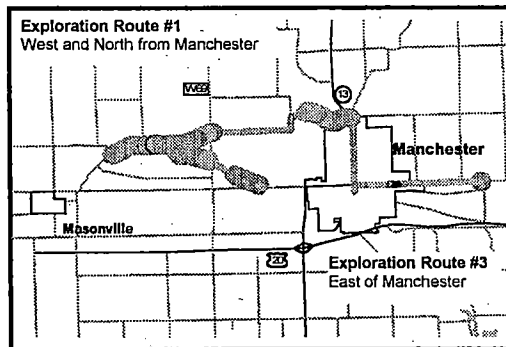
- ☐ Prairie
- ☒ Woodlands
- ☒ Croplands
- ☒ Wetlands
- ☒ Stagecoach Routes

Site & Feature Symbols

- ☒ Sites Listed on NRHP
- ☐ Other Corridor Sites
- ☒ Corridor Features
- ☒ Stagecoach Routes

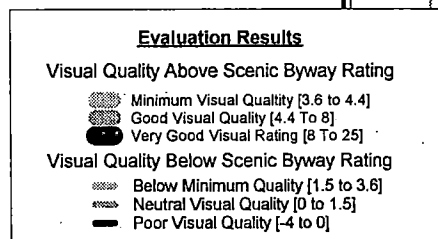
Note: The numbers are keyed to the site description list in the report.

Corridor
 Begins in Hopkinton
 loops near Manchester
 and ends in Hopkinton

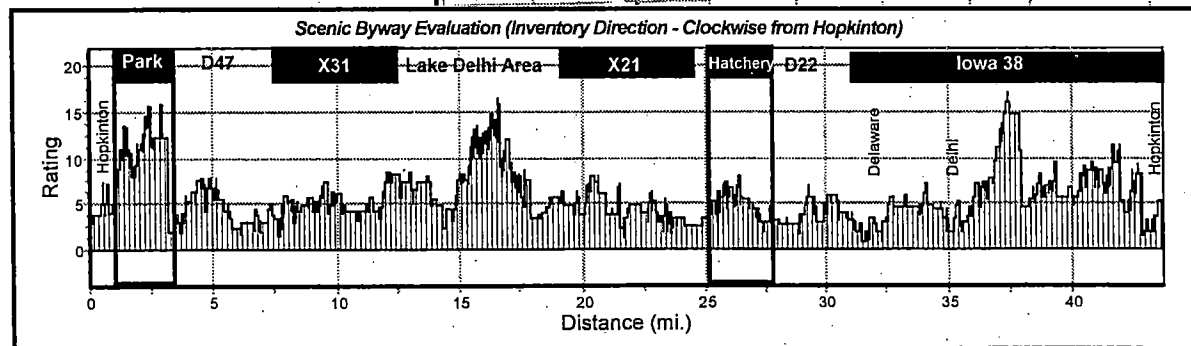
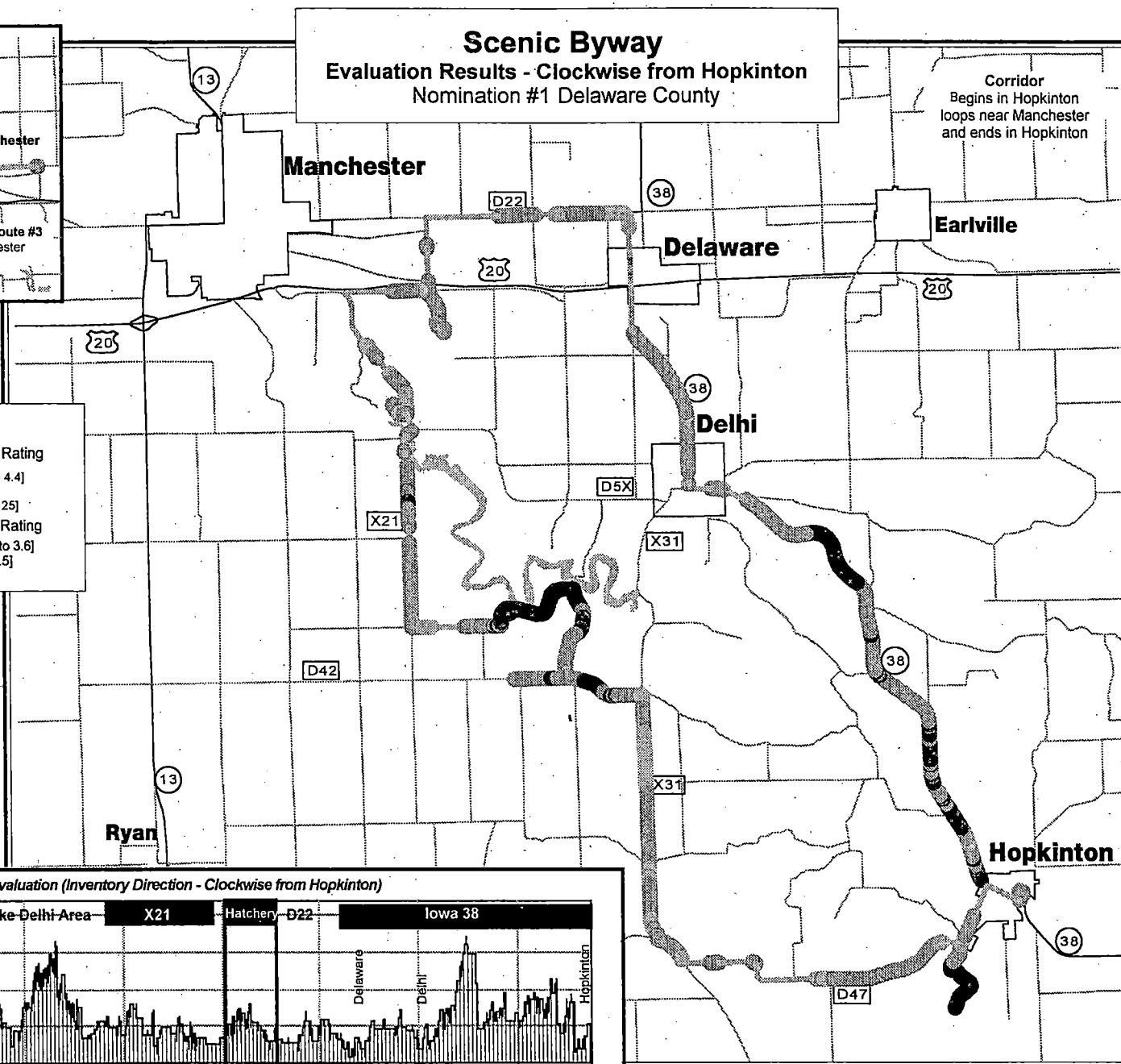


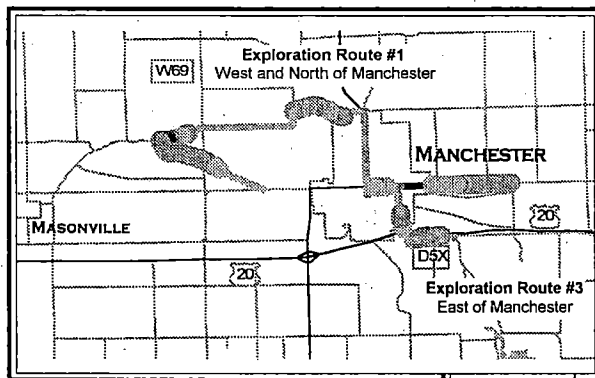
Scenic Byway Evaluation Results - Clockwise from Hopkinton Nomination #1 Delaware County

Corridor
Begins in Hopkinton
loops near Manchester
and ends in Hopkinton



Note: The survey evaluation scores in both directions are included in the areas outlined on the graph.



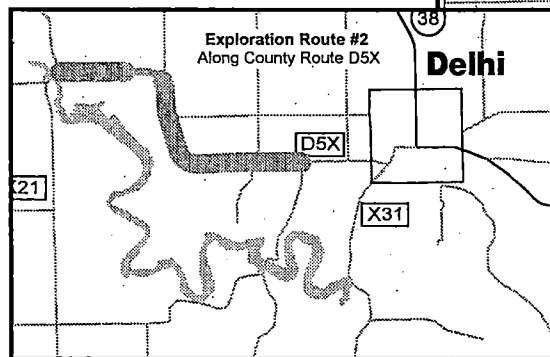


Scenic Byway

Evaluation Results - Counterclockwise from Hopkinton

Nomination #1 Delaware County

Corridor
Begins in Hopkinton
loops near Manchester
and ends in Hopkinton



Evaluation Results

Visual Quality Above Scenic Byway Rating

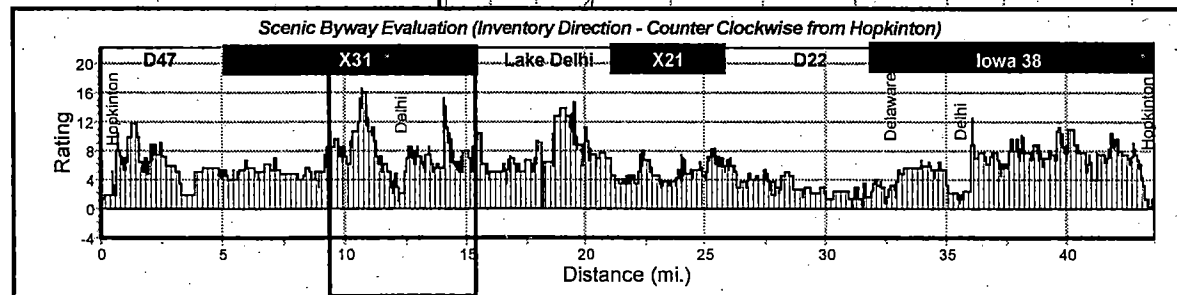
- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

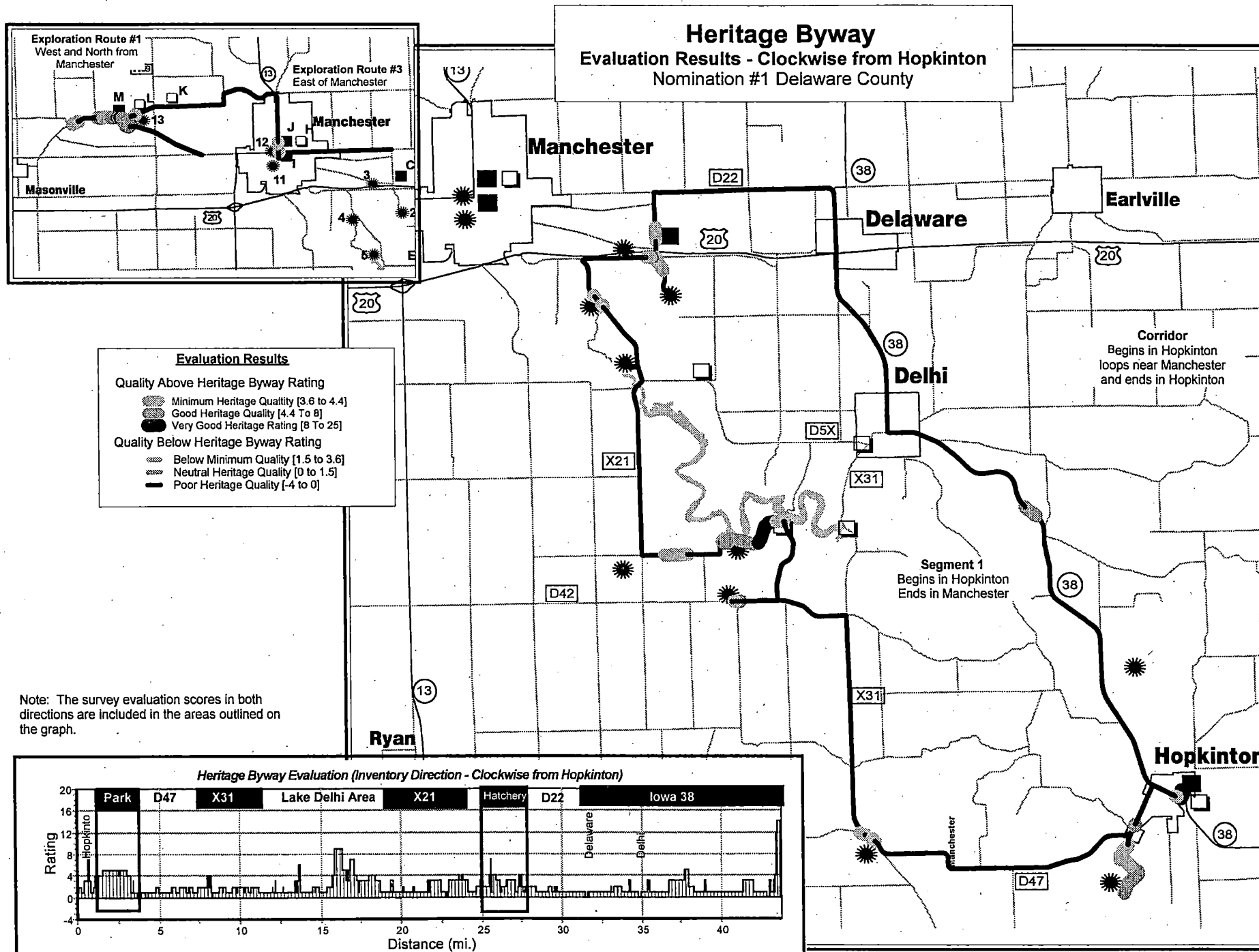
Visual Quality Below Scenic Byway Rating

