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# Scenic Byway Evaluation

December 1992

Prepared by Decision Data Inc

# **IOWA SCENIC BYWAY EVALUATION**

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Iowa Department of Transportation

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## OVERVIEW

## INTRODUCTION

In 1992, the Iowa Department of Transportation (Iowa DOT) entered into a contract with Decision Data Inc., (D<sup>2</sup> Inc.), Topeka, KS, to inventory and evaluate some 1650 miles of locally nominated roads and highways (state, local, paved and unpaved) for inclusion, in Iowa's pilot scenic highways (byways) project. The Scenic Byway Evaluation project and the contract were in response to 1987 Iowa legislation concerning pilot scenic highway routes and the Department of Transportation duties.

### Legislation

Chapter 306D, SCENIC ROUTES, of 1987 Iowa legislation contains three sections regarding a Scenic Route/Highways/Byways Program:

- 306D.1 Statement of Purpose - Intent
- 306D.2 Statewide Scenic Highways Program - Objectives and Agency Duties
- 306D.3 Plan Recommendations and Pilot Projects

### Scenic Byway Evaluation Project

#### Iowa DOT Program Objective

The Iowa DOT program objective, taken from the 1987 Iowa legislation, section 306D.3, was "to identify four pilot scenic highway routes across two or more counties each for trial promotion in the state's tourism marketing program".

#### Project Purpose

The purpose of this byway evaluation project was to assist Iowa DOT in meeting their program objective of identifying four pilot scenic routes.

## D<sup>2</sup> Inc. Specific Project Work Tasks

The following specific work tasks were performed by D<sup>2</sup> Inc. in evaluating Iowa's candidate scenic byway routes:

- 1) inventory identified candidate routes and appropriate roads providing access to these routes,
- 2) evaluate the scenic, historic and cultural character of each route based upon the inventory information, and
- 3) report on the inventory and evaluation process and document the relative attributes of each route.

Furthermore, the inventory and evaluation process was to be based on the research titled "Scenic Byways: Their Economic Benefits/Selection/Designation/ Protection and Safety" (Scenic Byways Research Project). This research was conducted in cooperation with the Midwest Transportation Center, Iowa Department of Transportation, the Missouri Transportation and Highway Department, the Kansas Department of Transportation and the Nebraska Department of Roads. Note: See end of report for the list of references which give the details of the research project and results.

## Project Time Frame

### Nomination of Routes

In January, 1992 Iowa DOT sent a letter to public road agencies requesting that they assist in identifying (nominating) candidate routes for possible designation as a pilot scenic highway route. See Appendix A for the two page letter which includes nomination instructions and sample criteria to be used in evaluating the candidate routes and selecting the final four pilot routes. 1650 miles of routes were nominated and are shown in Figure 1.

## D<sup>2</sup> Inc. Activities

The project contract was executed on June 15, 1992. The field inventory of the nominated routes was conducted during the summer of 1992. The evaluation process was carried out in the fall of 1992.

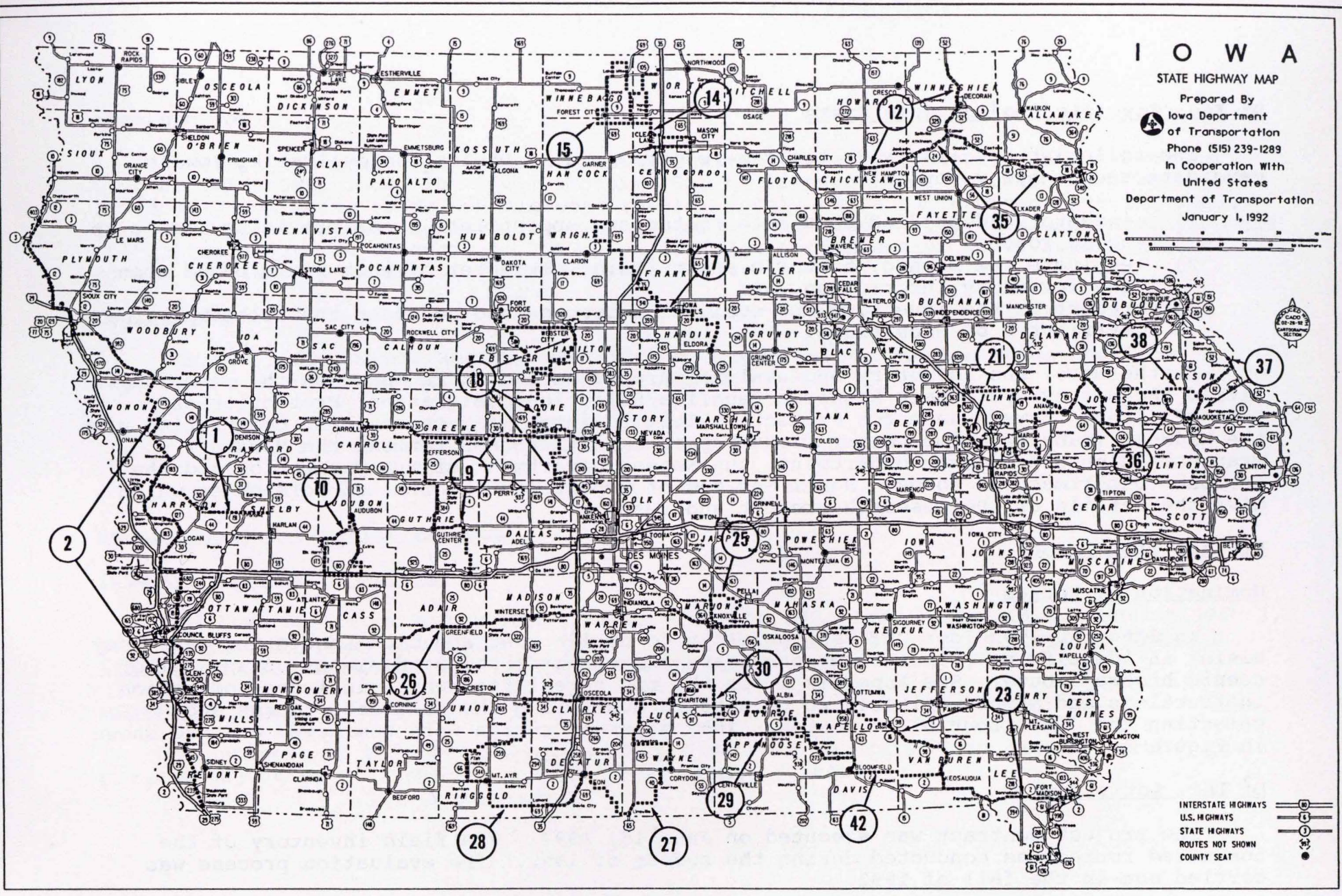


Figure 1. Nominated Candidate Routes

The sponsoring of the Scenic Byway Research project, the request for and collection of nominations for potential scenic byway routes and the Scenic Byway Evaluation Project are significant milestones in Iowa DOT's continuing work on a long range Scenic Routes Program for Iowa.

## OVERVIEW OF SCENIC BYWAY EVALUATION PROCESS

### Background

As noted earlier, the inventory and evaluation process was to be based on the Scenic Byways Research conducted 1990-91, by Dr. Bob L. Smith, P.E., Professor of Civil Engineering, Kansas State University. (see References 1,2,3)

The physical system used in both the research and this project was an adaptation of the Route Inventory Information Management System (RIIMS) developed by Decision Data, Inc., Topeka, KS.

The research (3) covered four principal issues necessary for a successful scenic byways program in a state or region:

- Scenic Quality
- Road Safety
- Scenic Byways Designation, and
- Scenic Byway Information

This project used the "Scenic Quality" portion of the research project:

SCENIC QUALITY- Criteria and methods for assuring some minimum level of scenic quality and doing so in a uniform and consistent fashion.

### What is a Scenic Byway

A Scenic Byway has been defined as follows:

"A scenic road or byway has roadsides or corridors of aesthetic, cultural or historic value. An essential part of this road is its scenic corridor. The corridor may contain outstanding scenic vistas, unusual geologic formations, dramatic urban scenes, scientific features or other elements all providing enjoyment for the highway travelers"(4)

The horizontal and vertical alignment of the road itself, i.e, the ribbon of roadway, is also an essential part of a scenic road or byway.

It follows that a road, with a non-scenic corridor, leading to a scenic spot or town can not qualify as a scenic road or byway.

## **Evaluation Process**

### **Inventory, Evaluate and Report**

As noted earlier, the Scenic Byway evaluation process consisted of three parts:

1. Inventory of each candidate (nominated) route,
2. Evaluation of the scenic, historic and cultural character or attributes of each route based on the inventory information, and
3. Reporting (comparison) of the relative scenic, historic and cultural attributes of each route.

Each part of the evaluation process is described in subsequent sections of this report.

## **INVENTORY (SURVEY) OF ROUTES**

### **Purpose**

The purpose of the inventory or survey of each candidate or nominated route was to gather information on the general scenic quality of each route and to identify individual visual factors along each route including the visual quality of roadway alignment. This information was later used in the route evaluation process. The inventory of the routes was a necessary step in meeting IDOT's legislative - directed program objective "--- to identify four pilot scenic highway routes---".

### **Inventory Procedure**

#### **Survey Technique**

A system consisting of a lap-top computer and a video camera connected to a distance measuring device (DMD) was used on-board a vehicle to inventory or collect information about a nominated route. A commentator (usually the driver) describes the following: the

type of view (panorama, scene or focal point); the quality of view with a numerical rating from "1" (excellent, outstanding) to "7" (very poor, completely detracting); the quality of presentation based on the relative ease of "seeing" the various views as the road is driven. The views are given a quality of presentation rating from "1" straight ahead to "5" out the side window; how long (distance) one sees a particular view or element; the types of activities along the road and a 1-7 rating of the visual character of the roadway itself. The information from the commentator is stored in the computer using a specially-coded and colored keyboard. Certain keystrokes poll the DMD to collect distance, speed, and time. The video camera may be panned to record the view being described by the commentator and it captures the verbal comments as well as the instantaneous distance, speed and time.

Note: See Appendix B for a more detailed discussion of the survey technique.

#### Nominated Routes

The 1650 miles of nominated routes are shown in Figure 1. The routes are a mix of state and local roads and highways with paved and unpaved surfaces. The nominations were in response to the IDOT letter in Appendix A. For each route, details such as jurisdiction, i.e. state or local, type of road surface, etc., can be found in the EVALUATION section of this report.

#### Survey was in Two-Directions

Each route was inventoried (surveyed) in two directions resulting in survey total of 3300 miles. Experience in the Scenic Byways Research project showed that one could get different byway scenic ratings depending on the direction of travel on the road.

As one drives the roads it becomes apparent that some views (panoramas, scenes and focal points) which are seen when traveling in one direction cannot even be seen (i.e, don't exist, or are much different) when traveling in the other direction.

Even when such views can be generally seen in the same part of the route, their specific locations, i.e. start, end and subsequently the length of their visibility, are different depending on the direction of travel.

This is especially noticeable when traveling north-south roads with windbreaks. Southbound views typically give only a moderately rated scene of trees while northbound views are likely to be much higher rated scenes of farmsteads. In Iowa, we found the

scenes of the lovely, interesting, very well-kept (almost manicured) farmsteads to be like scenic jewels along the ribbon of roadway.

Thus, the two-direction inventory assured that the route evaluation would take into account the directional differences of scenic quality of each route.

## **BASIC EVALUATION**

### **Purpose**

The purpose of the evaluation of routes was to obtain a numerical quality rating for each nominated route. The quality rating was used in the subsequent reporting of the relative scenic, historic and cultural attributes of each route.

### **Evaluation Procedure**

#### **Basis**

The scenic quality rating of a route is based on the data collected (recorded) in the inventory (survey) of the routes.

Scenic quality is based on:

- the visual quality of the type of view, (panorama, scene or focal point) and the recorded quality of view (1-excellent, outstanding to 7 very poor, completely detractive).
- the quality of presentations or displays of view (1-straight ahead to 5-out the side window).
- The distance over which the view can be seen
- The quality of roadway alignment
- Background or land use adjacent to the roadway
- Historic and cultural features or sites
- Amenities such as rest areas, overlooks, accommodations for tourists

- Variety or lack of variety (degree of monotony) and
- The collective perception of the above events.

The specific categories used in the inventory are shown in Table 1.

### Measuring Scenic Quality

A numerical rating of visual quality was determined for each route.

A measure of the visual quality of a route can be seen by plotting, for each viewed item or event, the normalized quality of view (4 minus the recorded quality of view), adjusted for presentation quality, as the ordinate vs. the distance over which the item is viewed (abscissa). A measure of the visual quality (numerical rating) at any point is the total height of the cumulative plot for all viewed items and the quality of any section is the average height of the cumulative plot for the length of section being considered.

The numerical rating is also the average height of the cumulative plot. It is also the area under the plot or curve, for any section, divided by the length of that section. All plots and numerical rating calculations are made by computer in the "twinkling" of an eye. A plot, alone, of a 20 mile route could easily require an entire day if done by hand.

Note: See Appendix B for further details of the evaluation process.

**Table 1**  
**Inventory Elements**

<b>Visual Elements in the Inventory</b>			
<b>Types of Views</b>	<b>Primary Visual Composition Elements Associated with View</b>	<b>Secondary Visual Composition Elements Associated with View</b>	<b>Definition of Secondary Composition Elements Associated with View</b>
<b>Panorama</b>  <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <b>Note: "Large" vista that provides a comprehensive view</b> </div>	<b>Landforms</b>  <b>Water</b> <b>Vegetation</b>  <b>Agriculture</b>  <b>Structures</b>  <b>Man-made</b>	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 ect. general form Vegetation producing colors or patterns Unusual vegetation Farm lands without specific composition Agriculture producing colors or patterns General buildings, ect. Structures producing colors or patterns Man-made features producing colors or patterns
<b>Scenes</b>  <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <b>Note: A single view of a composite or comprehensive subject.</b> </div>	<b>Landforms</b>  <b>Water</b> <b>Vegetation</b>  <b>Agriculture</b>  <b>Structures</b>  <b>Man-made</b>	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 ect. general form Transition zone between vegetation types Vegetation producing colors or patterns Unusual vegetation Agriculture producing colors or patterns Ag features such as farm animals, hay bales, etc. General buildings including farmsteads, barns, etc. Unusual agricultural features General buildings, etc. Structures producing colors or patterns Man-made features producing colors or patterns
<b>Focal Points</b>	<b>Landforms</b>  <b>Water</b>	Basic Material Moving Edge	Hills, valleys - general forms Visible rocks, soils, etc. Moving water Transition zone between vegetation types

## 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
<b>Focal Points [cont.]</b>  <div style="border: 1px solid black; padding: 5px;"> <b>Note:</b> A "short" view of a single feature or a detail of that feature.         </div>	<b>Vegetation</b>  <b>Agriculture</b>  <b>Structures</b>  <b>Man-made</b> <b>Man-made</b>	Basic Edge Color/Pattern Unique Features Activity/Operations Structures Unique Basic Color/Pattern Color/Pattern Unique	Forests, grasslands ect. general form Transition zone between vegetation types Vegetation producing colors or patterns Unusual vegetation Ag features such as farm animals, hay bales etc. General buildings including farmsteads, barns, etc. Unusual agricultural features General buildings, etc. Structures producing colors or patterns Man-made features producing colors or patterns Unusual man-made features
Other Elements in the Inventory			
Types of corridor characteristics	Primary Features Associated with Characteristic	Definition of Feature Associated with Characteristic	
<b>Roadway Aesthetics</b>  <b>Background</b>  <div style="border: 1px solid black; padding: 5px;"> <b>Note:</b> Land Use along the road corridor.         </div>  <b>Amenities/Conditions</b>          <b>Historic Features</b>  <b>Location</b>	Terrain Ribbon Woodlands/Forests Wetlands Mixed Native Vegetation Agriculture Urban/Suburban Accommodations Museums/Tours Parks & Recreation Pull Offs /Rest Areas Traffic Historic Structure Historic Area Reference	The roadway flows with the terrain [good vertical alignment] The roadway meanders with terrain [good horizontal alignment] Woodlands are the primary corridor landuse Wetlands are the primary corridor landuse The primary corridor landuse is mixed vegetation Agriculture is the primary corridor landuse Intense man-made landuse along corridor Motels, camping etc. Museums, tours, and other organized activities Developed recreation areas Overlooks and other rest areas High traffic volumes encountered Structure having historic or cultural interest Area having historic or cultural interest Identification of location i.e road intersection	

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## EVALUATION

## **ROUTE EVALUATION**

### **Introduction**

The inventory process provided extensive sets of data on the type, location and "value" of scenic vistas, road characteristics, historic features and cultural elements. This data was collected during the summer and was projected to reflect the spring-fall periods by increasing the rated quality on vegetative items such as vegetation edges. These "seasonal" adjustments were designed to reflect the increased value associated with spring and fall colors. The agriculture color/pattern feature was reduced to reflect decreased value during this period.

### **Numeric Analyses**

#### **Objective**

Evaluations were made on each route for each inventory (two directions) and each projection. The analyses were designed to reflect the following concerns:

1. What is the general scenic value of the route?
2. How diverse is the visual character of the route. Does it provide a good "change of pace" and hold the observers' interest?
3. How uniform is the route. Does it have high visual quality along its entire length?
4. Does the route hold outstanding views that will impress the observer?

#### **Approach**

The general scenic value concern was addressed by calculating the average (mean) rating. This number indicates the normal scenic value that would be experienced along the route. For instance, an average rating of 4 would mean that at least two visual events or features perfectly presented and rated as "good" would be visible at all times.

The diversity of the visual character of the route was addressed by calculating the variance from the mean. A route with a high variance will have many changes in the visual features displayed and in the relative nature of these features.

Uniformity along the route was demonstrated by the percentage of the route with ratings above the "scenic rating level" of 4. The higher this percentage the more uniform the route's visual character.

The issue of outstanding views and impressions was addressed by analyzing each five mile segment and calculating the variance of the mean rating within each segment. Routes that have high segment variance hold views that are well above the average value. The view may provide signature vistas or vistas producing lasting impressions.

### Results

Table 2 provides the results of the numeric evaluation of each route. Note that the table shows individual directional evaluations, projected ratings and exploration routes. Key columns in this table are columns 4, 5, 7, 8, and 9.

Column 4 shows the mean rating of the inventories and projected ratings. A mean rating of 4 or more indicated that the route has a good overall visual character.

Column 5 shows the variance of the ratings along a route from the mean. A variance of 10 or more indicates that the route has significant visual peaks. Generally this will indicate a route that has good change in pace and visual diversity.

Column 7 shows the percent of the route that is above the "minimum byway rating". A route with 40% or more above this rating will generally indicate a route with uniform visual character.

Column 8 shows the average rating when the rating is above 4. A route with a mean of 6.5 or more in this column indicates a route having areas with very high visual character.

Column 9 shows the results of the segment analyses on each route. A value of 10 or more in this column indicates one or more unique vistas well above the value existing along most of the route.

These statistics should be viewed as a composite in evaluating a route. For instance, an exceptional route will have a high average quality [column 4, above 4] with good pace and visual diversity [column 5, variance above 10]. This visual character will be consistent along the entire route [column 7, above 40%] containing areas with very

**TABLE 2  
ROUTE EVALUATIONS**

ROUTE NUMBER, NOTES, INVENTORY DIRECTION AND EXPLORATION ROUTE(S)		[1] LENGTH [MILES]	[2] HIGH RATING ON ROUTE	[3] LOW RATING ON ROUTE	[4] MEAN OF ALL RATINGS ALONG ROUTE	[5] VARIANCE ALONG ENTIRE ROUTE	[6] MILES WITH RATING ABOVE 4	[7] PERCENTAGE OF ROUTE ABOVE 4	[8] AVERAGE RATING WHEN ABOVE 4	[9] HIGH SEGMENT VARIANCE ALONG ROUTE
<b>1</b>	<b>ROUTE TOTAL</b>	<b>46.898</b>	<b>18.35</b>	<b>-1.44</b>	<b>4.74</b>	<b>8.54</b>	<b>26.18</b>	<b>55.93%</b>	<b>6.63</b>	<b>25.05</b>
Notes: Route 1 runs from I - 29 to US 59.	east bound summer		14.00	-0.97	4.65	6.88	26.50	56.62%	6.43	16.09
	west bound summer		19.73	-1.90	4.29	6.39	23.80	50.85%	6.03	26.89
	east bound projected		17.00	-1.00	5.17	11.14	27.70	59.19%	7.32	23.71
	west bound projected		22.67	-1.90	4.85	9.76	26.70	57.05%	6.74	33.51
<b>2A</b>	<b>ROUTE TOTAL</b>	<b>59.226</b>	<b>9.48</b>	<b>-1.95</b>	<b>2.77</b>	<b>4.35</b>	<b>15.13</b>	<b>25.54%</b>	<b>5.35</b>	<b>9.25</b>
Notes: Route 2A is the south section of route 2. Exp. route 2A L1 runs from Tabor to Thurman.	north bound summer		6.80	-1.90	2.07	2.44	7.10	11.99%	4.72	2.63
	south bound summer		10.40	-2.00	2.88	4.31	14.20	23.97%	5.57	11.45
	north bound projected		7.60	-1.90	2.49	3.48	14.20	23.99%	5.00	3.90
	south bound projected		13.10	-2.00	3.65	7.18	25.00	42.21%	6.12	19.02
	<b>2A L1</b> EXPLORATION ROUTE	<b>9.900</b>	<b>7.41</b>	<b>0.54</b>	<b>3.96</b>	<b>2.38</b>	<b>4.65</b>	<b>46.97%</b>	<b>5.20</b>	<b>1.23</b>
"Loop, Tabor to Thurman"	north bound summer		5.91	1.00	3.25	0.92	1.80	18.18%	4.75	1.17
	south bound summer		7.15	0.00	3.64	2.74	4.20	42.42%	5.17	0.83
	north bound projected		7.41	1.00	4.27	1.46	5.40	54.55%	5.14	1.62
	south bound projected		9.15	0.16	4.66	4.38	7.20	72.73%	5.73	1.30
<b>2B</b>	<b>ROUTE TOTAL</b>	<b>62.607</b>	<b>10.32</b>	<b>-2.40</b>	<b>3.39</b>	<b>6.53</b>	<b>23.88</b>	<b>40.31%</b>	<b>6.42</b>	<b>7.71</b>
Notes: Route 2B is that section of 2 from Council Bluffs to Pisgah. Exp. route near Magnolia	north bound summer		8.72	-2.80	2.98	4.87	19.90	33.60%	6.07	7.49
	south bound summer		9.28	-2.00	3.06	5.32	22.00	37.14%	5.89	4.81
	north bound projected		10.92	-2.80	3.65	7.41	24.80	41.87%	6.90	10.95
	south bound projected		12.34	-2.00	3.85	8.54	28.80	48.62%	6.82	7.58
	<b>2B L1</b> EXPLORATION ROUTE	<b>9.905</b>	<b>4.25</b>	<b>0.10</b>	<b>1.89</b>	<b>1.36</b>	<b>0.30</b>	<b>2.66%</b>	<b>2.14</b>	<b>1.88</b>
"Sawmill Loop"	clockwise summer		4.00	0.10	1.77	0.97	0.00	0.00%	0.00	1.49
	clockwise projected		4.50	0.10	2.00	1.75	0.60	5.31%	4.27	2.27
<b>2C</b>	<b>ROUTE TOTAL</b>	<b>68.958</b>	<b>14.98</b>	<b>-1.55</b>	<b>3.64</b>	<b>7.32</b>	<b>25.98</b>	<b>43.86%</b>	<b>6.83</b>	<b>11.41</b>
Notes: Route 2C is that section of Route 2 from Pisgah to Sergeants Bluffs.	north bound summer		15.40	-1.48	3.31	7.11	22.30	37.65%	6.86	10.68
	south bound summer		11.98	-1.67	3.28	4.92	23.00	38.83%	6.20	7.18
	north bound projected		17.22	-1.38	3.94	9.70	28.20	47.61%	7.33	16.76
	south bound projected		15.31	-1.67	4.03	7.57	30.40	51.33%	6.91	11.03
<b>2D</b>	<b>ROUTE TOTAL</b>	<b>36.675</b>	<b>7.16</b>	<b>-0.95</b>	<b>1.18</b>	<b>3.55</b>	<b>3.03</b>	<b>8.25%</b>	<b>5.68</b>	<b>5.45</b>
Notes: Route 2D is the north section of Route 2. Two exploration were inventoried.	north bound summer		7.70	-2.80	0.70	2.64	1.40	3.82%	5.79	3.53
	south bound summer		5.60	-1.90	1.09	2.89	1.50	4.09%	5.47	5.16
	north bound projected		8.85	2.80	1.28	4.25	3.90	10.63%	5.92	6.01
	south bound projected		6.48	-1.90	1.66	4.42	5.30	14.45%	5.55	7.09
	<b>2D L1</b> EXPLORATION ROUTE	<b>3.227</b>	<b>12.51</b>	<b>1.64</b>	<b>6.07</b>	<b>11.49</b>	<b>2.38</b>	<b>71.27%</b>	<b>7.97</b>	<b>0.00</b>
"Butcher Loop"	east bound summer		11.82	1.67	5.01	7.89	1.90	50.00%	7.27	
	west bound summer		11.80	2.00	6.30	11.04	2.60	68.42%	7.83	
	east bound projected		12.71	0.90	5.61	11.55	2.10	66.67%	8.04	
	west bound projected		13.70	2.00	7.34	15.48	2.90	100.00%	8.73	
	<b>2D L2</b> EXPLORATION ROUTE	<b>1.505</b>	<b>7.95</b>	<b>5.37</b>	<b>8.43</b>	<b>0.84</b>	<b>1.38</b>	<b>91.68%</b>	<b>6.53</b>	<b>0.00</b>
"Stone Park"	east bound summer		5.67	3.36	4.47	0.38	1.00	66.70%	4.84	
	west bound summer		7.80	5.76	6.46	0.65	1.50	100.00%	6.46	
	east bound projected		7.63	4.70	6.11	0.87	1.50	100.00%	6.11	
	west bound projected		10.70	7.65	8.69	1.45	1.50	100.00%	8.69	

**TABLE 2 (cont.)  
ROUTE EVALUATIONS**

ROUTE NUMBER, NOTES, INVENTORY DIRECTION AND EXPLORATION ROUTE(S)		[1] LENGTH [MILES]	[2] HIGH RATING ON ROUTE	[3] LOW RATING ON ROUTE	[4] MEAN OF ALL RATINGS ALONG ROUTE	[5] VARIANCE ALONG ENTIRE ROUTE	[6] MILES WITH RATING ABOVE 4	[7] PERCENTAGE OF ROUTE ABOVE 4	[8] AVERAGE RATING WHEN ABOVE 4	[9] HIGH SEGMENT VARIANCE ALONG ROUTE
<b>9A [North] ROUTE TOTAL</b>		<b>69.449</b>	<b>15.09</b>	<b>-2.03</b>	<b>2.25</b>	<b>11.94</b>	<b>17.02</b>	<b>24.51%</b>	<b>7.91</b>	<b>22.88</b>
Notes: Route 9A is the north - south section of Route 9 from I-80 to Carroll	north bound summer		12.77	-2.58	1.95	8.64	14.20	20.45%	7.18	15.42
	south bound summer		14.12	-0.95	2.06	10.28	17.49	25.19%	7.45	19.17
	north bound projected		16.05	-2.58	2.32	12.81	16.40	23.61%	8.13	24.93
	south bound projected		17.42	-2.00	2.66	16.05	20.00	28.80%	8.86	32.00
<b>9B [East] ROUTE TOTAL</b>		<b>48.372</b>	<b>12.80</b>	<b>-3.21</b>	<b>1.09</b>	<b>5.95</b>	<b>4.00</b>	<b>8.28%</b>	<b>7.77</b>	<b>6.16</b>
Notes: Route 9B is the east - west section of Route 9 from Iowa 25 to Ames.	east bound summer		11.90	-2.10	0.74	4.20	2.80	5.80%	7.45	4.54
	west bound summer		11.00	-4.32	1.07	5.07	3.90	8.07%	7.30	4.84
	east bound projected		14.80	-2.10	1.03	6.69	3.70	7.66%	8.47	7.54
	west bound projected		13.50	-4.32	1.50	7.83	5.60	11.59%	7.86	7.73
<b>10 ROUTE TOTAL</b>		<b>50.705</b>	<b>14.83</b>	<b>-2.57</b>	<b>4.24</b>	<b>7.05</b>	<b>26.18</b>	<b>52.25%</b>	<b>6.21</b>	<b>9.62</b>
Notes: Route 10 is a loop off I - 80 using US 71, Iowa 44 and Iowa 173.	clockwise summer		12.00	-3.34	3.94	7.47	25.70	51.30%	6.04	8.92
	counter clockwise summer		15.45	-1.86	4.33	5.07	26.60	53.09%	5.92	8.71
	clockwise projected		12.80	-3.23	4.21	8.92	26.30	52.50%	6.54	13.30
	counter clockwise projected		19.05	-1.86	4.48	6.73	26.10	52.10%	6.34	7.53
<b>12 ROUTE TOTAL</b>		<b>48.557</b>	<b>12.24</b>	<b>-1.30</b>	<b>3.71</b>	<b>6.08</b>	<b>17.08</b>	<b>35.21%</b>	<b>6.41</b>	<b>8.17</b>
Notes: Route 12 is in northeast along US 52 and Iowa 24 from New Hampton to Burr Oak.	east bound summer		10.09	-1.00	3.35	4.98	15.70	32.37%	6.00	6.13
	west bound summer		11.76	-1.59	3.12	4.73	10.60	21.86%	6.40	7.00
	east bound projected		11.84	-1.00	4.36	6.93	22.90	47.22%	6.63	8.62
	west bound projected		15.26	-1.59	4.00	7.66	19.10	39.38%	6.60	10.91
<b>14 ROUTE TOTAL</b>		<b>45.416</b>	<b>9.90</b>	<b>-2.30</b>	<b>1.78</b>	<b>3.39</b>	<b>5.00</b>	<b>11.01%</b>	<b>5.37</b>	<b>2.19</b>
Notes: Route 14 starts in Mason City runs through Clear Lake and ends at I - 35 and Iowa 105.	north bound summer		11.22	-1.90	1.98	3.12	3.80	8.37%	5.58	2.12
	south bound summer		6.64	-2.70	1.02	1.90	0.60	1.32%	5.40	1.17
	north bound projected		13.72	-1.90	2.61	5.35	12.20	26.87%	5.53	3.69
	south bound projected		8.01	-2.70	1.49	3.18	3.40	7.49%	4.95	1.79
<b>15 ROUTE TOTAL</b>		<b>82.148</b>	<b>8.72</b>	<b>-2.31</b>	<b>1.95</b>	<b>2.88</b>	<b>9.48</b>	<b>11.54%</b>	<b>5.19</b>	<b>2.32</b>
Notes: Route 15 starts in Mason City with a loop starting and ending in Fertile	clockwise summer		7.54	-2.72	1.55	2.21	5.00	6.09%	5.01	1.23
	counter clockwise summer		8.29	-1.90	1.90	2.13	6.40	7.80%	4.94	2.39
	clockwise projected		9.04	-2.72	2.00	3.67	11.80	14.37%	5.40	2.02
	counter clockwise projected		9.99	-1.90	2.34	3.51	14.70	17.90%	5.39	3.65
<b>17 ROUTE TOTAL</b>		<b>75.805</b>	<b>15.52</b>	<b>-2.42</b>	<b>2.42</b>	<b>6.53</b>	<b>14.33</b>	<b>18.90%</b>	<b>6.45</b>	<b>11.28</b>
Notes: Route 17 runs from Eldora through Iowa Falls to Belmond.	north bound summer		12.33	-1.94	1.92	4.05	10.10	13.32%	5.68	8.90
	south bound summer		16.03	-2.90	2.08	6.21	9.90	13.06%	6.94	9.81
	north bound projected		15.13	-1.94	2.80	6.69	18.80	24.80%	6.29	12.71
	south bound projected		18.57	-2.90	2.88	9.18	18.50	24.41%	6.87	13.70
<b>18A [North] ROUTE TOTAL</b>		<b>96.703</b>	<b>17.78</b>	<b>-1.92</b>	<b>4.29</b>	<b>14.24</b>	<b>41.88</b>	<b>43.33%</b>	<b>7.87</b>	<b>10.80</b>
Notes: Route 18A is the north - south section of route 18. It runs from Polk City to Ft Dodge.	north bound summer		14.16	-2.76	3.27	9.53	35.10	36.30%	6.74	8.23
	south bound summer		17.88	-1.08	3.98	12.22	40.90	42.34%	7.48	8.00
	north bound projected		17.68	-2.76	4.54	15.60	44.20	45.71%	8.12	14.04
	south bound projected		21.38	-1.08	5.35	19.60	47.30	48.96%	9.13	12.91
<b>18B [East] ROUTE TOTAL</b>		<b>48.616</b>	<b>12.64</b>	<b>-1.41</b>	<b>2.37</b>	<b>7.08</b>	<b>8.38</b>	<b>17.26%</b>	<b>7.01</b>	<b>13.23</b>
Notes: Route 18B is the east - west section of route 18. It runs from Stratford to Ft Dodge.	north bound summer		11.03	-1.60	1.60	5.07	6.00	12.35%	6.81	7.66
	south bound summer		10.30	-1.22	1.91	4.99	7.90	16.29%	6.13	10.35
	north bound projected		15.02	-1.60	2.37	9.02	8.80	18.11%	7.73	14.58
	south bound projected		14.20	-1.22	3.61	9.24	10.80	22.27%	7.35	20.34