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

Ryan

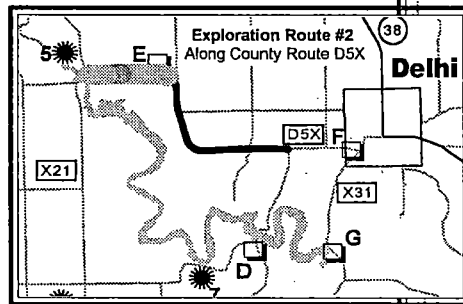
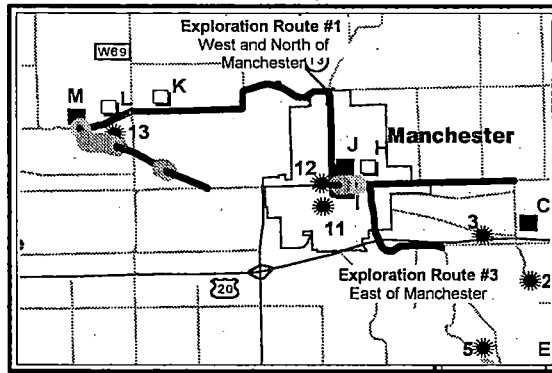
Note: The survey evaluation scores in both directions are included in the areas outlined on the graph.





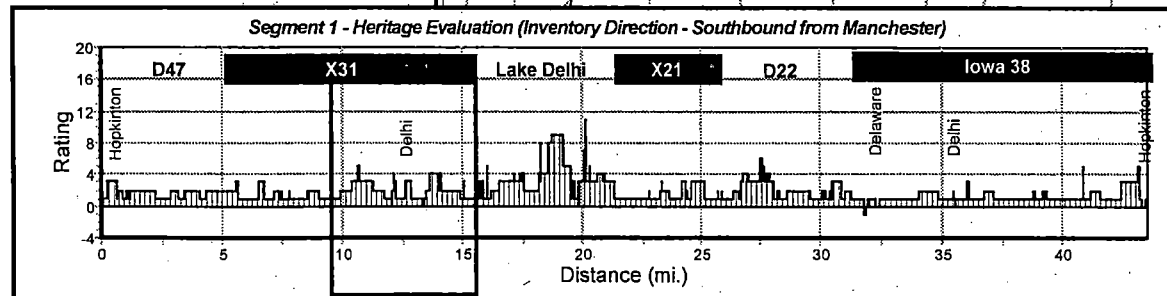
Heritage Byway Evaluation Results - Counterclockwise from Hopkinton Nomination #1 Delaware County

Corridor
Begins in Hopkinton
loops near Manchester
and ends in Hopkinton



- 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 survey evaluation scores in both directions are included in the areas outlined on the graph.



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 (Clockwise-Counterclockwise)

Length: 43.55 miles

Evaluation Results

| | <u>Scenic</u> | <u>Heritage</u> |
|--|---------------|-----------------|
| Quality Rating (Average rating): | 5.81 | 1.94 |
| Uniformity (% of byway rated above 4): | 73.89% | 9.60% |
| Maximum Rating: | 17.20 | 14.00 |
| Minimum Rating: | 0.00 | -1.00 |
| Variety Rating (Variance): | 8.10 | 2.32 |
| Longest Continuous Distance Rated Above 4: | 7.14 | 12.99 |
| Longest Continuous Distance Rated Below 4: | 3.42 | 2.32 |

Comments:

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

Roadway:

Nearly all of the nominated corridor has a paved travel surface. Two short sections on 221st and 267th are gravel surfaced. The total length of gravel surfacing is 1.75 miles. An active paving plan along 267th Street has been implemented and within two years only 1 mile of gravel surface along 221st street will remain.

Scenic Byway:

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

- The average quality score for the scenic byway category is above 4.0. More than 50% of the corridor's length scored above 4.
- About 27% of the corridor was rated as offering good or outstanding views. Areas with high scenic quality were found in the Delhi Lake area and along Iowa 38 north of Hopkinton.
- Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that over 60% of corridor offered a roadway background rated as good or outstanding.

Heritage Byway:

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

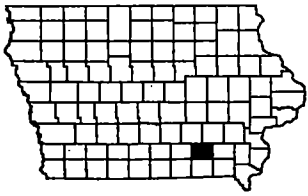
- The average quality score for the heritage byway category is below 4.0. The percentage of each segment rated above 4 is also less than 50%.
- Comparison of current land use with land use during the time frame associated with the corridor theme (from the 1860's) showed that the land use from the two periods matched along 18% of the corridor..
- Hopkinton offered some of the best land use matches found along the nominated corridor. The campus of Park College in Hopkinton is an excellent historic feature that provides its own period setting. The segment of the corridor that leads to the Turtle Creek Recreation area provides an excellent rural setting and the road alignment suggests the stagecoach route that it follows.

Other Factors:

The quality and character of the views along this nomination are associated with two primary areas. The Delhi Lake area is an unexpected visual treat and superior in quality. Along Iowa 38 north of Hopkinton agriculture views are often outstanding. Several short side trips provide very attractive views. The drive across the Lake Delhi dam provides another view of the lake and leads to Delhi. Near Hopkinton a drive along a gravel road to Hardscrabble Park often fits between rock outcroppings and a flowing stream offering significant visual character. The short drive to the trout farm on the north leg of the corridor takes the traveler to a wooded area with an unexpected rapidly flowing stream.

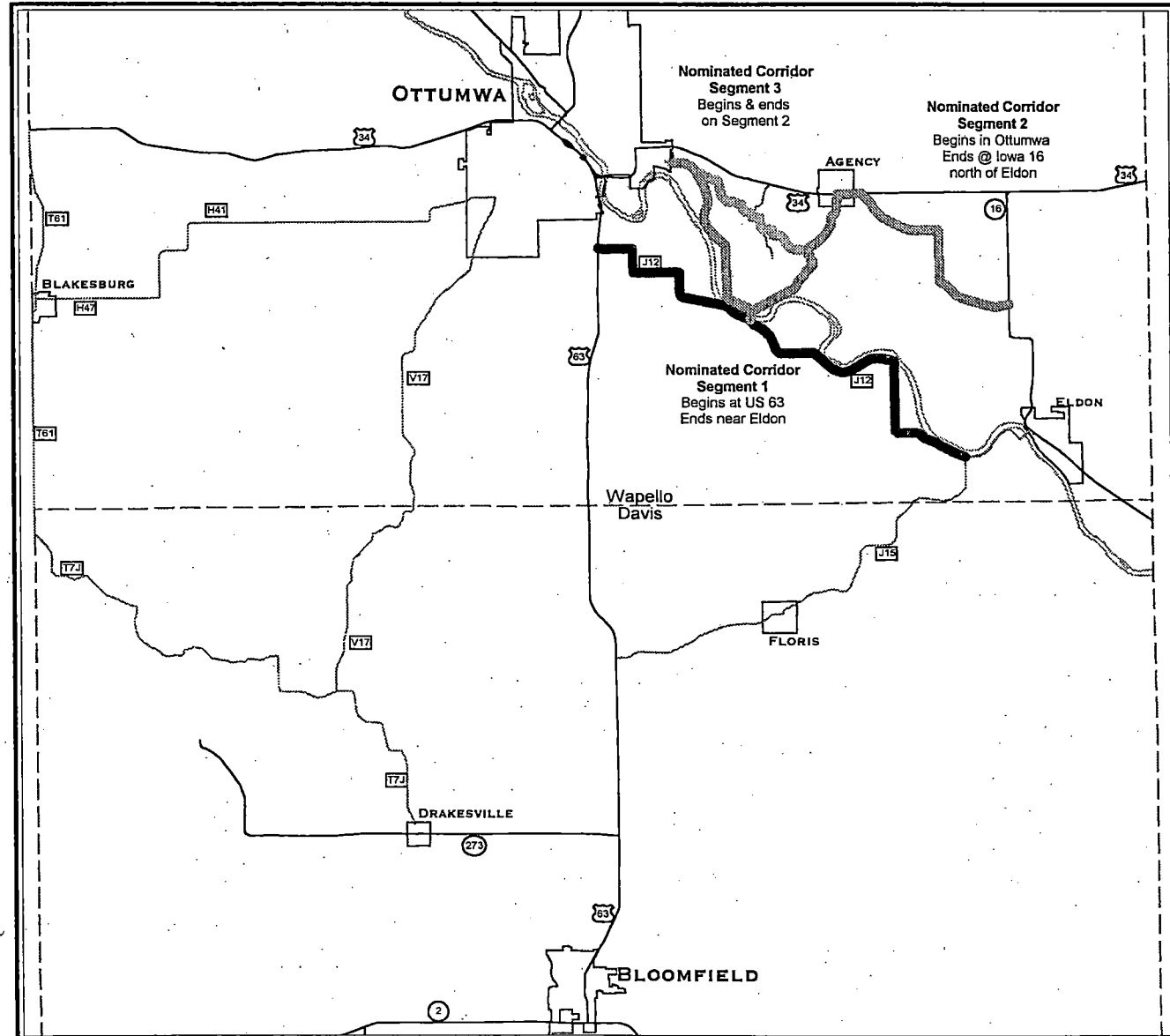
Nomination # 2

Wapello County



Nomination # 2

Wapello County



Nomination #2

Nomination Location:

Wapello County

Nominated Category:

Scenic/Heritage

Nomination Evaluated As:

Three segments identified as:

- Segment 1. J12 from US 63 to J15 west of Eldon
- Segment 2. County roads from Ottumwa to Iowa 16
- Segment 3. Begins and ends on Segment 2

Exploration Routes Evaluated:

1. Exploration Route 1. Along Iowa 16 through Eldon, then west to the intersection of J12 and J15.
2. Exploration Route 2. South J15 from its intersection of J12 through Floris, then south on US 63 to Iowa 273.
3. Exploration Route 3. South from Ottumwa on V17 to its intersection with Woodlands Scenic Byway.
4. Exploration Route 4. West from Ottumwa on H41 and H47 to Blakesburg.

Towns Along Nominated Routes:

Ottumwa • Eldon • Agency

Basis for Nomination:

Scenic Byway:

General visual quality and visual character of the area.

Heritage Byway:

Heritage theme: No specific theme selected. Theme is generally associated with early settlement and transportation.

Scenic Byway Character:

The nominated corridor generally follows the Des Moines River valley, occasionally meandering into the adjacent hills. Topography along the western part of the corridor ranges from the lowland flood plain with views of the river and agricultural activities to rolling hills that often place the traveler in woodland settings. The eastern part of corridor segment #2 is located through a flat agricultural area.

Heritage Byway Character:

The general heritage theme is based on early settlement and transportation. Early settlers in the area enjoyed a harmonious interaction with native groups. Agency was the site of the "council house" and several treaties were signed nearby. The Des Moines River was a passageway for early commerce. Old stage coach routes cross the area around Agency. Ottumwa became an important early trading post and holds many of the historic sites located near the corridor.

Chief Wapello's grave site east of Agency provides the traveler a setting strongly associated with the corridor's general heritage theme. It also offers information about the area's history. Many of the other heritage sites along the corridor are located unseen in the bluffs above the roadway. Most of the corridor's heritage features are not readily accessible. Historic sites and features associated with the corridor are listed on Page #2-3 and mapped on Page #2-4.

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 #2 was divided into three segments for inventory purposes. Segment #1 was driven along J12 from U.S. 63 south of Ottumwa to the junction of J12 and J15 west of Eldon. Segment #2 follows county roads from Ottumwa along Cliffland, Cemetery, Chief Wapello and Ashland roads to State highway 16 north of Eldon. Segment #3 is a loop off Segment #2 following county roads.