**TABLE 2 (cont.)  
ROUTE EVALUATIONS**

ROUTE NUMBER, NOTES, INVENTORY DIRECTION AND EXPLORATION ROUTE(S)		[1] LENGTH [MILES]	[2] HIGH RATING ON ROUTE	[3] LOW RATING ON ROUTE	[4] MEAN OF ALL RATINGS ALONG ROUTE	[5] VARIANCE ALONG ENTIRE ROUTE	[6] MILES WITH RATING ABOVE 4	[7] PERCENTAGE OF ROUTE ABOVE 4	[8] AVERAGE RATING WHEN ABOVE 4	[9] HIGH SEGMENT VARIANCE ALONG ROUTE	
<b>21 ROUTE TOTAL</b>		<b>75.805</b>	<b>15.23</b>	<b>-2.95</b>	<b>2.33</b>	<b>7.44</b>	<b>19.18</b>	<b>21.19%</b>	<b>6.39</b>	<b>5.72</b>	
<i>Notes: Route 21 is a loop near Cedar Rapids.</i>	clockwise summer		13.65	-2.90	1.91	5.72	14.50	16.02%	5.98	4.50	
	counter clockwise summer		12.80	-3.00	2.04	6.07	15.80	17.46%	6.22	4.36	
	clockwise projected		17.98	-2.90	2.61	9.19	23.40	25.86%	6.63	7.37	
	counter clockwise projected		16.47	-3.00	2.75	8.78	23.00	25.41%	6.73	6.65	
<b>23 ROUTE TOTAL</b>		<b>72.121</b>	<b>14.53</b>	<b>-2.58</b>	<b>3.54</b>	<b>8.17</b>	<b>30.70</b>	<b>38.82%</b>	<b>6.39</b>	<b>12.44</b>	
<i>Notes: Route 23 runs from Ottumwa to Ft. Madison.</i>	east bound summer		11.50	-2.66	2.35	6.08	16.90	21.37%	5.96	12.64	
	west bound summer		14.10	-2.50	3.39	6.17	28.60	36.16%	5.99	7.09	
	east bound projected		15.70	-2.66	3.53	9.73	32.00	40.46%	6.50	18.91	
	west bound projected		16.80	-2.50	4.90	10.69	45.30	57.27%	7.11	11.13	
<b>25 ROUTE TOTAL</b>		<b>25.331</b>	<b>7.09</b>	<b>-1.59</b>	<b>2.07</b>	<b>2.93</b>	<b>3.50</b>	<b>13.31%</b>	<b>5.12</b>	<b>2.65</b>	
<i>Notes: Route 25 is the east - west section of route 25. It is on Iowa 92 through Knoxville.</i>	east bound summer		5.80	-2.08	1.49	2.38	2.10	7.98%	4.73	2.34	
	west bound summer		5.67	-1.10	1.82	1.48	0.90	3.42%	4.85	1.75	
	east bound projected		8.78	-2.08	2.34	4.84	5.70	21.67%	5.62	3.09	
	west bound projected		8.10	-1.10	2.62	3.00	5.30	20.15%	5.29	3.42	
<b>25 (LOOP) ROUTE TOTAL</b>		<b>30.948</b>	<b>20.68</b>	<b>-2.57</b>	<b>6.14</b>	<b>22.82</b>	<b>20.73</b>	<b>67.57%</b>	<b>8.43</b>	<b>25.88</b>	
<i>Notes: Loops around Red Rock Res. Two exp rts: Exp2 on Iowa 5 &amp; Exp2 on Co. Rd. 71.</i>	east bound summer		20.50	-2.92	5.01	18.25	17.60	58.96%	7.58	20.76	
	west bound summer		17.90	-2.21	5.56	20.23	19.30	62.46%	8.06	22.45	
	east bound projected		23.40	-2.92	6.72	24.95	23.30	75.40%	8.59	29.02	
	west bound projected		20.90	-2.21	7.26	27.83	22.70	73.46%	9.49	31.30	
	<b>25 EXP1</b>	<b>EXPLORATION ROUTE</b>	<b>15.600</b>	<b>14.42</b>	<b>-2.48</b>	<b>6.47</b>	<b>13.85</b>	<b>11.10</b>	<b>71.16%</b>	<b>8.08</b>	<b>23.98</b>
	"Iowa 5"	north bound summer		13.02	-2.48	5.56	10.74	9.80	62.82%	7.44	19.70
		north bound projected		15.82	-2.48	7.37	16.95	12.40	79.49%	8.72	28.26
	<b>25 EXP2</b>	<b>EXPLORATION ROUTE</b>	<b>4.000</b>	<b>12.01</b>	<b>1.30</b>	<b>5.92</b>	<b>6.81</b>	<b>3.03</b>	<b>75.63%</b>	<b>6.90</b>	<b>0.00</b>
	"Co. Rd. 71"	north bound summer		9.51	1.30	5.24	4.89	3.00	75.00%	6.14	
		south bound summer		10.95	1.00	4.71	4.59	2.50	62.50%	5.90	
		north bound projected		13.01	1.90	6.98	8.90	3.40	85.00%	7.77	
		south bound projected		14.55	1.00	6.76	8.84	3.20	80.00%	7.80	
<b>26 ROUTE TOTAL</b>		<b>51.014</b>	<b>11.26</b>	<b>-1.57</b>	<b>3.72</b>	<b>7.20</b>	<b>22.98</b>	<b>45.08%</b>	<b>6.19</b>	<b>8.71</b>	
<i>Notes: Route 26 is on Iowa 92 from Bridgewater to I - 35.</i>	east bound summer		9.13	-1.38	4.06	4.84	25.20	49.41%	5.88	6.92	
	west bound summer		10.40	-2.33	2.58	7.02	15.00	29.47%	5.84	5.96	
	east bound projected		12.60	-0.24	5.07	7.53	31.70	62.16%	6.71	12.29	
	west bound projected		12.90	-2.33	3.17	9.42	20.00	39.29%	6.32	9.68	
<b>27 ROUTE TOTAL</b>		<b>103.734</b>	<b>8.90</b>	<b>-1.80</b>	<b>1.98</b>	<b>3.51</b>	<b>15.65</b>	<b>15.10%</b>	<b>5.16</b>	<b>4.80</b>	
<i>Notes: Route 27 is a loop through Lamoni, Lineville and Lucas. It ends at I - 35.</i>	clockwise summer		7.08	-1.70	1.63	2.54	8.80	8.49%	4.69	3.42	
	counter clockwise summer		7.67	-1.90	1.49	2.48	6.20	5.98%	5.12	3.44	
	clockwise projected		9.78	-1.70	2.36	4.53	24.50	23.63%	5.37	6.16	
	counter clockwise projected		11.05	-1.90	2.42	4.48	23.10	22.28%	5.44	6.16	
<b>28 ROUTE TOTAL</b>		<b>76.534</b>	<b>9.23</b>	<b>-1.64</b>	<b>2.26</b>	<b>3.38</b>	<b>11.83</b>	<b>15.46%</b>	<b>5.53</b>	<b>5.30</b>	
<i>Notes: Route 28 is a loop through Lamoni, Diagonal, and Osceola It ends at I - 35.</i>	clockwise summer		7.21	-1.27	1.64	1.65	2.80	3.66%	5.44	1.90	
	counter clockwise summer		8.35	-2.00	1.89	3.01	7.90	10.33%	5.36	5.21	
	clockwise projected		9.71	-1.27	2.57	3.45	15.80	20.65%	5.39	4.24	
	counter clockwise projected		11.65	-2.00	2.95	5.39	20.80	27.19%	5.91	9.86	

**TABLE 2 (cont.)  
ROUTE EVALUATIONS**

ROUTE NUMBER, NOTES, INVENTORY DIRECTION AND EXPLORATION ROUTE(S)			[1] LENGTH [MILES]	[2] HIGH RATING ON ROUTE	[3] LOW RATING ON ROUTE	[4] MEAN OF ALL RATINGS ALONG ROUTE	[5] VARIANCE ALONG ENTIRE ROUTE	[6] MILES WITH RATING ABOVE 4	[7] PERCENTAGE OF ROUTE ABOVE 4	[8] AVERAGE RATING WHEN ABOVE 4	[9] HIGH SEGMENT VARIANCE ALONG ROUTE
29 ROUTE TOTAL			27.286	11.98	-2.08	2.93	12.30	10.10	37.14%	6.93	9.84
Notes: Route 29 is an east - west route near Lake Rathbun. Exp. rt. on south side of Lake Rathbun.		east bound summer		10.50	-1.90	2.29	9.78	9.10	33.46%	6.26	7.86
		west bound summer		10.40	-2.40	2.57	8.51	9.40	34.56%	6.02	6.25
		east bound projected		13.80	-1.90	3.25	15.94	10.40	38.24%	7.85	13.84
		west bound projected		13.20	-2.10	3.60	14.96	11.50	42.28%	7.60	11.39
	29 EXP 1	EXPLORATION ROUTE	13.399	8.43	-1.62	1.79	7.25	2.85	21.27%	6.33	8.39
	"29 Loop"	east bound summer		7.40	-1.68	1.48	6.10	2.80	20.90%	5.58	6.75
		west bound summer		7.80	-1.55	1.39	5.68	2.30	17.16%	6.08	6.40
		east bound projected		9.10	-1.68	2.15	9.17	3.50	26.12%	6.63	10.57
		west bound projected		9.40	-1.55	2.13	8.03	2.80	20.90%	7.03	9.85
30 ROUTE TOTAL			77.160	12.58	-1.70	3.54	6.75	29.93	38.81%	6.19	9.92
Notes: Route 30 runs alternately north and south of US 34 from west of Lucas to southeast of Albia.		east bound summer		12.40	-1.60	2.75	5.75	20.50	26.59%	5.93	5.76
		west bound summer		10.01	-1.80	3.12	4.57	25.30	32.81%	5.60	8.12
		east bound projected		15.00	-1.60	3.90	9.28	32.90	42.67%	6.80	11.34
		west bound projected		12.89	-1.80	4.40	7.38	41.00	53.18%	6.41	14.45
35 ROUTE TOTAL			44.745	10.13	-2.15	3.09	4.17	11.68	26.06%	5.80	5.63
Notes: Route 35 is east - west part of 35. 35B is the north-south part. Two exploration rts.		east bound summer		9.80	-2.00	3.28	3.83	15.50	34.60%	5.25	3.53
		west bound summer		8.50	-2.30	2.62	2.75	5.90	13.17%	5.62	5.37
		east bound projected		11.80	-2.00	3.58	5.26	16.80	37.50%	5.86	4.04
		west bound projected		10.40	-2.30	2.86	4.83	8.50	18.97%	6.45	9.59
	35B	North - South	7.787	16.55	1.28	9.88	13.47	7.10	92.21%	10.49	16.16
	"35 n - s"	north bound summer		14.90	2.06	9.30	11.73	7.00	90.91%	9.95	15.43
		south bound summer		15.50	0.30	8.38	10.31	7.00	90.91%	9	10.71
		north bound projected		17.70	2.44	11.73	16.61	7.20	93.51%	12.34	21.83
		south bound projected		18.10	0.30	10.09	15.24	7.20	93.51%	10.66	16.66
	35 EXP1	EXPLORATION ROUTE	62.699	17.05	0.00	8.21	14.46	52.10	83.10%	9.44	22.21
	"Loop around Elkader"	clockwise summer		15.20	0.00	7.27	11.51	51.20	81.66%	8.47	17.09
		clockwise projected		18.90	0.00	9.14	17.41	53.00	84.53%	10.4	27.32
	35 EXP2	EXPLORATION ROUTE	20.799	19.85	1.80	10.70	19.17	19.15	92.07%	11.36	52.59
	"Iowa 13"	north bound summer		18.60	1.80	9.63	15.88	19.10	91.83%	10.24	45.02
south bound summer			21.10	1.80	11.76	22.46	19.20	92.31%	12.48	60.15	
36 ROUTE TOTAL			69.304	14.74	-2.90	3.99	8.70	30.18	43.57%	6.55	7.23
Notes: Route 36 is east - west from Stone City to Maquoketa.		east bound summer		14.60	-2.80	3.93	9.47	31.10	44.88%	6.59	7.05
		west bound summer		11.98	-3.30	3.20	5.17	19.70	28.47%	5.99	4.74
		east bound projected		17.70	-2.80	4.92	12.82	38.60	55.70%	7.36	9.54
		west bound projected		14.68	-2.70	3.91	7.33	31.30	45.23%	6.25	7.60
37 ROUTE TOTAL			24.006	16.10	-2.75	5.47	13.15	16.38	68.23%	7.31	17.57
Notes: Route 37 is east - west from Maquoketa to Bellevue.		east bound summer		13.99	-3.00	5.24	13.54	16.50	68.75%	7.31	17.81
		west bound summer		15.14	-2.49	4.76	8.78	14.20	59.17%	6.51	10.74
		east bound projected		16.89	-3.00	6.20	17.83	17.20	71.67%	8.35	25.87
		west bound projected		18.39	-2.49	5.69	12.44	17.60	73.33%	7.05	15.87

**TABLE 2 (cont.)  
ROUTE EVALUATIONS**

ROUTE NUMBER, NOTES, INVENTORY DIRECTION AND EXPLORATION ROUTE(S)		[1] LENGTH [MILES]	[2] HIGH RATING ON ROUTE	[3] LOW RATING ON ROUTE	[4] MEAN OF ALL RATINGS ALONG ROUTE	[5] VARIANCE ALONG ENTIRE ROUTE	[6] MILES WITH RATING ABOVE 4	[7] PERCENTAGE OF ROUTE ABOVE 4	[8] AVERAGE RATING WHEN ABOVE 4	[9] HIGH SEGMENT VARIANCE ALONG ROUTE
<b>38</b>	<b>ROUTE TOTAL</b>	<b>10.241</b>	<b>11.02</b>	<b>2.29</b>	<b>6.40</b>	<b>3.74</b>	<b>8.90</b>	<b>87.26%</b>	<b>6.81</b>	<b>10.67</b>
<i>Notes: Route 38 is east - west from Iowa 428 to Iowa 62.</i>	east bound summer		10.09	1.90	6.01	3.60	8.70	85.29%	6.48	8.16
	west bound summer		9.60	2.26	5.40	2.84	8.00	78.43%	5.99	8.26
	east bound projected		13.19	2.70	7.75	4.92	9.70	95.10%	7.98	14.87
	west bound projected		11.20	2.31	6.45	3.60	9.20	90.20%	6.80	11.38
<b>42</b>	<b>ROUTE TOTAL</b>	<b>67.551</b>	<b>12.47</b>	<b>-1.97</b>	<b>2.53</b>	<b>6.27</b>	<b>14.15</b>	<b>20.96%</b>	<b>6.36</b>	<b>8.64</b>
<i>Notes: Route 42 is an east - west route from Ottumwa to Keosauqua.</i>	east bound summer		12.80	-1.90	2.11	4.46	10.20	15.11%	5.86	4.66
	west bound summer		9.80	-2.04	1.94	4.82	10.30	15.26%	6.12	7.36
	east bound projected		14.70	-1.90	3.11	7.52	20.00	29.63%	6.39	10.17
	west bound projected		12.57	-2.04	2.94	8.27	16.10	23.85%	7.08	12.36

high visual character [column 8, above 6.50] and offer a unique impressive "signature" vista(s) [column 9, above 10].

Routes that meet only one or two of these criteria may indicate some detrimental characteristics. A route with a mean above 4 but a route mean variance and a segment variance below 10 may be pleasant but lack visual diversity and unique visual features.

A route with high variance but a mean below 4 and a route percentage below 40% may have only isolated areas of high quality. Or, the route may extend beyond scenic areas, i.e. parts of the route should not be considered a byway but rather a byway access.

### Graphic Displays

Graphs were developed for each route inventory and projection. These graphs provide a continuous summary of the visual features encountered along a route.

Accompanying each graph is the route event summary. These summaries show the events and features that make up the visual character of the route. The number associated with each feature represents the average route value contributed by that feature. The higher the number, the greater the influence. Note that some features have a negative number indicating that the feature, on the average, was visually distractive. A feature with a zero average rating indicates that the event exists but contributed little to the route's visual character.

Each graph shows the route rating and the "minimum byway rating" as defined in Appendix B. This reference bar provides the reader with a guide to the visual character along a route and among routes.

Use of the table and graphs allow the reader to assess route segments and compare routes. Combined, this data is sufficient to determine the byway scenic quality elements of the candidate routes.

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## LEGEND

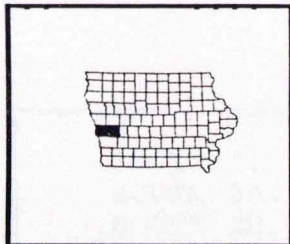
..... NOMINATED ROUTES

oooooooooooo EXPLORATION ROUTES

SECTION OF NOMINATED ROUTE GRAPHED  
ON SEPARATE EVALUATION PAGE

**ROUTE 1**

# ROUTE 1



## Byway location:

Harrison and Shelby Counties  
about 55 miles south of Sioux City  
and 40 miles north of Council Bluffs

\* No exploration routes

## Road description:

- Designations:**
- \* Iowa 301 from River Park to Co. Rd. F 20
  - \* Co. Rd. F 20 from Iowa 301 to Co. Rd. F 20L
  - \* Co. Rd. F 20L from Co. Rd. F 20 To Co. Rd. F 32
  - \* Co. Rd. F 32 from Co. Rd. F20L to unmarked road
  - \* Unmarked road from Co. Rd. F 32 to Co. Rd. F 32
- Termini:**
- \* Iowa 301 at I-29
  - \* County Road F 32 at US 59

## Road character:

- Terrain:**
- \* The western part of the route crosses the loess hills. In this section the road terrain is very good. It is particularly good on County Roads F 20.
- Road Ribbon:**
- \* The road ribbon flows well with the land along the western sections of the route particularly between Pisgah and Woodbine.
- Road Surface:**
- \* The entire route is hard surfaced (F 32 was under construction).

## Route's key visual elements:

- Landforms:**
- \* Hills in the western section of the route are quite attractive. An excellent view of the Missouri River valley is provided on F 20.
- Vegetation:**
- \* Upland woodlands provide fair to good scenes on western section.
- Agriculture:**
- \* Fair to good cropland scenes are common in eastern section.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing between Pisgah and Woodbine. Sections of Co. Rd. F 20 are also very good.
- Road Terrain:**
- \* The western hills and eastern ridges produce good road terrain.

## Route's visual evaluation summary:

- Length:**
- \* 46.898 miles (75.473 km)
- Ave. Rating:**
- \* 4.47 (average for entire route, both directions)
- Adj. Rating:**
- \* 5.01 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 19.62 on County Rd. F 20
- Low Rating:**
- \* -1.81 on Iowa 301
- High Section:**
- \* County Rd. F 20 & Co. Rd. F 20L
- Low Section:**
- \* Iowa 301

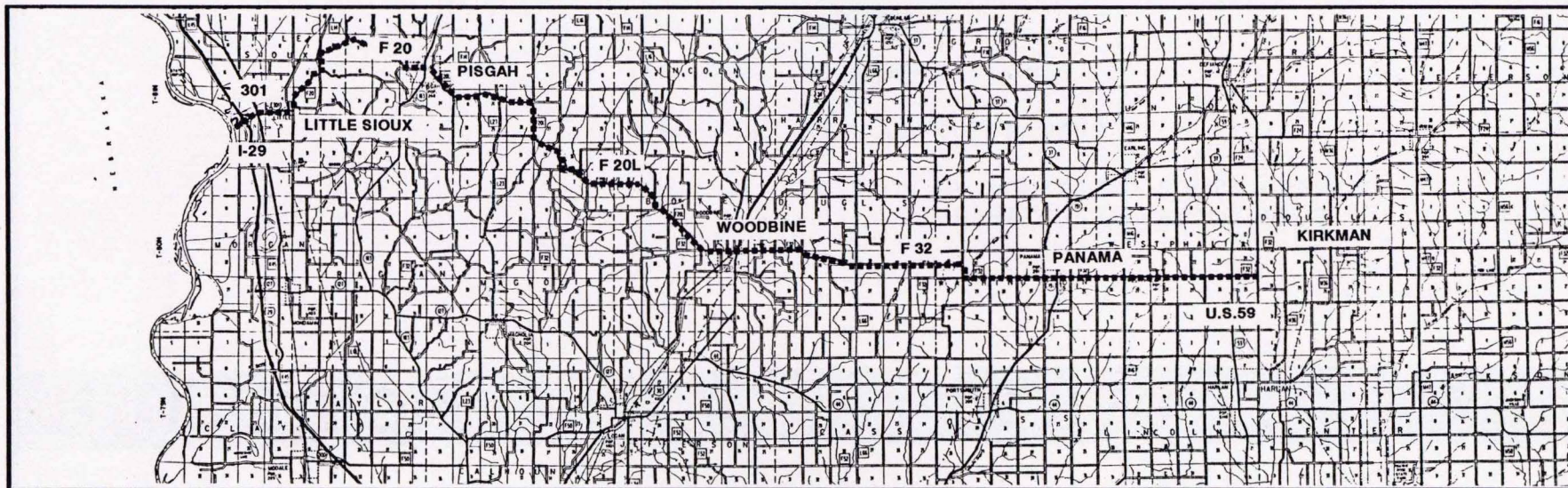
## Towns along corridor:

- \* Little Sioux    \* Pisgah    \* Woodbine    \* Panama    \* Westphalia

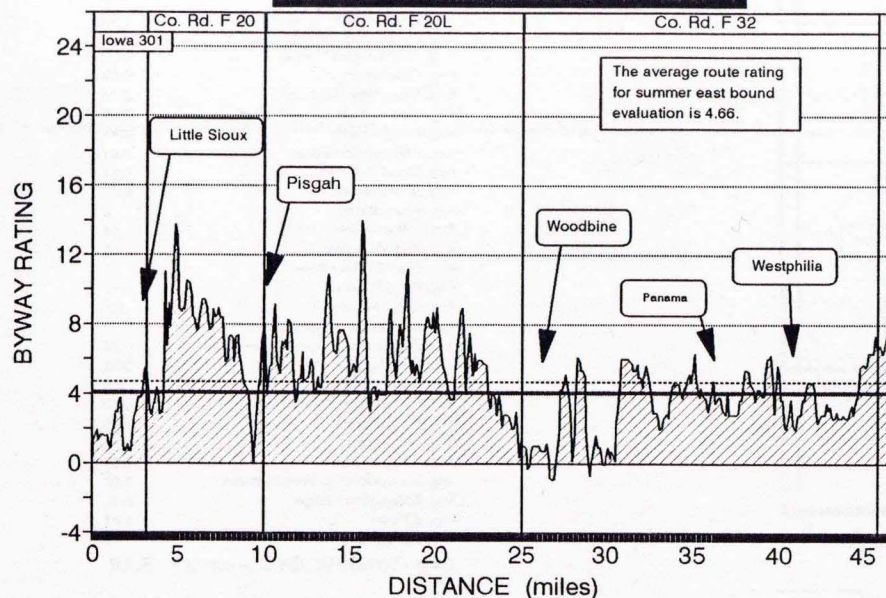
## Historic register listings:

- \* Pisgah - one site

**Impressions:** This route highlights the loess hills, the Missouri River valley and the vast croplands of Iowa. These features combined with pleasant towns such as Woodbine produced very good view diversity. The road alignment presents the views well. The west bound view of the Missouri River valley is one of the better views found during inventories.



### ROUTE 1 Summer ( East Bound)



Begin at I-29  
& Iowa 301

— Minimum byway rating [4]  
- - - Average rating for Route 1

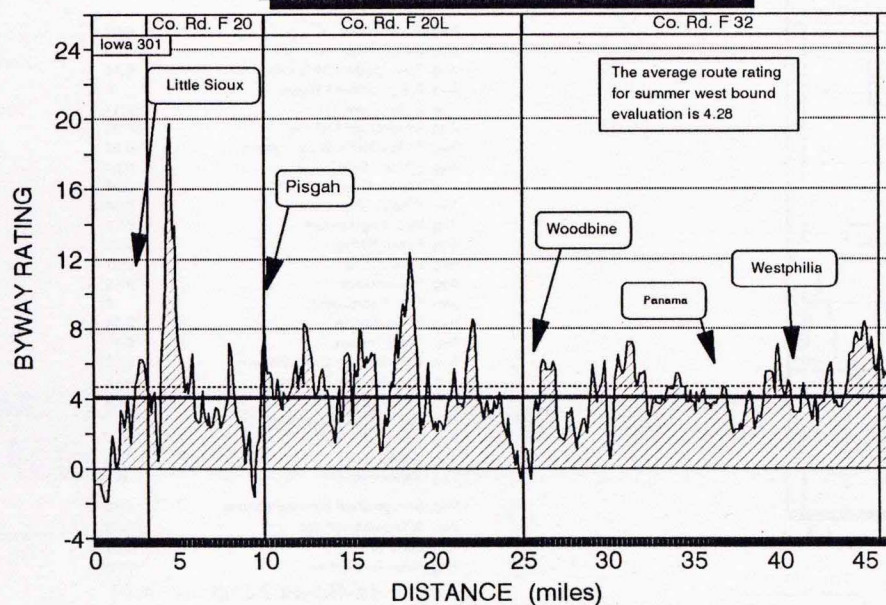
End at US 59  
& Co. Rd. F 32

### EAST RATING SUMMARY

Avg. Agriculture	0.37
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0.03
Avg. F:Landform	0.07
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.39
Avg. F:Vegetation	0.25
Avg. F:Vegetation Edge	0.01
Avg. Mixed Agriculture	0.31
Avg. Mixed Native	0.21
Avg. P:Landform	0
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.65
Avg. Road Terrain	0.6
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.43
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.8
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.39
Avg. S:Vegetation Colors/Patterns	0.39
Avg. S:Vegetation Edge	0.29
Avg. S:Water	0.01
Avg. Suburban/Urban	0

**Avg. Total Route Summary 4.66**

### ROUTE 1 Summer ( West Bound)



Begin at I-29  
& Iowa 301

— Minimum byway rating [4]  
- - - Average rating for Route 1

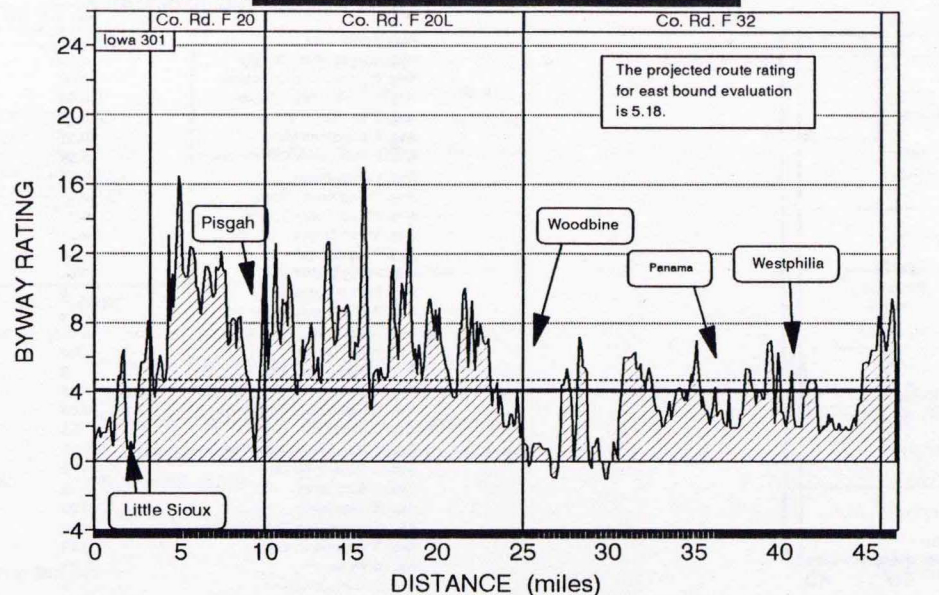
End at US 59  
& Co. Rd. F 32

### WEST RATING SUMMARY

Avg. Agriculture	0.67
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.14
Avg. F:Agriculture Unique	0
Avg. F:Landform	0.11
Avg. F:Landform Material	0.05
Avg. F:Man Made Color/Pattern	-0.65
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.01
Avg. F:Vegetation	0.27
Avg. Mixed Agriculture	0.22
Avg. Mixed Native	0.05
Avg. P:Landform	0.01
Avg. P:Vegetation	0.05
Avg. Park Recreation	0
Avg. Road Ribbon	0.34
Avg. Road Terrain	0.64
Avg. S:Agriculture Color/Pattern	0.51
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.66
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0.03
Avg. S:Vegetation	0.49
Avg. S:Vegetation Colors/Patterns	0.34
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.02
Avg. Suburban/Urban	-0.03

**Avg. Total Route Summary 4.28**

### ROUTE 1 Projected ( East Bound)



Begin at I-29  
& Iowa 301

— Minimum byway rating [4]  
- - - Average rating for Route 1

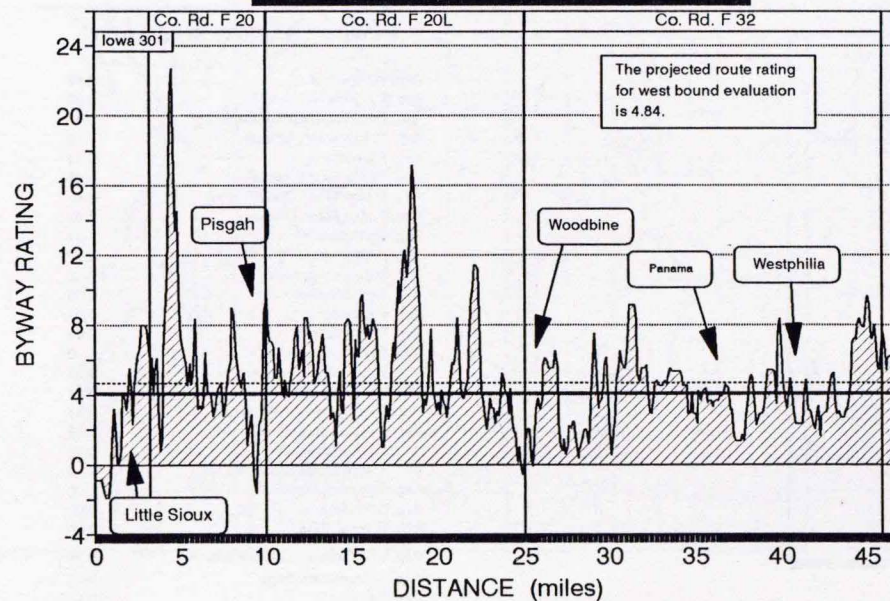
End at US 59  
& Co. Rd. F 32

### EAST RATING SUMMARY

Avg. Agriculture	0.37
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0.03
Avg. F:Landform	0.07
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.39
Avg. F:Vegetation	0.41
Avg. F:Vegetation Edge	0.01
Avg. Mixed Agriculture	0.31
Avg. Mixed Native	0.21
Avg. P:Landform	0
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.65
Avg. Road Terrain	0.6
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.8
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.66
Avg. S:Vegetation Colors/Patterns	0.67
Avg. S:Vegetation Edge	0.46
Avg. S:Water	0.01
Avg. Suburban/Urban	0

**Avg. Total Route Summary 5.18**

### ROUTE 1 Projected ( West Bound)



Begin at I-29  
& Iowa 301

— Minimum byway rating [4]  
- - - Average rating for Route 1

End at US 59  
& Co. Rd. F 32

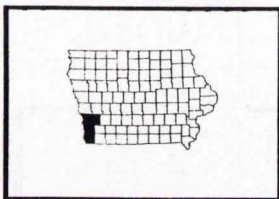
### WEST RATING SUMMARY

Avg. Agriculture	0.67
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.14
Avg. F:Agriculture Unique	0
Avg. F:Landform	0.11
Avg. F:Landform Material	0.05
Avg. F:Man Made Color/Pattern	-0.65
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.01
Avg. F:Vegetation	0.46
Avg. Mixed Agriculture	0.22
Avg. Mixed Native	0.05
Avg. P:Landform	0.01
Avg. P:Vegetation	0.05
Avg. Park Recreation	0
Avg. Road Ribbon	0.34
Avg. Road Terrain	0.64
Avg. S:Agriculture Color/Pattern	0.08
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.66
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0.03
Avg. S:Vegetation	0.8
Avg. S:Vegetation Colors/Patterns	0.62
Avg. S:Vegetation Edge	0.49
Avg. S:Water	0.02
Avg. Suburban/Urban	-0.03

**Avg. Total Route Summary 4.84**

**ROUTE 2A**

## ROUTE 2A



### Byway location:

Fremont, Mills and Pottawattamie  
Counties ending in Council Bluffs

### \* One exploration route

### Road description:

- Designations:**
- \* County Rd. L 44 at US 275 in Hamburg to Iowa 145 in Thurman
  - \* Iowa 145 at Co. Rd. L 44 in Thurman to Co. Rd. J 18
  - \* County Rd. J 18 at Iowa 145 to US 275
  - \* US 275 at Co. Rd. J 18 to Iowa 92 in Council Bluffs
- Termini:**
- \* Co. Rd. L 44 & US 275, access from I-29 at Iowa 333 near Hamburg
  - \* US 275 at Iowa 92, access from I-29 at US 275 near Council Bluffs

### Road character:

- Terrain:**
- \* The loess hills provide fair to good vertical alignment along major portions of the route. Cuts occasionally hide the available views.
- Road Ribbon:**
- \* The road ribbon is fair to good in the sections from Hamburg to Thurman and Glenwood to Council Bluffs.
- Road Surface:**
- \* Route has hard surface the entire length.

### Route's key visual elements:

- Landforms:**
- \* Hills provide attractive setting and display of mixed vegetation.
- Landforms:**
- \* Material in the landforms [loess] is frequently evident.
- Vegetation:**
- \* Mixed vegetation color and pattern provide fair to good scenes.
- Agriculture:**
- \* Scenes & focal points of agricultural activities are frequent.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing in the north section between Glenwood and Council Bluffs
- Road Terrain:**
- \* The rolling hills allow for good to fair presentations. Road cuts occasionally restrict the available views.

### Route's visual evaluation summary:

- Length:**
- \* 59.226 miles (95.315 km)
- Ave. Rating:**
- \* 2.48 (average for entire route, both directions)
- Adj. Rating:**
- \* 3.06 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 9.28 on County Rd. L 44
- Low Rating:**
- \* -2.0 on US 275
- High Section:**
- \* County Rd. L 44 between Hamburg and Thurman
- Low Section:**
- \* US 275 near Council Bluffs

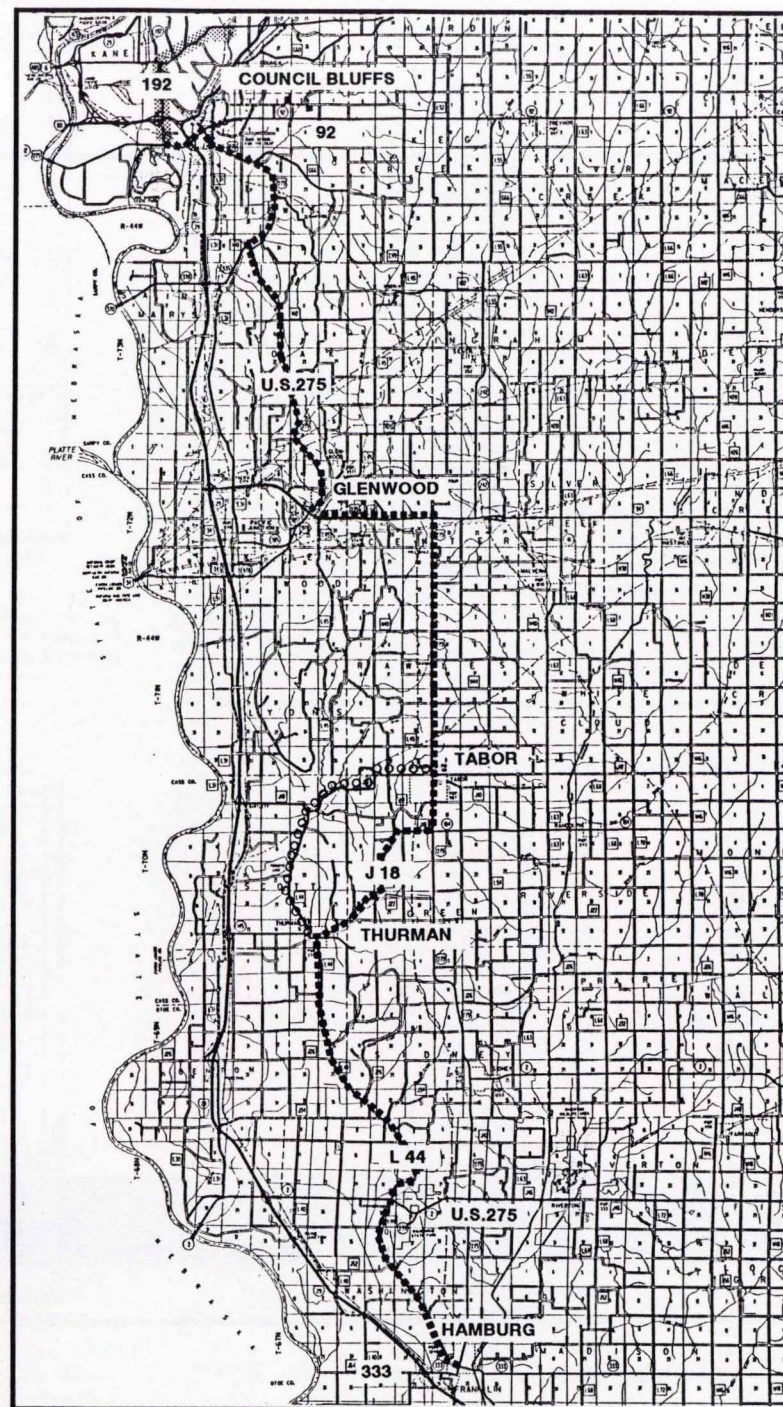
### Towns along corridor:

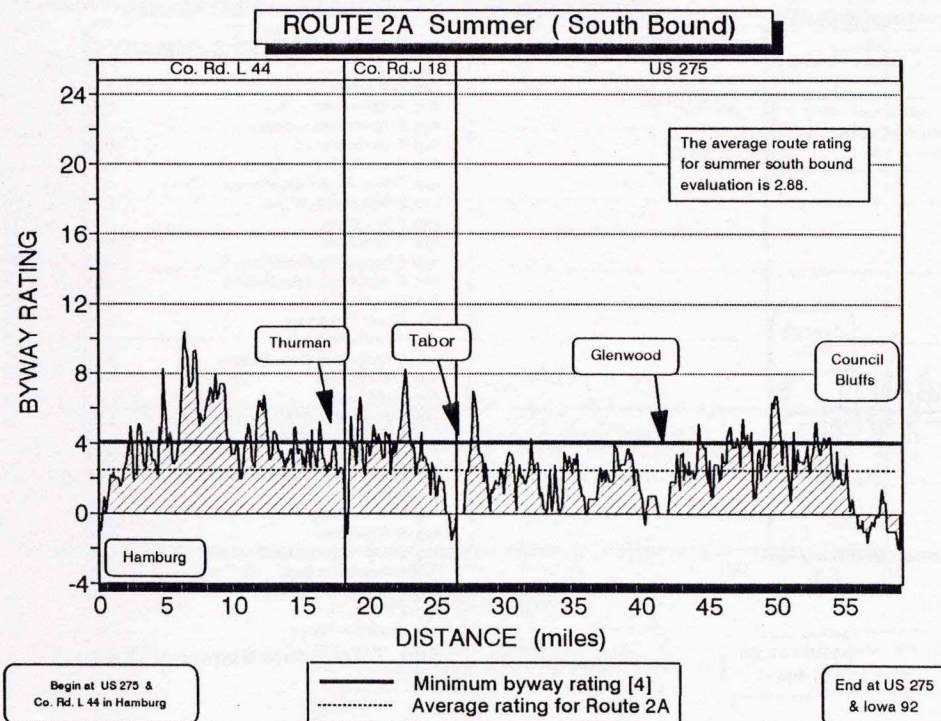
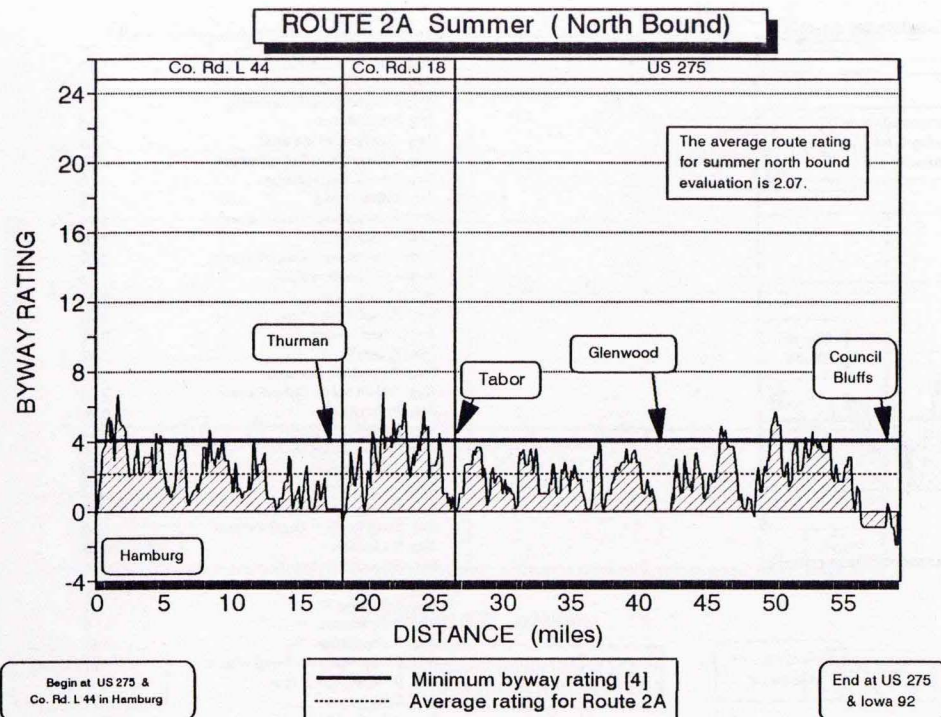
- \* Hamburg    \* Thurman    \* Tabor    \* Glenwood    \* Council Bluffs

### Historic register listings:

- \* Hamburg - one site                      \* Tabor - one site  
\* Glenwood - one site                      \* Council Bluffs - 13 sites

**Route Impressions:** Sections of this route highlight the loess hills of western Iowa and the associated Missouri River valley. These views are best in the southern sections of the route. The vertical alignment produces a number of cut sections that occasionally blocks views that would be quite dramatic. An exploration route was tested from Tabor to Thurman.





#### NORTH RATING SUMMARY

Avg. Agriculture	0.26
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.13
Avg. F:Landform	0.06
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.64
Avg. F:Man Made Unique	0
Avg. F:Structures	0
Avg. F:Structures Color/Pattern	-0.01
Avg. F:Vegetation	0.01
Avg. F:Vegetation Color/Pattern	0.08
Avg. F:Vegetation Edge	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.53
Avg. Mixed Native	0.07
Avg. P:Landform	0.02
Avg. P:Landform Unique	0
Avg. P:Man Made Color/Pattern	0.01
Avg. P:Vegetation	0.06
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.45
Avg. Road Terrain	0.3
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Landform	0.25
Avg. S:Landform Unique	0
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.24
Avg. S:Vegetation Colors/Patterns	0.09
Avg. S:Vegetation Edge	0.09
Avg. S:Water	0.01
Avg. Suburban/Urban	0.01
Avg. Woodlands	0

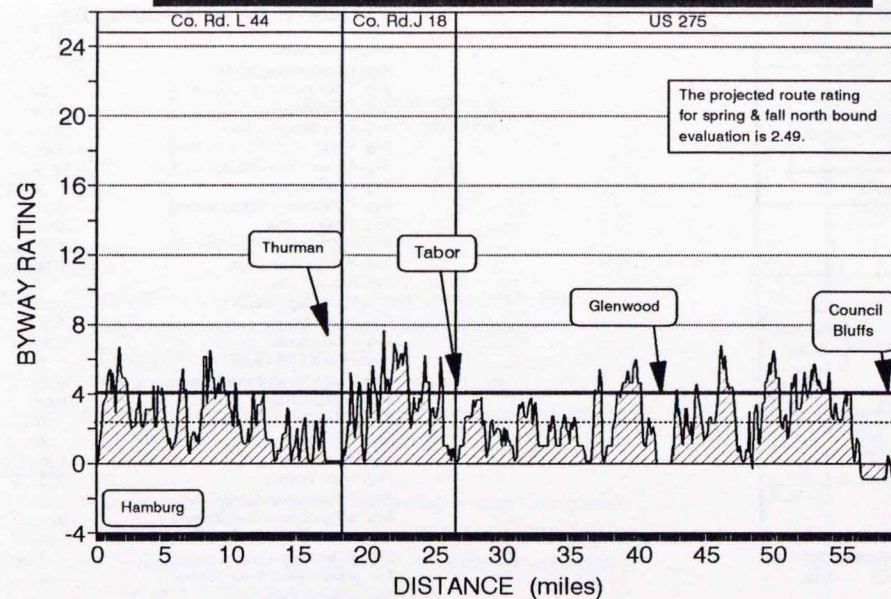
**Avg. Total Route Summary 2.07**

#### SOUTH RATING SUMMARY

Avg. Agriculture	0.13
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.08
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.77
Avg. F:Man Made Unique	0.07
Avg. F:Structures	0
Avg. F:Vegetation	0.41
Avg. F:Vegetation Color/Pattern	0.05
Avg. F:Vegetation color/Pattern	0.04
Avg. Historic Site	0
Avg. Mixed Agriculture	0.66
Avg. Mixed Native	0.01
Avg. P:Agriculture Color/Pattern	0.11
Avg. Road Ribbon	0.46
Avg. Road Terrain	0.51
Avg. S:Agriculture Color/Pattern	0.1
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.34
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.26
Avg. S:Vegetation Colors/Patterns	0.19
Avg. S:Vegetation Edge	0.15
Avg. S:Vegetation Unique	0
Avg. S:Water	0.01
Avg. Suburban/Urban	-0.01

**Avg. Total Route Summary 2.88**

### ROUTE 2A Projected Spring & Fall ( North Bound)

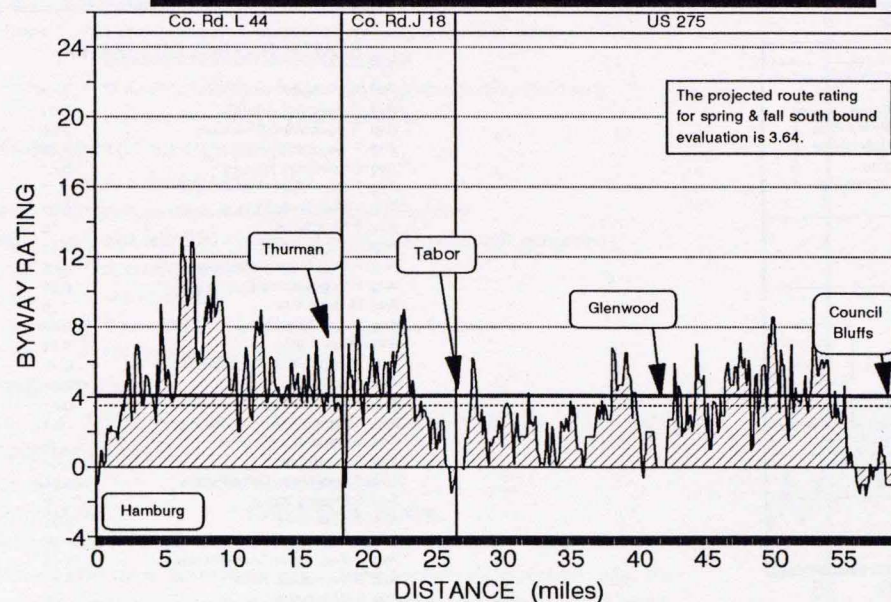


Begin at US 275 &  
Co. Rd. L 44 in Hamburg

— Minimum byway rating [4]  
----- Average rating for Route 2A

End at US 275  
& Iowa 92

### ROUTE 2A Projected Spring & Fall ( South Bound)



Begin at US 275 &  
Co. Rd. L 44 in Hamburg

— Minimum byway rating [4]  
----- Average rating for Route 2A

End at US 275  
& Iowa 92

### NORTH RATING SUMMARY

Avg. Agriculture	0.26
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.13
Avg. F:Landform	0.06
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.64
Avg. F:Man Made Unique	0
Avg. F:Structures	0
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Avg. F:Vegetation	0.02
Avg. F:Vegetation Color/Pattern	0.15
Avg. F:Vegetation Edge	0
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.53
Avg. Mixed Native	0.07
Avg. P:Landform	0.02
Avg. P:Landform Unique	0
Avg. P:Man Made Color/Pattern	0.01
Avg. P:Vegetation	0.06
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.45
Avg. Road Terrain	0.3
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.25
Avg. S:Landform Unique	0
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.41
Avg. S:Vegetation Colors/Patterns	0.18
Avg. S:Vegetation Edge	0.16
Avg. S:Water	0.01
Avg. Suburban/Urban	0.01
Avg. Woodlands	0.01

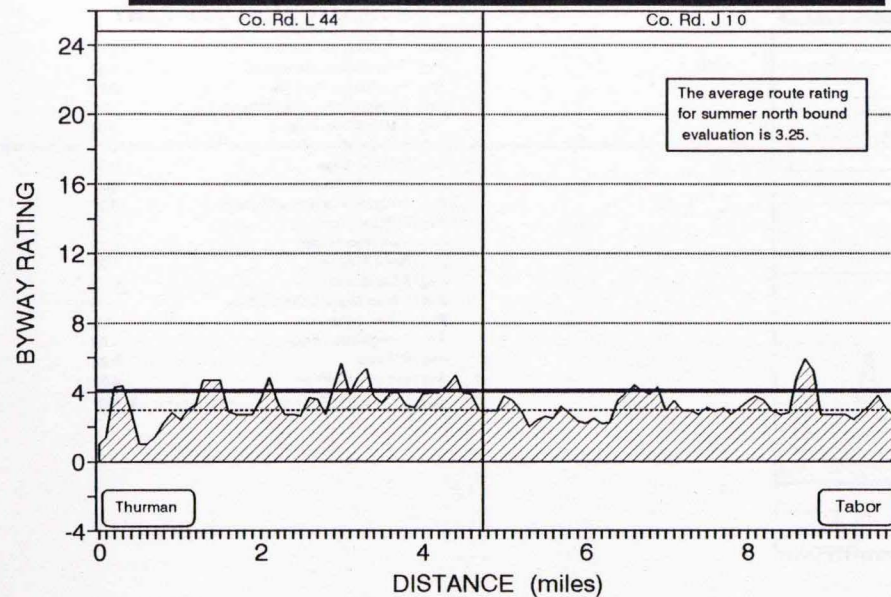
**Avg. Total Route Summary 2.49**

### SOUTH RATING SUMMARY

Avg. Agriculture	0.13
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.08
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.77
Avg. F:Man Made Unique	0.07
Avg. F:Structures	0
Avg. F:Vegetation	0.71
Avg. F:Vegetation Color/Pattern	0.1
Avg. F:Vegetation color/Pattern	0.08
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.66
Avg. Mixed Native	0.01
Avg. P:Agriculture Color/Pattern	0.11
Avg. Road Ribbon	0.46
Avg. Road Terrain	0.51
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.34
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.49
Avg. S:Vegetation Colors/Patterns	0.32
Avg. S:Vegetation Edge	0.25
Avg. S:Vegetation Unique	0
Avg. S:Water	0.01
Avg. Suburban/Urban	-0.01

**Avg. Total Route Summary 3.64**

### ROUTE 2A EXP Tabor Loop Summer ( North Bound)



Begin at Iowa 145  
& Co. Rd. L 44

— Minimum byway rating [4]  
- - - Average rating for Route 2A

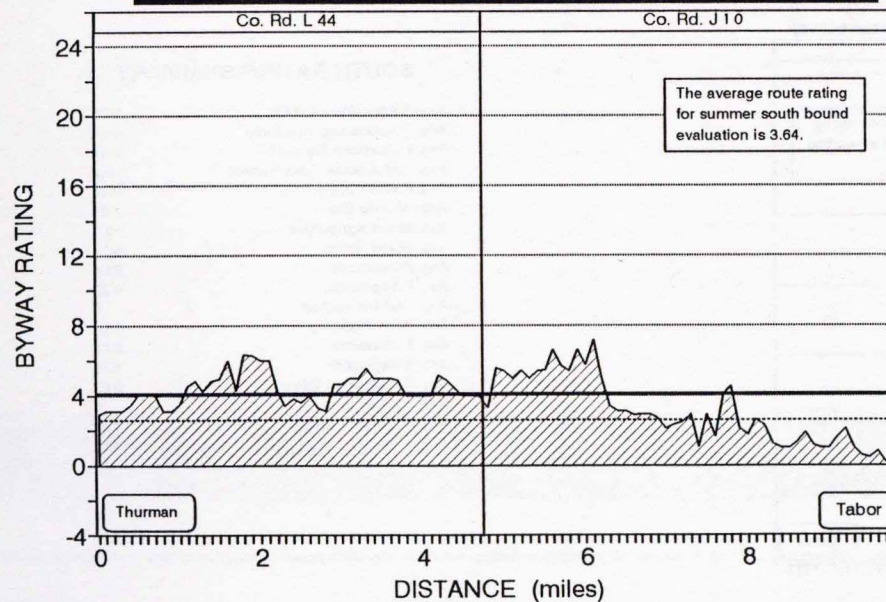
End at US 275  
& Co. Rd. J 10

### NORTH RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.17
Avg. F:Landform Material	0.05
Avg. F:Man Made Color/Pattern	-0.6
Avg. F:Man Made Unique	0.01
Avg. F:Vegetation	0
Avg. F:Water Edge	0.06
Avg. Mixed Agriculture	0.92
Avg. P:Agriculture Color/Pattern	0.01
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	1.27
Avg. S:Landform	0.12
Avg. S:Man Made Color/Pattern	0.06
Avg. S:Vegetation	0.75
Avg. S:Vegetation Edge	0.31
Avg. S:Water	0.03
Avg. Suburban/Urban	0.08

**Avg. Total Route Summary 3.25**

### ROUTE 2A EXP Tabor Loop Summer ( South Bound)



Begin at Iowa 145  
& Co. Rd. L 44

— Minimum byway rating [4]  
- - - Average rating for Route 2A

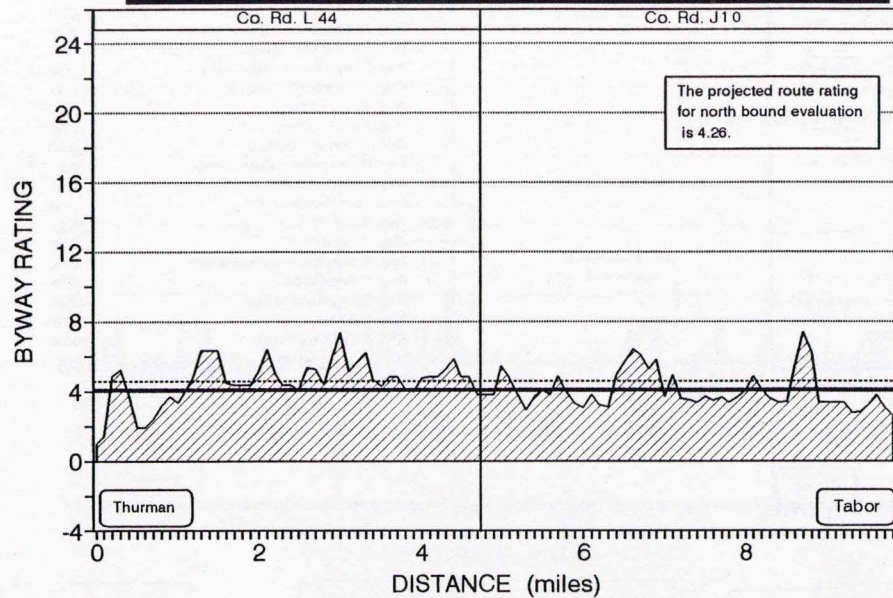
End at US 275  
& Co. Rd. J 10

### SOUTH RATING SUMMARY

Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.12
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.2
Avg. F:Water Edge	0.02
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.9
Avg. Mixed Native	0.01
Avg. P:Landform	0.02
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	1.26
Avg. S:Landform	0.05
Avg. S:Vegetation	1.02
Avg. S:Vegetation Edge	0.27
Avg. S:Water	0
Avg. Suburban/Urban	0.02

**Avg. Total Route Summary 3.64**

### ROUTE 2A EXP Tabor Loop Projected ( North Bound)



Begin at Iowa 145  
& Co. Rd. L 44

— Minimum byway rating [4]  
- - - Average rating for Route 2AE

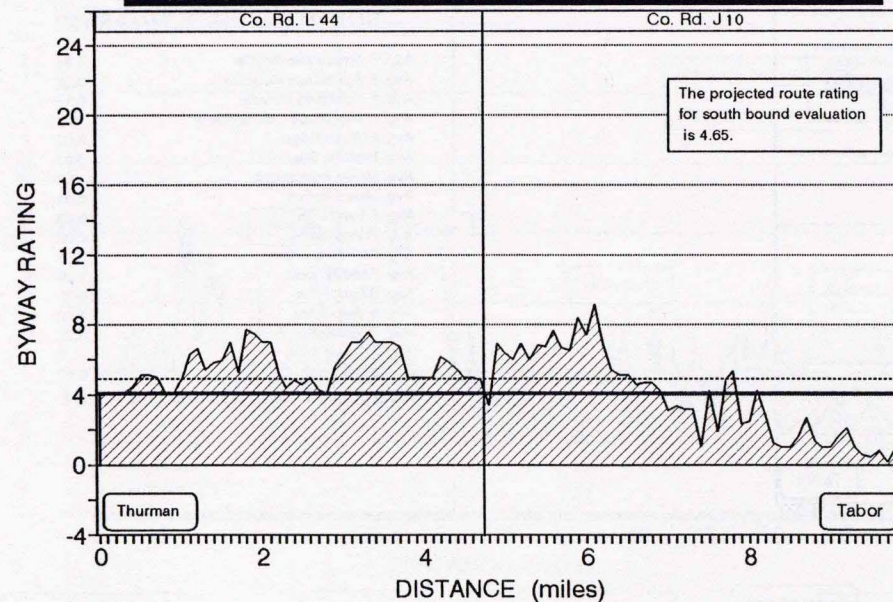
End at US 275  
& Co. Rd. J 10

### NORTH RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.17
Avg. F: Landform Material	0.05
Avg. F: Man Made Color/Pattern	-0.6
Avg. F: Man Made Unique	0.01
Avg. F: Vegetation	0.01
Avg. F: Water Edge	0.06
Avg. Mixed Agriculture	0.92
Avg. P: Agriculture Color/Pattern	0.01
Avg. P: Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	1.27
Avg. S: Landform	0.12
Avg. S: Man Made Color/Pattern	0.06
Avg. S: Vegetation	1.5
Avg. S: Vegetation Edge	0.58
Avg. S: Water	0.03
Avg. Suburban/Urban	0.08

**Avg. Total Route Summary 4.26**

### ROUTE 2A EXP Tabor Loop Projected ( South Bound)



Begin at Iowa 145  
& Co. Rd. L 44

— Minimum byway rating [4]  
- - - Average rating for Route 2AE

End at US 275  
& Co. Rd. J 10

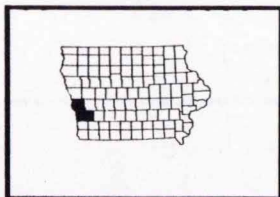
### SOUTH RATING SUMMARY

Avg. F: Agriculture Act/Op	0.01
Avg. F: Agriculture Structures	0.12
Avg. F: Landform Material	0.11
Avg. F: Man Made Color/Pattern	-0.2
Avg. F: Water Edge	0.02
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.9
Avg. Mixed Native	0.01
Avg. P: Landform	0.02
Avg. P: Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	1.26
Avg. S: Landform	0.05
Avg. S: Vegetation	1.79
Avg. S: Vegetation Edge	0.52
Avg. S: Water	0
Avg. Suburban/Urban	0.02

**Avg. Total Route Summary 4.65**

**ROUTE 2B**

## ROUTE 2B



### Byway location:

Pottawattamie and Harrison  
Counties beginning in Council Bluffs

\* One exploration route

### Road description:

- Designations:**
- \* Iowa 192 at US 275 in Council Bluffs to Iowa 191
  - \* Iowa 191 from Iowa 192 to Co. Rd. L 34
  - \* County Rd. L 34 from Iowa 191 to Co. Rd. F 58
  - \* Co. Rd F 58 from Co. Rd. L 34 to US 30, then US 30 to Iowa 127
  - \* Iowa 127 from US 30 in Logan to Iowa 183
  - \* Iowa 183 from Iowa 144 to County Rd. F 20 in Pisgah

- Termini:**
- \* Iowa 183 at Co. Rd. F 20, access from I-29 at Iowa 301 near Little Sioux
  - \* Iowa 191 at Iowa 192, access from I-29 at Iowa 6 near Council Bluffs

### Road character:

- Terrain:**
- \* The loess hills provide good vertical alinement on the northern portions of the route.
- Road Ribbon:**
- \* The road ribbon is sporadic along the entire route. The best sections are on Co. Rd. L 34 and on Iowa 185 near Pisgah.
- Road Surface:**
- \* Route has hard surface the entire length.

### Route's key visual elements:

- Landforms:**
- \* The landform scenes are less frequent than along segment A.
- Vegetation:**
- \* The color and pattern of mixed vegetation provide numerous good views.
- Agriculture**
- \* Scenes & focal points of agricultural activities are frequent along L 34.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing along L 34 and on sections of Iowa 185.
- Road Terrain:**
- \* The ridge section of L 34 offers good to fair presentations of associated agricultural activity, particularly the croplands.

### Route's visual evaluation summary:

- Length:**
- \* 62.607 miles (100.756 km)
- Ave. Rating:**
- \* 3.02 (average for entire route, both directions)
- Adj. Rating:**
- \* 3.75 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 9.28 on Iowa 127
- Low Rating:**
- \* -2.8 on Iowa 192
- High Section:**
- \* Iowa 127 near Logan
- Low Section:**
- \* Iowa 192 near Council Bluffs

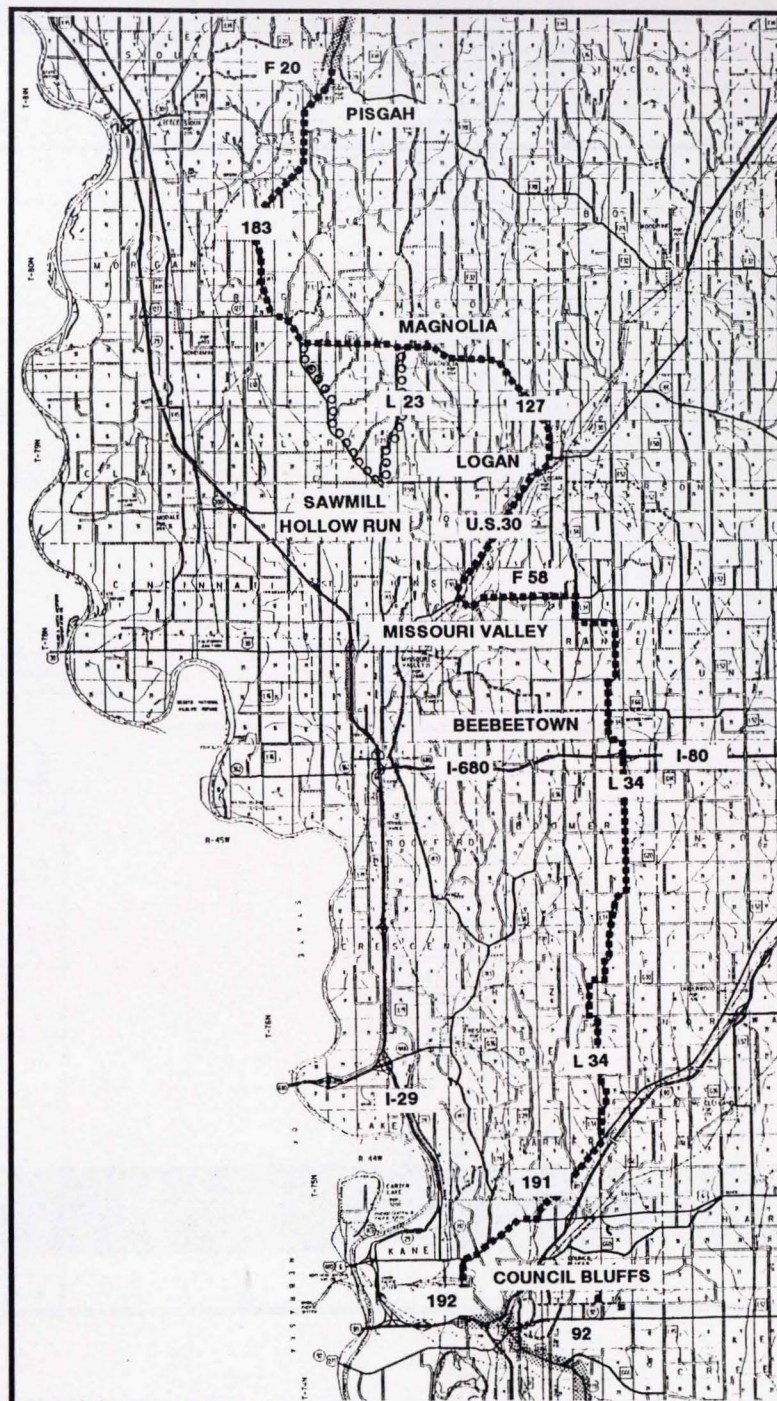
### Towns along corridor:

- \* Council Bluffs
- \* Logan
- \* Missouri Valley
- \* Magnolia
- \* Pisgah

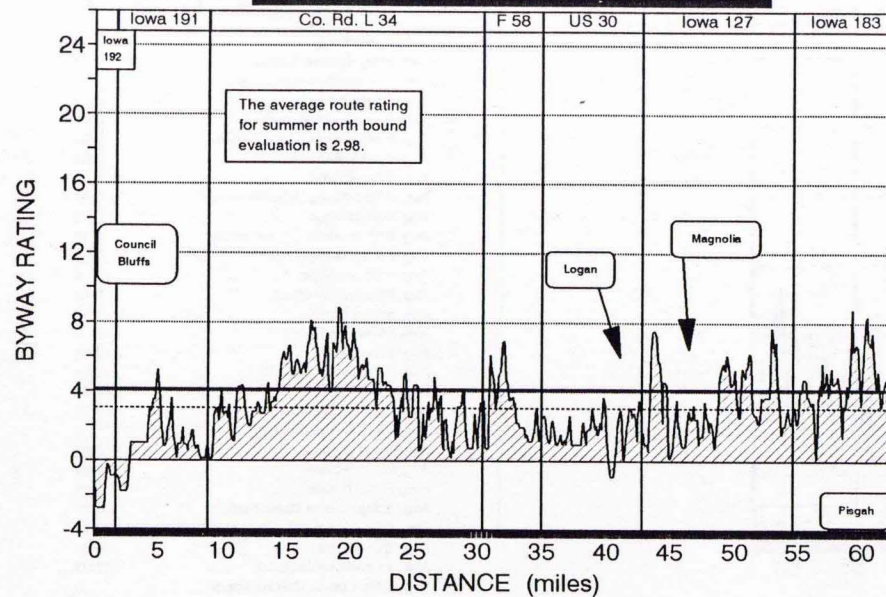
### Historic register listings:

- \* Logan - three sites
- \* Magnolia - one site
- \* Pisgah - one site
- \* Council Bluffs - 13 sites

**Route Impressions:** This segment of route 2 also displays the rolling loess hills and adds the upper plateau area with its rich cropland and prairie. The view diversity and view presentation, particularly in the northern section, makes segment B somewhat more interesting than Segment A.



# ROUTE 2B Summer ( North Bound)



Begin at US 275 & Iowa 192 in Council Bluffs

— Minimum byway rating [4]  
- - - Average rating for Route 2B

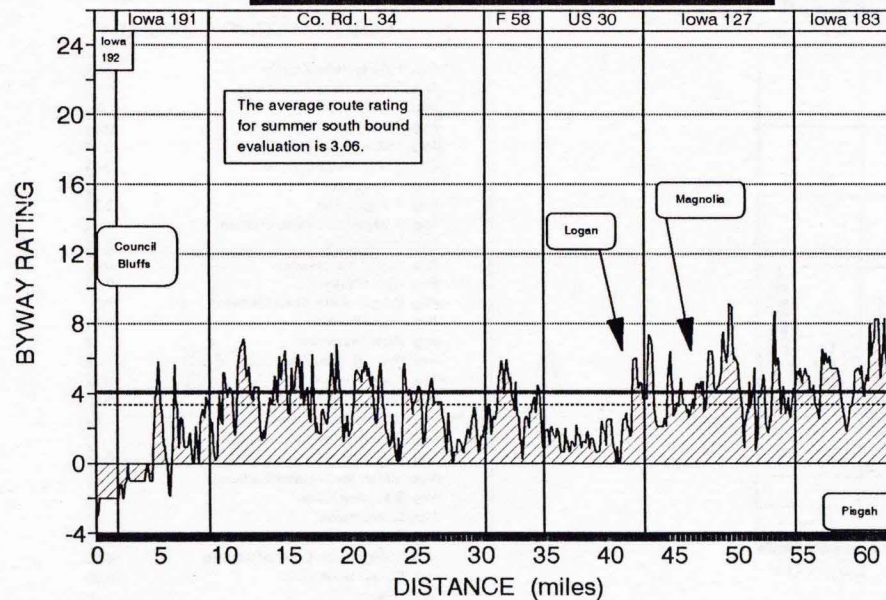
End at Iowa 183 & Co. Rd. F 20

## NORTH RATING SUMMARY

Avg. Agriculture	0.11
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.11
Avg. F:Landform	0.02
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.01
Avg. F:Structures	-0.01
Avg. F:Structures Color/Pattern	-0.01
Avg. F:Vegetation	0.08
Avg. F:Vegetation Color/Pattern	0.06
Avg. F:Vegetation Edge	0.05
Avg. F:Water Edge	0
Avg. Mixed Agriculture	0.63
Avg. Mixed Native	0
Avg. Museums/Tours	0
Avg. P:Landform	0.01
Avg. P:Landform Unique	0.01
Avg. P:Vegetation	0.06
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.53
Avg. Road Terrain	0.35
Avg. S:Agriculture Color/Pattern	0.17
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.51
Avg. S:Landform Material	0.03
Avg. S:Man Made Color/Pattern	0
Avg. S:Vegetation	0.4
Avg. S:Vegetation Colors/Patterns	0.12
Avg. S:Vegetation Edge	0.33
Avg. S:Water	0.01
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.01

**Avg. Total Route Summary 2.98**

# ROUTE 2B Summer ( South Bound)



Begin at US 275 & Iowa 192 in Council Bluffs

— Minimum byway rating [4]  
- - - Average rating for Route 2B

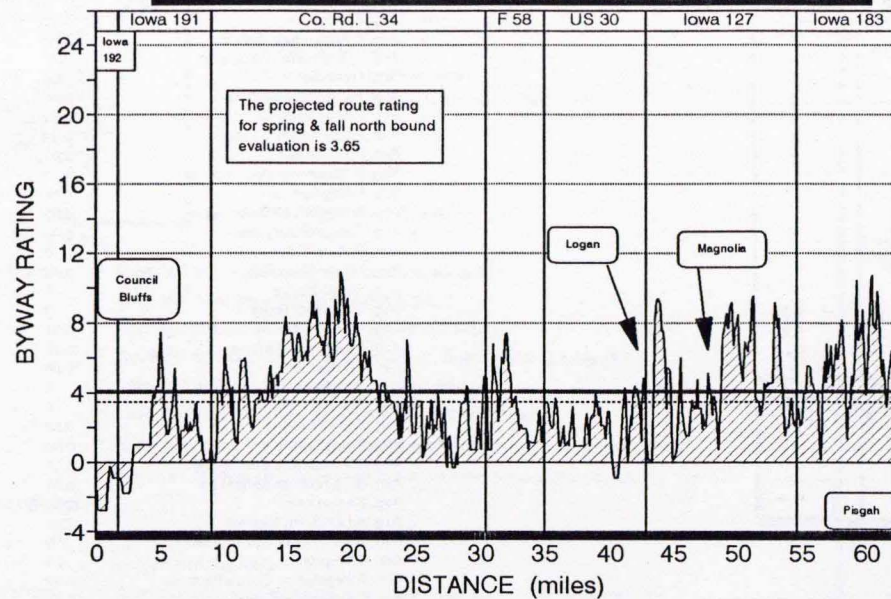
End at Iowa 183 & Co. Rd. F 20

## SOUTH RATING SUMMARY

Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.04
Avg. F:Landform	0.1
Avg. F:Landform Material	0.04
Avg. F:Man Made Color/Pattern	-0.78
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0
Avg. F:Vegetation	0.4
Avg. F:Vegetation Color/Pattern	0.06
Avg. Historic Site	0
Avg. Mixed Agriculture	0.87
Avg. Mixed Native	0.02
Avg. P:Agriculture Color/Pattern	0.04
Avg. P:Landform	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.38
Avg. Road Terrain	0.52
Avg. S:Agriculture Color/Pattern	0.16
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.52
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.31
Avg. S:Vegetation Colors/Patterns	0.14
Avg. S:Vegetation Edge	0.24
Avg. S:Water	0
Avg. Suburban/Urban	-0.04

**Avg. Total Route Summary 3.06**

### ROUTE 2B Projected Spring & Fall ( North Bound)

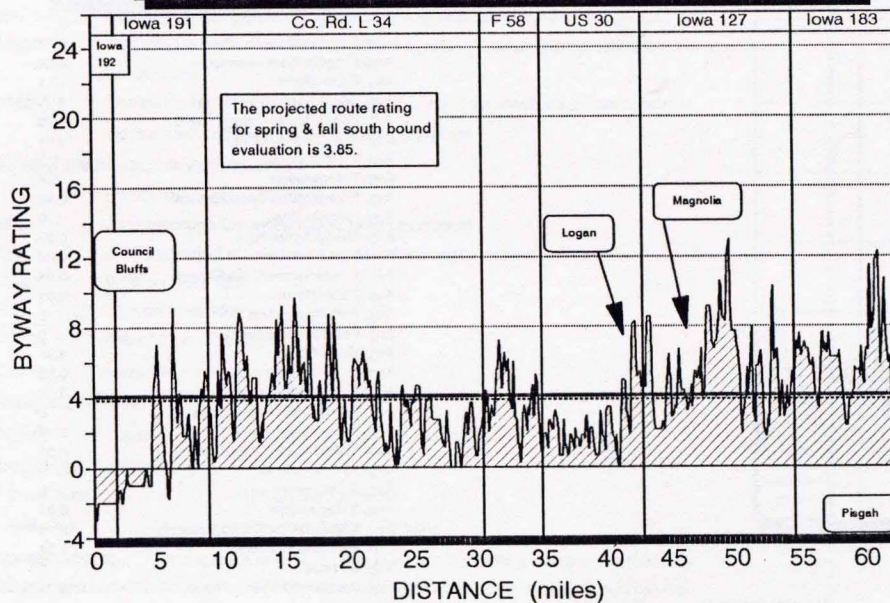


Begin at US 275 & Iowa 192 in Council Bluffs

— Minimum byway rating [4]  
- - - Average rating for Route 2B

End at Iowa 183 & Co. Rd. F 20

### ROUTE 2B Projected Spring & Fall ( South Bound)



Begin at US 275 & Iowa 192 in Council Bluffs

— Minimum byway rating [4]  
- - - Average rating for Route 2B

End at Iowa 183 & Co. Rd. F 20

### NORTH RATING SUMMARY

Avg. Agriculture	0.11
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.11
Avg. F:Landform	0.02
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.01
Avg. F:Structures	-0.01
Avg. F:Structures Color/Pattern	-0.01
Avg. F:Vegetation	0.12
Avg. F:Vegetation Color/Pattern	0.13
Avg. F:Vegetation Edge	0.09
Avg. F:Water Edge	0
Avg. Mixed Agriculture	0.63
Avg. Mixed Native	0
Avg. Museums/Tours	0
Avg. P:Landform	0.01
Avg. P:Landform Unique	0.01
Avg. P:Vegetation	0.06
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.53
Avg. Road Ribbon '	0.01
Avg. Road Terrain	0.35
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.51
Avg. S:Landform Material	0.03
Avg. S:Man Made Color/Pattern	0
Avg. S:Vegetation	0.65
Avg. S:Vegetation Colors/Patterns	0.24
Avg. S:Vegetation Edge	0.63
Avg. S:Water	0.01
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.03