Evaluation Discussion:

A continuous rating of the corridor's scenic and heritage characteristics is shown in displays on Pages #2-5 through #2-8. The nominated corridor is 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 or heritage quality. The graphs shown with the maps display the numerical ratings. 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 corridor features that represent "... 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 associated with the corridor's heritage theme.

HISTORIC REGISTER:

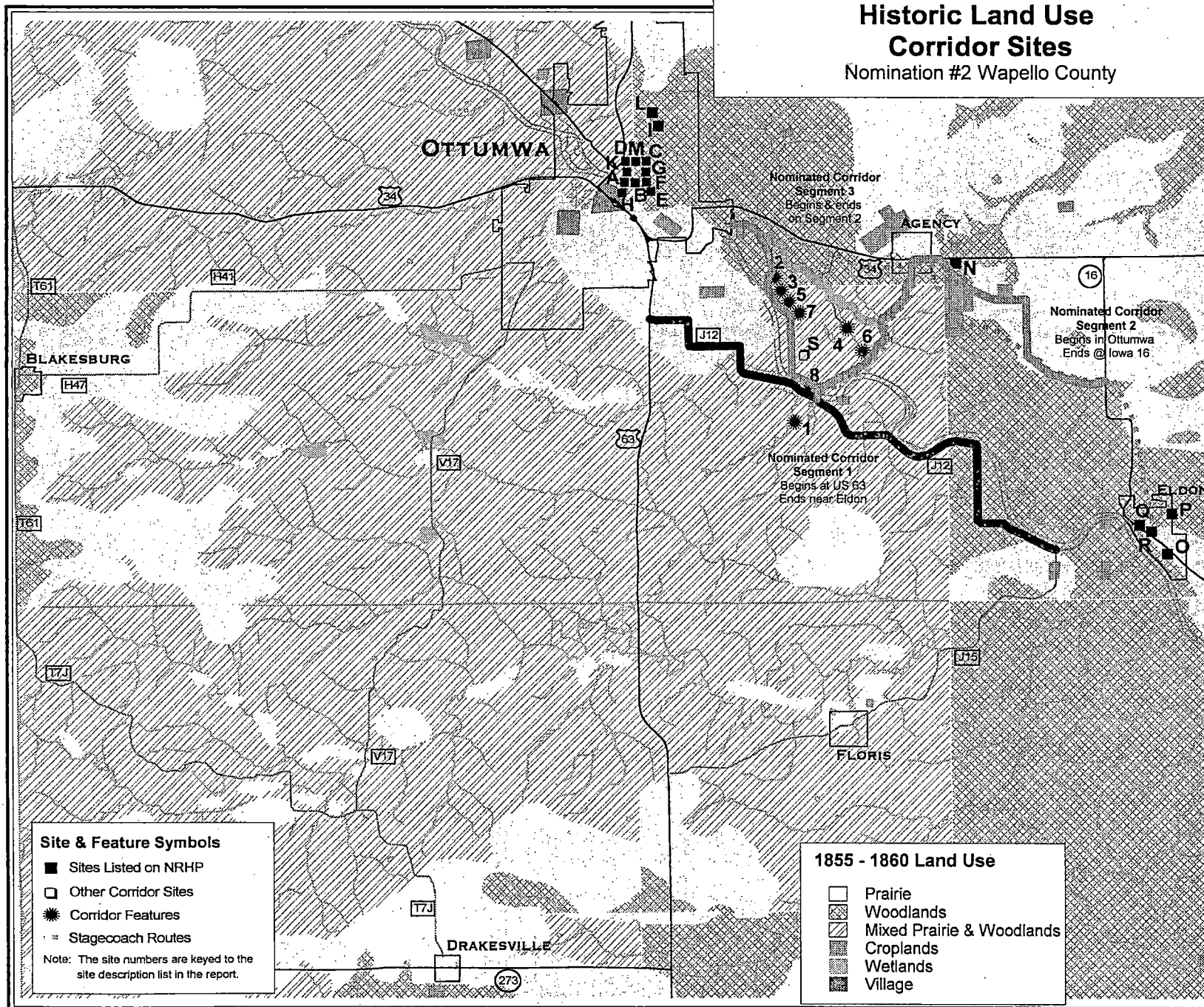
- **A. Benson Block:** Located 109 - 112 N. Market in Ottumwa.
- **B. Benson Building:** Located at 214 E. Second Street, Ottumwa.
- **C. Court Hill Historic District:** Bounded by 111 E. Court and 407-1004 N. Court Streets, Ottumwa.
- **D. Fifth Street Bluff Historic District:** Bounded by Jefferson, E. 6th, Washington, and 4th Streets, Ottumwa.
- **E. First National Bank:** Located at 131 E. Main Street, Ottumwa.
- **F. Foster/Bell House:** Located at 205 E. 5th Street, Ottumwa
- **G. Jay Funeral Home:** Located at 220 North Ct., Ottumwa.
- **H. Jefferson Street Viaduct:** Located on Jefferson Street over the Des Moines River, Ottumwa.
- **I. Ottumwa Cemetery Historic District:** 1302 North Ct., Ottumwa.
- **J. Ottumwa Public Library:** Located at 129 North Ct. Street, Ottumwa.
- **K. U. S. Post Office:** Located at Court and 4th Streets, Ottumwa.
- **L. Vogel Place Historic District:** Bounded by Ottumwa Country Club, Court St., Ottumwa Cemetery and former St. Joseph Hospital, Ottumwa.
- **M. Wapello County Courthouse:** Located on Court Street in Ottumwa.
- **N. Chief Wapello's Memorial Park:** Located SE of Agency off U.S. 34.
- **O. Big 4 Fair Art Hall:** Located at Water Street at Wapello County Regional Fair Grounds, Eldon

- **P. Dibble House:** Located at Burton and Gothic Streets in Eldon.
- **Q. Eldon Carnegie Public Library:** Located at 608 W. Elm Street, Eldon.
- **R. McHaffey Opera House:** Located at 414 Elm Street, Eldon.
- **S. Indian Burial Mounds:** Along the Des Moines River. (Exact location not identified).

FEATURES & POINTS OF INTEREST:

- ★ **1. Monkey Mountain:** Located on J12.
- ★ **2. Garrison Rock:** Located in bluffs above Cliffland Rd.
- ★ **3. Horse Thief Cave:** Located in the bluffs above Cliffland Rd.
- ★ **4. Fox Hills State Park:** Located off Arrowhead Road & Cemetery Road.
- ★ **5. Mines:** Located above Cliffland Rd.
- ★ **6. Cliffland Station:** Used both as stagecoach and railroad station.
- ★ **7. Garrison Rock Cemetery:** Located in bluffs above Cliffland Rd.
- ★ **8. Des Moines River Ford:** Located near the intersection of Cliffland Rd. and River Road.

Historic Land Use Corridor Sites Nomination #2 Wapello 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]

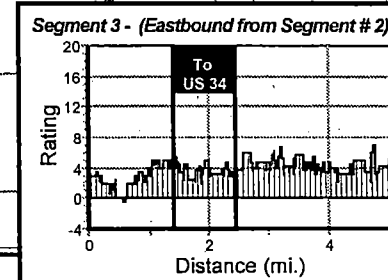
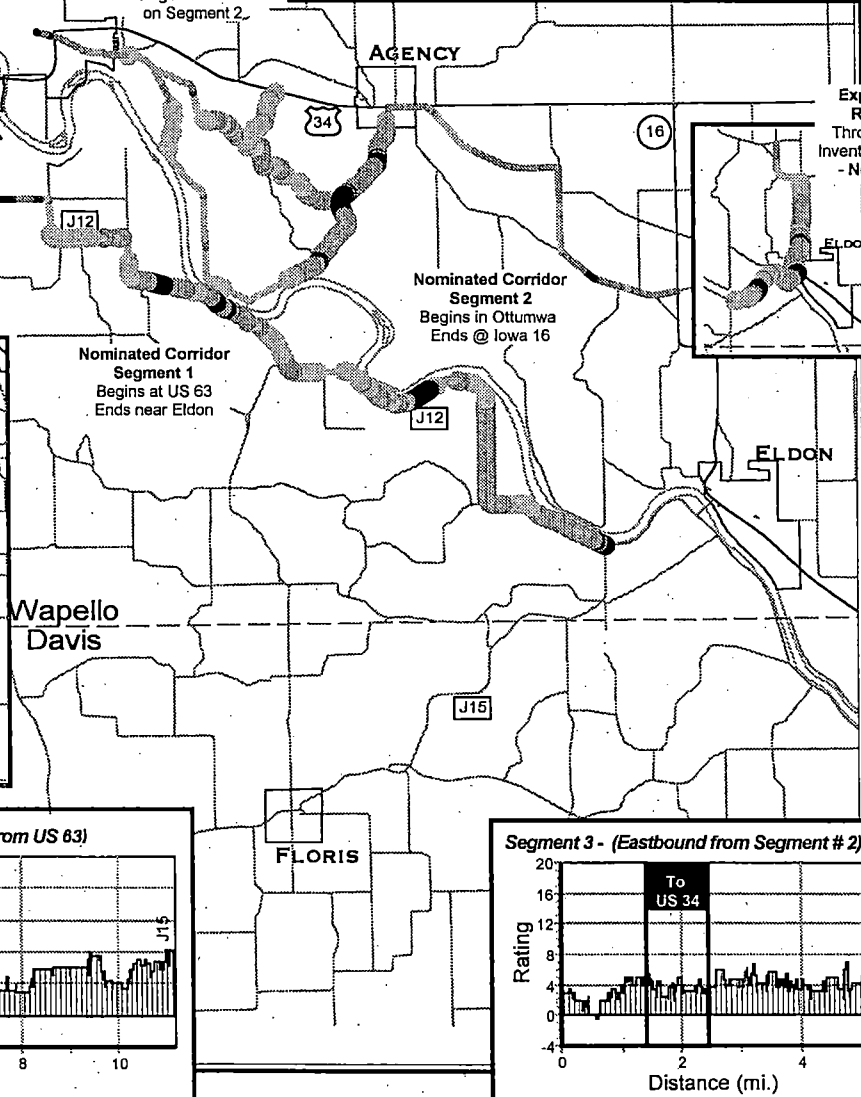
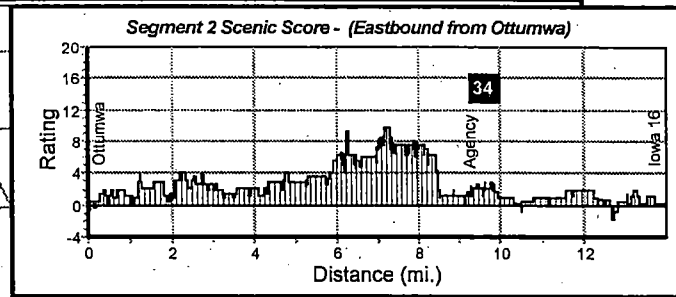
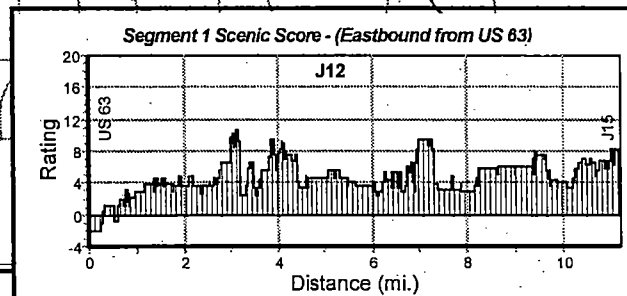
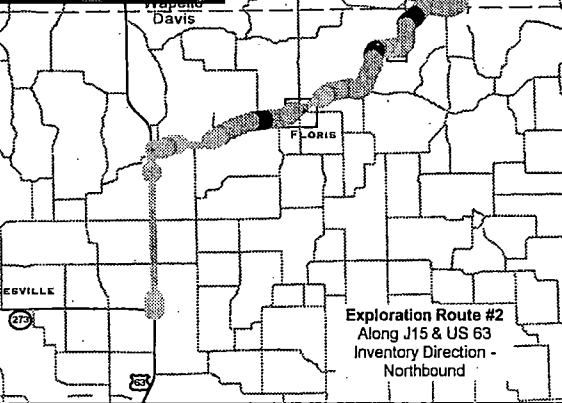
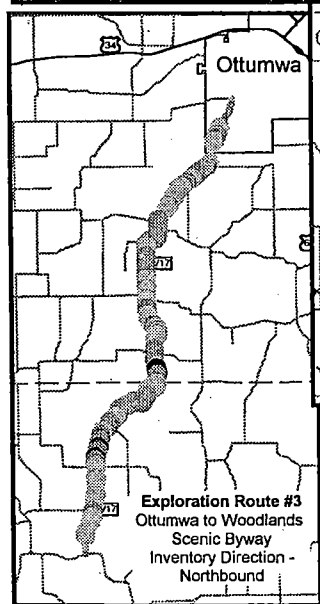
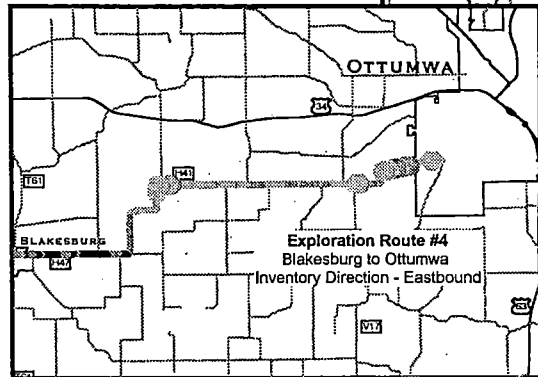
Visual Quality Below Scenic Byway Rating