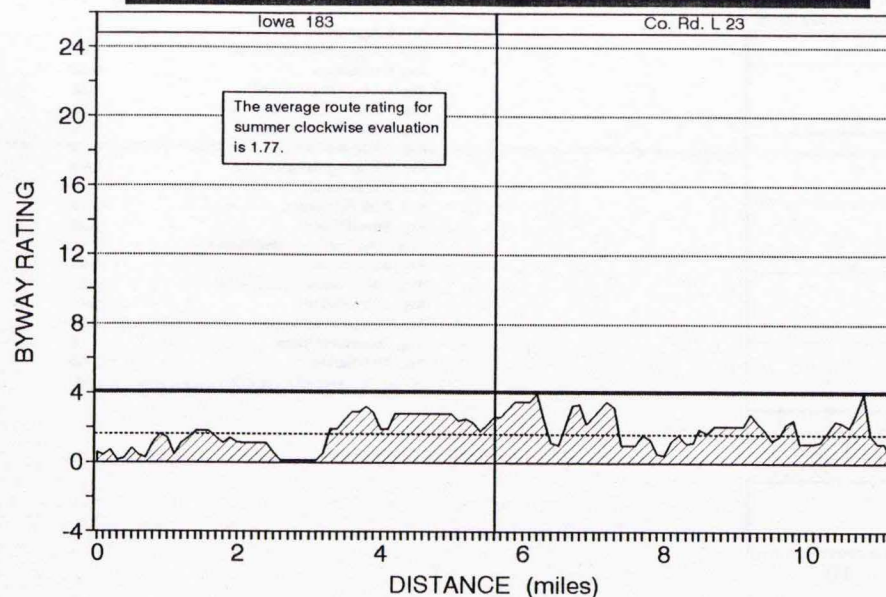
**Avg. Total Route Summary 3.65**

### SOUTH RATING SUMMARY

Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.04
Avg. F:Landform	0.1
Avg. F:Landform Material	0.04
Avg. F:Man Made Color/Pattern	-0.78
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0
Avg. F:Vegetation	0.71
Avg. F:Vegetation Color/Pattern	0.12
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.87
Avg. Mixed Native	0.02
Avg. P:Agriculture Color/Pattern	0.04
Avg. P:Landform	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.38
Avg. Road Terrain	0.52
Avg. S:Agriculture Color/Pattern	0.04
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.52
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.56
Avg. S:Vegetation Colors/Patterns	0.28
Avg. S:Vegetation Edge	0.39
Avg. S:Water	0
Avg. Suburban/Urban	-0.04

**Avg. Total Route Summary 3.85**

# ROUTE 2B EXP Sawmill Loop Summer ( Clockwise )



Begin at Iowa 183  
& Iowa 127

— Minimum byway rating [4]  
- - - Average rating for Route 2BE

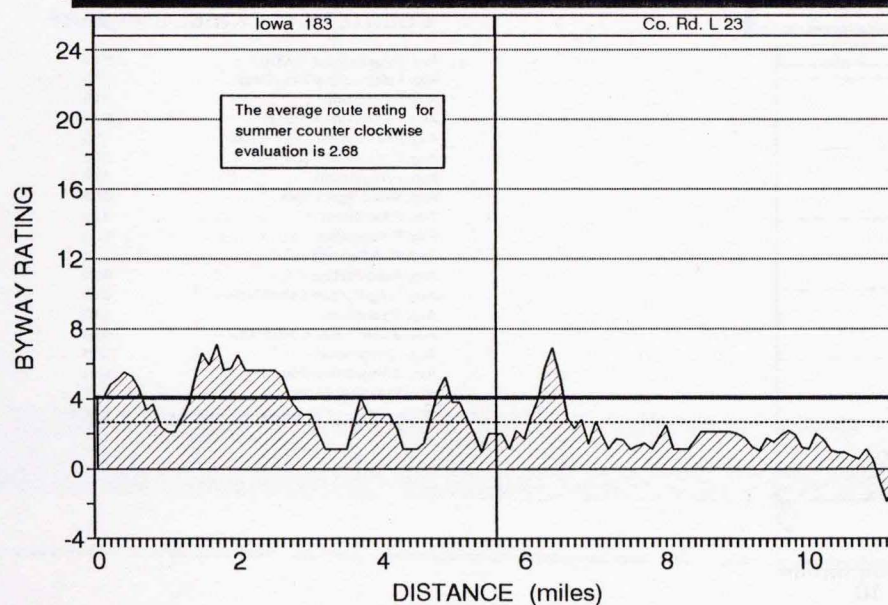
End at Iowa 127  
& Co. Rd. L 23

## CLOCKWISE RATING SUMMARY

Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.02
Avg. F:Landform Material	0.08
Avg. F:Man Made Color/Pattern	-0.9
Avg. F:Man Made Unique	0.02
Avg. F:Vegetation	0.13
Avg. Mixed Agriculture	0.99
Avg. P:Landform	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.29
Avg. S:Agriculture Color/Pattern	0.17
Avg. S:Landform	0.63
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Vegetation	0.21
Avg. S:Vegetation Edge	0.09
Avg. Suburban/Urban	0
Avg. Woodlands	0.01

**Avg. Total Route Summary 1.77**

# ROUTE 2B EXP Sawmill Loop Summer ( Counter Clockwise )



Begin at Iowa 183  
& Iowa 127

— Minimum byway rating [4]  
- - - Average rating for Route 2BE

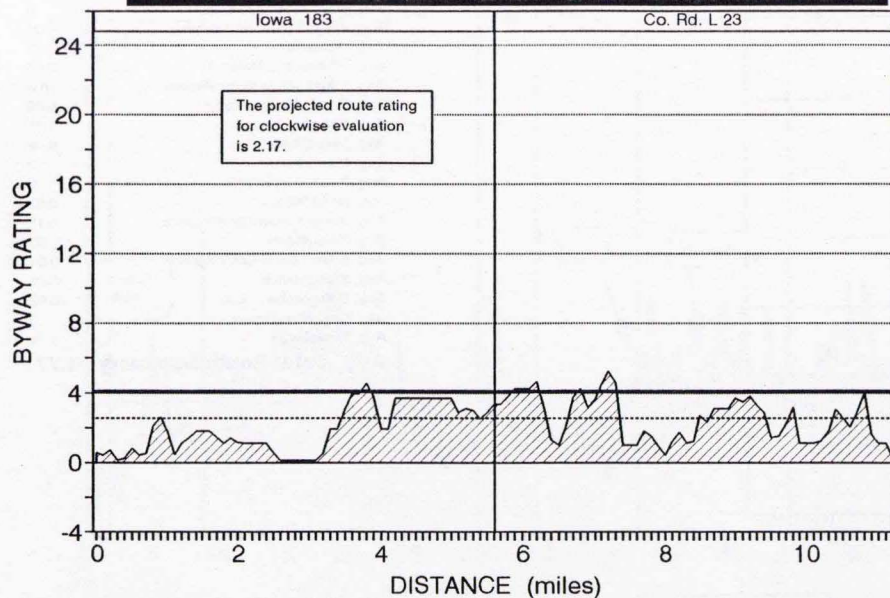
End at Iowa 127  
& Co. Rd. L 23

## COUNTER CLOCKWISE SUMMARY

Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.29
Avg. F:Landform Material	0.14
Avg. F:Man Made Color/Pattern	-0.9
Avg. F:Man Made Unique	0.02
Avg. F:Vegetation	0.12
Avg. Mixed Agriculture	0.98
Avg. P:Landform	0.02
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	0.92
Avg. S:Agriculture Color/Pattern	0.03
Avg. S:Landform	0.59
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Vegetation	0.14
Avg. S:Vegetation Edge	0.31
Avg. Suburban/Urban	-0.02

**Avg. Total Route Summary 2.68**

### ROUTE 2B EXP Sawmill Loop Projected (Clockwise)



Begin at Iowa 183  
& Iowa 127

— Minimum byway rating [4]  
- - - Average rating for Route 2B

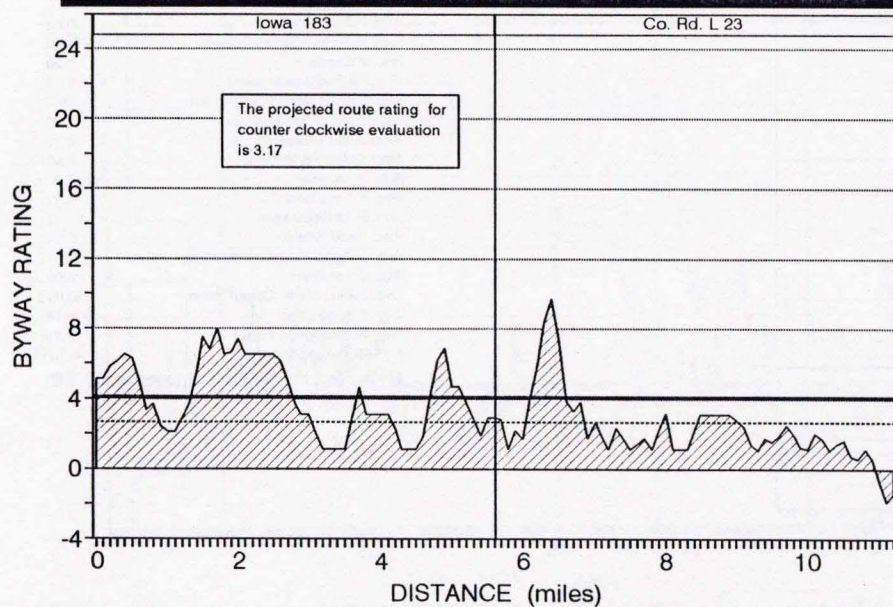
End at Iowa 127  
& Co. Rd. L 23

### CLOCKWISE RATING SUMMARY

Avg. F: Agriculture Act/Op	0
Avg. F: Agriculture Structures	0.05
Avg. F: Landform	0.02
Avg. F: Landform Material	0.08
Avg. F: Man Made Color/Pattern	-0.9
Avg. F: Man Made Unique	0.02
Avg. F: Vegetation	0.25
Avg. Mixed Agriculture	0.99
Avg. P: Landform	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.29
Avg. S: Agriculture Color/Pattern	0.17
Avg. S: Landform	0.63
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Vegetation	0.41
Avg. S: Vegetation Edge	0.15
Avg. Suburban/Urban	0
Avg. Woodlands	0.02

**Avg. Total Route Summary 2.17**

### ROUTE 2B EXP Sawmill Loop Projected (Counter Clockwise)



Begin at Iowa 183  
& Iowa 127

— Minimum byway rating [4]  
- - - Average rating for Route 2B

End at Iowa 127  
& Co. Rd. L 23

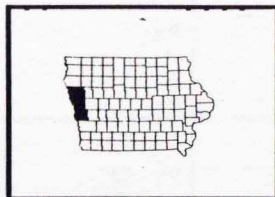
### COUNTER CLOCKWISE SUMMARY

Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.05
Avg. F: Landform	0.29
Avg. F: Landform Material	0.14
Avg. F: Man Made Color/Pattern	-0.9
Avg. F: Man Made Unique	0.02
Avg. F: Vegetation	0.24
Avg. Mixed Agriculture	0.98
Avg. P: Landform	0.02
Avg. P: Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	0.92
Avg. S: Agriculture Color/Pattern	0.03
Avg. S: Landform	0.59
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Vegetation	0.21
Avg. S: Vegetation Edge	0.61
Avg. Suburban/Urban	-0.02

**Avg. Total Route Summary 3.17**

**ROUTE 2C**

## ROUTE 2C



### Byway location:

Harrison, Monona and Woodbury  
Counties about 35 miles from Council  
Bluffs and 55 miles from Sioux City

\* No exploration routes

### Road description:

- Designations:**
- \* Iowa 183 from Co. Rd. F 20 in Pisgah to Co. Rd. L 16 in Moorhead
  - \* Co. Rd. L 16 from Iowa 183 to Iowa 175 then Iowa 175 to Co. Rd. L 20
  - \* Co. Rd. L 20 to Co. Rd. E 16, then E 16 to Co. Rd. L 12, L12 to Iowa 141
  - \* Iowa 141 in Smithland to Co. Rd. K 67, K 67 to Iowa 982
  - \* Iowa 982 to County Rd. D 38, D 38 To I - 29
- Termini:**
- \* I-29 at Co. Rd. D 38 on the north & Iowa 183 & Co. Rd. F 20 on the south

### Road character:

- Terrain:**
- \* The loess hills are presented well in sections of this route segment. The portion of the route near Moorhead is particularly good..
- Road Ribbon:**
- \* The road ribbon is good in the sections from Pisgah to Smithland. The section on L 16 is excellent in many locations.
- Road Surface:**
- \* The entire route has hard surface. Part of the route has narrow road surface..

### Route's key visual elements:

- Landforms:**
- \* Hills provide attractive setting and display of woodland vegetation.
- Landforms:**
- \* Material in the landforms [loess] is frequently evident.
- Vegetation:**
- \* Woodlands provide good scenes & focal points near Moorhead.
- Agriculture**
- \* Agriculture scenes are mixed with woodlands in the area near Moorhead.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing on the L 20 section between Moorhead and Smithland.
- Road Terrain:**
- \* The rolling hills allow excellent match of roadway and terrain in spots. The northern section is in the floodplain and offers no terrain features.

### Route's visual evaluation summary:

- Length:**
- \* 68.956 miles (110.974 km)
- Ave. Rating:**
- \* 3.30 (average for entire route, both directions)
- Adj. Rating:**
- \* 3.99 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 15.40 on County Rd. L 16
- Low Rating:**
- \* -1.67 on County Rd. D 38
- High Section:**
- \* County Rd. L 16 between Moorhead and Smithland
- Low Section:**
- \* County Rd. D 38 near Sioux City

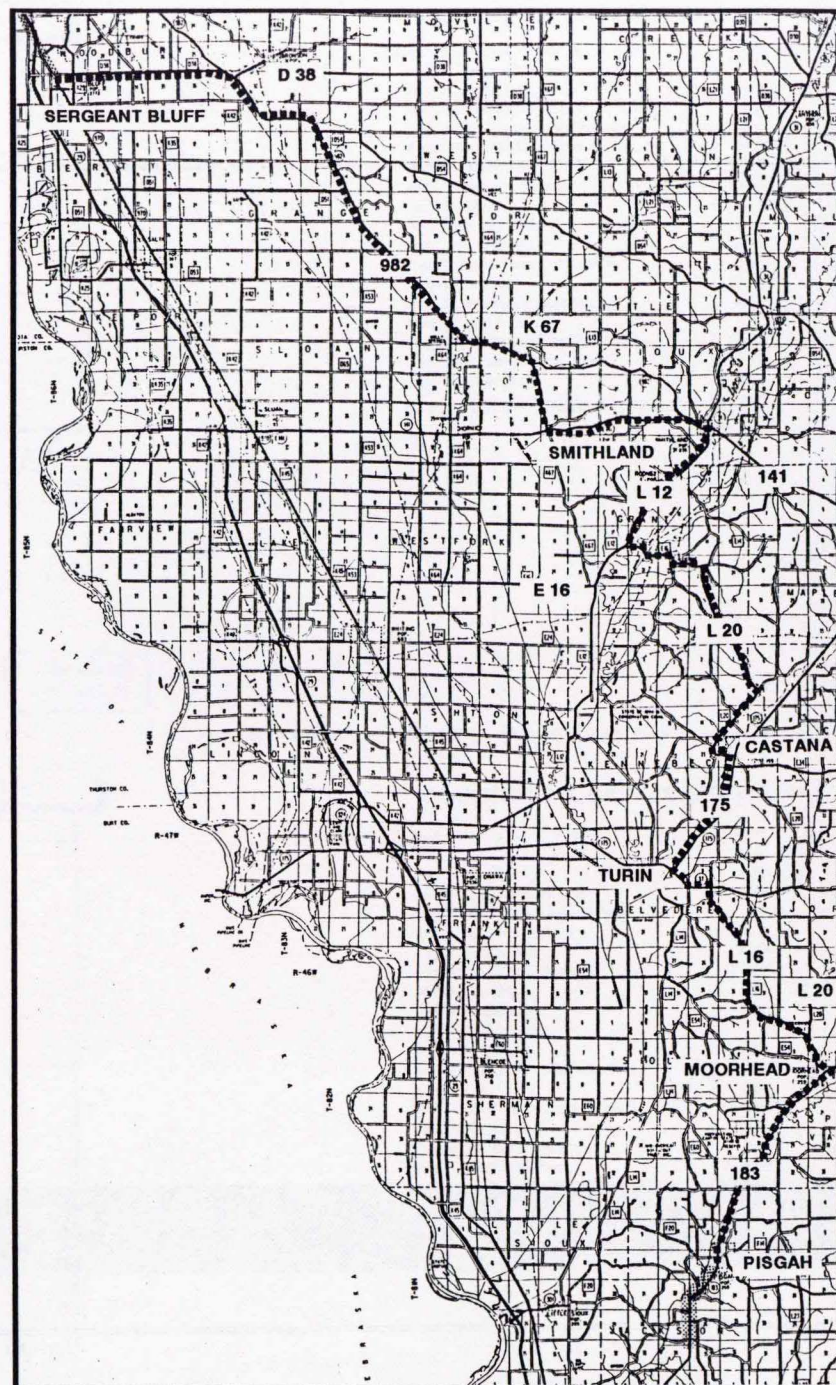
### Towns along corridor:

- \* Pisgah
- \* Moorhead
- \* Turin
- \* Castana
- \* Smithland
- \* Bronson
- \* Sergeant Bluff

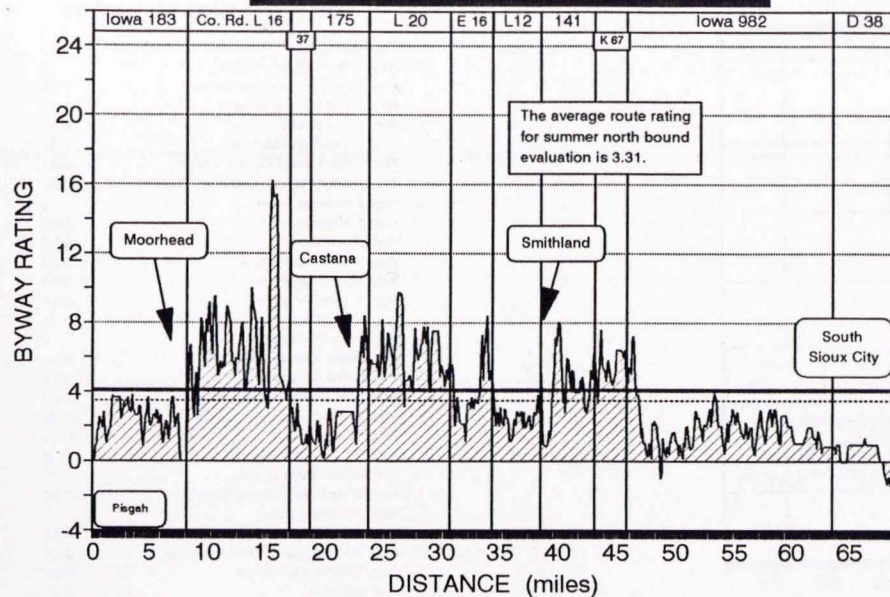
### Historic register listings:

- \* Pisgah - one site
- \* Smithland - one site

**Route impressions:** This section offers the best variety and highest scenic value of all Route 2 segments. This is the result of the excellent section near Moorhead. The northern section of the route is in the Missouri River floodplain and is quite flat. Few scenic opportunities exist in this section of the route.



### ROUTE 2C Summer ( North Bound)



Begin at Co. Rd. F 20  
& Iowa 183 in Piegah

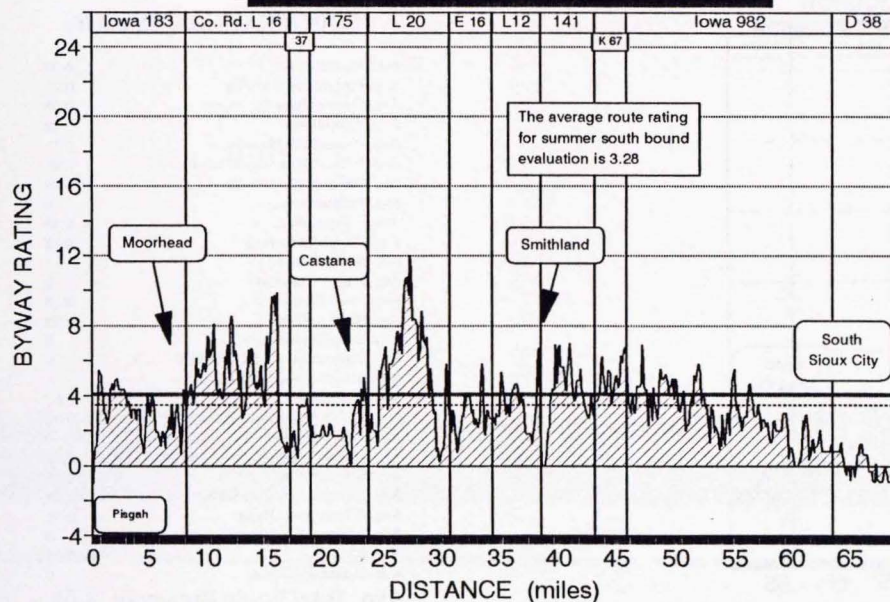
End at I 29  
& Co. Rd. D 38

### NORTH RATING SUMMARY

Avg. Agriculture	0.21
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.02
Avg. F:Agriculture Unique	0
Avg. F:Landform	0.12
Avg. F:Landform Material	0.22
Avg. F:Man Made Color/Pattern	-0.51
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0
Avg. F:Vegetation	0.23
Avg. F:Water Edge	0.02
Avg. Mixed Agriculture	0.59
Avg. Mixed Native	0.08
Avg. P:Landform	0.04
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	0.54
Avg. Road Terrain	0.26
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Agriculture Structures	0.06
Avg. S:Landform	0.74
Avg. S:Landform Material	0
Avg. S:Landform Unique	0
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Vegetation	0.31
Avg. S:Vegetation Colors/Patterns	0.12
Avg. S:Vegetation Edge	0.16
Avg. S:Water	0.01
Avg. Suburban/Urban	0.01

**Avg. Total Route Summary 3.31**

### ROUTE 2C Summer ( South Bound)



Begin at Co. Rd. F 20  
& Iowa 183 in Piegah

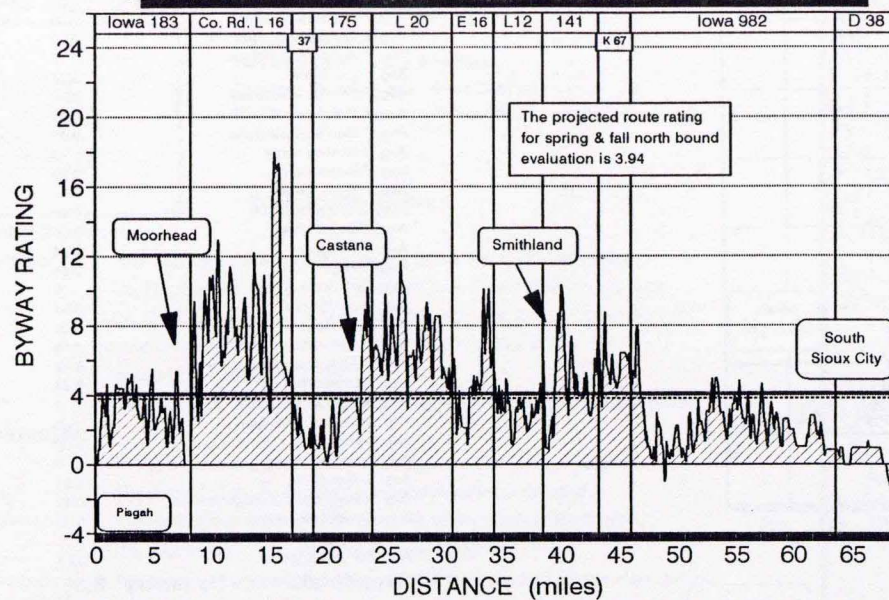
End at I 29  
& Co. Rd. D 38

### SOUTH RATING SUMMARY

Avg. Agriculture	0.02
Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.19
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.46
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.18
Avg. Mixed Agriculture	0.75
Avg. Mixed Native	0.1
Avg. Park Recreation	0
Avg. Road Ribbon	0.58
Avg. Road Terrain	0.25
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.04
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.61
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.39
Avg. S:Vegetation Colors/Patterns	0.14
Avg. S:Vegetation Edge	0.25
Avg. S:Vegetation Unique	0
Avg. S:Water	0.01
Avg. Suburban/Urban	0

**Avg. Total Route Summary 3.28**

### ROUTE 2C Projected Spring & Fall ( North Bound)



Begin at Co. Rd. F 20  
& Iowa 183 in Pisgah

— Minimum byway rating [4]  
- - - Average rating for Route 2C

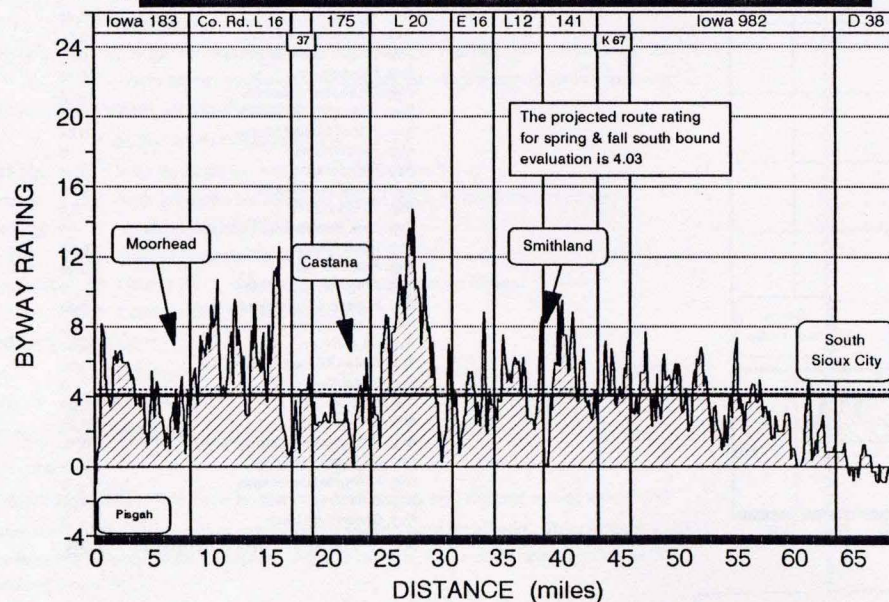
End at I 29  
& Co. Rd. D 38

### NORTH RATING SUMMARY

Avg. Agriculture	0.21
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.02
Avg. F:Agriculture Unique	0
Avg. F:Landform	0.12
Avg. F:Landform Material	0.22
Avg. F:Man Made Color/Pattern	-0.51
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0
Avg. F:Vegetation	0.45
Avg. F:Water Edge	0.02
Avg. Mixed Agriculture	0.59
Avg. Mixed Native	0.08
Avg. P:Landform	0.04
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Road Ribbon	0.54
Avg. Road Terrain	0.26
Avg. S:Agriculture Color/Pattern	0.03
Avg. S:Agriculture Structures	0.06
Avg. S:Landform	0.74
Avg. S:Landform Material	0
Avg. S:Landform Unique	0
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Vegetation	0.53
Avg. S:Vegetation Colors/Patterns	0.22
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.01
Avg. Suburban/Urban	0.01

**Avg. Total Route Summary 3.94**

### ROUTE 2C Projected Spring & Fall ( South Bound)



Begin at Co. Rd. F 20  
& Iowa 183 in Pisgah

— Minimum byway rating [4]  
- - - Average rating for Route 2C

End at I 29  
& Co. Rd. D 38

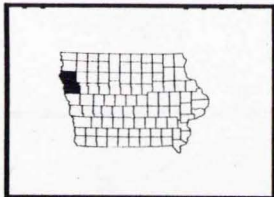
### SOUTH RATING SUMMARY

Avg. Agriculture	0.02
Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Landform	0.19
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.46
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.36
Avg. Mixed Agriculture	0.75
Avg. Mixed Native	0.1
Avg. Park Recreation	0
Avg. Road Ribbon	0.58
Avg. Road Terrain	0.25
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.61
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.73
Avg. S:Vegetation Colors/Patterns	0.25
Avg. S:Vegetation Edge	0.42
Avg. S:Vegetation Unique	0
Avg. S:Water	0.01
Avg. Suburban/Urban	0

**Avg. Total Route Summary 4.03**

**ROUTE 2D**

## ROUTE 2D



### Byway location:

Woodbury and Plymouth Counties  
beginning in Sioux City

### \* Two exploration routes

### Road description:

- Designations:**
- \* I-29 from County Rd. D 38 in Sergeant Bluff to Iowa 12
  - \* Iowa 12 from I-29 in Sioux City to Iowa 3 in Akron
- Termini:**
- \* I-29 at County Rd. D 38
  - \* Iowa 12 at Iowa 3 in Akron

### Road character:

- Terrain:**
- \* This route follows the Big Sioux River. The land is quite flat along most of the route with little opportunity for vertical change in pace.
- Road Ribbon:**
- \* The road ribbon is not a major element in the scenic character of the route. The only ribbon of value exist at the south end of Iowa 12 near I-29.
- Road Surface:**
- \* Route has hard surface the entire length.

### Route's key visual elements:

- Landforms:**
- \* The landform scenes are associated with the hills to the east of the route.
- Vegetation:**
- \* The woodlands on the hill slopes occasionally provide fair views.
- Agriculture**
- \* Agricultural activities are the most frequent visual element.
- Exploration Rt1:**
- \* The Butcher Loop road along with Stone Park route offer the major visual features on this route. The Butcher Loop offers a wide variety of visual elements. The Loop has good road terrain and road ribbon that compliment landform scenes and panoramas. A variety of scenes featuring vegetation water and agriculture are available.

- Exploration Rt2:**
- \* The Stone Park drive is an excellent route meandering through dense forests. Road ribbon, road terrain and woodland scenes are very good. The route also offers a good overlook.

### Route's visual evaluation summary:

- Length:**
- \* 36.675 miles (59.023 km)
- Ave. Rating:**
- \* 0.90 (average for entire route, both directions)
- Adj. Rating:**
- \* 1.48 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 7.70 on Iowa 12
- Low Rating:**
- \* -2.8 on Iowa 12
- High Section:**
- \* Iowa 12 near I-29
- Low Section:**
- \* Iowa 12 near Akron

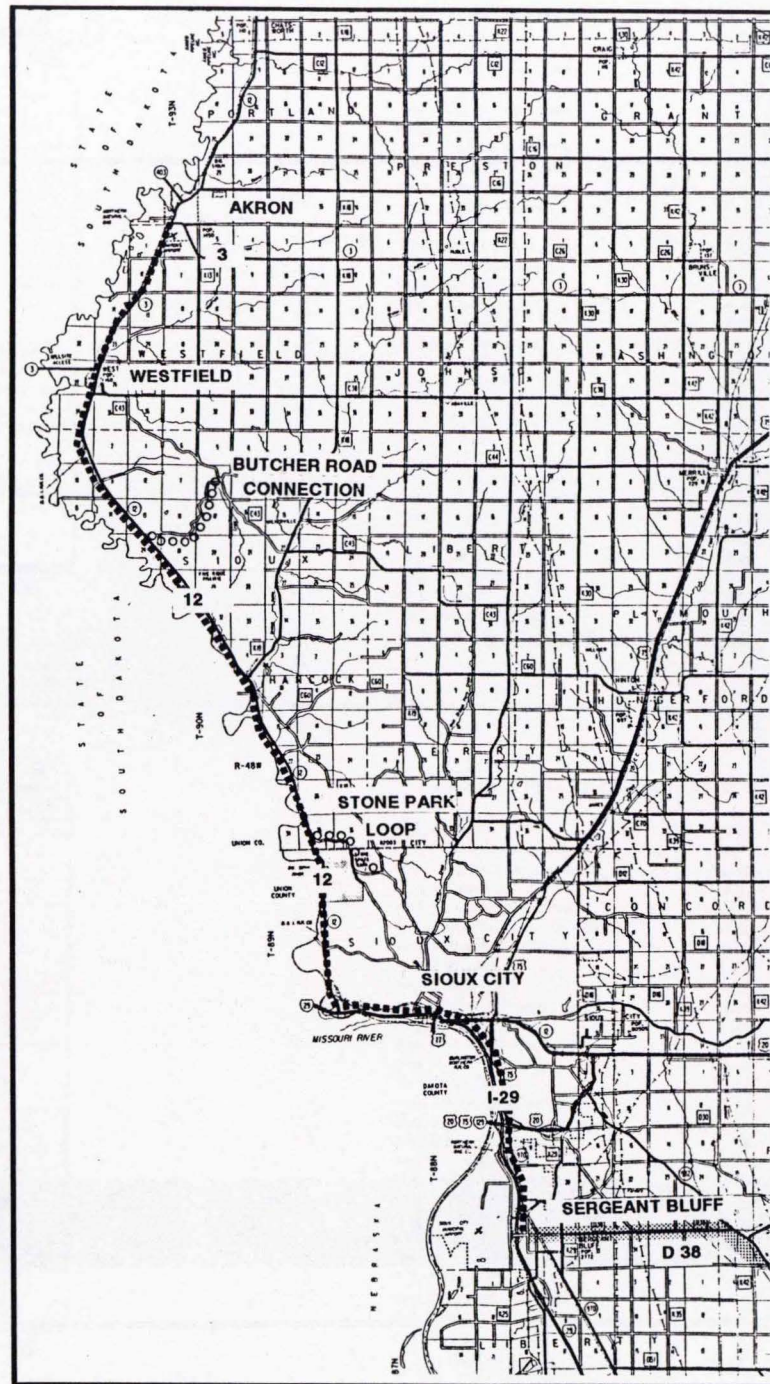
### Towns along corridor:

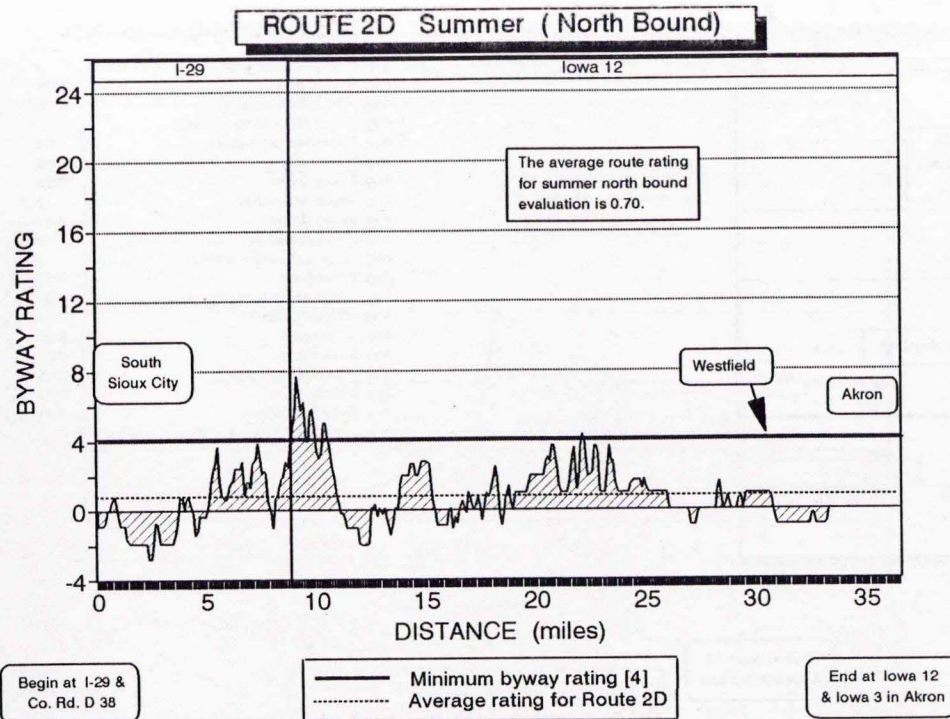
- \* Sergeant Bluff
- \* Sioux City
- \* Westfield
- \* Akron

### Historic register listings:

- \* Sioux City - 17 sites

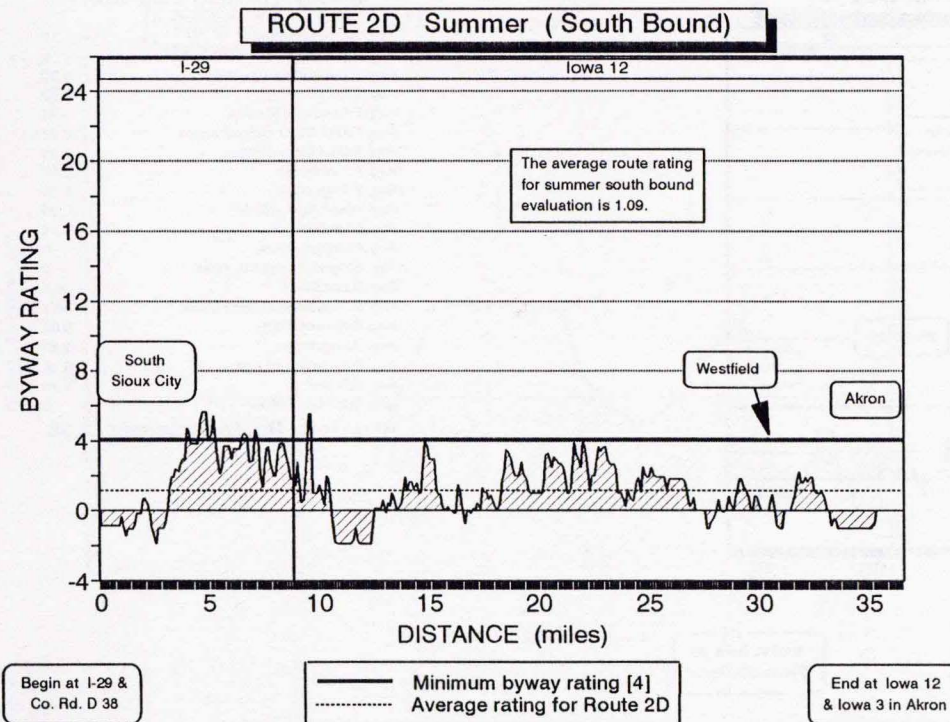
**Route Impressions:** This section of Route 2 offers few visual features associated with a scenic byway. The short section of Iowa 12 near I-29 and sections of I-29 along the river have fair to good visual character. The two short side loops are the major features of this route.