Below Minimum Quality [1.5 to 3.6]

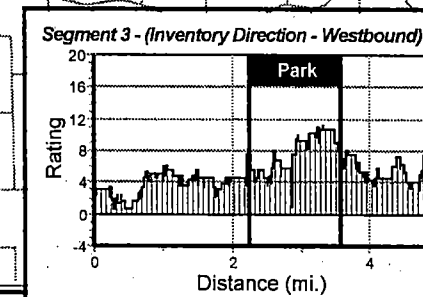
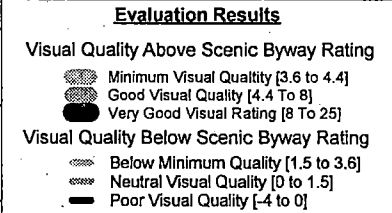
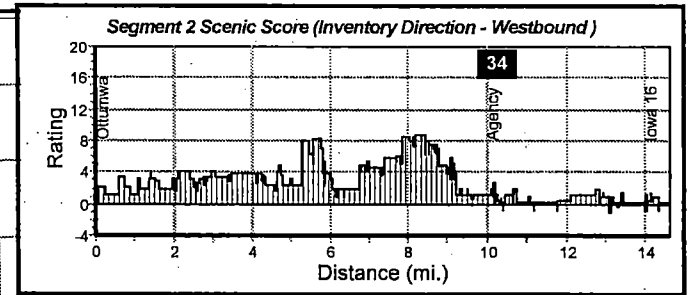
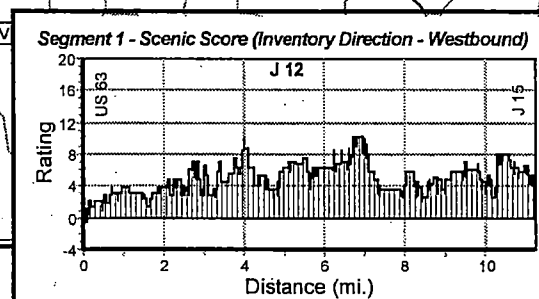
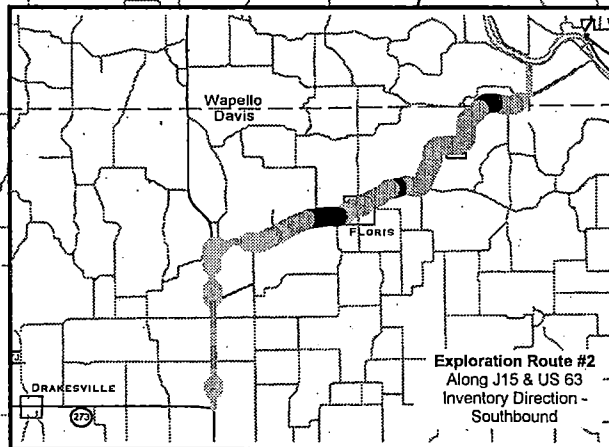
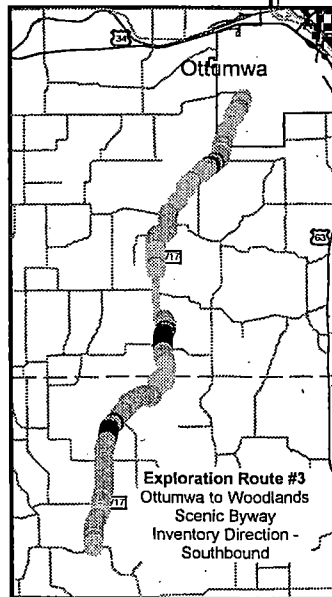
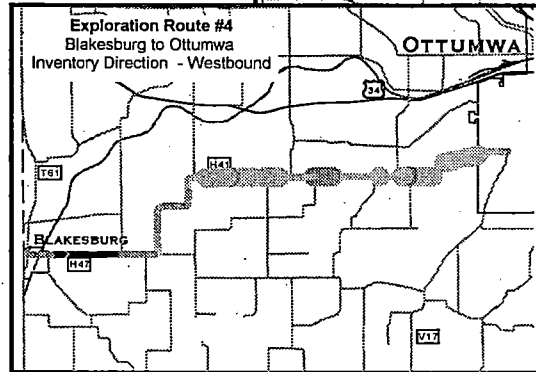
Neutral Visual Quality [0 to 1.5]

Poor Visual Quality [-4 to 0]

Scenic Byway Evaluation Results - Eastbound Nomination #2 Wapello County






Scenic Byway Evaluation Results - Westbound Nomination #2 Wapello County






Evaluation Results

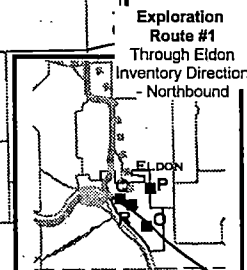
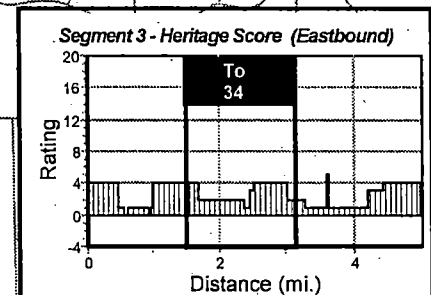
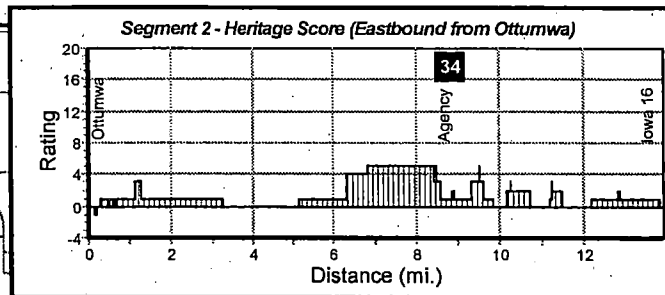
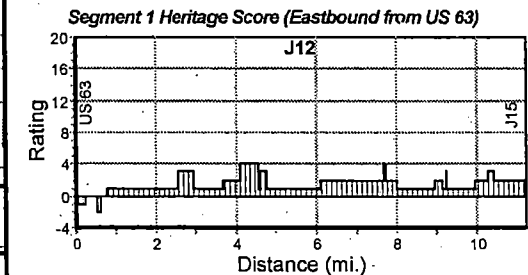
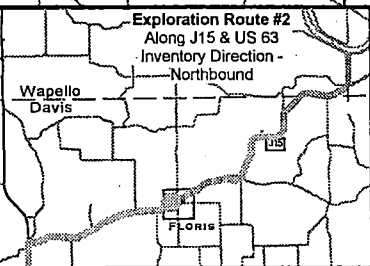
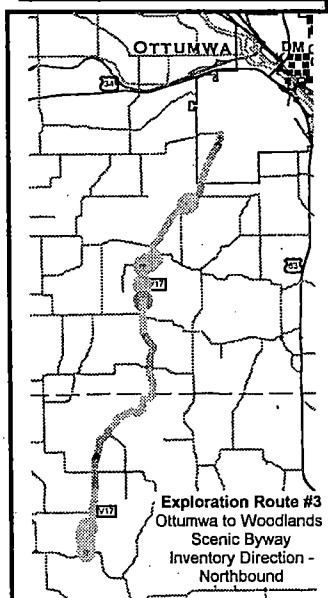
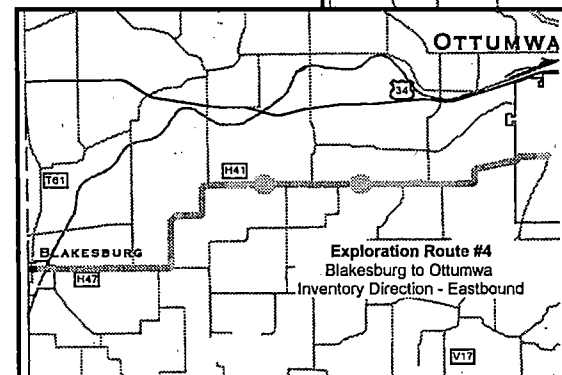
Quality Above Heritage Byway Rating

-  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

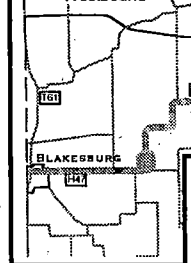
-  Below Minimum Quality [1.5 to 3.6]
-  Neutral Heritage Quality [0 to 1.5]
-  Poor Heritage Quality [-4 to 0]

Heritage Byway Evaluation Results - Eastbound Nomination #2 Wapello County



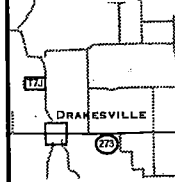
Heritage Byway Evaluation Results - Westbound Nomination #2 Wapello County

Exploration Route #4
Blakesburg to Ottumwa
Inventory Direction -
Westbound

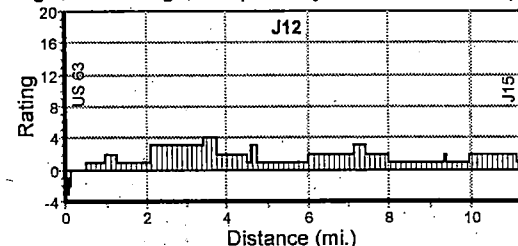


Exploration Route #3
Ottumwa to Woodlands
Scenic Byway
Inventory Direction -
Southbound

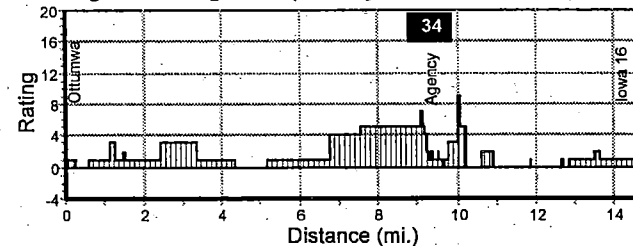
Exploration Route #2
Along J15 & US 63
Inventory Direction -
Southbound



Segment 1 - Heritage Score (Inventory Direction - Westbound)



Segment 2 Heritage Score (Inventory Direction - Westbound)



Evaluation Results

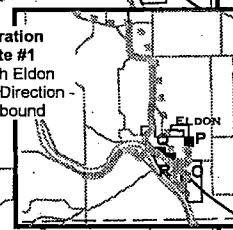
- Quality Above Heritage Byway Rating
- Minimum Heritage Quality [3.6 to 4.4]
 - Good Heritage Quality [4.4 To 8]
 - Very Good Heritage Rating [8 To 25]
- Quality Below Heritage Byway Rating
- Below Minimum Quality [1.5 to 3.6]
 - Neutral Heritage Quality [0 to 1.5]
 - Poor Heritage Quality [-4 to 0]

Nominated Corridor
Segment 3
Begins & ends
on Segment 2

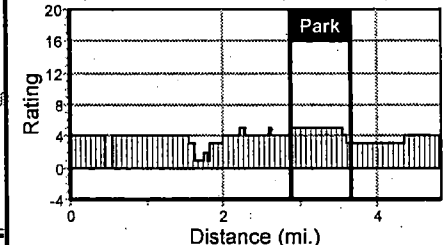
Nominated Corridor
Segment 2
Begins in Ottumwa
Ends @ Iowa 16

Nominated Corridor
Segment 1
Begins at US 63
Ends near Eldon

Exploration Route #1
Through Eldon
Inventory Direction -
Southbound



Segment 3 Heritage Score (Westbound)



Summary

The goal of the Iowa Scenic Byway Program is "to identify and designate roads that is 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 that heritage 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 score 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 scoring above this value. Routes with 50% or more of their length scored above 4 generally meet the desired consistency. The following tables provide the evaluation results for the Wapello County corridor.

Nomination Evaluation Statistics:

Segment #1 (East - West)

Length: 11.18 miles

Evaluation Results

| | <u>Scenic</u> | <u>Heritage</u> |
|--|---------------|-----------------|
| Quality Rating (Average rating): | 4.82 | 1.58 |
| Uniformity (% of byway rated above 4): | 61.06% | 3.70% |
| Maximum Rating: | 10.70 | 4.00 |
| Minimum Rating: | -2.00 | -3.00 |

Segment #2 (East - West)

Length: 14.25 miles

Evaluation Results

| | <u>Scenic</u> | <u>Heritage</u> |
|--|---------------|-----------------|
| Quality Rating (Average rating): | 2.66 | 1.56 |
| Uniformity (% of byway rated above 4): | 21.99% | 17.06% |
| Maximum Rating: | 9.60 | 9.00 |
| Minimum Rating: | -1.70 | -1.00 |

Segment #3 (East - West)

Length: 4.89 miles [Evaluation statistics are available in Tables 2 & 3.]

Comments:

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

Roadways:

Nearly all of the roads making up the nominated corridor have a gravel travel surface. Segment #1 has 8.9 miles of gravel surface and Segment #2 has nearly 12 miles. All of Segment #3 has 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 show the following results.

- The average quality score for the scenic byway category is above 4.0 for Segments 1 and 3. Segment 2 is below 4.0. More than 50% of Segments 1 and 3 were rated above 4.
- About 30% of Segments 1 was rated as offering good or outstanding views. Areas with high scenic quality were found on Segment 1 along the Des Moines River. Segments 2 and 3 offered good visual quality in the hills south of Agency and the Fox Hills State Park area.
- Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that 15% of the corridor's length offered roadway and land use 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 show the following results.

- The average quality score for the heritage byway category is below 4.0 for all the 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 1850's) showed that the land use from the two periods matched along 18% of Segment 1 and 2. Nearly 40% of Segment 3 was reminiscent of the historic land use.
- Chief Wapello's grave site is the most significant heritage element along the corridor. The road alignment and adjacent land use along sections of Segment #3 and Segment #2 southwest of Agency recall the early stagecoach routes they follow.

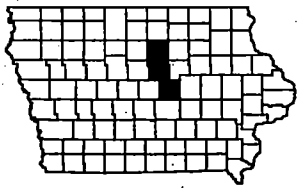
Other Factors:

The Des Moines River and the adjacent hills are the major visual element along the corridor. In some locations views of the river are hindered by structures that are located between the river and the roadway. Some of these structures distract from the character of the river view.

Exploration route #2 south along J15 was the highest rated corridor explored during the field inventory. This paved road offers some potential as a scenic route. Perhaps this route could be combined with Segment #1 along J12 or other parts of the nominated corridor.

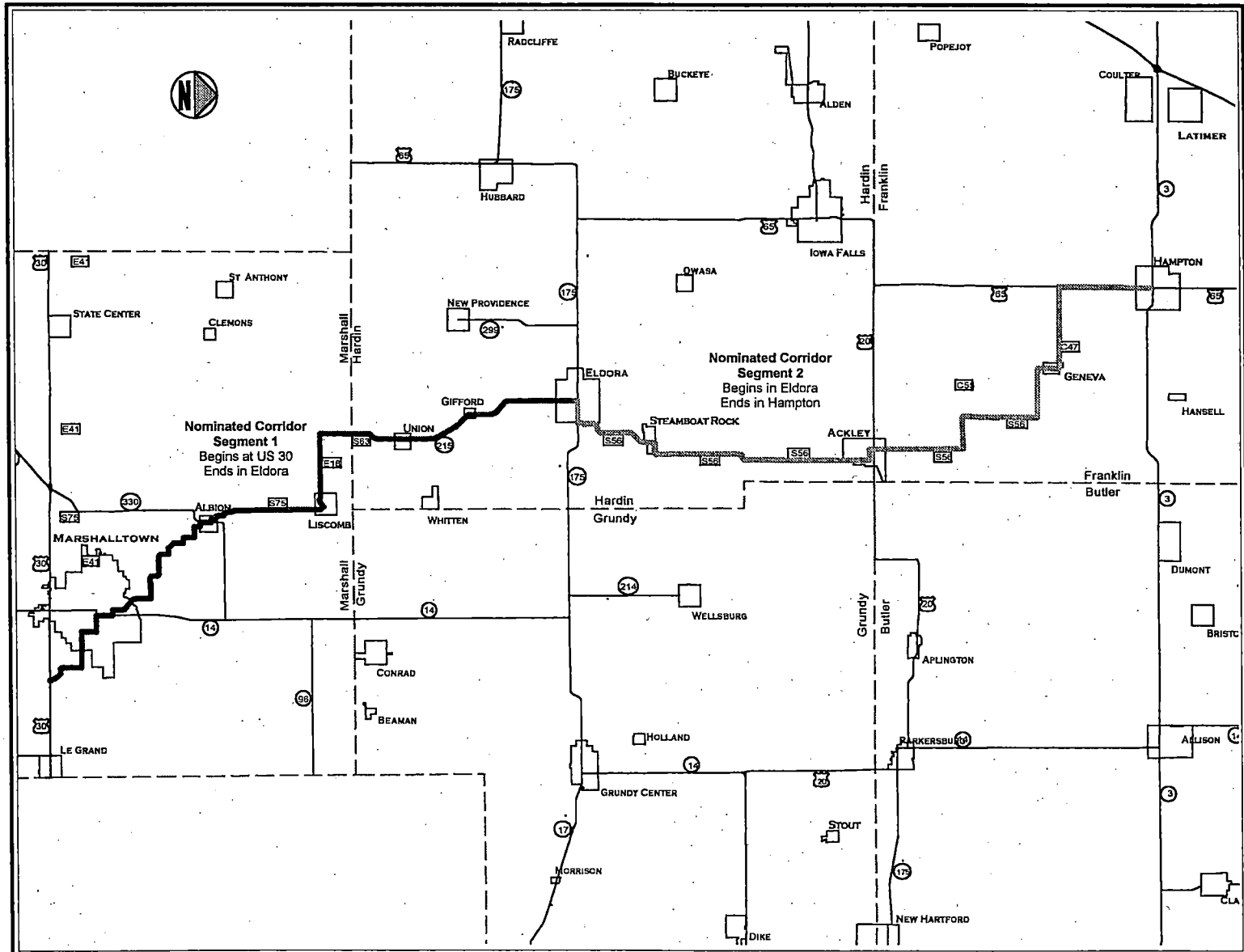
Nomination # 3

Marshall, Hardin and Franklin Counties



Nomination # 3

Marshall, Hardin and Franklin Counties



Nomination #3

Nomination Location:

Marshall - Hardin - Franklin

Nominated Category:

Scenic/Heritage

Nomination Evaluated As:

Two segments identified as:

Segment 1. Begins at U.S. 30 and a county road southeast of Marshalltown to Jct of Iowa 215 and Iowa 175 in Eldora

Segment 2. Begins in Eldora and ends in Hampton

Towns Along Nominated Routes:

Marshalltown • Albion • Liscomb • Union • Gifford

• Eldora • Steamboat Rock • Ackley • Geneva • Hampton

Basis for Nomination:

Scenic Byway:

General visual quality and visual character of the area.

Heritage Byway:

Heritage theme: The Glacier Trail, an early highway registered by Iowa in 1921. The Glacier Trail extended 1846 miles from St Louis, Missouri to Glacier National Park, Montana.

Scenic Byway Character:

The visual character along the nominated corridor is identified with the low hills and valley of the Iowa River, agricultural landscapes and some features that are remnants of early glacial activity. Visual features are basically agricultural. Many community landscapes were visually pleasing.

The roadway follows the low hills along the southern part of the corridor allowing several long scenic views to be presented to the traveler. North of Steamboat Rock the topography flattens and roadway ribbon contributes less to the corridor's visual character. Pine Lake northeast of Eldora offers outstanding visual quality and areas south of Steamboat Rock also have good visual character.

Heritage Byway Character:

The theme of this nomination centers on the early automobile travel and highway construction practices connected with the Glacier Trail. This nomination includes a segment of the Glacier Trail, one of Iowa's early registered highways. The route, registered by Iowa in 1921, started in St Louis, Missouri and ended in Glacier National Park, Montana.

Many features directly associated with the Glacier Trail are still present along the route. These items include: campgrounds, cafes, service stations and other facilities and services important to early travelers. Some roadway features dating from the time of the Glacier Trail are also present along the corridor. The Glacier Trail's setting in the 1920's and early 1930's is reflected in the commercial buildings, government facilities, early residences, parks and other features that still exist.

Inventory Discussion:

Data collection for this nomination includes information on the roadways that were traveled. Such data is only required when the heritage theme involves historic roadways. The character of a roadway theme is such that road features can be historic artifacts that define the character of the facility and the travelers it served.

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 #3 was divided into two segments for inventory purposes. Segment #1 was driven from US 30 southeast of Marshalltown to the intersection of Iowa 215 and Iowa 175 in Eldora. Segment #2 follows mainly county roads from Iowa 215 and Iowa 175 in Eldora to Hampton.

Evaluation Discussion:

A continuous rating of the corridor's scenic and heritage characteristics is shown in displays on Pages #3-5 through #3-8. The nominated corridor is shown on these pages as shaded lines. The type of shading and the line widths indicate the corridor's score. Wide bands show areas rated as having good scenic or heritage 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 consistency 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:

Marshall County

- **MA. House:** Located at 110 N. 2nd, Marshalltown.
- **MB. House:** Located at 201 E. State Street, Marshalltown.
- **MC. Marshall County Courthouse:** 1884-88 Courthouse Main & Center St., Marshalltown.
- **MD. Quarry Bridge:** Located on County Road I-4 over the Iowa River.
- **ME. House:** Located at 1701 Woodfield Road, Marshalltown.
- **MF. House:** Located at 108 N. 3rd Street, Marshalltown.
- **MG. House:** Located at 609 W. Main Street, Marshalltown.

Hardin County

- **HA. Hardin County Courthouse:** Courthouse 1892-93, 6th and Washington Streets in Eldora.
- **HB. First Congregational Church:** Located at 1209 12th St., Eldora.
- **HC. Eldora Public Library:** Located at 1219 14th Ave., Eldora.
- **HD. Illinois Central Combination Depot:** On Railroad St. between State & Mitchell St., Ackley.

Franklin County

- **FA. Beeds Lake State Park:** Located at the Jct. of IA 3 and IA 134, Hampton.
- **FB. House:** Located at 105 2nd St. SE, Hampton.
- **FC. Franklin County Court House:** 1892 Courthouse at Central Ave. and 1st St., NW, Hampton.
- **FD. Franklin County G. A. R. Soldiers' Memorial Hall:** Italianate building Federal St., Hampton.
- **FE. Sheriff's Residence and Jail:** Located at 18 E. Central Ave., Hampton.
- **FF. House:** Located at 26 Tenth St. NW, Hampton.
- **FG. Maysville Schoolhouse:** Located south of Hampton.
- **FH. Reeve Electric Association Plant:** Located SW of Hampton.

FEATURES & POINTS OF INTEREST:

Marshall County

- **M1. Shady Oaks Road:** Lincoln Highway segment of Marshalltown, at US 30.
- **M2. Shady Oaks Campground:** Lincoln Highway campground southeast of Marshalltown.
- **M3. Handorf's Corner:** Noted curve northwest of the Shady Oaks complex.
- **M4. Central Iowa Fairgrounds:** Located SE of Marshalltown.
- **M5. Lincoln Highway Signs:** Power pole signs on Shady Oaks Rd and S. 12th St. Marshalltown.
- **M6. Gas Station:** Small building possible gas station Anson & 3rd Marshalltown.
- **M7. Diamond Vogel Paint Company:** Marshalltown.
- **M8. Union Pacific Depot/Rail Yard:** Chicago Northwestern depot below viaduct, Marshalltown.
- **M9. Stone's Restaurant:** Established in 1887 below viaduct in Marshalltown.
- **M10. Taylor's Maid Rite:** Longest family owned, 3rd Ave. in Marshalltown.
- **M11. Evangelica Deaconess School of Nursing:** Marshalltown.
- **M12. Marshall County Historical Museum:** On south side of the Courthouse in Marshalltown.
- **M13. Ford Building:** South side of the Courthouse in Marshalltown (Rude Auto Plant).
- **M14. Jail House:** 1870 2nd Empire architecture east side of the Courthouse in Marshalltown.
- **M15. Masonic Temple:** On the east side of the Courthouse in Marshalltown.
- **M16. Carnegie Library:** On Main St. and N. 1st St. in Marshalltown.
- **M17. Riverside Cemetery:** 611 N. Center St. est. in 1863. Marshalltown.
- **M18. Marshalltown Waterworks:** Early water filtration system N. Center Street. Marshalltown.
- **M19. Sand Road:** Early road named for the wind-blown soil. Marshalltown.
- **M20. Concrete Culvert:** A culvert with a early headwall east of Albion.