#### NORTH RATING SUMMARY

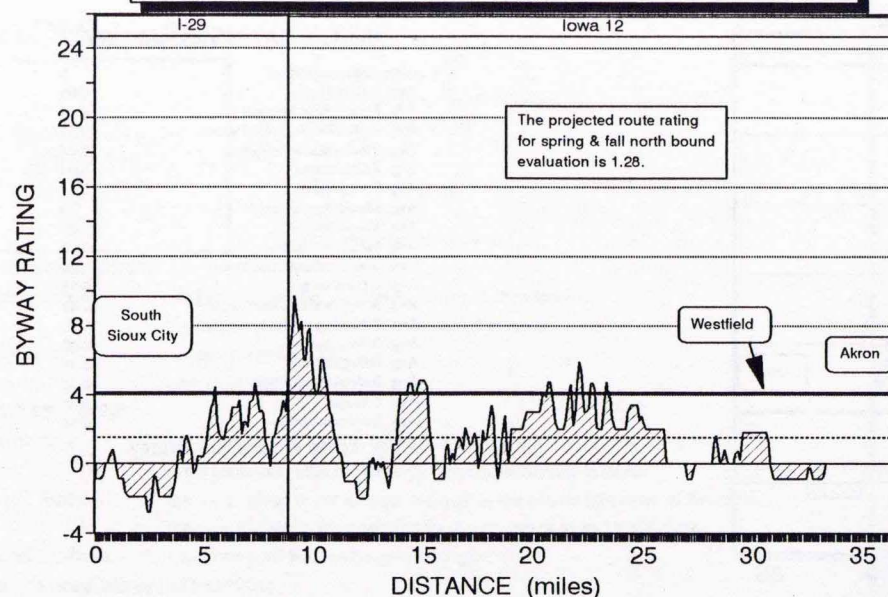
Avg. Accomodations	0
Avg. F:Landform	0.09
Avg. F:Landform Material	0.08
Avg. F:Man Made Color/Pattern	-0.49
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.04
Avg. F:Vegetation	0.45
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.01
Avg. Park Recreation	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.18
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0.16
Avg. S:Structures	0.05
Avg. S:Vegetation	0.12
Avg. S:Vegetation Edge	0.06
Avg. S:Water	0.01
Avg. Suburban/Urban	-0.04
<b>Avg. Total Route Summary</b>	<b>0.7</b>



#### SOUTH RATING SUMMARY

Avg. Accomodations	0
Avg. Agriculture	0
Avg. F:Agriculture Structures	0.02
Avg. F:Landform	0.07
Avg. F:Landform Material	0.23
Avg. F:Man Made Color/Pattern	-0.23
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.07
Avg. F:Vegetation	0.35
Avg. Mixed Agriculture	0.04
Avg. Mixed Native	0.04
Avg. Park Recreation	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.1
Avg. S:Moving Water	0.04
Avg. S:Vegetation	0.18
Avg. S:Vegetation Edge	0.07
Avg. S:Water	0.16
Avg. Suburban/Urban	0
<b>Avg. Total Route Summary</b>	<b>1.09</b>

# ROUTE 2D Projected Spring & Fall ( North Bound)



Begin at I-29 &  
Co. Rd. D 38

— Minimum byway rating [4]  
- - - Average rating for Route 2D

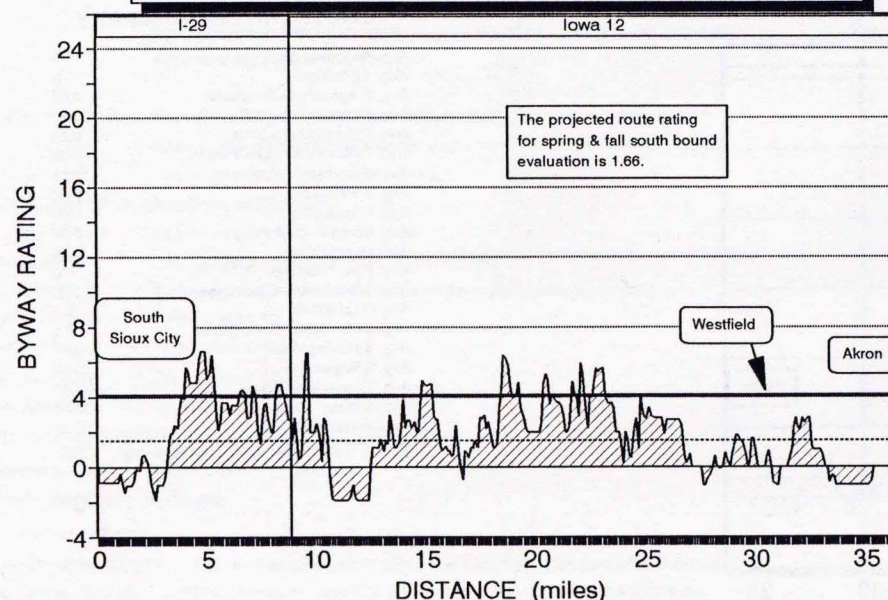
End at Iowa 12  
& Iowa 3 in Akron

## NORTH RATING SUMMARY

Avg. Accomodations	0
Avg. F:Landform	0.09
Avg. F:Landform Material	0.08
Avg. F:Man Made Color/Pattern	-0.49
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.04
Avg. F:Vegetation	0.85
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.01
Avg. Park Recreation	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.18
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0.16
Avg. S:Structures	0.05
Avg. S:Vegetation	0.24
Avg. S:Vegetation Edge	0.12
Avg. S:Water	0.01
Avg. Suburban/Urban	-0.04

**Avg. Total Route Summary 1.28**

# ROUTE 2D Projected Spring & Fall ( South Bound)



Begin at I-29 &  
Co. Rd. D 38

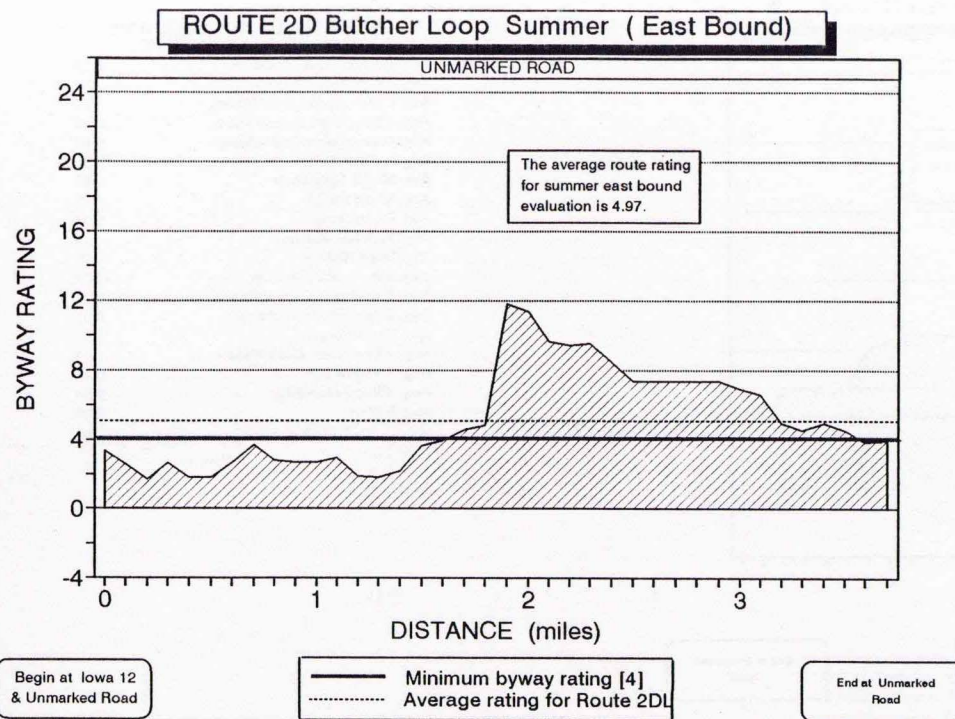
— Minimum byway rating [4]  
- - - Average rating for Route 2D

End at Iowa 12  
& Iowa 3 in Akron

## SOUTH RATING SUMMARY

Avg. Accomodations	0
Avg. Agriculture	0
Avg. F:Agriculture Structures	0.02
Avg. F:Landform	0.07
Avg. F:Landform Material	0.23
Avg. F:Man Made Color/Pattern	-0.23
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.07
Avg. F:Vegetation	0.68
Avg. Mixed Agriculture	0.04
Avg. Mixed Native	0.04
Avg. Park Recreation	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.1
Avg. S:Moving Water	0.04
Avg. S:Vegetation	0.35
Avg. S:Vegetation Edge	0.13
Avg. S:Water	0.16
Avg. Suburban/Urban	0

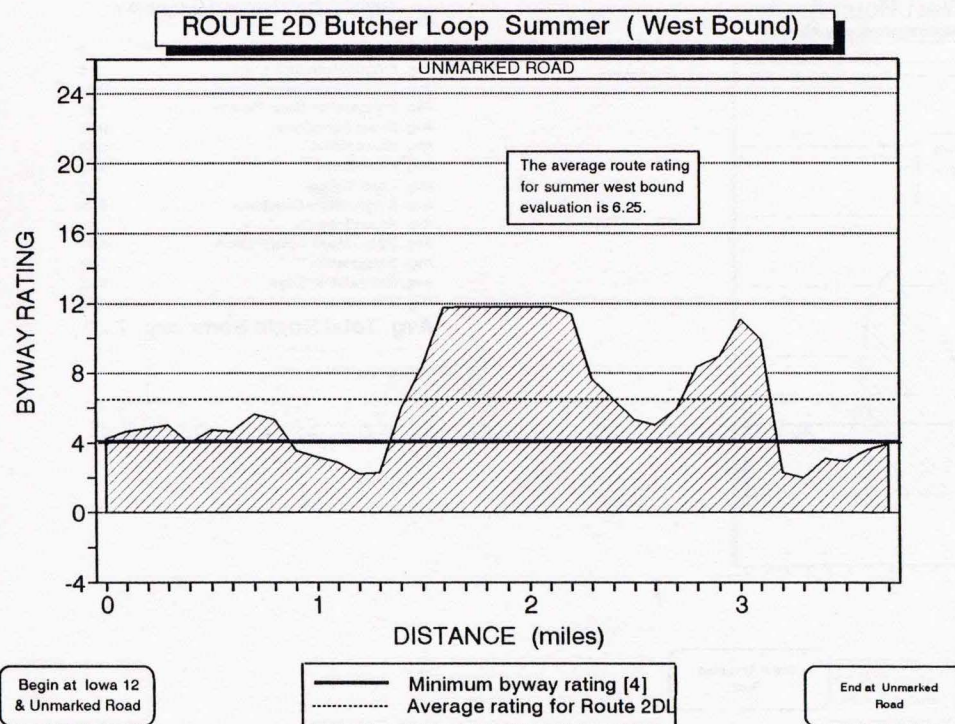
**Avg. Total Route Summary 1.66**



#### EAST RATING SUMMARY

Avg. F:Agriculture Structures	0.05
Avg. F:Landform Material	0.1
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Structures Color/Pattern	-0.05
Avg. F:Vegetation Color/Pattern	0.45
Avg. F:Water Edge	0.05
Avg. Mixed Agriculture	0.62
Avg. Mixed Native	0.75
Avg. P:Landform	0.14
Avg. Park Recreation	0
Avg. Road Ribbon	0.99
Avg. S:Agriculture Act/Op	-0.02
Avg. S:Agriculture Color/Pattern	0.44
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	1.13
Avg. S:Man Made Color/Pattern	-0.19
Avg. S:Vegetation	0.57
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.05

**Avg. Total Route Summary 4.97**

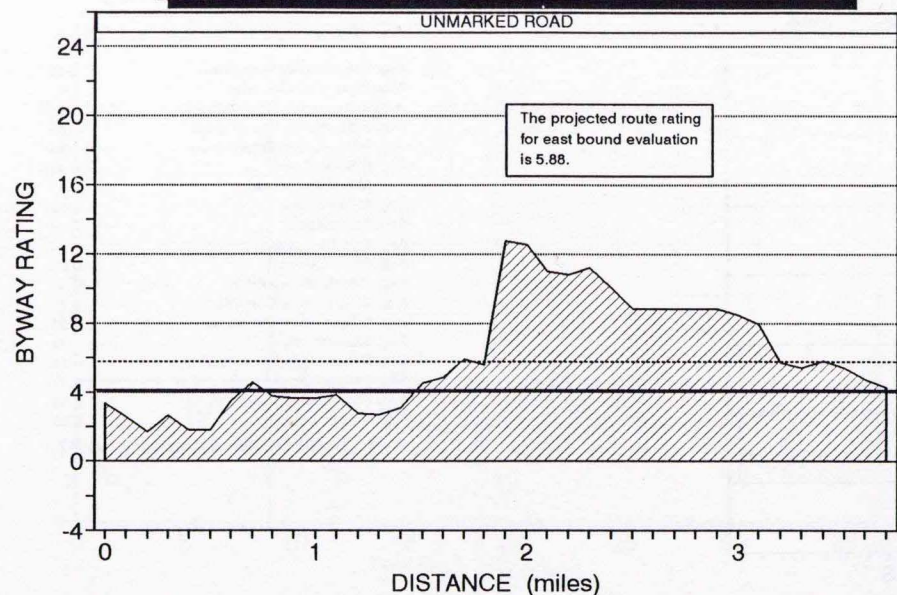


#### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0
Avg. F:Man Made Color/Pattern	-0.54
Avg. F:Vegetation Color/Pattern	0.83
Avg. Mixed Agriculture	0.63
Avg. Mixed Native	0.63
Avg. P:Landform	0.48
Avg. Road Ribbon	2
Avg. S:Agriculture Structures	0.09
Avg. S:Landform	1.16
Avg. S:Man Made Color/Pattern	-0.05
Avg. S:Vegetation	0.71
Avg. S:Vegetation Edge	0.13
Avg. S:Water	0.18

**Avg. Total Route Summary 6.25**

### ROUTE 2D Butcher Loop Projected ( East Bound)



Begin at Iowa 12  
& Unmarked Road

— Minimum byway rating [4]  
- - - Average rating for Route 2DL

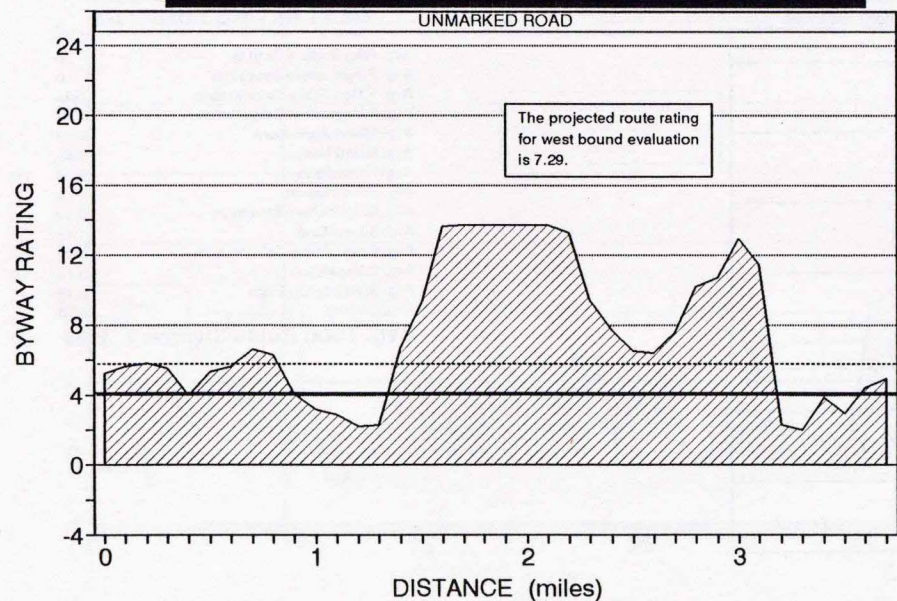
End at Unmarked  
Road

### EAST RATING SUMMARY

Avg. F:Agriculture Structures	0.05
Avg. F:Landform Material	0.1
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Structures Color/Pattern	-0.05
Avg. F:Vegetation Color/Pattern	0.67
Avg. F:Water Edge	0.05
Avg. Mixed Agriculture	0.62
Avg. Mixed Native	0.75
Avg. P:Landform	0.14
Avg. Park Recreation	0
Avg. Road Ribbon	0.99
Avg. S:Agriculture Act/Op	-0.02
Avg. S:Agriculture Color/Pattern	0.44
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	1.13
Avg. S:Man Made Color/Pattern	-0.19
Avg. S:Vegetation	0.98
Avg. S:Vegetation Edge	0.56
Avg. S:Water	0.05

**Avg. Total Route Summary 5.88**

### ROUTE 2D Butcher Loop Projected ( West Bound)



Begin at Iowa 12  
& Unmarked Road

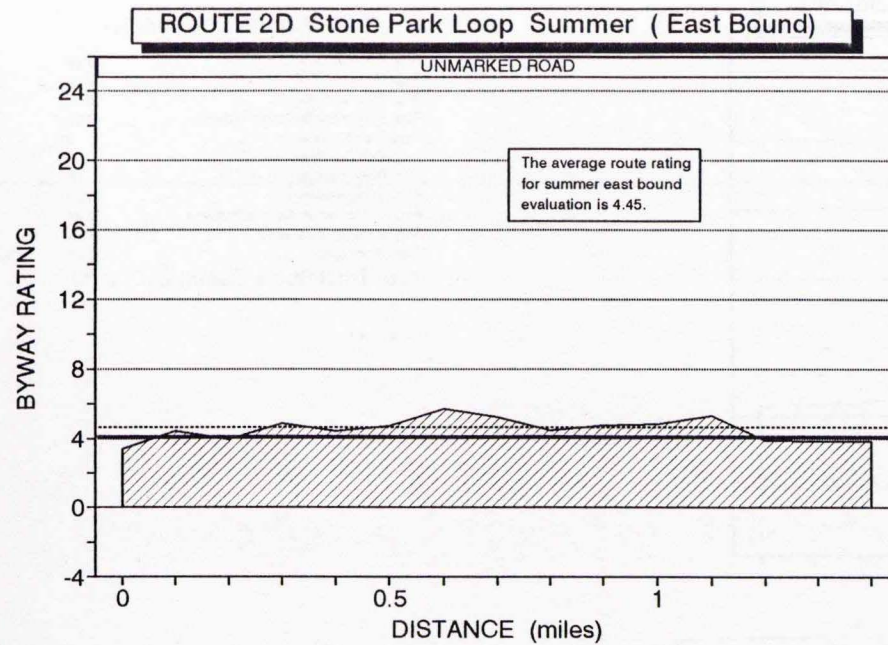
— Minimum byway rating [4]  
- - - Average rating for Route 2DL

End at Unmarked  
Road

### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0
Avg. F:Man Made Color/Pattern	-0.54
Avg. F:Vegetation Color/Pattern	1.24
Avg. Mixed Agriculture	0.63
Avg. Mixed Native	0.63
Avg. P:Landform	0.48
Avg. Road Ribbon	2
Avg. S:Agriculture Structures	0.09
Avg. S:Landform	1.16
Avg. S:Man Made Color/Pattern	-0.05
Avg. S:Vegetation	1.21
Avg. S:Vegetation Edge	0.25
Avg. S:Water	0.18

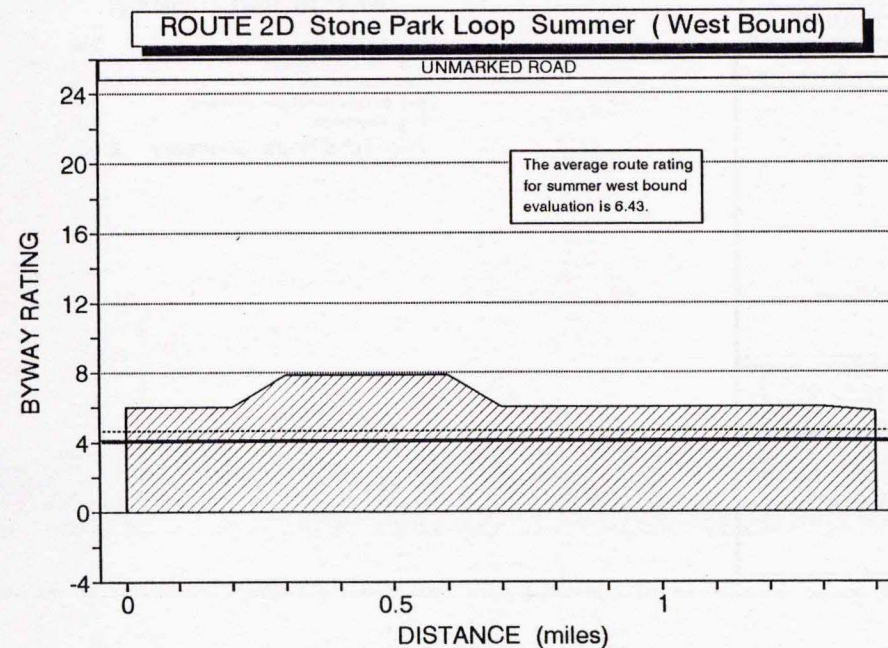
**Avg. Total Route Summary 7.29**



Begin at Iowa 12  
& Park Entrance

— Minimum byway rating [4]  
..... Average rating for Route 2DL

End at Iowa 12  
& Park Entrance



Begin at Iowa 12  
& Park Entrance

— Minimum byway rating [4]  
..... Average rating for Route 2DL

End at Iowa 12  
& Park Entrance

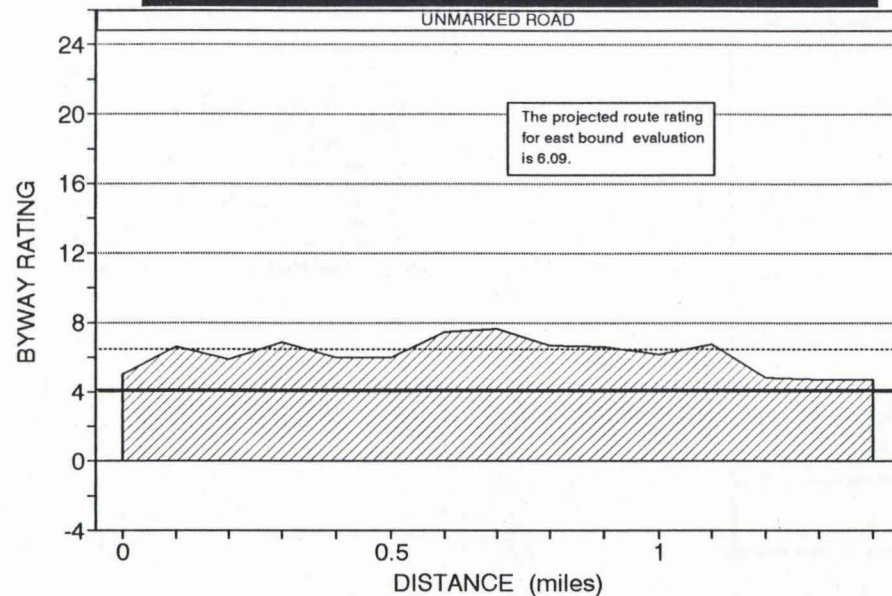
#### EAST RATING SUMMARY

Avg. F:Vegetation	1.82
Avg. Mixed Native	1.02
Avg. P:Landform	0.04
Avg. P:Man Made Color/Pattern	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0
Avg. S:Vegetation	0.23
Avg. S:Vegetation Colors/Patterns	0.27
Avg. S:Vegetation Edge	0.07
Avg. Woodlands	0.98
<b>Avg. Total Route Summary</b>	<b>4.45</b>

#### WEST RATING SUMMARY

Avg. F:Vegetation	1.98
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	2
Avg. S:Vegetation Colors/Patterns	0.46
Avg. Woodlands	2
<b>Avg. Total Route Summary</b>	<b>6.43</b>

### ROUTE 2D Stone Park Loop Projected ( East Bound)



Begin at Iowa 12  
& Park Entrance

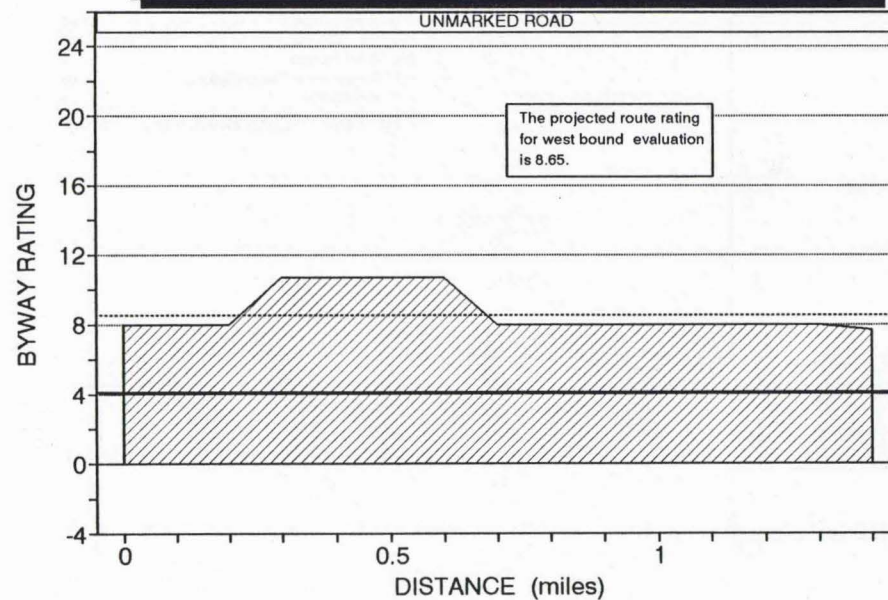
Minimum byway rating [4]  
Average rating for Route 2DL

End at Iowa 12  
& Park Entrance

### EAST RATING SUMMARY

Avg. F:Vegetation	2.69
Avg. Mixed Native	1.02
Avg. P:Landform	0.04
Avg. P:Man Made Color/Pattern	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0
Avg. S:Vegetation	0.34
Avg. S:Vegetation Colors/Patterns	0.41
Avg. S:Vegetation Edge	0.1
Avg. Woodlands	1.46
<b>Avg. Total Route Summary</b>	<b>6.09</b>

### ROUTE 2D Stone Park Loop Projected ( West Bound)



Begin at Iowa 12  
& Park Entrance

Minimum byway rating [4]  
Average rating for Route 2DL

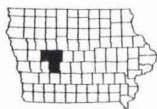
End at Iowa 12  
& Park Entrance

### WEST RATING SUMMARY

Avg. F:Vegetation	2.96
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	2
Avg. S:Vegetation Colors/Patterns	0.68
Avg. Woodlands	3
<b>Avg. Total Route Summary</b>	<b>8.65</b>

**ROUTE 9A**

## ROUTE 9A



**Byway 9A is the north-south segment of Byway 9.**

**Byway location:**

Guthrie, Greene and Carroll  
Counties about 40 miles  
west of Des Moines & 85  
miles east of Council Bluffs

\* No exploration routes

**Road description:**

- Designations:**
- \* Co. Rd. P 28 north from I-80 to Iowa 44 in Panora
  - \* Iowa 44 in Panora to Iowa 25 in Guthrie Center
  - \* Iowa 25 in Guthrie Center to Bayard
  - \* Iowa 25 in Bayard to County Rd. M 65
  - \* County Rd. M 65 to County Rd. E 33
  - \* County Rd. E 33 from County Rd. M 65 to US 30
  - \* US 30 from County Rd. E 33 to US 71 in Carroll
- Termini:**
- \* I-80 at interchange with County Rd. P 28
  - \* US 71 at intersection with US 30 in Carroll

**Road character:**

- Terrain:**
- \* Excellent road and terrain matching in the first 30 to 40 miles of the route. This section crosses several watersheds.
- Road Ribbon:**
- \* The road ribbon compliments the terrain along the first 30 - 40 miles of the route.
- Road Surface:**
- \* The entire route is hard surfaced. County Rd. P 28 was under construction when the field inventory was performed.

**Route's key visual elements:**

- Vegetation:**
- \* Scenes & focal points of mixed woodland vegetation.
- Landforms:**
- \* Hills provide attractive setting and display of vegetation.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing along the north and west legs of the loop.
- Road Terrain:**
- \* The rolling hills on the south and southeast legs of the loop provide fair road terrain.

**Route's visual evaluation summary:**

- Length:**
- \* 69.449 miles (111.767 km)
- Ave. Rating:**
- \* 2.01 (average for entire route, both directions)
- Proj. Rating:**
- \* 2.49 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 14.12 on County Rd. P 28
- Low Rating:**
- \* -2.58 on US 30
- High Section:**
- \* County Rd. P 28 near Stuart - Iowa 44 between Panora & Guthrie Center

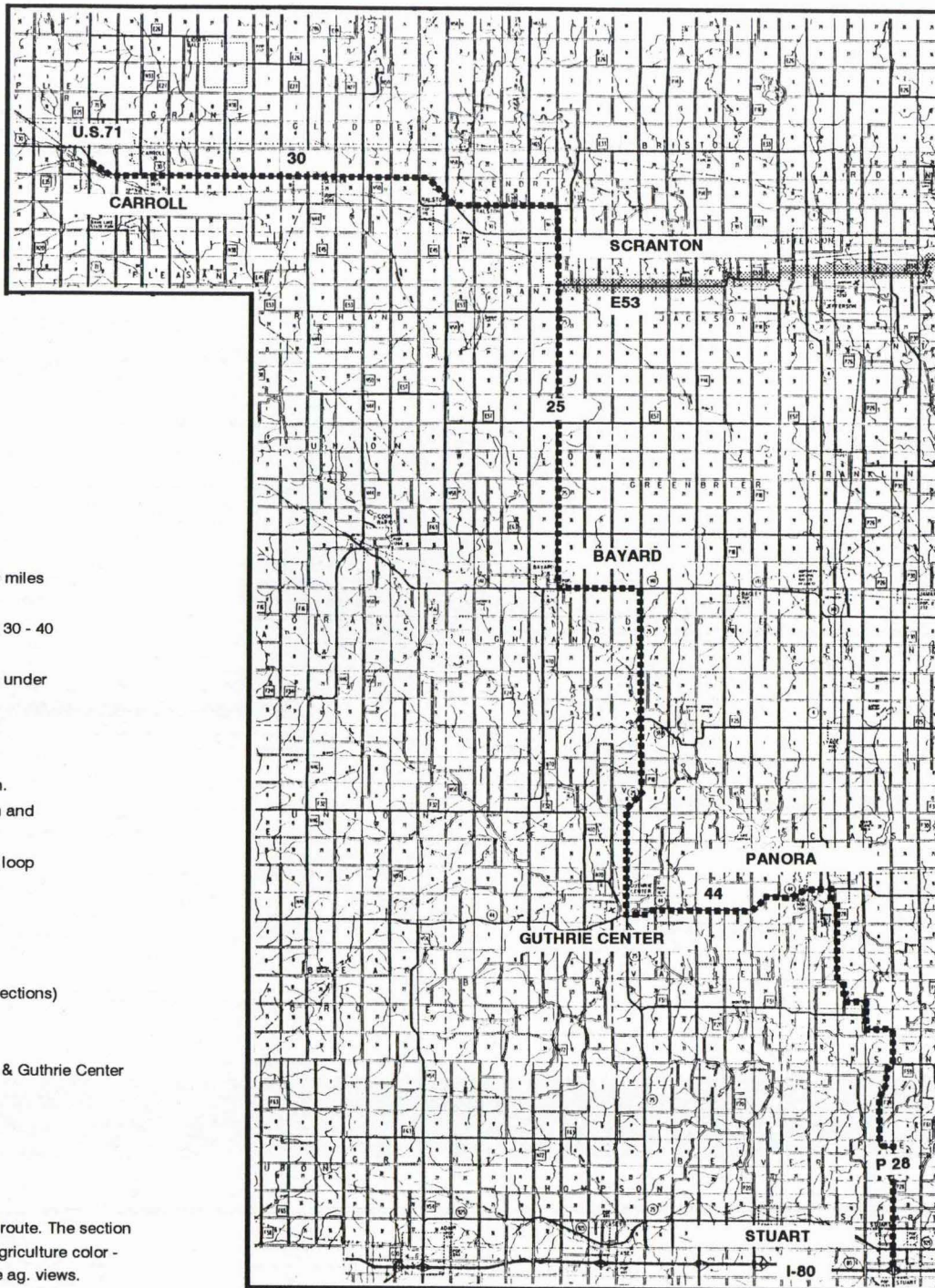
**Towns along corridor:**

- |          |            |                  |
|----------|------------|------------------|
| * Stuart | * Panora   | * Guthrie Center |
| * Bayard | * Scranton | * Carroll        |

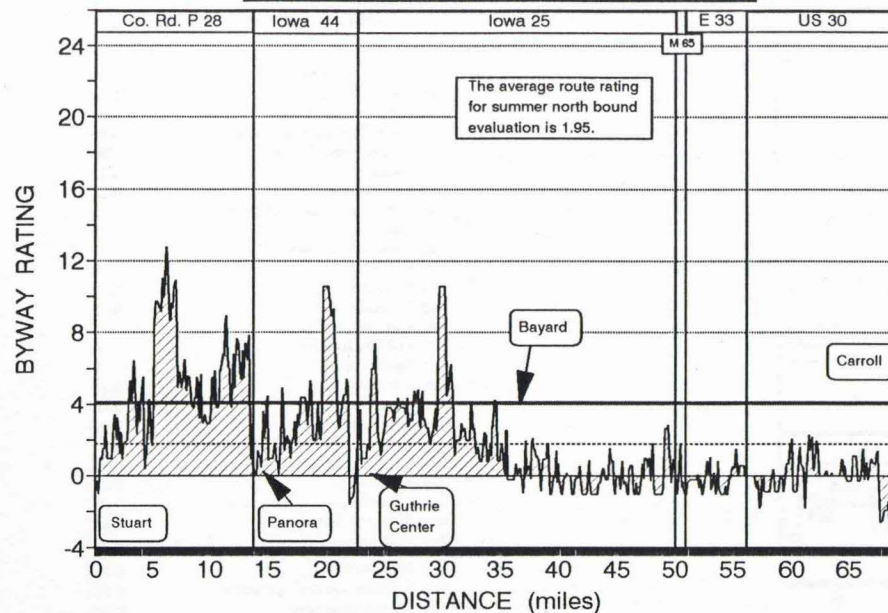
**Historic register listings:**

- \* Panora - High School

**Route Impressions:** The road alignment is excellent along parts of this route. The section on County Rd. P 28 and Iowa 44 is particularly good. This section offers both agriculture color - pattern and woodland views. The northern section of route offers far less unique ag. views.



# ROUTE 9A Summer (North Bound)

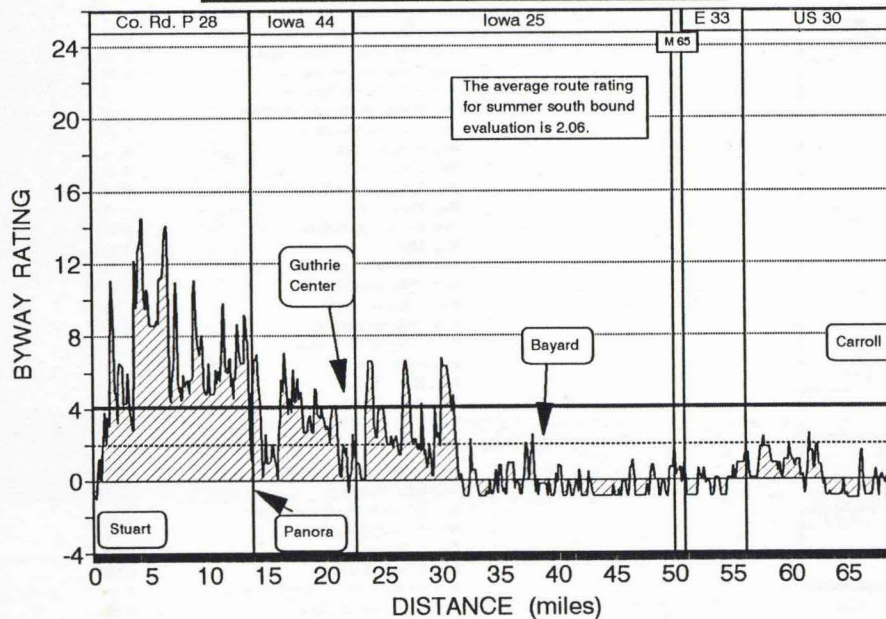


Begin at I-80  
& Co. Rd. F 28

Minimum byway rating [4]  
Average rating for Route 9A

End at US 30  
& US 71 in Carroll

# ROUTE 9A Summer (South Bound)



Begin at I-80  
& Co. Rd. F 28

Minimum byway rating [4]  
Average rating for Route 9A

End at US 30  
& US 71 in Carroll

## NORTH RATING SUMMARY

Avg. Agriculture	0.15
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.23
Avg. F:Agriculture Unique	0.02
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.02
Avg. F:Vegetation	0.13
Avg. F:Vegetation Color/Pattern	0.11
Avg. Historic Area	0
Avg. Mixed Agriculture	0.14
Avg. Mixed Native	0.15
Avg. P:Landform	0.01
Avg. P:Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.45
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.18
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.21
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0.02
Avg. S:Structures	0.01
Avg. S:Vegetation	0.31
Avg. S:Vegetation Colors/Patterns	0.03
Avg. S:Vegetation Edge	0.16
Avg. S:Water	0.03
Avg. Suburban/Urban	0.04

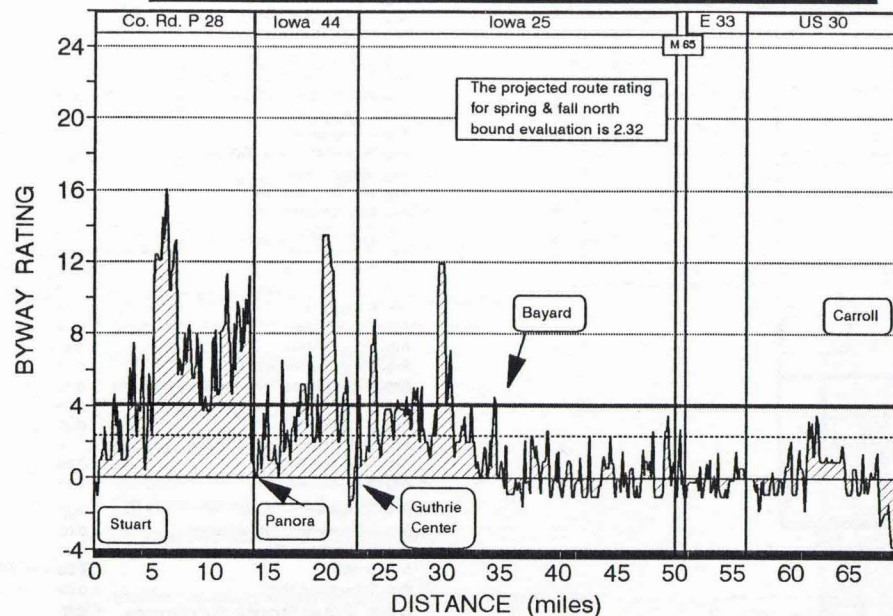
**Avg. Total Route Summary 1.95**

## SOUTH RATING SUMMARY

Avg. Agriculture	0.2
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.16
Avg. F:Agriculture Unique	0.02
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.61
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.01
Avg. F:Vegetation	0.19
Avg. F:Vegetation Color/Pattern	0.24
Avg. Historic Area	0
Avg. Mixed Agriculture	0.04
Avg. Mixed Native	0.12
Avg. P:Landform Unique	0
Avg. P:Vegetation	0.05
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.45
Avg. S:Agriculture Color/Pattern	0.08
Avg. S:Agriculture Structures	0.02
Avg. S:Agriculture Unique	0.04
Avg. S:Landform	0.18
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.17
Avg. S:Vegetation Colors/Patterns	0.08
Avg. S:Vegetation Edge	0.19
Avg. S:Water	0.03
Avg. Suburban/Urban	0.16
Avg. Woodlands	0.01

**Avg. Total Route Summary 2.06**

### ROUTE 9A Projected Spring & Fall (North Bound)



Begin at I-80  
& Co. Rd. F 28

— Minimum byway rating [4]  
..... Average rating for Route 9A

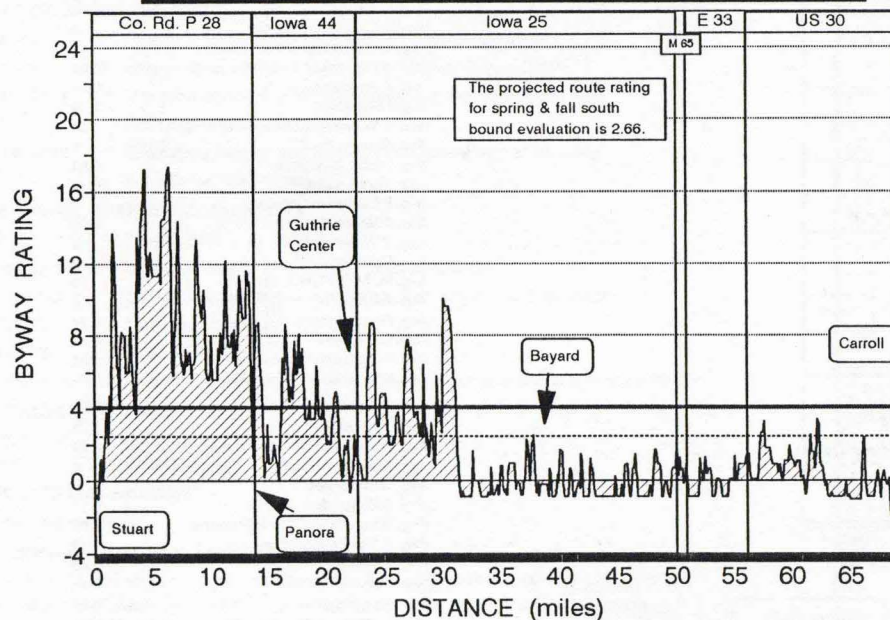
End at US 30  
& US 71 in Carroll

### NORTH RATING SUMMARY

Avg. Agriculture	0.15
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.23
Avg. F:Agriculture Unique	0.02
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.02
Avg. F:Vegetation	0.22
Avg. F:Vegetation Color/Pattern	0.22
Avg. Historic Area	0
Avg. Mixed Agriculture	0.14
Avg. Mixed Native	0.15
Avg. P:Landform	0.01
Avg. P:Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.45
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.21
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0.02
Avg. S:Structures	0.01
Avg. S:Vegetation	0.53
Avg. S:Vegetation Colors/Patterns	0.06
Avg. S:Vegetation Edge	0.26
Avg. S:Water	0.03
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 2.32**

### ROUTE 9A Projected Spring & Fall (South Bound)



Begin at I-80  
& Co. Rd. F 28

— Minimum byway rating [4]  
..... Average rating for Route 9A

End at US 30  
& US 71 in Carroll

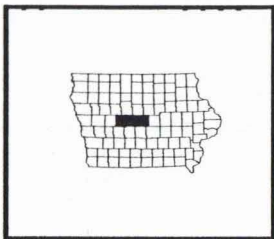
### SOUTH RATING SUMMARY

Avg. Agriculture	0.2
Avg. F:Agriculture Act/Op	0.03
Avg. F:Agriculture Structures	0.16
Avg. F:Agriculture Unique	0.02
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.61
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.01
Avg. F:Vegetation	0.33
Avg. F:Vegetation Color/Pattern	0.48
Avg. Historic Area	0
Avg. Mixed Agriculture	0.04
Avg. Mixed Native	0.12
Avg. P:Landform Unique	0
Avg. P:Vegetation	0.05
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.45
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Agriculture Structures	0.02
Avg. S:Agriculture Unique	0.04
Avg. S:Landform	0.18
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.29
Avg. S:Vegetation Colors/Patterns	0.13
Avg. S:Vegetation Edge	0.32
Avg. S:Water	0.03
Avg. Suburban/Urban	0.16
Avg. Woodlands	0.01

**Avg. Total Route Summary 2.66**

**ROUTE 9B**

## ROUTE 9B



**Byway 9B is the east-west segment of Byway 9.**

**Byway location:**

Greene and Boone Counties  
about 15 miles west of Ames  
and 25 east of Carroll.

\* No exploration routes

**Road description:**

- Designations:**
- \* County Rd. E 53 from Iowa 25 to Iowa 144 in Grand Junction
  - \* Iowa 144 from Co. Rd. E 53 To US 30 in Grand Junction
  - \* US 30 from Iowa 144 to Co. Rd. E 41
  - \* County Rd. E 41 from US 30 to Iowa 17
  - \* Iowa 17 from Co. Rd. E 41 to US 30
  - \* US 30 from Iowa 17 to "Old 30" west of Ames
- Termini:**
- \* Iowa 25 and Co. Rd. E 53 about 25 miles east of Carroll
  - \* "Old 30" west of Ames

**Road character:**

- Terrain:**
- \* Terrain is very flat except in the Des Moines River area.
- Road Ribbon:**
- \* The road ribbon is very flat except in the Des Moines River area.
- Road Surface:**
- \* The entire route is hard surfaced. County Rd. E 53 was under construction when the field inventory was performed.

**Route's key visual elements:**

- |                 |   |
|-----------------|---|
| Agriculture:    | * Various agricultural scenes featuring crop colors and patterns            |
| Ag. Structures: | * Various ag. associated structures particularly barns.                     |
| Landforms:      | * The valley of the Des Moines River provided a significant landform scene. |

**Route's visual evaluation summary:**

- |               |   |
|---------------|---|
| Length:       | * 48.372 miles (77.847 km)  |
| Ave. Rating:  | * 0.90 (average for entire route, both directions)                  |
| Proj. Rating: | * 1.27 (adjusted for seasonal value, entire route, both directions) |
| High Rating:  | * 11.90 on County Rd. E 41 near Des Moines River                    |
| Low Rating:   | * -4.22 on US 30                      Grand Junction                |
| High Section: | * County Rd. E 41 an * Ames   |

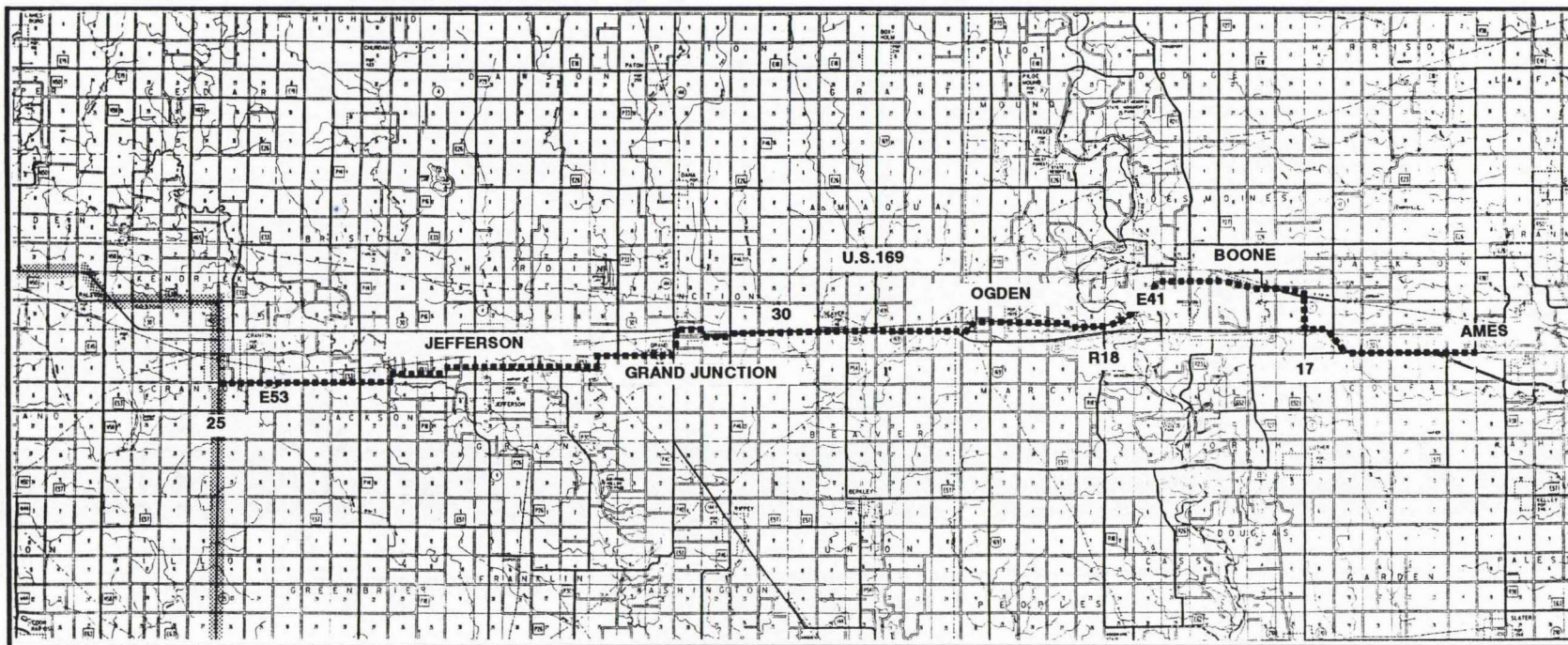
**Towns along corridor:**

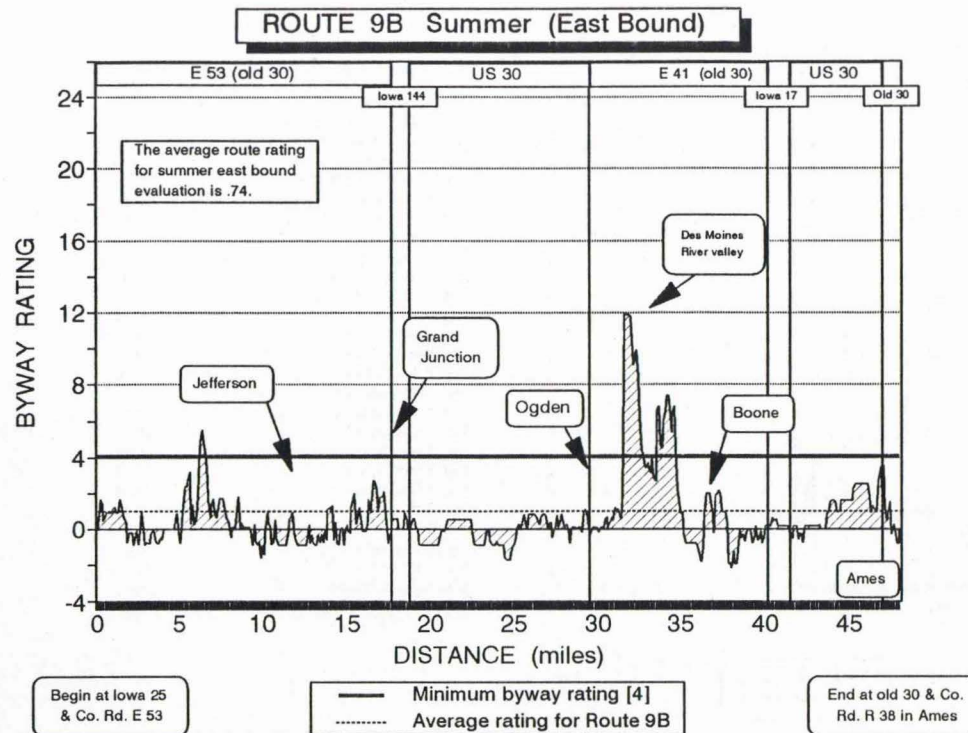
- |             |          |                  |
|-------------|----------|------------------|
| * Jefferson | * Beaver | * Grand Junction |
| * Ogden     | * Boone  | * Ames           |

**Historic register listings:**

- |                             |                     |
|-----------------------------|---------------------|
| * Grand Junction - one site | * Boone - Six sites |
| * Jefferson - two sites     | * Ames - 12 sites   |

**Impressions:** The first 30 miles of this route provide many scenes of agricultural activity and farmsteads. The only area of high quality was in a short section in the Des Moines River valley west of Boone. This route has historical significance as the "Lincoln Highway".

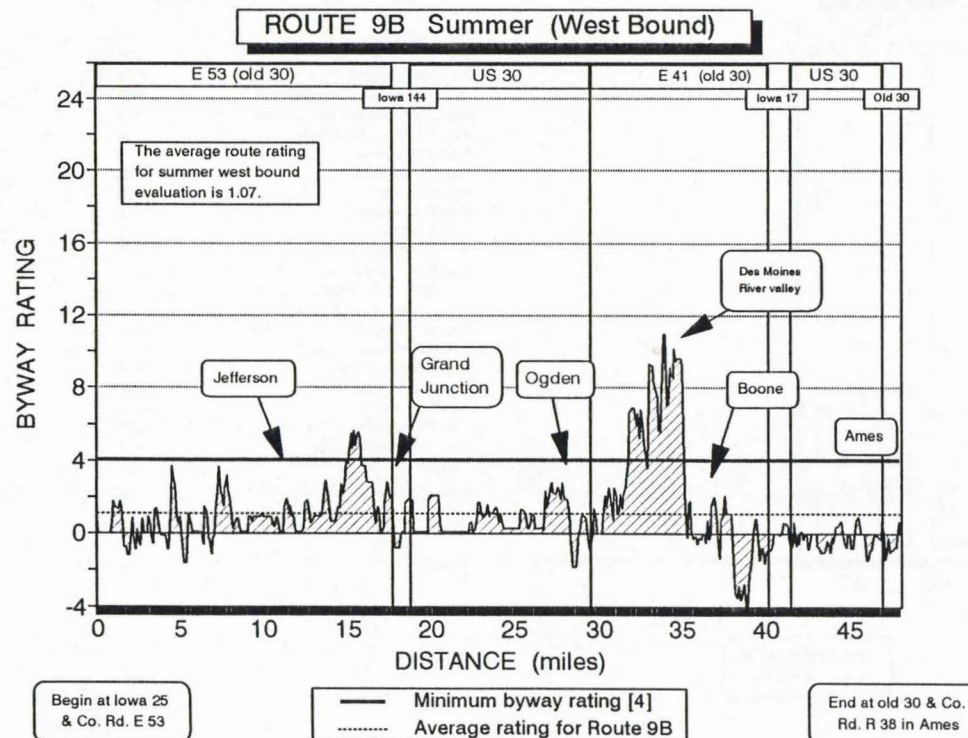




#### EAST RATING SUMMARY

Avg. Agriculture	0.05
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.11
Avg. F:Agriculture Unique	0.04
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.1
Avg. F:Structures	0
Avg. F:Vegetation	0.14
Avg. Mixed Agriculture	0.17
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.02
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.05
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.07
Avg. S:Man Made Color/Pattern	-0.05
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.1
Avg. S:Vegetation Colors/Patterns	0.07
Avg. S:Vegetation Edge	0.16
Avg. S:Water	0.02
Avg. Suburban/Urban	0.14

**Avg. Total Route Summary 0.74**

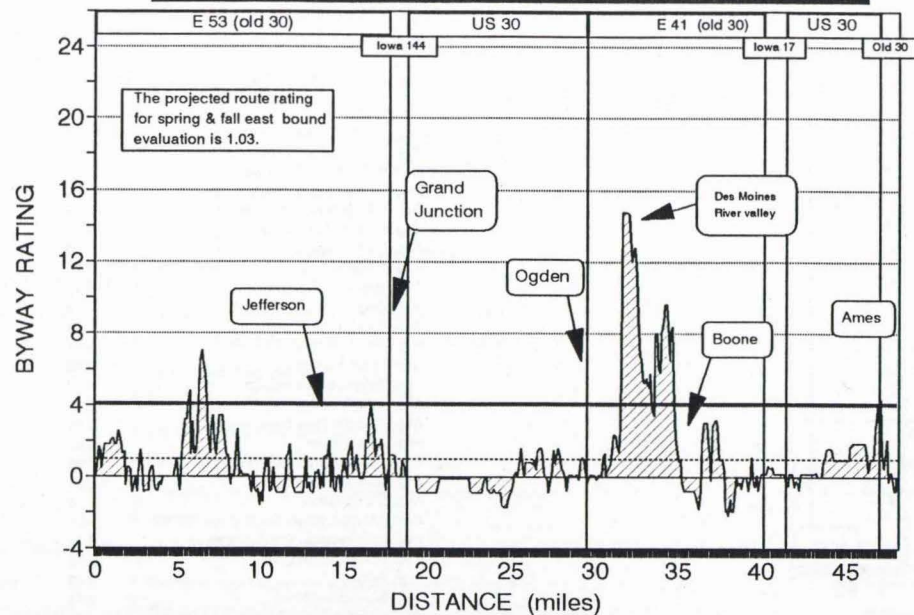


#### WEST RATING SUMMARY

Avg. Agriculture	0.23
Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.27
Avg. F:Agriculture Unique	0.04
Avg. F:Man Made Color/Pattern	-0.5
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.25
Avg. Mixed Agriculture	0.24
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.02
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.08
Avg. S:Man Made Color/Pattern	-0.11
Avg. S:Moving Water	0.03
Avg. S:Structures	-0.02
Avg. S:Vegetation	0.14
Avg. S:Vegetation Colors/Patterns	0.04
Avg. S:Vegetation Edge	0.12
Avg. S:Water	0.01
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 1.07**

### ROUTE 9B Projected Spring & Fall (East Bound)



Begin at Iowa 25  
& Co. Rd. E 53

— Minimum byway rating [4]  
----- Average rating for Route 9B

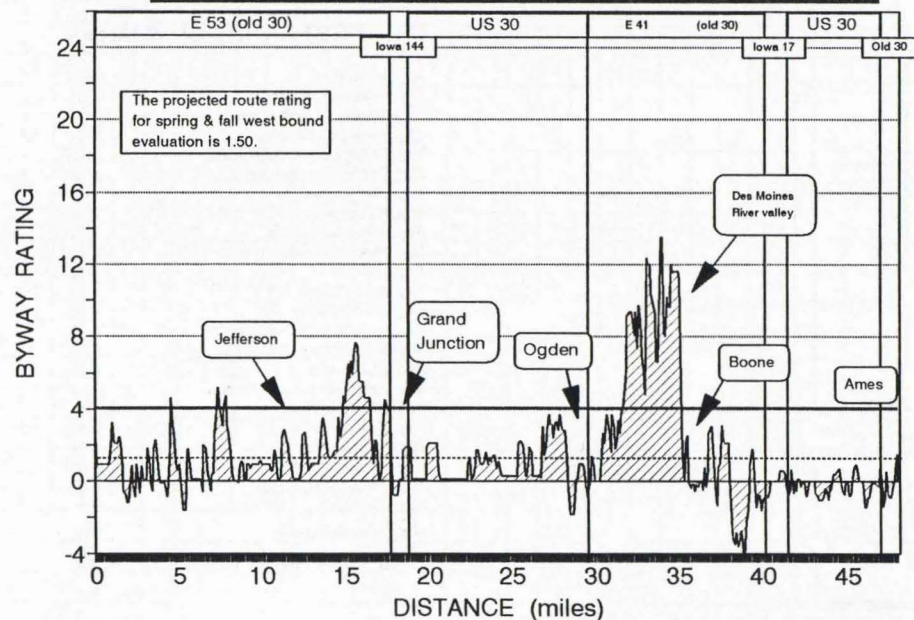
End at old 30 & Co.  
Rd. R 38 in Ames

### EAST RATING SUMMARY

Avg. Agriculture	0.05
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.11
Avg. F:Agriculture Unique	0.04
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.1
Avg. F:Structures	0
Avg. F:Vegetation	0.26
Avg. Mixed Agriculture	0.17
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.02
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.07
Avg. S:Man Made Color/Pattern	-0.05
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.17
Avg. S:Vegetation Colors/Patterns	0.11
Avg. S:Vegetation Edge	0.27
Avg. S:Water	0.02
Avg. Suburban/Urban	0.14

**Avg. Total Route Summary 1.03**

### ROUTE 9B Projected Spring & Fall (West Bound)



Begin at Iowa 25  
& Co. Rd. E 53

— Minimum byway rating [4]  
----- Average rating for Route 9B

End at old 30 & Co.  
Rd. R 38 in Ames

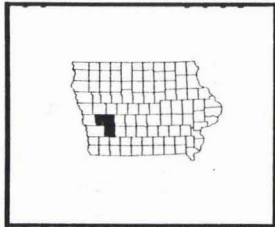
### WEST RATING SUMMARY

Avg. Agriculture	0.23
Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.27
Avg. F:Agriculture Unique	0.04
Avg. F:Man Made Color/Pattern	-0.5
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.47
Avg. Mixed Agriculture	0.24
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.02
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.08
Avg. S:Man Made Color/Pattern	-0.11
Avg. S:Moving Water	0.03
Avg. S:Structures	-0.02
Avg. S:Vegetation	0.22
Avg. S:Vegetation Colors/Patterns	0.07
Avg. S:Vegetation Edge	0.22
Avg. S:Water	0.01
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 1.5**

**ROUTE 10**

## ROUTE 10



### Byway location:

Audubon, Cass, Pottawattamie  
and Shelby Counties about  
55 miles west of Des Moines  
and 70 miles east of  
Council Bluffs

\* No exploration routes

### Road description:

- Designations:**
- \* I-80 from County Rd. N 28 interchange to Iowa 173 interchange
  - \* Iowa 173 from I-80 to Iowa 44 in Kimballton
  - \* Iowa 44 from Iowa 173 in Kimballton to County Rd. [no name]
  - \* County Rd. [no name] from Iowa 44 to US 71 in Audubon
  - \* US 71 from Audubon to County F 65 in Brayton
  - \* County Rd. F 65 from US 71 at Brayton to County Rd. N 28
  - \* County Rd. N 28 at County Rd. F 65 to interchange with I-80
- Termini:**
- \* I-80 at interchange with County Rd. N 28
  - \* Loop route begins and ends at the same point.

### Road character:

- Terrain:**
- \* The western and southern legs of the route cross several watersheds providing good vertical changes in presentation.
- Road Ribbon:**
- \* The road ribbon is excellent along parts of this route. The section along Iowa 44 and Iowa 173 are particularly good.
- Road Surface:**
- \* Two sections of the route have a gravel travel surface. County Rd. N28 and County Rd. F65 at the southeast corner of the loop are both gravel. The County Rd. between Audubon and Iowa 44 is also gravel.

### Route's key visual elements:

- Agriculture:**
- \* Scenes & focal points of croplands featuring land terraces.
- Landforms:**
- \* Hills provide attractive setting and display of vegetation.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing along the north and west legs of the loop.
- Road Terrain:**
- \* The rolling hills on the south and southeast legs of the loop provide fair road terrain.

### Route's visual evaluation summary:

- Length:**
- \* 50.705 miles (81.623 km)
- Ave. Rating:**
- \* 4.15 (average for entire route, both directions)
- Adj. Rating:**
- \* 4.38 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 16.035 on County Rd. F65
- Low Rating:**
- \* -3.2 on US 71
- High Section:**
- \* Iowa 44 and Iowa 173 around Kimballton
- Low Section:**
- \* US 71 near Audubon

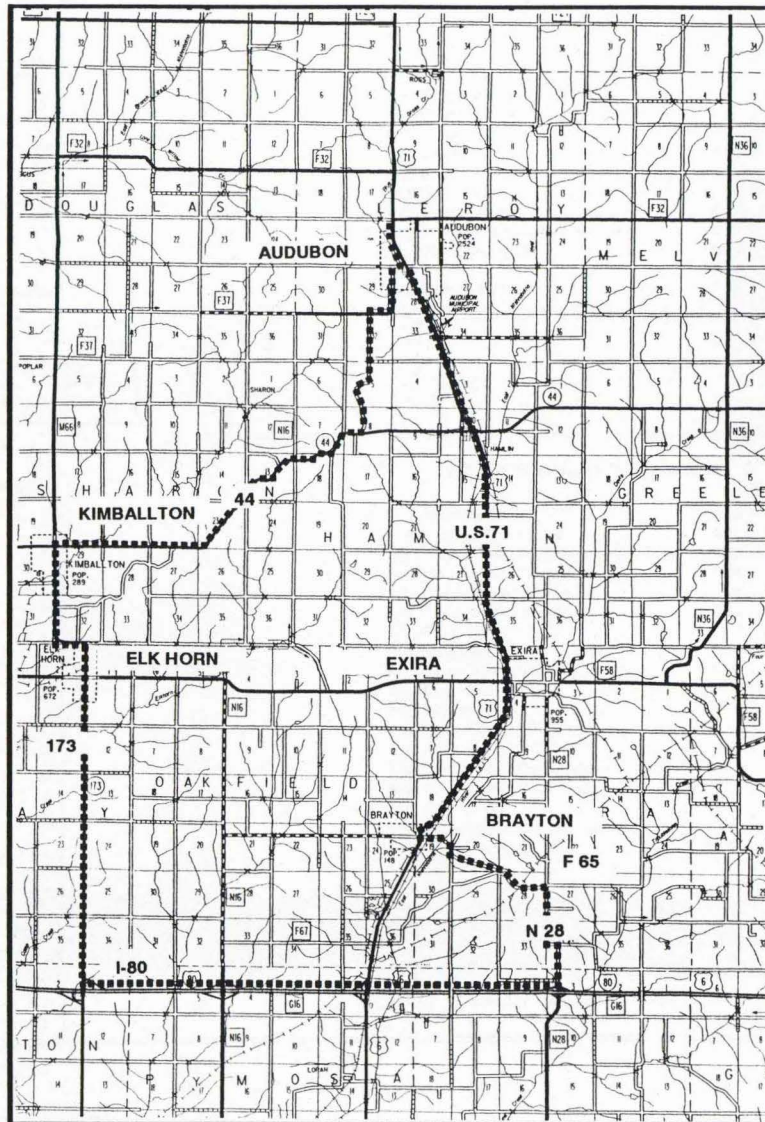
**Route Impressions:** The road alignment is excellent along parts of this route. The section on Iowa 44 is particularly good. Agricultural activity in the form of crop colors and patterns form the primary impressions along Iowa 44. Other sections of the route offer good but less unique views of woodland and crop edges often displayed nicely by the rolling hills.

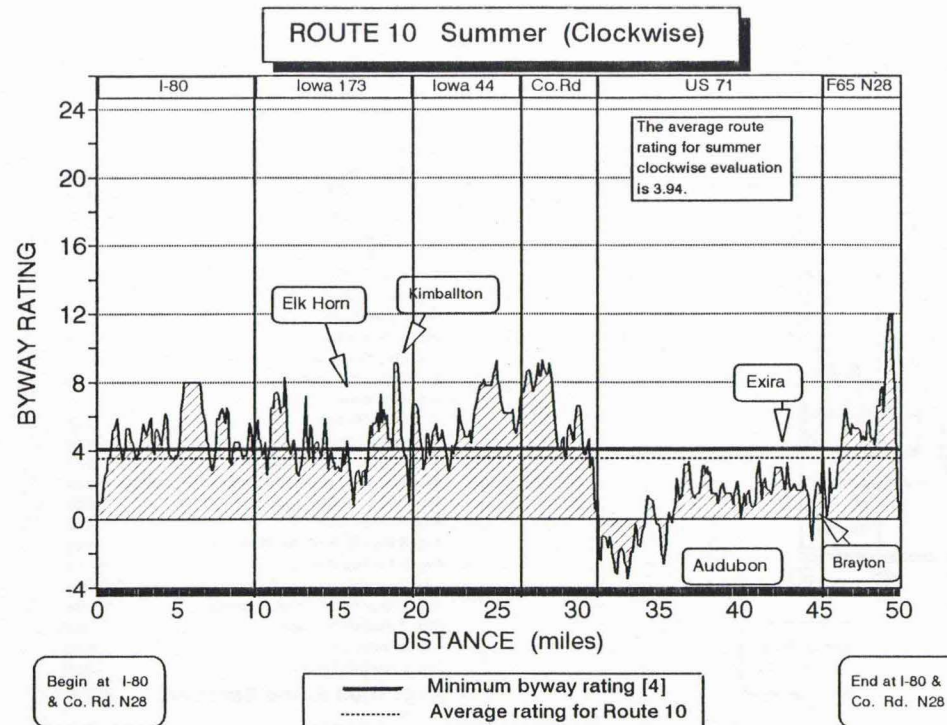
### Towns along corridor:

- \* Elk Horn
- \* Audubon
- \* Brayton
- \* Kimballton
- \* Exira

### Historic register listings:

- \* Exira - The Audubon County Courthouse.