- **M21. Early Building:** Building that may have been a garage east of Albion.
- **M22. Early Stage Stop & Inn:** Located on Hwy 330 in Albion.
- **M23. Red Brick Store:** Located on Hwy 330 in Albion.
- **M24. Old Bank:** Located on Hwy 330 in Albion.
- **M25. Masonic Temple:** Located in Albion.
- **M26. IOOF Building:** Located in Albion.
- **M27. Methodist Episcopal Church:** Dated 1853 and located in Albion.
- **M28. Presbyterian Church:** Located in Albion.
- **M29. 1860 to 1992 Seminary:** Located in Albion.
- **M30. Iron Horse Manor B and B:** 1869 John Tripp House at 210 State Street, Liscomb.
- **M31. Liscomb Cemetery:** Located west of Liscomb on E18.
- **M32. Bur Oak groves:** 2nd & 3rd growth timbers on E18 west of Liscomb.

Hardin County

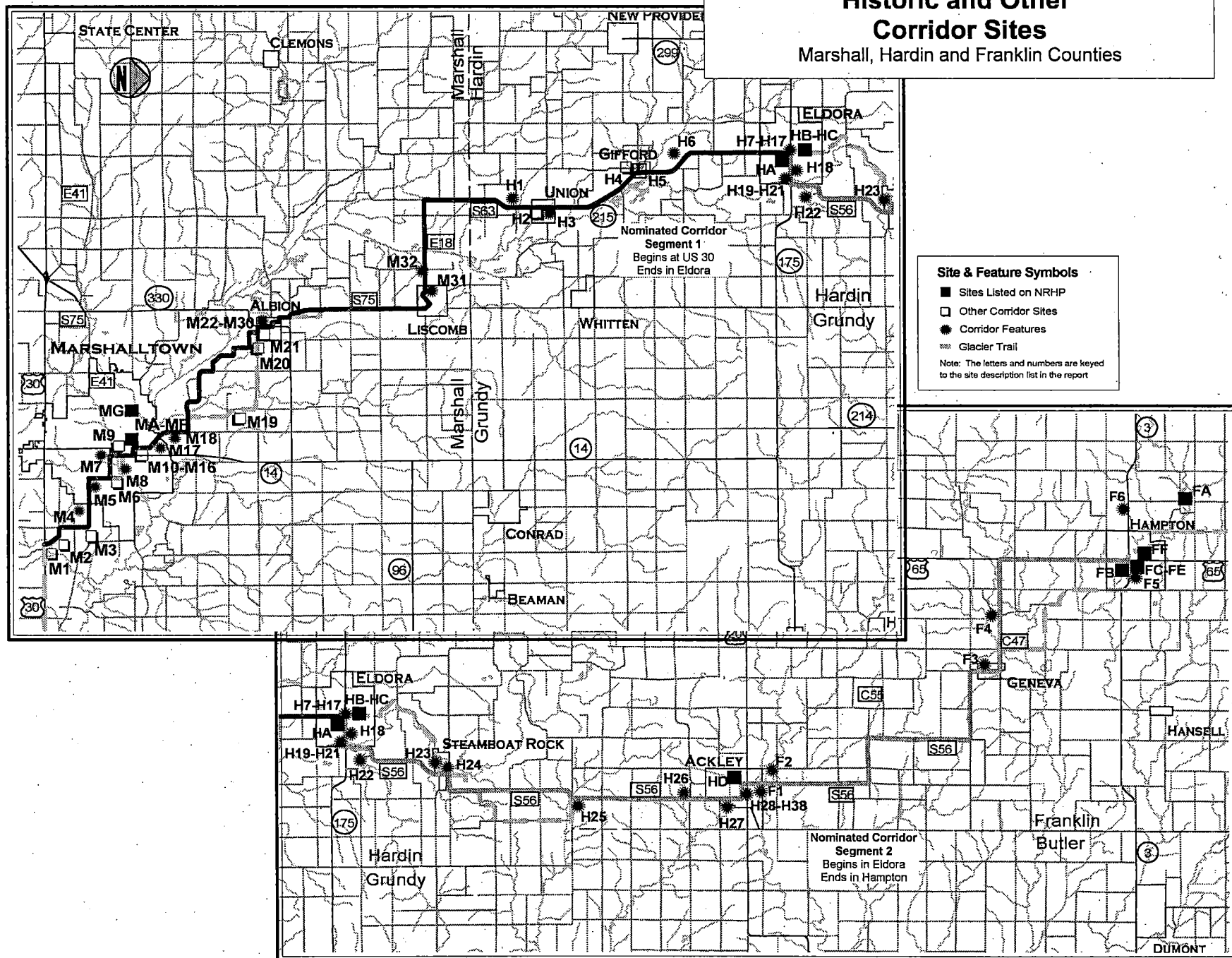
- **H1. Union Cemetery:** South of Union on S62 at Road 325. First settlement in Hardin County.
- **H2. Riverside Veterinary Clinic:** Early service station Main & Commercial Union.
- **H3. 1914 Chapin Building:** 1930's service station located in downtown Union.
- **H4. Peg's Café:** Located on 2nd Street in Gifford. Former 1930's service station.
- **H5. Frame Old Hotel Building:** Located on 2nd Street in Gifford.
- **H6. Lepley Pioneer Park:** North of Gifford on State Hwy 215.
- **H7. Civil War Cannon & Civil War Statue/Memorial:** Memorial on Courthouse grounds, Eldora.
- **H8. 1887 Building:** Located in Eldora.
- **H9. Newcomer Building:** Early 1919 land company northwest corner of the square in Eldora.
- **H10. First National Bank Building:** Dated 1916 and located in Eldora.
- **H11. Ahoy Soda Fountain:** Original fountain on the northwest corner of the square in Eldora.
- **H12. Masonic Temple:** Dated 1920 and located in Eldora.
- **H13. Hardin County Savings Bank:** Dated 1900 and located in Eldora.
- **H14. 1920 Grand Theater - Pythion Building:** Early Vaudeville shows on Edgington in Eldora.
- **H15. Jail House:** Jail and sheriff's home, east side of the square in Eldora.
- **H16. Methodist Episcopal Church:** Dated 1891 and located in Eldora.
- **H17. YMCA Building:** Located in Eldora.
- **H18. Eldora Cemetery:** 1846. Large old tombstones and specimen trees east side of Eldora.
- **H19. Hardin County Fairgrounds:** CCC barracks for WWII German/Italian prisoners in Eldora.
- **H20. Deer Park:** Park on Iowa River has Welcome Center and Railroad Museum in Eldora.
- **H21. Bridge:** On Hwy 175 crossing the Iowa River (Iowa River Greenbelt) east of Eldora.
- **H22. Pine Lake State Park:** Lake built in 1922-23. The park is northeast of Eldora off S56.
- **H23. Steamboat Rock Cemetery:** Located in Steamboat Rock on S56.
- **H24. Dr. Caldwell's Prairie School Home:** Located in Steamboat Rock.
- **H25. Cleves:** "Prairie town" picture with remaining elevator, railroad & bank at S56 & 160th St.
- **H26. 1930's Hobo Grave:** Located southeast of Ackley.
- **H27. Rath Mansion & Presbyterian Village:** Located in Ackley.
- **H28. City Hall & Memorial Park:** Located in Ackley.
- **H29. Hospital Building:** Dated 1915 and located in Ackley.
- **H30. Mid-west Buggy:** Located in Ackley.
- **H31. 1930's Soda Fountain:** Fountain and museum at Park and Main in Ackley.
- **H32. American Legion Building:** Built in 1907. At Park and Main in Ackley.
- **H33. Doepke Building:** Located in Ackley.
- **H34. McDowell Building:** Dated 1892 and located in Ackley.
- **H35. Ackley Printing Company:** Located in Ackley.
- **H36. Ibeling Building:** Dated 1919 and located in Ackley.
- **H37. Mack's Tire Shop:** 1920's tire shop located in Ackley.
- **H38. 1881 Firemen Bell:** Located in Ackley.

Franklin County

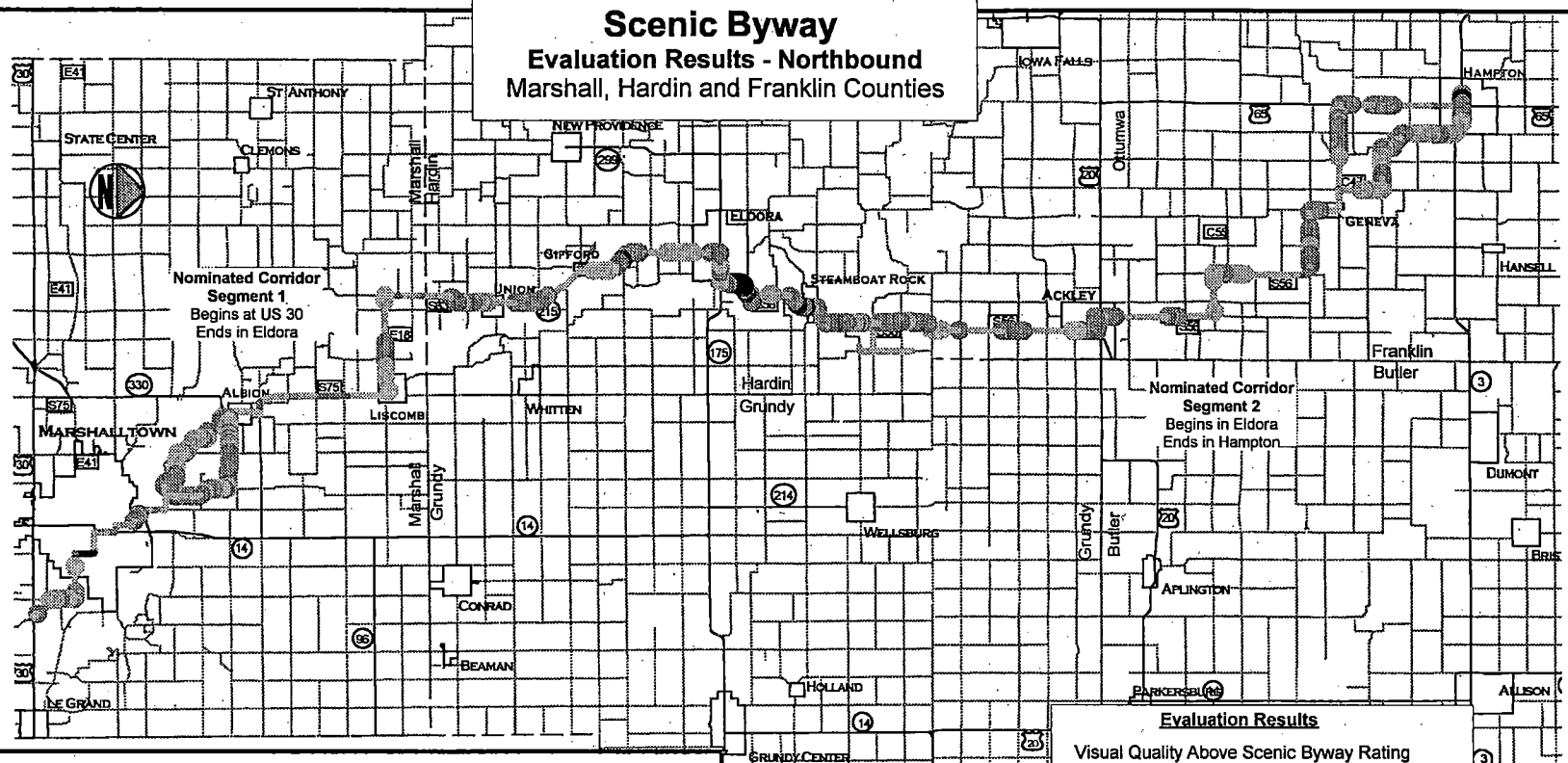
- **F1. St. Mary's Catholic Church:** Built in 1863 and is located at US 20 and S56 in Ackley.
- **F2. Beaver Creek and Prairie Bridges Park:** Park with archeological site S57 north of Ackley.
- **F3. Limestone Reeve House:** Oldest building, 1854 in Franklin County. C47 west of Geneva.
- **F4. Stage Stop House:** Located in Geneva.
- **F5. United Methodist Church:** Dated 1893 and located in Hampton.
- **F6. Fairground and Franklin County Historical Museum:** On west Hwy 3 in Hampton.