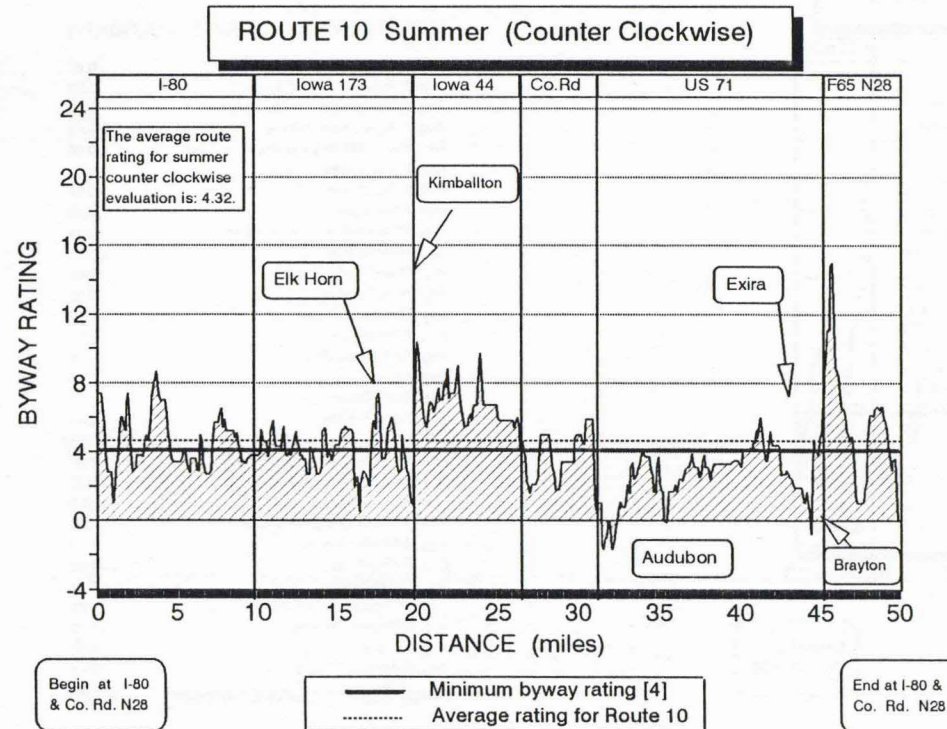




### CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.39
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.21
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.24
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.01
Avg. F:Vegetation	0.2
Avg. F:Vegetation Color/Pattern	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.48
Avg. P:Landform	0
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.29
Avg. Road Terrain	0.58
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.49
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.78
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Vegetation	0.16
Avg. S:Vegetation Colors/Patterns	0.3
Avg. S:Vegetation Edge	0.16
Avg. S:Water	0.02
Avg. Suburban/Urban	-0.06

**Avg. Total Route Summary 3.94**

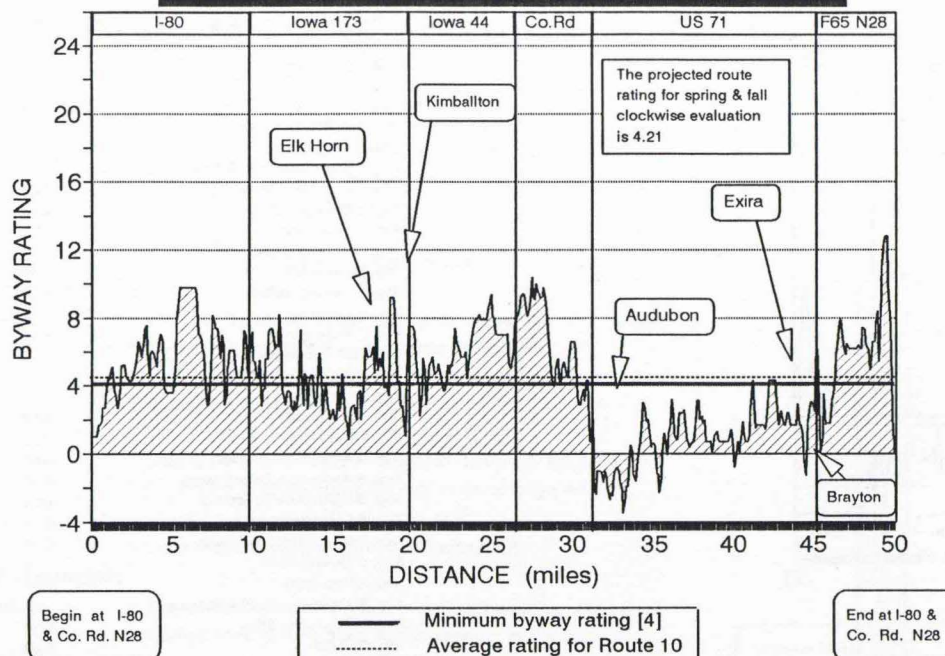


### COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.83
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.12
Avg. F:Agriculture Unique	0.02
Avg. F:Man Made Color/Pattern	-0.26
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.13
Avg. F:Vegetation Color/Pattern	0.07
Avg. Historic Site	0
Avg. Mixed Agriculture	0.09
Avg. Mixed Native	0.02
Avg. Museums/Tours	0
Avg. P:Vegetation	0.2
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.3
Avg. Road Terrain	0.66
Avg. S:Agriculture Act/Op	-0.01
Avg. S:Agriculture Color/Pattern	0.65
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.7
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.15
Avg. S:Vegetation Colors/Patterns	0.36
Avg. S:Vegetation Edge	0.24
Avg. S:Water	0.04
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 4.32**

# ROUTE 10 Projected Spring & Fall (clockwise)

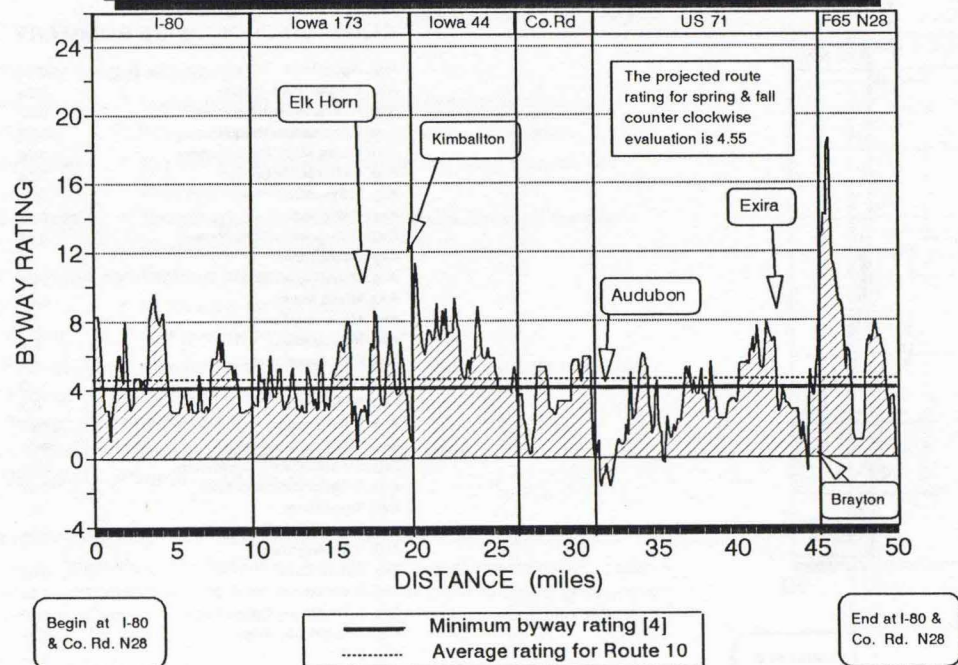


## CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.39
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.21
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.24
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.01
Avg. F:Vegetation	0.39
Avg. F:Vegetation Color/Pattern	0.01
Avg. Historic Site	0
Avg. Mixed Agriculture	0.48
Avg. P:Landform	0
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.29
Avg. Road Terrain	0.58
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.09
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.78
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Vegetation	0.3
Avg. S:Vegetation Colors/Patterns	0.48
Avg. S:Vegetation Edge	0.3
Avg. S:Water	0.02
Avg. Suburban/Urban	-0.06

**Avg. Total Route Summary 4.21**

# ROUTE 10 Projected Spring & Fall (Counter Clockwise)



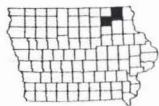
## COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.83
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.12
Avg. F:Agriculture Unique	0.02
Avg. F:Man Made Color/Pattern	-0.26
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.22
Avg. F:Vegetation Color/Pattern	0.14
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.09
Avg. Mixed Native	0.02
Avg. Museums/Tours	0
Avg. P:Vegetation	0.2
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.3
Avg. Road Terrain	0.66
Avg. S:Agriculture Act/Op	-0.01
Avg. S:Agriculture Color/Pattern	0.08
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.7
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.27
Avg. S:Vegetation Colors/Patterns	0.62
Avg. S:Vegetation Edge	0.47
Avg. S:Water	0.04
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 4.55**

**ROUTE 12**

## ROUTE 12



### Byway location:

Chickasaw and Winneshick  
Counties about 40 miles  
north of Waterloo.

\* No exploration routes

### Road description:

- Designations:** \* Iowa 24 at US 63 in New Hampton to US 52 in Calmar  
\* US 52 at Iowa 24 in Calmar to County Rd. A 18 in Burr Oak
- Termini:** \* US 63 and Iowa 24 on the south  
\* US 52 and County Rd. A 18
- Access:** \* US 52 and Iowa 150 from the south  
\* US 18 and Iowa 9 from the west and east  
\* US 52 from the north

### Road character:

- Terrain:** \* The match of terrain and roadway in the northern section of the route near Decorah is very good.
- Road Ribbon:** \* Some good road ribbon exists near Ft. Atkinson and Calmar but the ribbon near Decorah is the most attractive.
- Road Surface:** \* The entire route is hard surfaced.

### Route's key visual elements:

- Vegetation:** \* Scenes & focal points of mixed woodland vegetation near Decorah
- Landforms:** \* Hills and limestone cuts in the Decorah area are particularly attractive.
- Road Ribbon:** \* The road ribbon is particularly pleasing near Decorah but only average on other sections of the route.
- Road Terrain:** \* The rolling hills in the Iowa River valley near Decorah area are well presented by the roadway.

### Route's visual evaluation summary [cont.]:

- Length:** \* 48.557 miles (78.145 km)
- Ave. Rating:** \* 3.23 (average for entire route, both directions)
- Adj. Rating:** \* 4.17 (adjusted for seasonal value, entire route, both directions)
- High Rating:** \* 11.81 on US 52
- Low Rating:** \* -0.96 on Iowa 24
- High Section:** \* US 52 around Decorah
- Low Section:** \* US 52 near Calmar

**Route Impressions:** This route features agricultural views in the southern section and the tree covered hills along the Iowa River valley. These hills near Decorah are the major feature

### Route impressions (cont.):

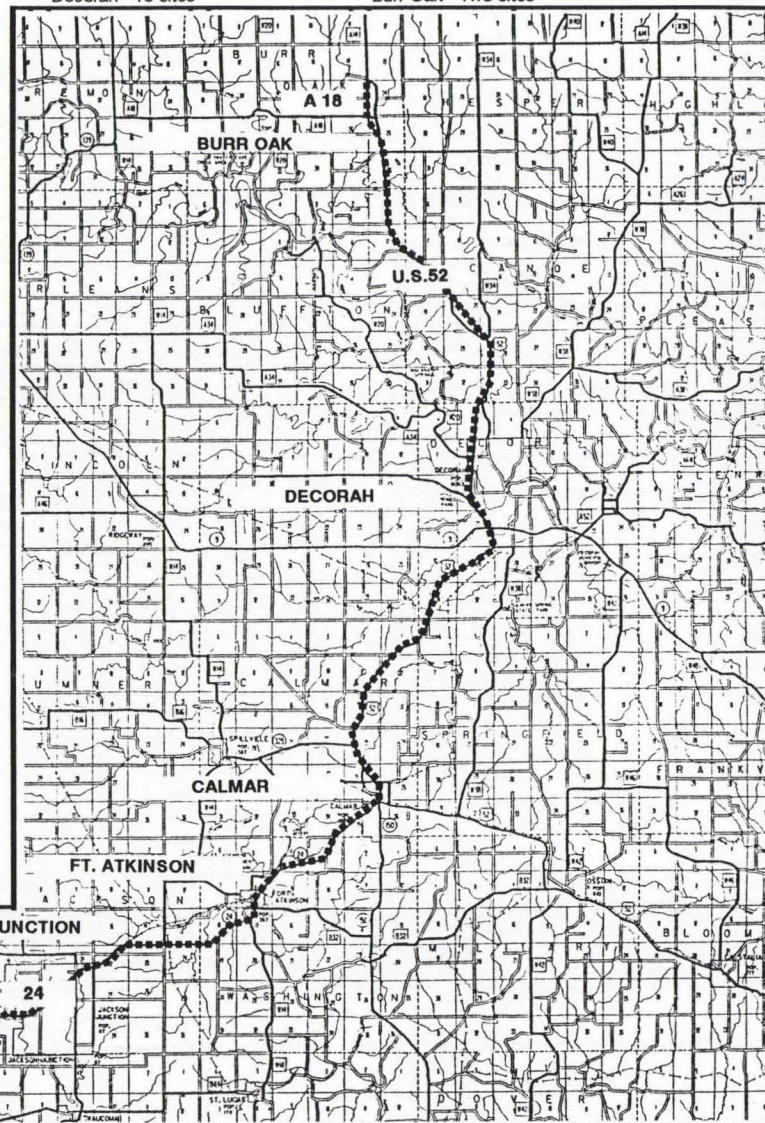
along the route. The agricultural scenes that dominate the other sections of the route are frequently pleasant but not unique. The restored fort at Ft. Atkinson is very good.

### Towns along corridor:

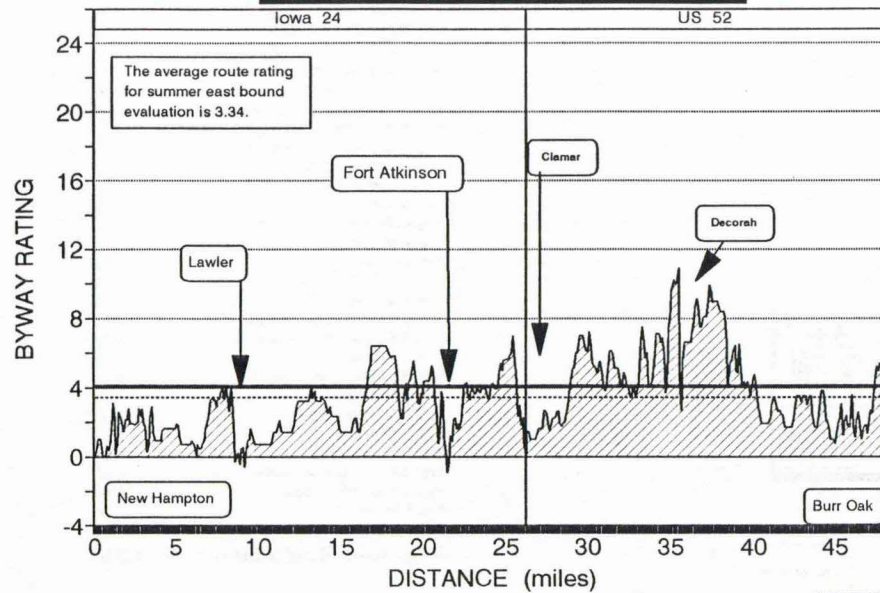
- |                |          |                    |
|----------------|----------|--------------------|
| * New Hampton  | * Lawlor | * Jackson Junction |
| * Ft. Atkinson | * Calmar | * Decorah          |
|                |          | * Burr Oak         |

### Historic register listings:

- |                           |  |
|---------------------------|--|
| * New Hampton - Two sites | * Ft Atkinson - Restored Fort Atkinson |
| * Decorah - 15 sites      | * Burr Oak - Two sites                 |



### ROUTE 12 Summer (East Bound)



Begin at Iowa 24 & US 63 in New Hampton

— Minimum byway rating [4]  
- - - Average rating for Route 12

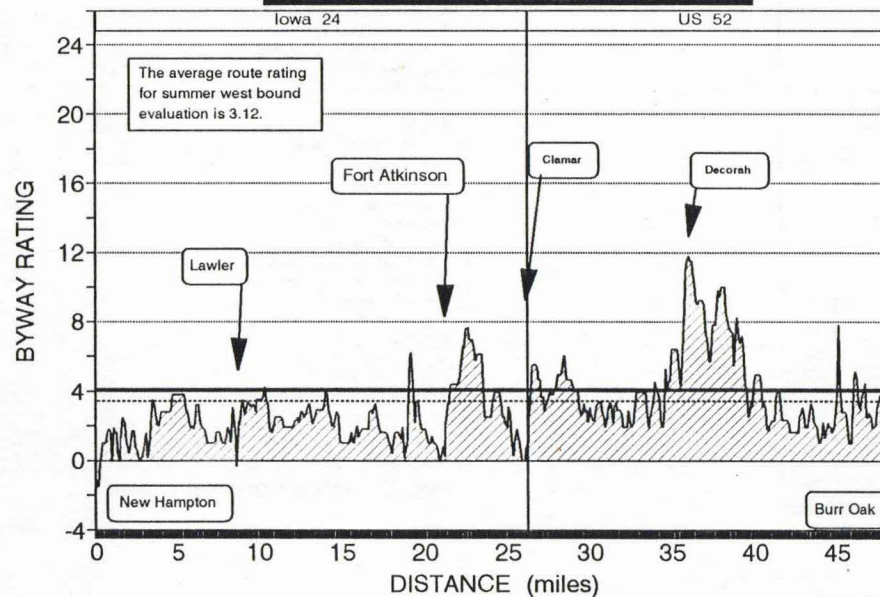
End at Burr Oak

### EAST RATING SUMMARY

Avg. Agriculture	0.39
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.13
Avg. F:Landform Material	0.03
Avg. F:Man Made Color/Pattern	-0.03
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.01
Avg. F:Vegetation	0.31
Avg. F:Vegetation Color/Pattern	0.23
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.09
Avg. Museums/Tours	0
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.29
Avg. Road Terrain	0.08
Avg. S:Agriculture Color/Pattern	0.17
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.46
Avg. S:Landform Material	0.11
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.01
Avg. S:Structures	0.03
Avg. S:Vegetation	0.17
Avg. S:Vegetation Colors/Patterns	0.37
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0
Avg. Suburban/Urban	0.05

**Avg. Total Route Summary 3.34**

### ROUTE 12 Summer (West Bound)



Begin at Iowa 24 & US 63 in New Hampton

— Minimum byway rating [4]  
- - - Average rating for Route 12

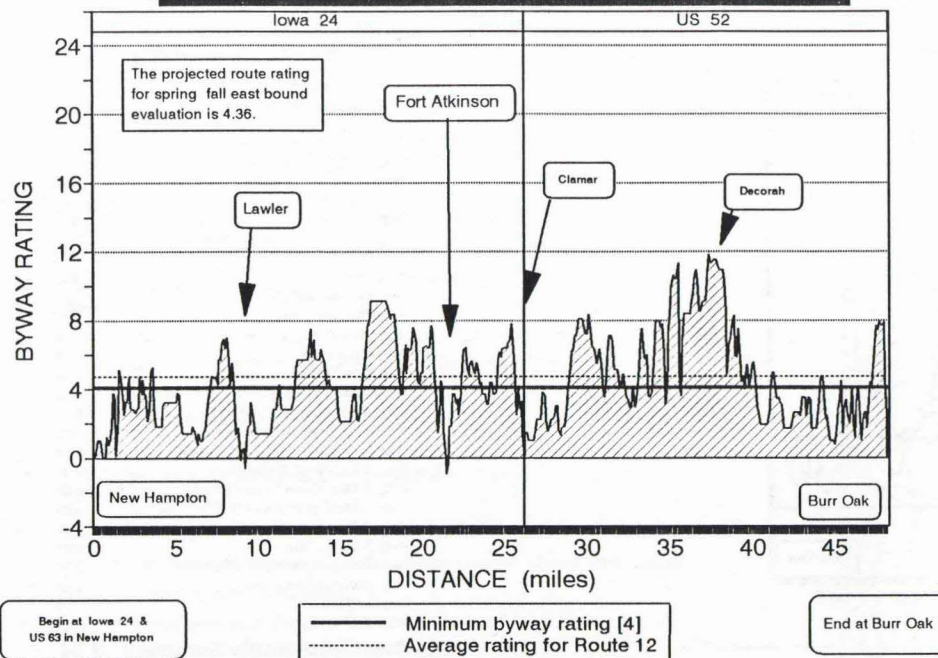
End at Burr Oak

### WEST RATING SUMMARY

Avg. Agriculture	0.69
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.01
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0
Avg. F:Vegetation	0.22
Avg. F:Vegetation Color/Pattern	0.04
Avg. Mixed Agriculture	0.18
Avg. Mixed Native	0.01
Avg. P:Vegetation	0.14
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. S:Agriculture Color/Pattern	0.09
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.43
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Structures	0.08
Avg. S:Vegetation	0.08
Avg. S:Vegetation Colors/Patterns	0.59
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.01
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 3.12**

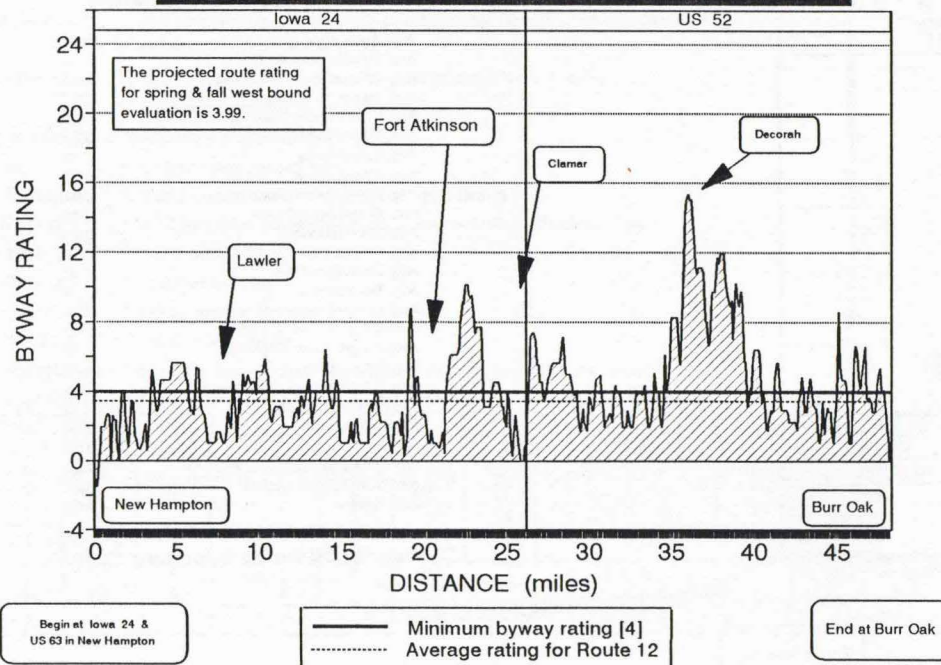
# ROUTE 12 Projected Spring & Fall (East Bound)



## EAST RATING SUMMARY

Avg. Agriculture	0.39
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.13
Avg. F:Landform Material	0.03
Avg. F:Man Made Color/Pattern	-0.03
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.01
Avg. F:Vegetation	0.59
Avg. F:Vegetation Color/Pattern	0.46
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.09
Avg. Museums/Tours	0
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.29
Avg. Road Terrain	0.08
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.46
Avg. S:Landform Material	0.11
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.01
Avg. S:Structures	0.03
Avg. S:Vegetation	0.27
Avg. S:Vegetation Colors/Patterns	0.67
Avg. S:Vegetation Edge	0.55
Avg. S:Water	0
Avg. Suburban/Urban	0.05
<b>Avg. Total Route Summary</b>	<b>4.36</b>

# ROUTE 12 Projected Spring & Fall (West Bound)

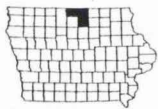


## WEST RATING SUMMARY

Avg. Agriculture	0.69
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Landform Material	0.11
Avg. F:Man Made Color/Pattern	-0.01
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0
Avg. F:Vegetation	0.39
Avg. F:Vegetation Color/Pattern	0.08
Avg. Mixed Agriculture	0.18
Avg. Mixed Native	0.01
Avg. P:Vegetation	0.14
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.43
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Structures	0.08
Avg. S:Vegetation	0.17
Avg. S:Vegetation Colors/Patterns	1
Avg. S:Vegetation Edge	0.54
Avg. S:Water	0.01
Avg. Suburban/Urban	0.04
<b>Avg. Total Route Summary</b>	<b>3.99</b>

**ROUTE 14**

## ROUTE 14



### Byway location:

Cerro Gordo, Hancock,  
Winnebago and Worth  
Counties about 15 miles  
west of Mason City and 115  
miles north of Des Moines

\* No exploration routes

### Road description:

- Designations:**
- \* US 18 From US 65 in Mason City to County Rd. S 18 in Clear Lake
  - \* County Rd. S 18 from US 18 to Iowa 9 in Fertile
  - \* Iowa 9 from Co. Rd. S 18 in Fertile to Co. Rd. R 74
  - \* County Rd. R 74 from Iowa 9 to Iowa 105
  - \* Iowa 105 from County Rd. R 74 to I-35

- Termini:**
- \* I-35 at interchange with Iowa 105
  - \* US 18 and US 65 in Mason City

### Road character:

- Terrain:**
- \* The route has limited sections of fair roadway and terrain matches. The best sections are on County Rd. S 18 north of Clear Lake.
- Road Ribbon:**
- \* The road ribbon is good in limited sections of this route. The area of Rice Lake offers the best ribbon.
- Road Surface:**
- \* The entire route is hard surfaced.

### Route's key visual elements:

- Vegetation:**
- \* Limited views of mixed woodlands -- oak groves are particularly good.
- Landforms:**
- \* Occasional hills provide a fair setting and display of vegetation.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing in the area of Rice Lake and near Fertile.
- Water**
- \* The Lake and wetlands associated with Rice Lake provide unique visual focal points.

### Route's visual evaluation summary:

- Length:**
- \* 45.416 miles (73.089 km)
- Ave. Rating:**
- \* 1.50 (average for entire route, both directions)
- Adj. Rating:**
- \* 2.05 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 9.73 on County Rd. R 74
- Low Rating:**
- \* -2.70 on US 18 near Mason City
- High Section:**
- \* County Rd. R 74 around Rice Lake
- Low Section:**
- \* US 18 between Mason City and Clear Lake

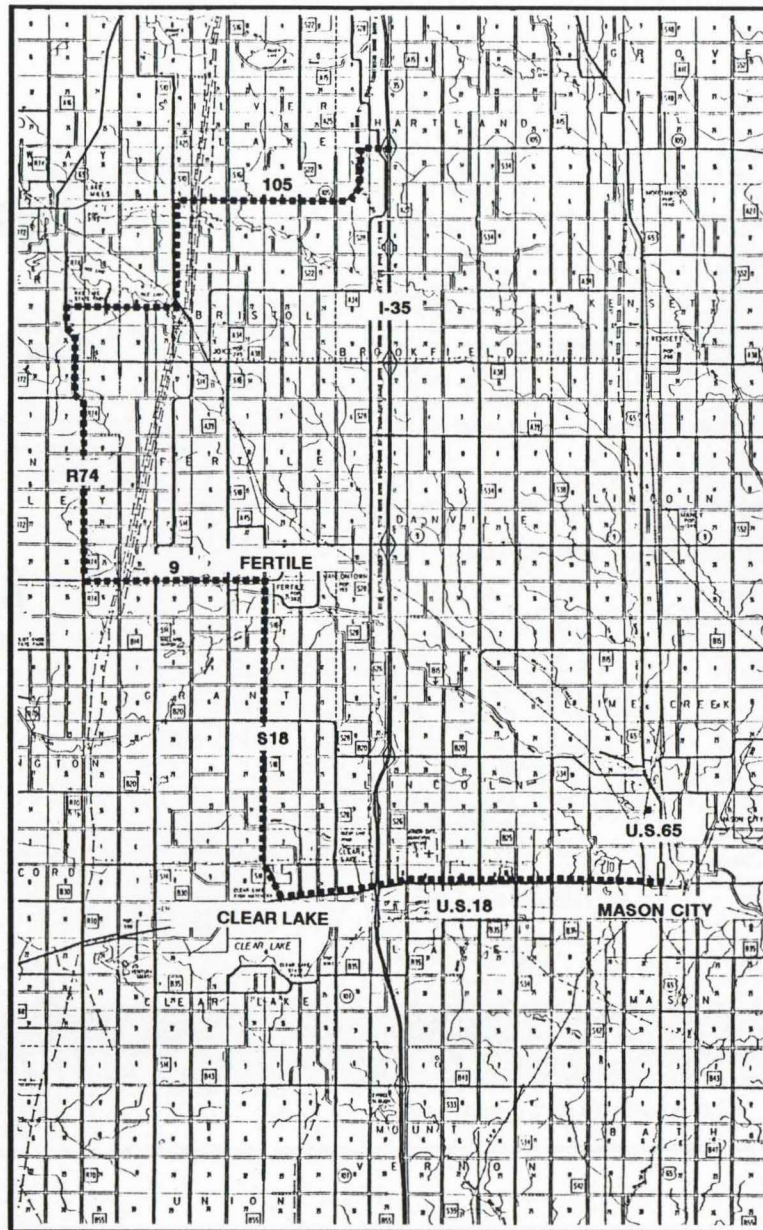
### Towns along corridor:

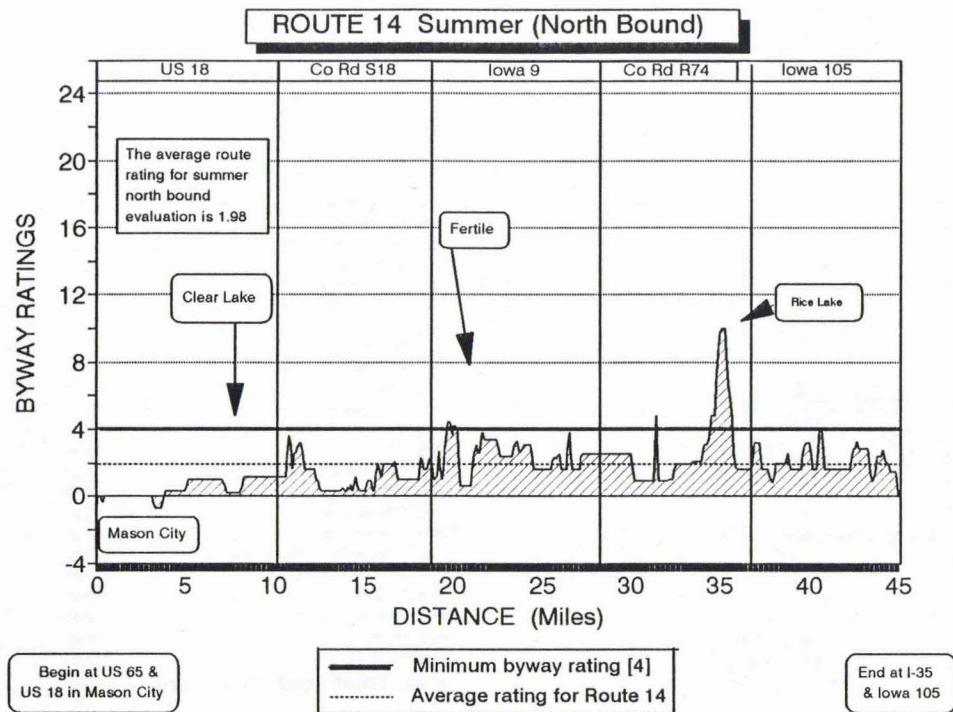
- \* Mason City
- \* Clear Lake
- \* Fertile

**Route Impressions:** Sections of this route offer attractive elements. The rolling hills just north of Clear Lake are nice as is the occasional oak grove. The Rice Lake area offered rather unique views of wetlands. Generally the frequency of visual activity along the route was low compared to other routes.

### Historic register listings:

- \* Mason City - 22 sites
- \* Clear Lake - three sites
- \* Fertile - one site

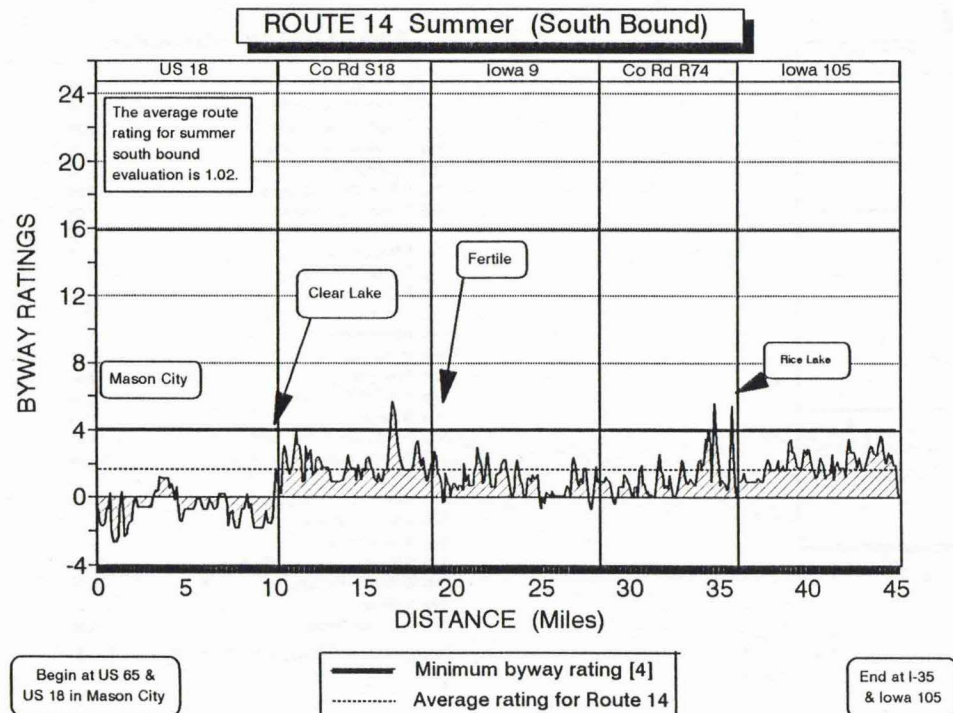




#### NORTH RATING SUMMARY

Avg. Agriculture	0.49
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.12
Avg. F:Landform	0.02
Avg. F:Man Made Color/Pattern	-0.42
Avg. F:Man Made Unique	0
Avg. F:Structures	0.01
Avg. F:Vegetation	0.16
Avg. F:Water Edge	0.02
Avg. Mixed Agriculture	0.21
Avg. Mixed Native	0.05
Avg. Museums/Tours	0
Avg. P:Vegetation Colors/Patterns	0
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.07
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Landform	0.38
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.05
Avg. S:Vegetation Colors/Patterns	0.34
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.03
Avg. Suburban/Urban	0.06
Avg. Traffic	0.16
Avg. Wetlands	0.02

**Avg. Total Route Summary 1.98**

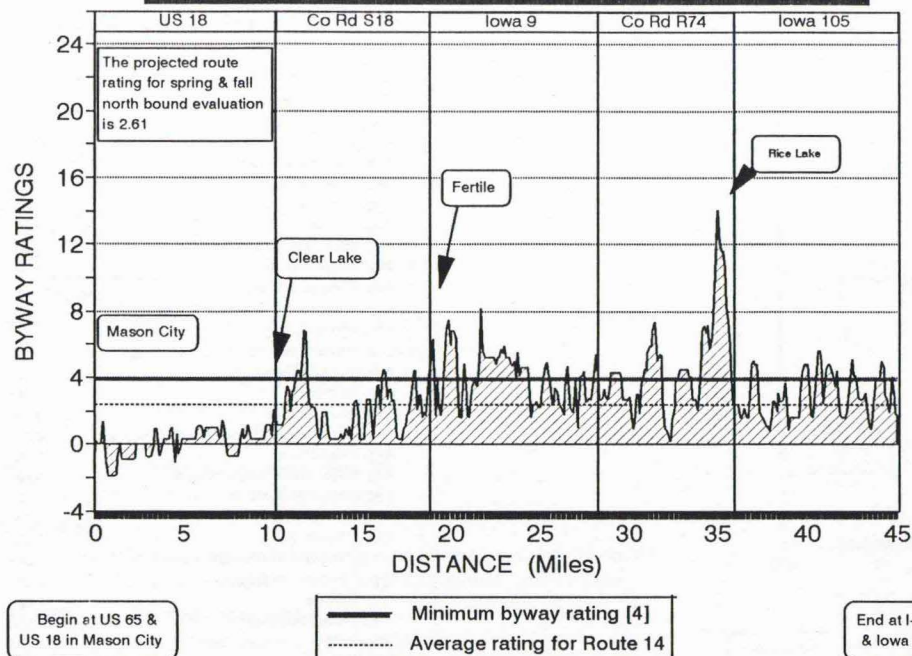


#### SOUTH RATING SUMMARY

Avg. Agriculture	0.24
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.48
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.02
Avg. F:Vegetation	0.16
Avg. F:Vegetation Edge	0.01
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.1
Avg. Mixed Native	0.14
Avg. Museums/Tours	0
Avg. P:Vegetation	0.05
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Landform	0.26
Avg. S:Man Made Color/Pattern	-0.17
Avg. S:Moving Water	0
Avg. S:Structures	-0.02
Avg. S:Vegetation Colors/Patterns	0.31
Avg. S:Vegetation Edge	0.14
Avg. S:Water	0.02
Avg. Suburban/Urban	0.08

**Avg. Total Route Summary 1.02**

# ROUTE 14 Projected Spring & Fall (North Bound)

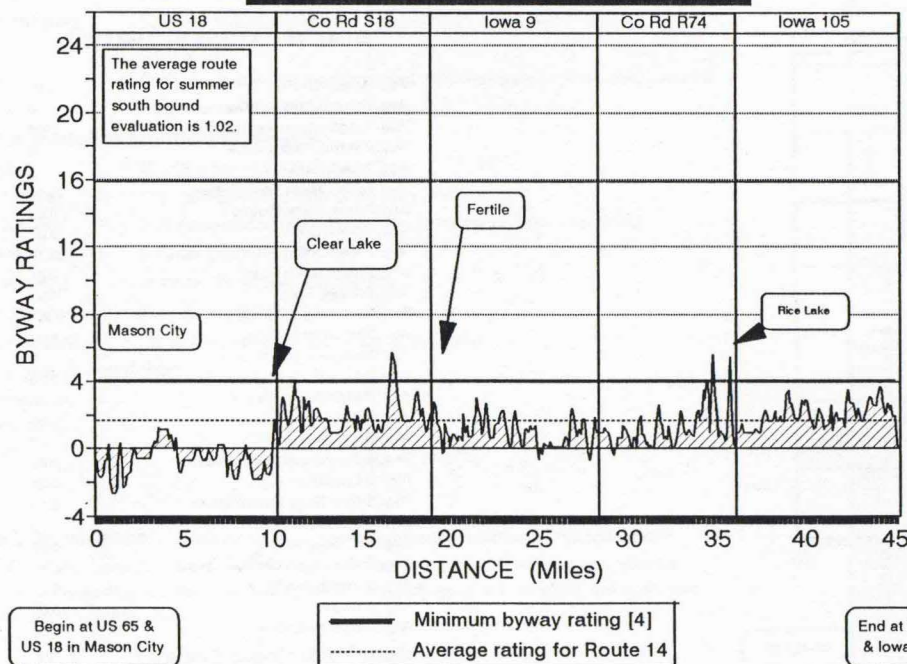


## NORTH RATING SUMMARY

Avg. Agriculture	0.49
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.12
Avg. F:Landform	0.02
Avg. F:Man Made Color/Pattern	-0.42
Avg. F:Man Made Unique	0
Avg. F:Structures	0.01
Avg. F:Vegetation	0.3
Avg. F:Water Edge	0.02
Avg. Mixed Agriculture	0.21
Avg. Mixed Native	0.05
Avg. Museums/Tours	0
Avg. P:Vegetation Colors/Patterns	0
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.07
Avg. S:Agriculture Color/Pattern	-0.01
Avg. S:Landform	0.38
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.08
Avg. S:Vegetation Colors/Patterns	0.59
Avg. S:Vegetation Edge	0.5
Avg. S:Water	0.03
Avg. Suburban/Urban	0.06
Avg. Traffic	0.16
Avg. Wetlands	0.02

**Avg. Total Route Summary 2.61**

# ROUTE 14 Summer (South Bound)



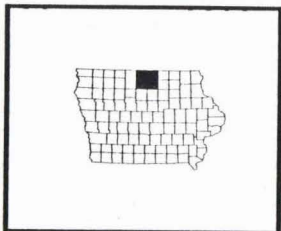
## SOUTH RATING SUMMARY

Avg. Agriculture	0.24
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.48
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.02
Avg. F:Vegetation	0.31
Avg. F:Vegetation Edge	0.01
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.1
Avg. Mixed Native	0.14
Avg. Museums/Tours	0
Avg. P:Vegetation	0.05
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.26
Avg. S:Man Made Color/Pattern	-0.17
Avg. S:Moving Water	0
Avg. S:Structures	-0.02
Avg. S:Vegetation Colors/Patterns	0.56
Avg. S:Vegetation Edge	0.26
Avg. S:Water	0.02
Avg. Suburban/Urban	0.08