Historic and Other Corridor Sites

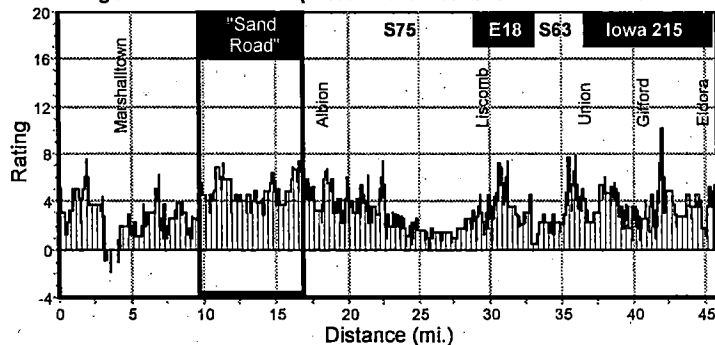
Marshall, Hardin and Franklin Counties



Scenic Byway Evaluation Results - Northbound Marshall, Hardin and Franklin Counties



Segment 1 Scenic Score - (Northbound from Marshalltown to Eldora)



Note: The outlined areas on the graph are loops that were traveled in both directions during the inventory. The scores shown on the graph represent both travel directions.

Evaluation Results

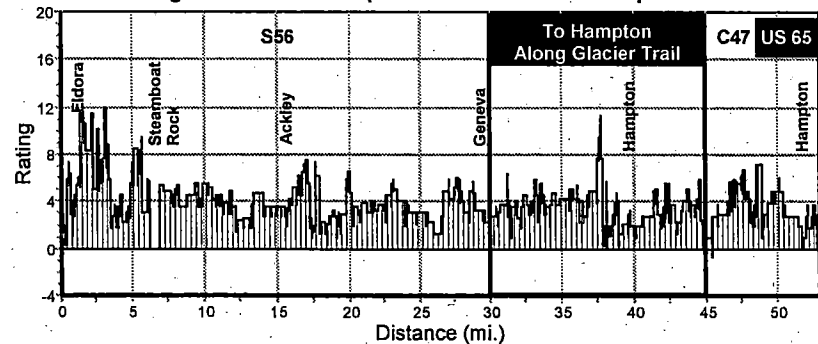
Visual Quality Above Scenic Byway Rating

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

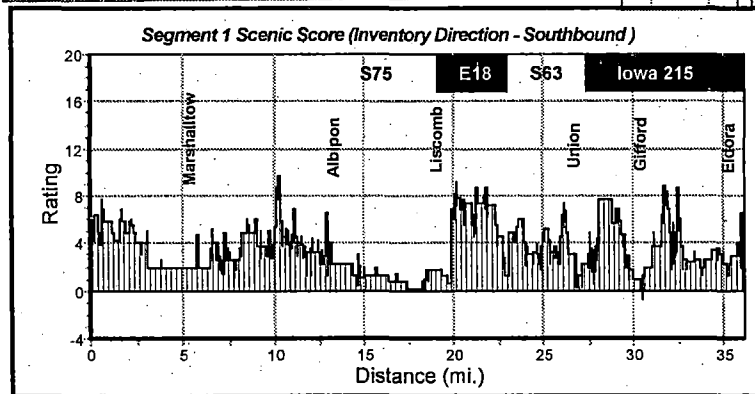
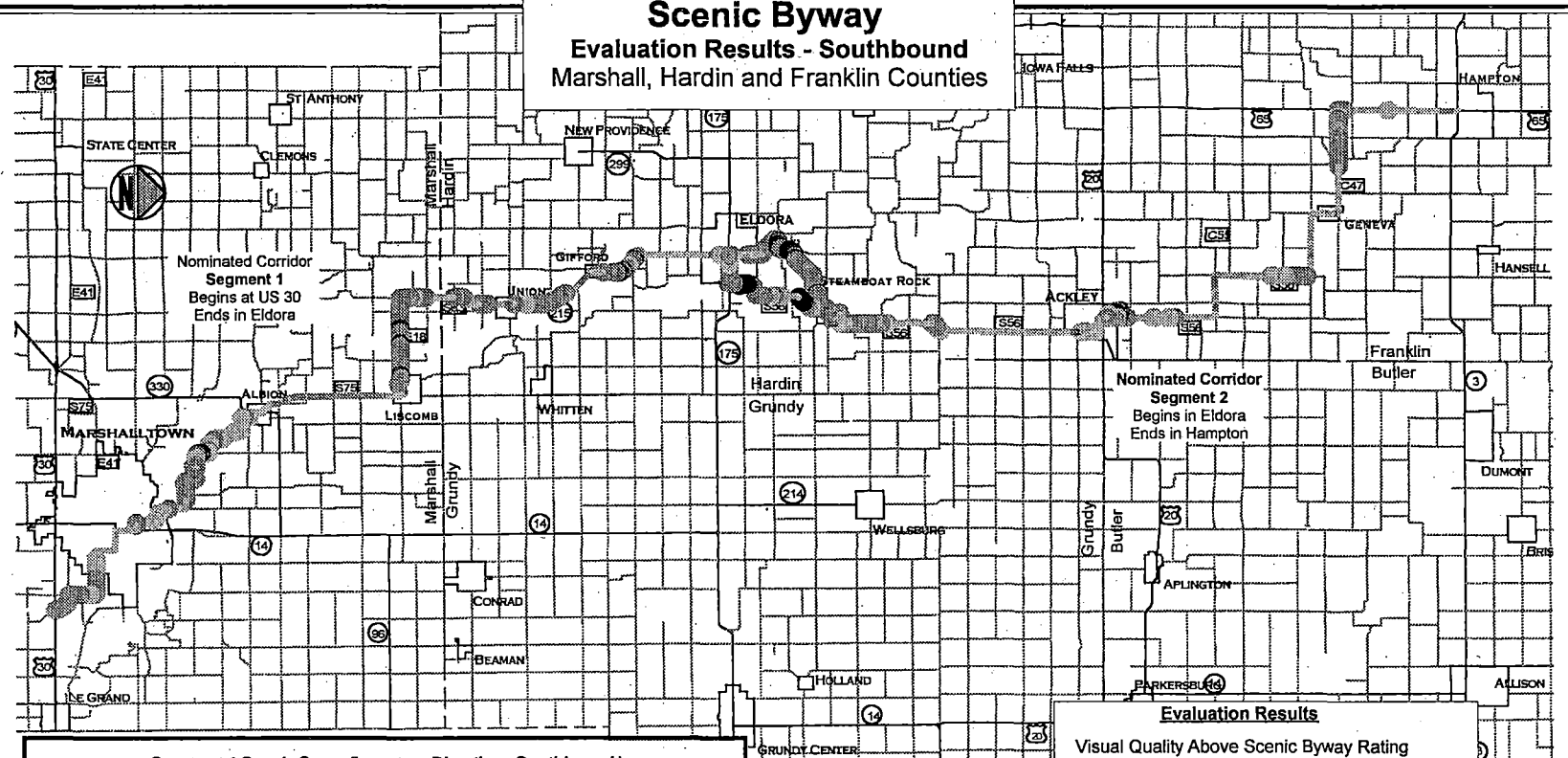
Visual Quality Below Scenic Byway Rating

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

Segment 2 Scenic Score - (Northbound from Eldora to Hampton)



Scenic Byway Evaluation Results - Southbound Marshall, Hardin and Franklin Counties



Note: The outlined areas on the graph are loops that were traveled in both directions during the inventory. The scores shown on the graph represent both travel directions.

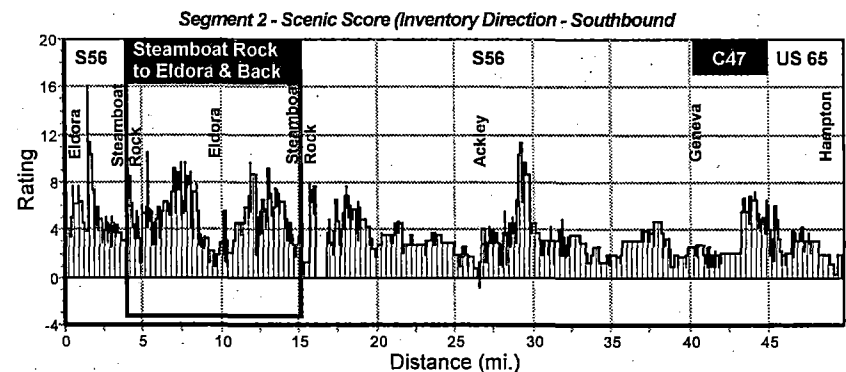
Evaluation Results

Visual Quality Above Scenic Byway Rating

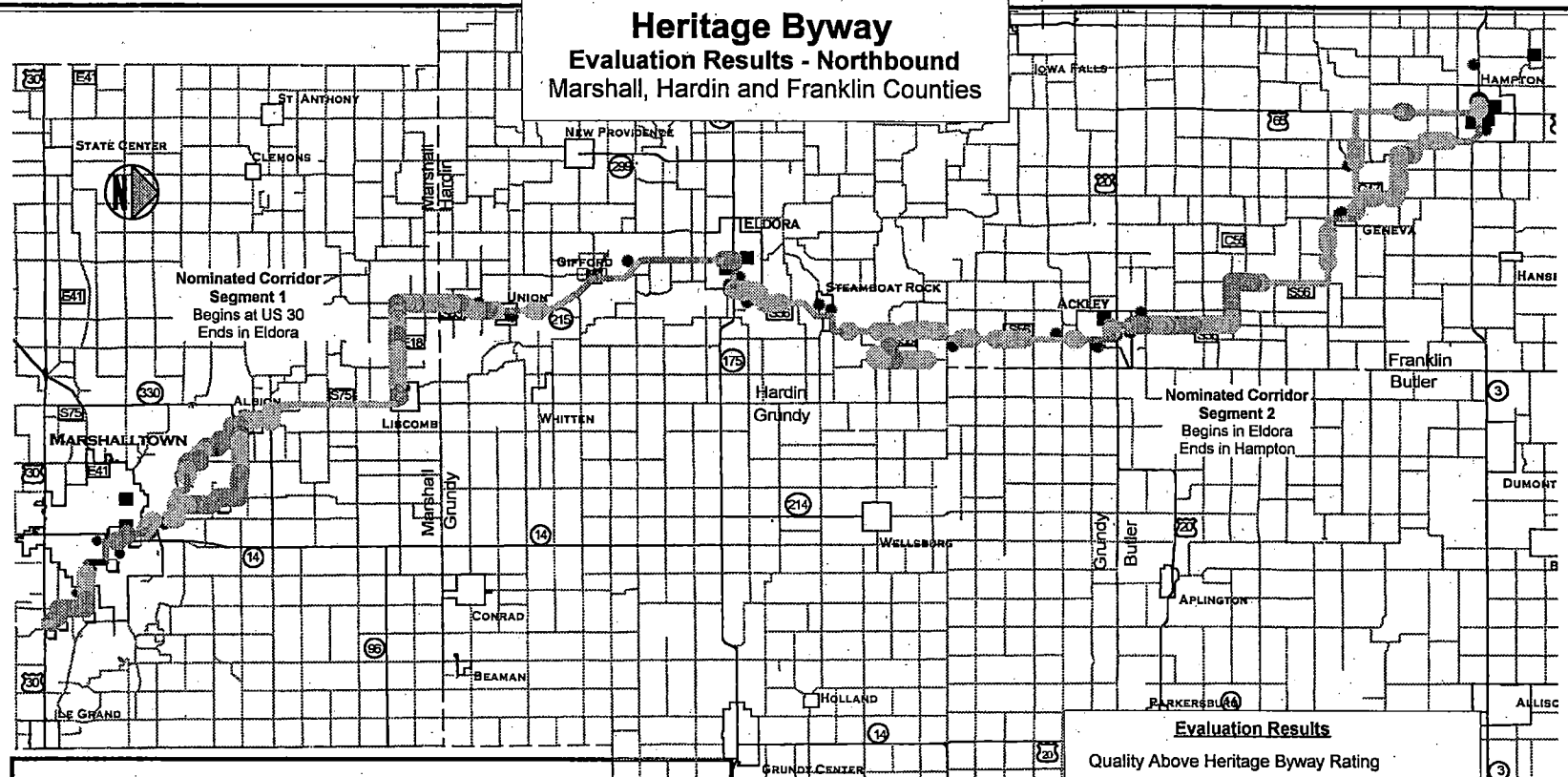
- Minimum Visual Quality [3.6 to 4.4]
- Good Visual Quality [4.4 To 8]
- Very Good Visual Rating [8 To 25]

Visual Quality Below Scenic Byway Rating

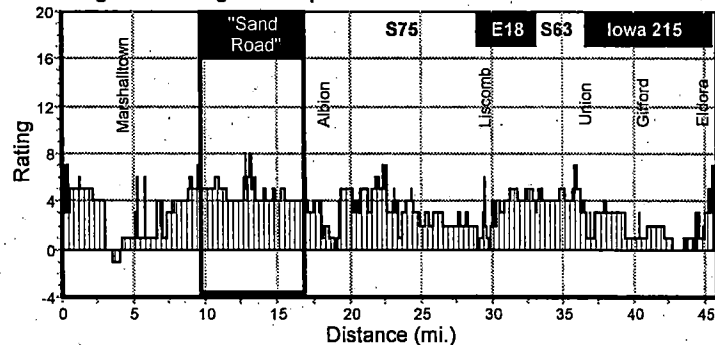
- Below Minimum Quality [1.5 to 3.6]
- Neutral Visual Quality [0 to 1.5]
- Poor Visual Quality [-4 to 0]



Heritage Byway Evaluation Results - Northbound Marshall, Hardin and Franklin Counties



Segment 1 Heritage Score - (Northbound from Marshalltown to Eldora)



Note: The outlined areas on the graph are loops that were traveled in both directions during the inventory. The scores shown on the graph represent both travel directions.

Evaluation Results

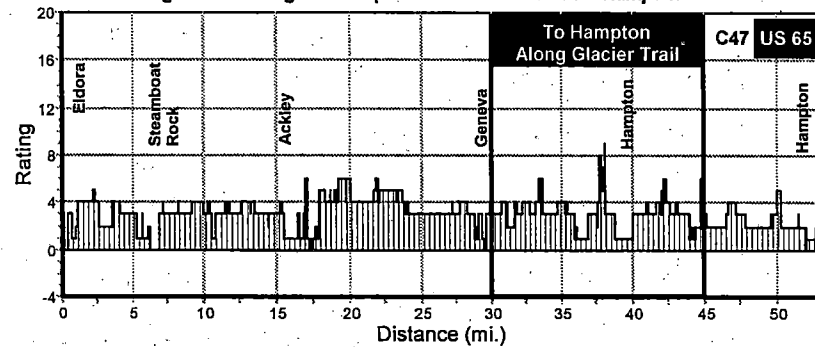
Quality Above Heritage Byway Rating

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

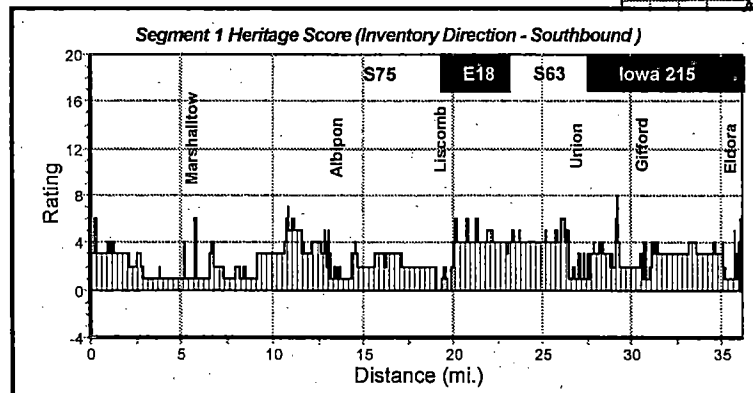
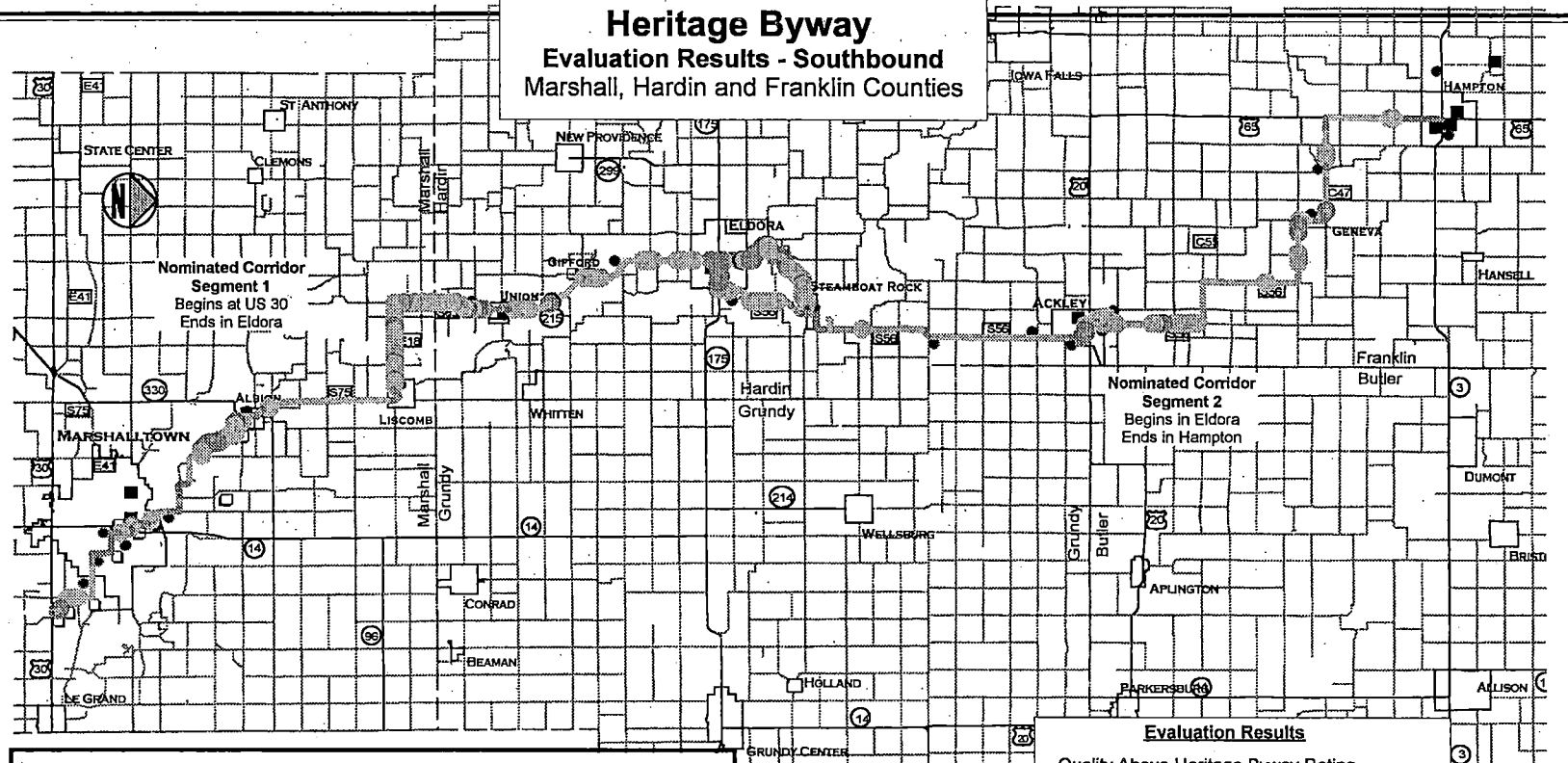
Quality Below Heritage Byway Rating

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

Segment 2 Heritage Score - (Northbound from Eldora to Hampton)



Heritage Byway Evaluation Results - Southbound Marshall, Hardin and Franklin Counties



Note: The outlined areas on the graph are loops that were traveled in both directions during the inventory. The scores shown on the graph represent both travel directions.

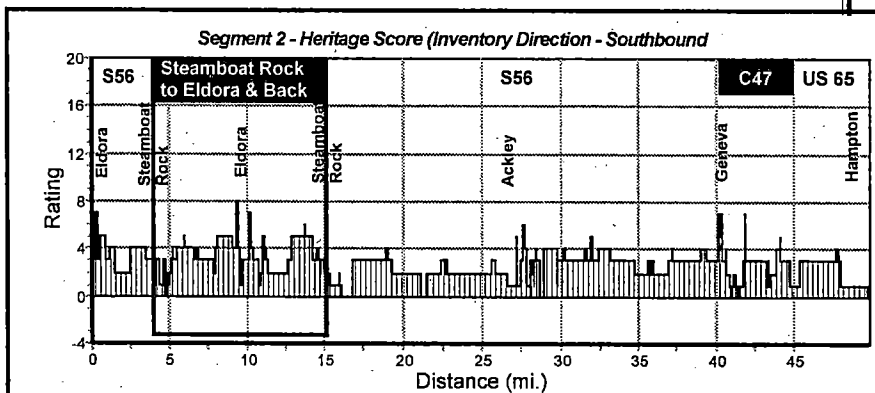
Evaluation Results

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 three County Corridor.

Nomination Evaluation Statistics:

Segment #1 (North-South)

Length: 40.85 miles

Evaluation Results

| | <u>Scenic</u> | <u>Heritage</u> |
|--|---------------|-----------------|
| Quality Rating (Average rating): | 3.43 | 2.96 |
| Uniformity (% of byway rated above 4): | 35.79% | 41.83% |
| Maximum Rating: | 10.10 | 8.00 |
| Minimum Rating: | -1.90 | -1.00 |
| Variety Rating (Variance): | 3.45 | 2.42 |

Segment #2 North-South

Length: 53.47 miles

Evaluation Results

| | <u>Scenic</u> | <u>Heritage</u> |
|--|---------------|-----------------|
| Quality Rating (Average rating): | 3.75 | 2.92 |
| Uniformity (% of byway rated above 4): | 36.27% | 28.31% |
| Maximum Rating: | 16.10 | 9.00 |
| Minimum Rating: | -0.80 | 0.00 |
| Variety Rating (Variance): | 3.58 | 1.55 |

Comments:

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

Roadway:

Nearly all of the nominated corridor has a paved travel surface. Segment #1 has a short 2.5 mile section with gravel surface south of Albion. East of Albion a part of the original Glacier Trail alignment has 4.5 miles of gravel

surface. All of Segment #2 has a paved travel surface. Three short sections of the original Glacier Trail alignment that were inventoried had a gravel surface. It should be noted that gravel may have been the original travel surface for these sections of the Glacier Trail.

Scenic Byway:

The basic evaluation criteria for scenic byways is that the route have high visual quality and uniform visual character. Evaluation of these factors show the following results.

- The average quality score for the scenic byway category is below 4.0 on both Segment #1 and #2. Less than 50% of the length along each corridor segment scored above 4.
- About 14% of the corridor was rated as offering good or outstanding views. Areas with high scenic quality were found in the Pine Lake State Park area along S56 north of Eldora.
- Evaluations of roadway character and adjacent visual elements along the nominated corridors showed that 18% of Segment #1 and 22% of Segment #2 offered a roadway background rated good or outstanding.

Heritage Byway:

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

- The average quality score for the heritage byway category is below 4.0. The percentage of each segment that scored above 4 is also less than 50%.
- Current land use and roadway characteristics matched those anticipated during the early Glacier Trail period (from the 1920's) along a majority of the corridor. It was assumed that the current rural land uses remain generally similar to those found in the 1920's.
- Four areas offered the best roadway and land use matches found along the nominated corridor. Areas around Albion, Steamboat Rock, Eldora and Ackley all offered good heritage settings.

Other Factors:

The quality and character of the views along this nomination are associated with two primary areas. The Pine Lake State Park area is a visual treat and superior in quality. Several short side trips provide very attractive views. The drive from Steamboat rock to Eldora follows tree lined Elk Creek and offers a variety of views.

It should be noted that the nominated corridor is over ninety miles long. It is difficult to maintain consistency of either visual or heritage character over that length. Several shorter sections could score higher in both quality and consistency if considered separately.

APPENDIX A

Selected Bibliography

APPENDIX A - Selected Bibliography

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