**Avg. Total Route Summary 1.49**

**ROUTE 15**

## ROUTE 15



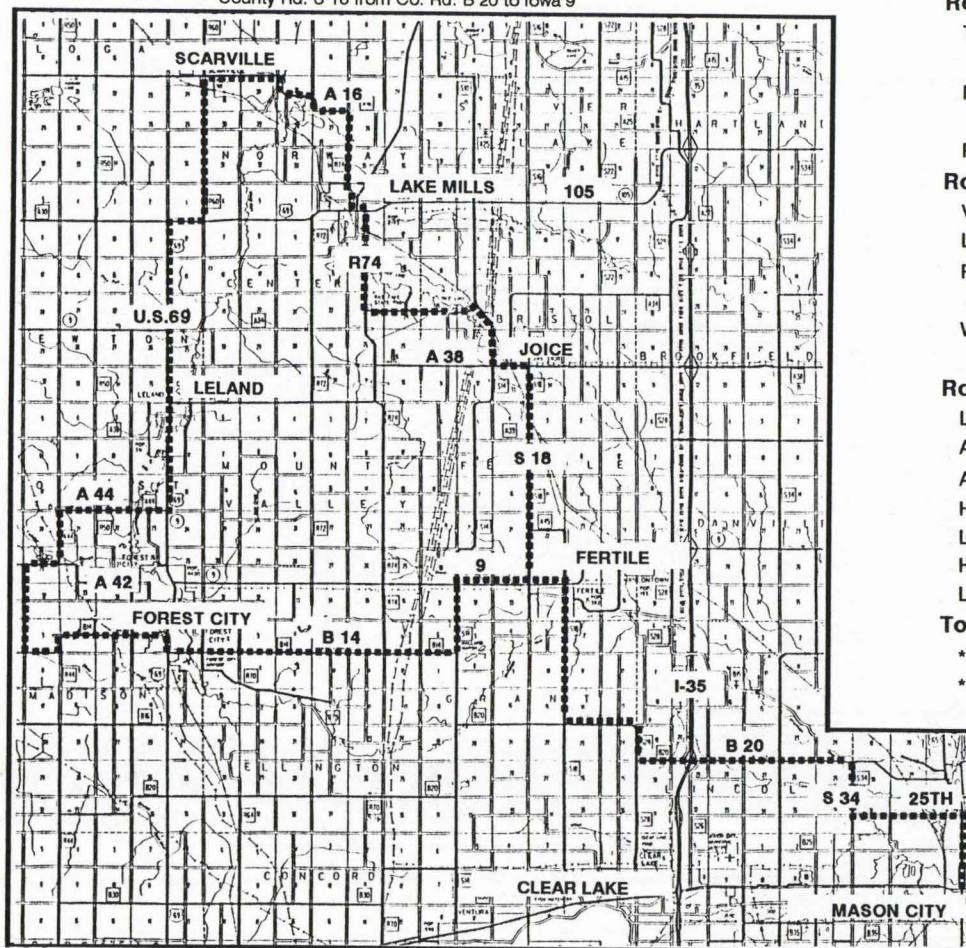
### Byway location:

Cerro Gordo, Hancock,  
Winnebago and Worth  
Counties starts about 5 miles  
west of Mason City and 115  
miles north of Des Moines

\* No exploration routes

### Road description:

- Designations:
- \* US 65 from US 18 in Mason City to NW 25th St.
  - \* NW 25th St. from US 65 to County Rd. S 34.
  - \* County Rd. S 34 from NW 25th St. to Co. Rd. B 20
  - \* County Rd. B 20 from County Rd. S 34 to County Rd. S 18
  - \* County Rd. S 18 from Co. Rd. B 20 to Iowa 9



### Road description (cont.):

- Designations:
- \* Iowa 9 from County Rd. S 18 to County Rd. S 14
  - \* County Rd. S 14 from Iowa 9 to County Rd. B 14
  - \* County Rd. B 14 from County Rd. S 14 to unmarked gravel rd.
  - \* Unmarked gravel road from County Rd. B 14 to County Rd. A 42
  - \* County Rd. A 42 from unmarked gravel road to County Rd. A 44
  - \* County Rd. A 44 from County Rd. A 42 to US 69
  - \* US 69 from Co. Rd. A 44 to Co. Rd. A 16, then A 44 to R 74
  - \* County Rd. R 74 from County Rd. A 16 to County Rd. A 34
  - \* County Rd. A 34 from County Rd. R 74 to County Rd. S 14
  - \* County Rd. S 14 from County Rd. A 34 to County Rd. A 38
  - \* County Rd. A 38 from County Rd. S 14 to County Rd. S 18
- Termini:
- \* Intersection of Iowa 9 and County Rd. S 18 in Fertile
  - \* US 18 and US 65 in Mason City

### Road character:

- Terrain:
- \* The route has limited sections of fair roadway and terrain matches. The best sections are on County Rd. S 14 west of Fertile.
- Road Ribbon:
- \* The road ribbon is fair in limited sections of this route. The area of Rice Lake offers the best ribbon.
- Road Surface:
- \* Most of the route is hard surfaced. Two sections (5.5 m.) are gravel.
- Route's key visual elements:
- Vegetation:
- \* Scenes & focal points of mixed woodland (oak groves) vegetation.
- Landforms:
- \* Occasional hills provide a fair setting and display of vegetation.
- Road Ribbon:
- \* The road ribbon is particularly pleasing in the area of Rice Lake and near Fertile.
- Water
- \* The Lake and wetlands associated with Rice Lake provide unique focal points.

### Route's visual evaluation summary:

- Length:
- \* 82.148 miles (132.205 km)
- Ave. Rating:
- \* 1.73 (average for entire route, both directions)
- Adj. Rating:
- \* 2.26 (adjusted for seasonal value, entire route, both directions)
- High Rating:
- \* 7.95 on County Rd. R 74
- Low Rating:
- \* -2.62 near Mason City
- High Section:
- \* County Rd. R 74 around Rice Lake
- Low Section:
- \* Routes near Mason City

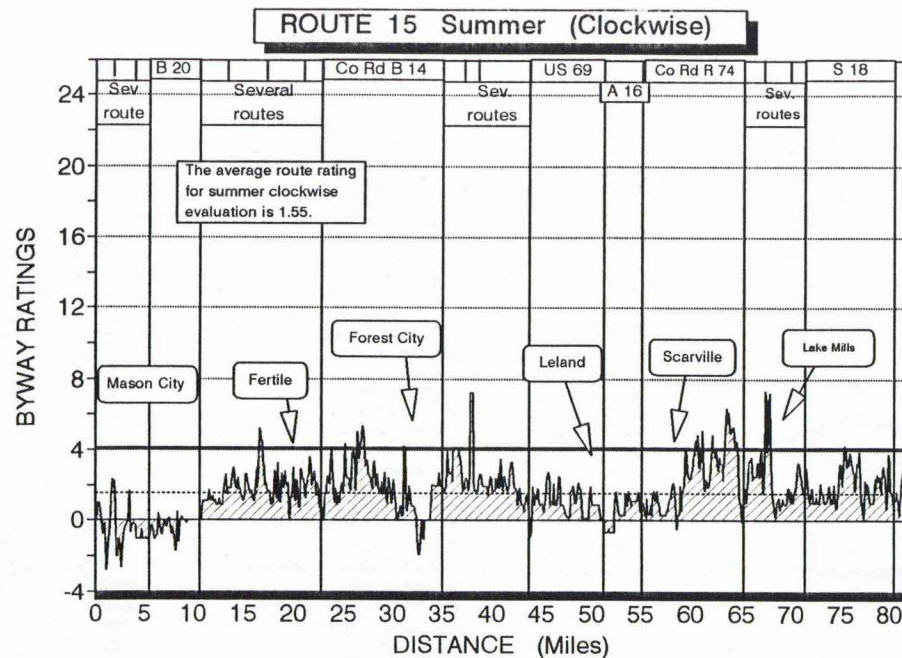
### Towns along corridor:

- |              |              |               |          |
|--------------|--------------|---------------|----------|
| * Mason City | * Fertile    | * Forest City | * Leland |
| * Scarville  | * Lake Mills | * Joice       |          |

### Historic register listings:

- |                         |                             |
|-------------------------|-----------------------------|
| * Mason City - 22 sites | * Scarville - one site      |
| * Fertile - one site    | * Forest City - three sites |

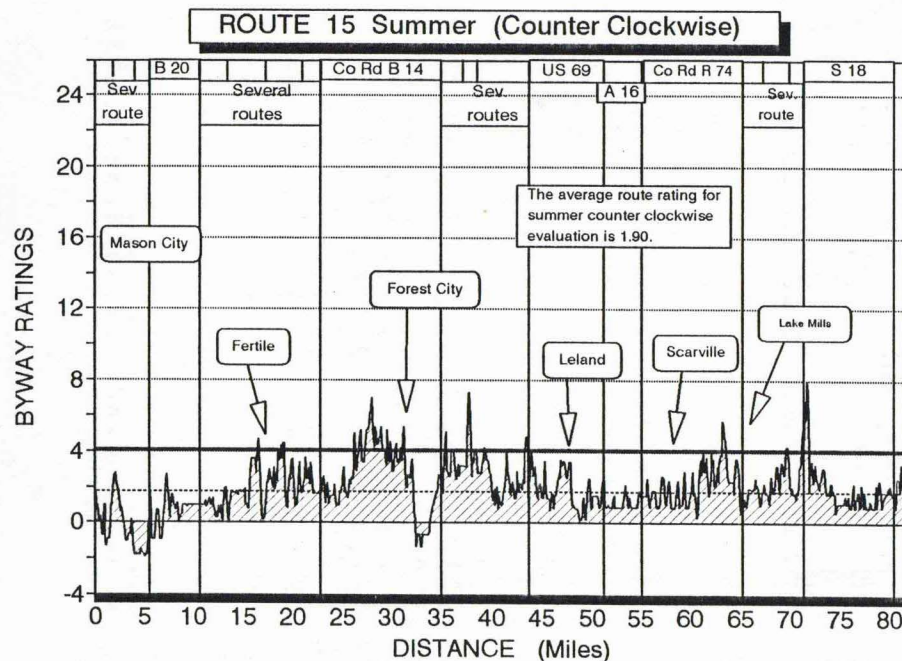
**Impressions:** Sections of this route offer attractive elements. The wetlands near Rice Lake are nice as is the occasional oak grove. The rolling hills west of Fertile are attractive and offer some vertical diversity. Generally the frequency of visual activity along the route was low compared to other routes. The route was also very difficult to follow. It would not be difficult to become lost on this route.



Begin at US 65  
US 18 in Mason City

Minimum byway rating [4]  
Average rating route 15

End at Co Rd S18  
& Iowa 9 in Fertile.



Begin at US 65  
US 18 in Mason City

Minimum byway rating [4]  
Average rating route 15

End at Co Rd S18  
& Iowa 9 in Fertile.

## CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.55
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Agriculture Unique	0.01
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.39
Avg. F:Man Made Unique	0
Avg. F:Structures	0.06
Avg. F:Vegetation	0.17
Avg. F:Vegetation Color/Pattern	0
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.02
Avg. Mixed Native	0.02
Avg. P:Vegetation Colors/Patterns	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.01
Avg. Road Terrain	0.05
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.03
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.44
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Structures Color/Pattern	0
Avg. S:Vegetation	0.02
Avg. S:Vegetation Colors/Patterns	0.23
Avg. S:Vegetation Edge	0.13
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05
Avg. Wetlands	0.01

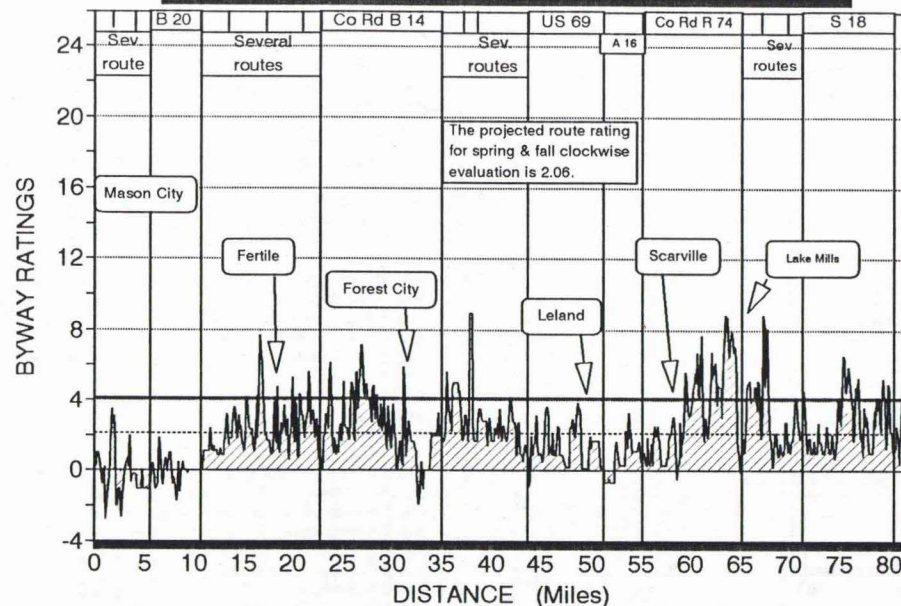
**Avg. Total Route Summary 1.55**

## COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.62
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.23
Avg. F:Vegetation Color/Pattern	0
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.1
Avg. Mixed Native	0.02
Avg. Museums/Tours	0
Avg. P:Vegetation Colors/Patterns	0.02
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.03
Avg. Road Terrain	0.15
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.44
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.02
Avg. S:Vegetation Colors/Patterns	0.21
Avg. S:Vegetation Edge	0.13
Avg. S:Water	0.05
Avg. Suburban/Urban	0.07
Avg. Wetlands	0.02

**Avg. Total Route Summary 1.9**

# ROUTE 15 Projected Spring & Fall (Clockwise)



Begin at US 65 & US 18 in Mason City

Minimum byway rating [4]  
Average rating route 15

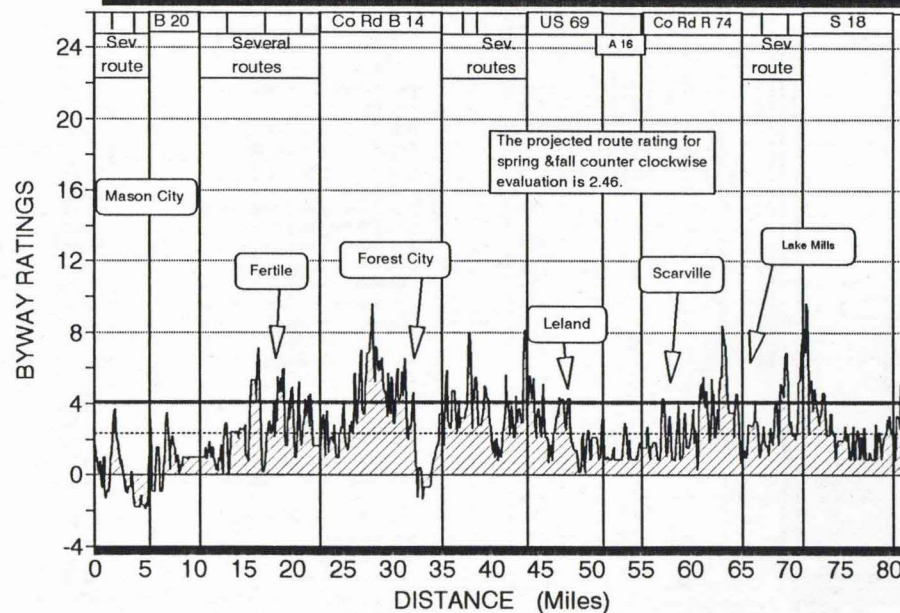
End at Co. Rd. S18 & Iowa 9 in Fertile

## CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.55
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Agriculture Unique	0.01
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.39
Avg. F:Man Made Unique	0
Avg. F:Structures	0.06
Avg. F:Vegetation	0.33
Avg. F:Vegetation Color/Pattern	0
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.02
Avg. Mixed Native	0.02
Avg. P:Vegetation Colors/Patterns	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.01
Avg. Road Terrain	0.05
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.44
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Structures Color/Pattern	0
Avg. S:Vegetation	0.04
Avg. S:Vegetation Colors/Patterns	0.42
Avg. S:Vegetation Edge	0.23
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05
Avg. Wetlands	0.01

**Avg. Total Route Summary 2.06**

# ROUTE 15 Projected Spring & Fall (Counter Clockwise)



Begin at US 65 US 18 in Mason City

Minimum byway rating [4]  
Average rating route 15

End at Iowa 9 & Co. Rd. S18 in Fertile

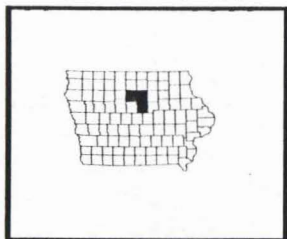
## COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.62
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.44
Avg. F:Vegetation Color/Pattern	0
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.1
Avg. Mixed Native	0.02
Avg. Museums/Tours	0
Avg. P:Vegetation Colors/Patterns	0.02
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.03
Avg. Road Terrain	0.15
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.12
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.44
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.03
Avg. S:Vegetation Colors/Patterns	0.38
Avg. S:Vegetation Edge	0.24
Avg. S:Water	0.05
Avg. Suburban/Urban	0.07
Avg. Wetlands	0.02

**Avg. Total Route Summary 2.46**

**ROUTE 17**

## ROUTE 17



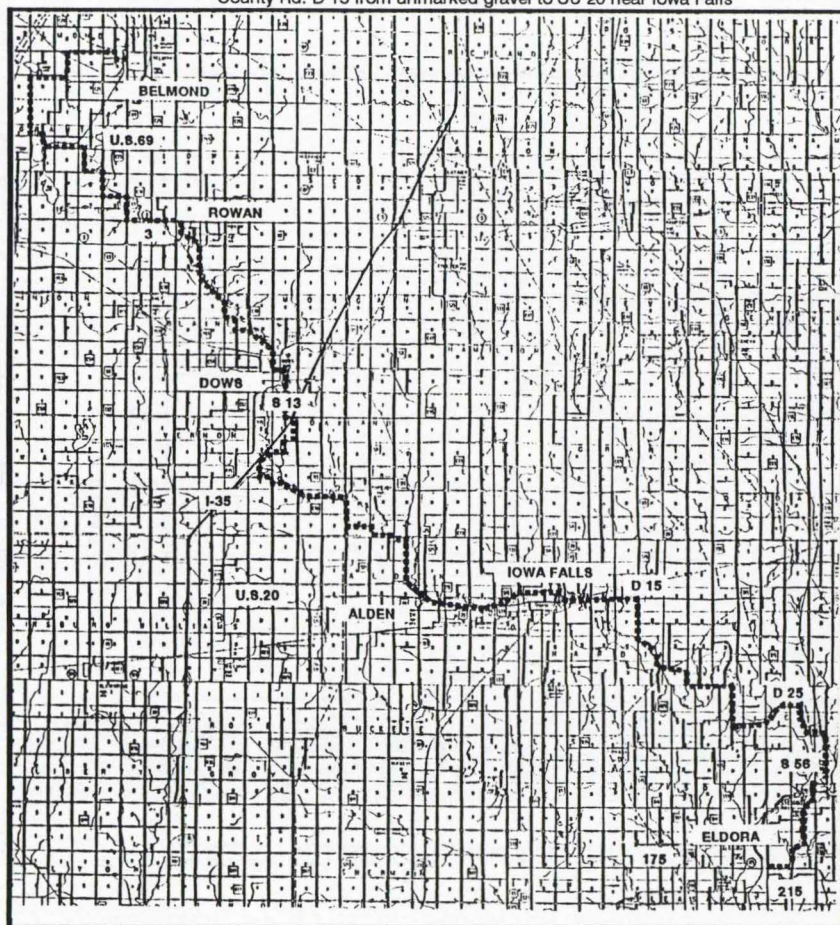
### Byway location:

Hardin, Franklin and Wright  
Counties about 40 miles  
south of Mason City and 80  
miles north of Des Moines

\* No exploration routes

### Road description:

- Designations:
- \* Iowa 175 from Iowa 215 in Eldora to County Rd. S 56
  - \* County Rd. S 56 from Iowa 175 to County Rd. D 25
  - \* County Rd. D 25 from County Rd. S 56 to unmarked gravel road
  - \* Unmarked gravel road from County Rd. D 25 to County Rd. D 15
  - \* County Rd. D 15 from unmarked gravel to US 20 near Iowa Falls



### Road description (cont.):

- Designations:
- \* US 20 from County Rd. D 15 to unmarked gravel road
  - \* Unmarked gravel road from US 20 to County Rd. S 13
  - \* County Rd. S 13 from unmarked gravel road to County Rd. R 65
  - \* County Rd. R 65 from County Rd. S 13 to unmarked gravel road
  - \* Unmarked gravel road from County Rd. R 65 to Iowa 3
  - \* Iowa 3 from Unmarked gravel road to US 69
  - \* US 69 from Iowa 3 to unmarked gravel road
  - \* Unmarked gravel road from US 69 to County Rd. C 25
  - \* County Rd. C 25 from unmarked gravel rd to unmarked gravel rd
  - \* Unmarked gravel road from County Rd. A 44 To US 69
- Termini:
- \* Intersection unmarked gravel road and US 69 in Belmont
  - \* Iowa 175 and Iowa 215 in Eldora

### Road character:

- Terrain:
- \* The route has limited sections that exhibit good road terrain. The best areas are along S 56 and D 15.
- Road Ribbon:
- \* The road ribbon is fair to good where the route parallels the Iowa River. The ribbon in other segments of the route is limited.
- Road Surface:
- \* Most of the route is gravel (70%). About 30% is hard surfaced.

### Route's key visual elements:

- Water
- \* The impressive views along the route are associated with water. The area in Iowa Falls that follows the Iowa River is excellent. Pine Lake near Eldora is also excellent.
- Road Ribbon:
- \* The road ribbon is fair to good along sections of the Iowa River. County Rd. D 15 in Iowa Falls is very good as it parallels the river. County Rd. S 56 along Pine Lake is also very good.
- Vegetation:
- \* Fair to good mixed woodland vegetation along Iowa River.
- Landforms:
- \* The best landform displays are the rock banks of the Iowa River

### Route's visual evaluation summary:

- Length:
- \* 75.805 miles (121.996 km)
- Ave. Rating:
- \* 2.00 (average for entire route, both directions)
- Adj. Rating:
- \* 2.84 (adjusted for seasonal value, entire route, both directions)
- High Rating:
- \* 15.70 on County Rd. D 15
- Low Rating:
- \* -2.44 on unmarked road
- High Section:
- \* County Rd. D 15, County Rd S 56 and County Rd. D 25
- Low Section:
- \* Unmarked routes Between D 25 and D 15

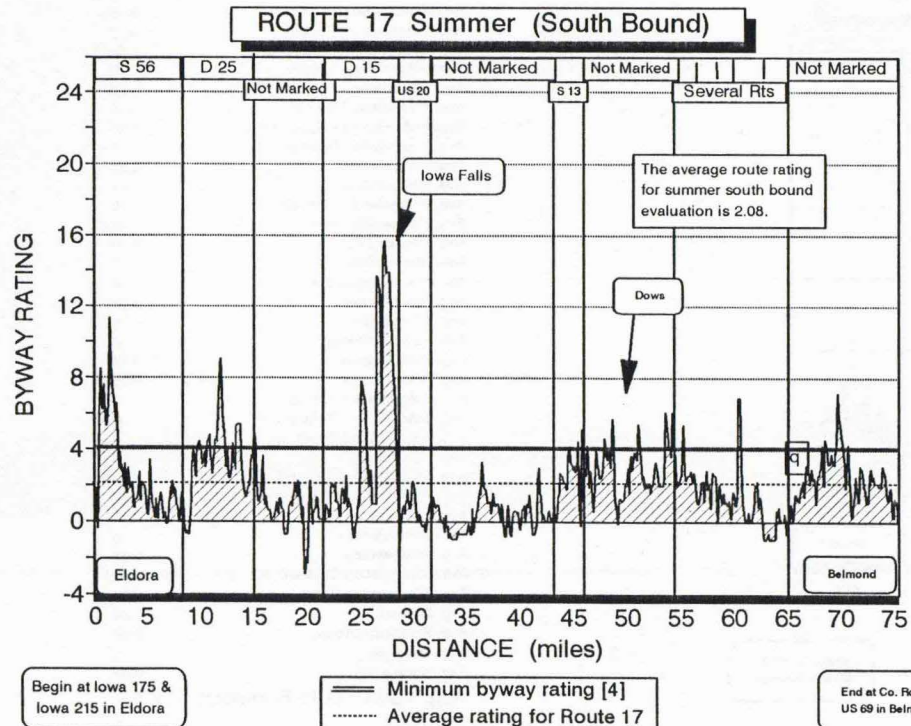
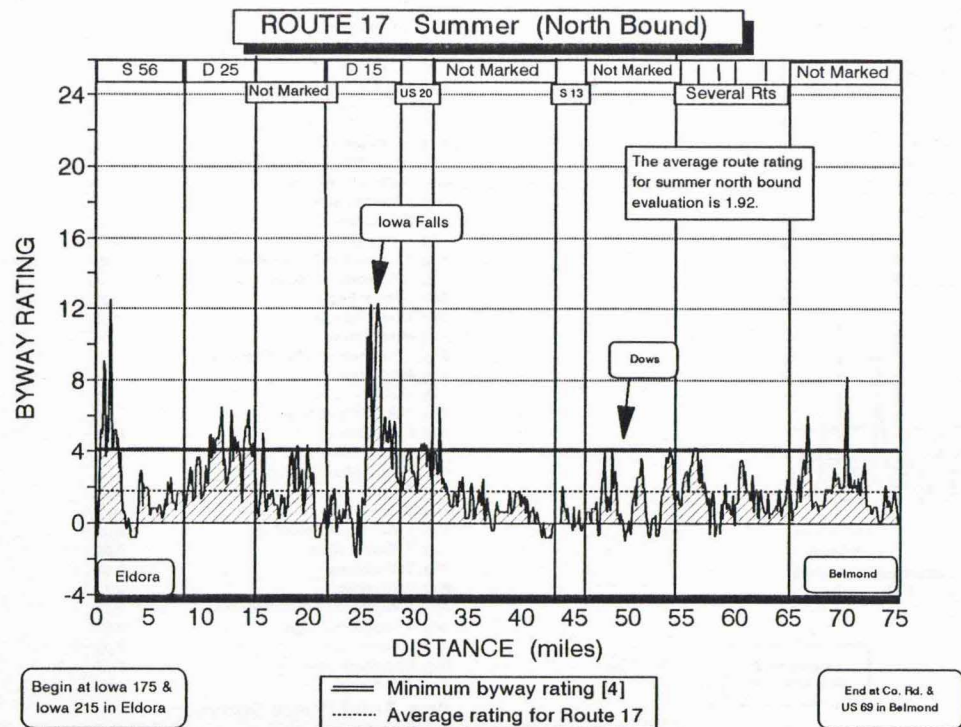
### Towns along corridor:

- |          |         |              |                  |
|----------|---------|--------------|------------------|
| * Eldora | * Rowan | * Iowa Falls | * Steamboat Rock |
| * Alden  | * Dows  | * Belmont    |                  |

### Historic register listings:

- \* Iowa Falls - six sites
- \* Eldora - two sites
- \* Aldens - one site

**Impressions:** This route offers several outstanding areas. The sections along the Iowa River in Iowa Falls offers a wide variety of visual elements; water, woodlands, landform material and road ribbon. The section along Pine Lake near Eldora is very similar. Unfortunately most of the route offers few river views. The feeling is that something good exists but you can't see it.



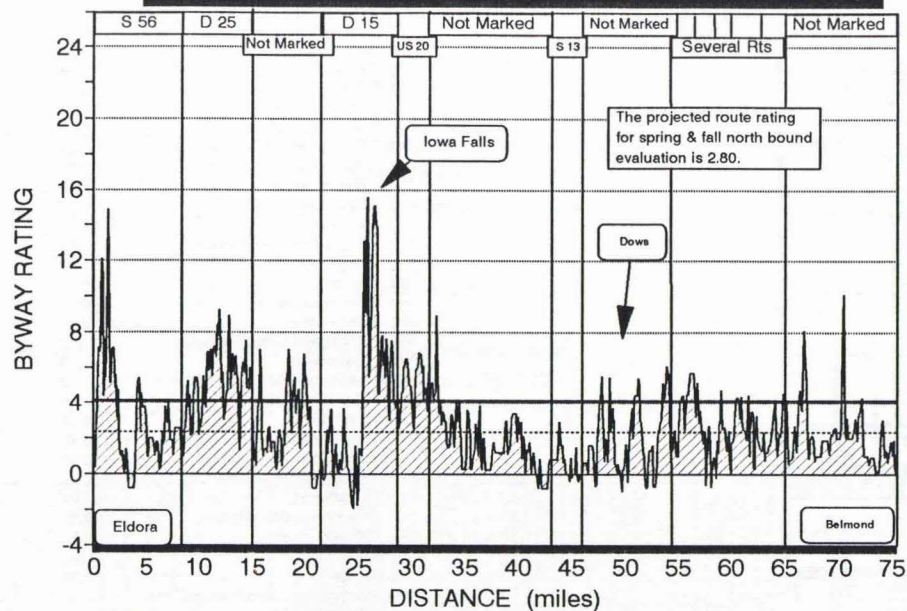
### NORTH RATING SUMMARY

Avg. Agriculture	0.31
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.11
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0
Avg. F:Structures	0.02
Avg. F:Vegetation	0.39
Avg. F:Vegetation Color/Pattern	0.01
Avg. F:Vegetation Unique	0
Avg. F:Water Edge	0.03
Avg. Mixed Agriculture	0.14
Avg. Mixed Native	0.01
Avg. P:Vegetation Colors/Patterns	0
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.12
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	0.01
Avg. S:Vegetation	0.08
Avg. S:Vegetation Colors/Patterns	0.32
Avg. S:Vegetation Edge	0.31
Avg. S:Water	0.04
Avg. Suburban/Urban	0.13
Avg. Woodlands	0.01
<b>Avg. Total Route Summary</b>	<b>1.92</b>

### SOUTH RATING SUMMARY

Avg. Agriculture	0.37
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.45
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.4
Avg. F:Vegetation Color/Pattern	0
Avg. F:Vegetation Unique	0
Avg. F:Water Edge	0.03
Avg. Historic Site	0
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.06
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.25
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.03
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.16
Avg. S:Landform Material	0.02
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0.05
Avg. S:Structures	0
Avg. S:Vegetation	0
Avg. S:Vegetation Colors/Patterns	0.39
Avg. S:Vegetation Edge	0.3
Avg. S:Water	0.04
Avg. Suburban/Urban	0.09
Avg. Wetlands	0
Avg. Woodlands	0.01
<b>Avg. Total Route Summary</b>	<b>2.08</b>

# ROUTE 17 Projected Spring & Fall (North Bound)



Begin at Iowa 175 & Iowa 215 in Eldora

End at Co. Rd. & US 69 in Belmond

## NORTH RATING SUMMARY

Avg. Agriculture	0.31
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.11
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0
Avg. F:Structures	0.02
Avg. F:Vegetation	0.71
Avg. F:Vegetation Color/Pattern	0.01
Avg. F:Vegetation Unique	0
Avg. F:Water Edge	0.03
Avg. Mixed Agriculture	0.14
Avg. Mixed Native	0.01
Avg. P:Vegetation Colors/Patterns	0
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.12
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	0.01
Avg. S:Vegetation	0.14
Avg. S:Vegetation Colors/Patterns	0.57
Avg. S:Vegetation Edge	0.57
Avg. S:Water	0.04
Avg. Suburban/Urban	0.13
Avg. Woodlands	0.01

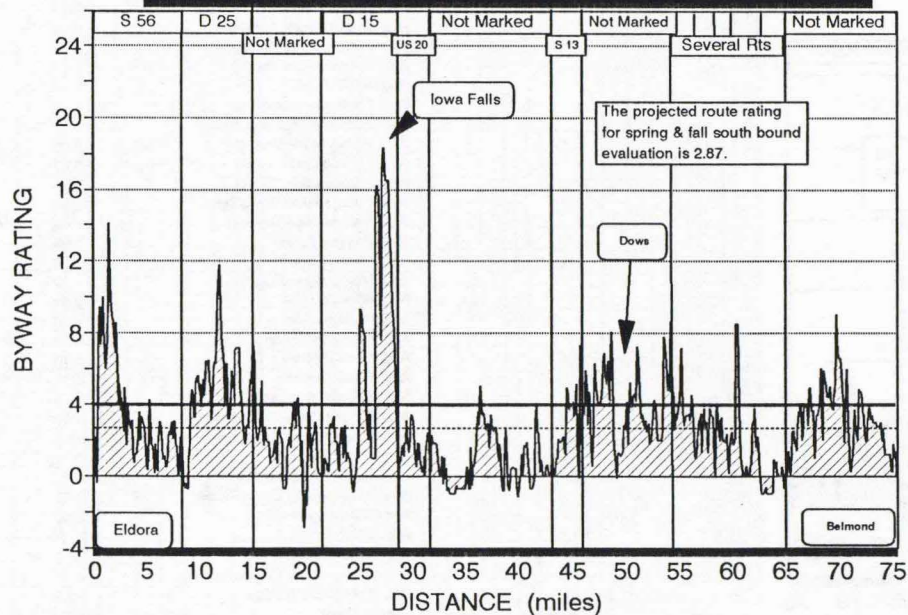
**Avg. Total Route Summary 2.8**

## SOUTH RATING SUMMARY

Avg. Agriculture	0.37
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.45
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.7
Avg. F:Vegetation Color/Pattern	0
Avg. F:Vegetation Unique	0
Avg. F:Water Edge	0.03
Avg. Historic Site	0
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.06
Avg. P:Vegetation	0
Avg. Park Recreation	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.25
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.16
Avg. S:Landform Material	0.02
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0.05
Avg. S:Structures	0
Avg. S:Vegetation	0.01
Avg. S:Vegetation Colors/Patterns	0.67
Avg. S:Vegetation Edge	0.53
Avg. S:Water	0.04
Avg. Suburban/Urban	0.09
Avg. Wetlands	0
Avg. Woodlands	0.01

**Avg. Total Route Summary 2.87**

# ROUTE 17 Projected Spring & Fall (South Bound)

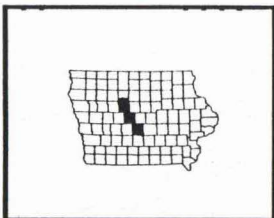


Begin at Iowa 175 & Iowa 215 in Eldora

End at Co. Rd. & US 69 in Belmond

**ROUTE 18A**

## ROUTE 18A



Route 18A is the  
north - south section  
of Route 18

### Byway location:

Polk, Boone, Webster and  
Hamilton Counties about 20  
miles north of Des Moines

\* No exploration routes

### Road description:

- Designations:**
- \* Iowa 415 from Polk City to Iowa 210, then Iowa 210 to Co. Rd. E 62
  - \* Co. Rd. E 62 to Co. Rd. R 26, then R 26 to Co. Rd. E 57, E 57 to unmarked rd.
  - \* Unmarked gravel rd. from Co. Rd. E 57 to Iowa 164, then to US 30
  - \* US 30 from Iowa 164 to unmarked rd., then to E 18, unmarked rd. & D 54
  - \* D 54, to P 73, then P 75 to Iowa 50, then Iowa 50 to D 33 & P 59 to US 20
- Termini:**
- \* Iowa 415 at Polk City
  - \* US 20 and Ave. B in Ft. Dodge

### Road character:

- Terrain:**
- \* The route has excellent vertical change of pace developed by an alignment that moves in then out of the Des Moines River valley.
- Road Ribbon:**
- \* The road ribbon is fair to excellent. The section along Co. Rd. L 16 is excellent in many locations.
- Road Surface:**
- \* Most of the route has hard surface (75%). The remainder is gravel.

### Route's key visual elements:

- Landforms:**
- \* The river bluffs and the exposed material in the "Ledges" are excellent.
- Water:**
- \* The water scenes presented by the Des Moines River are very good.
- Vegetation:**
- \* Woodlands along the river are in marked contrast to the flat croplands.
- Man Made:**
- \* The high railroad bridge near Boone is a most unique visual element.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing through the "Ledges".
- Road Terrain:**
- \* The use of the flat croplands and the river valley to create vertical change of pace is excellent. This combination builds real anticipation.

### Route's visual evaluation summary:

- Length:**
- \* 96.703 miles (155.628 km)
- Ave. Rating:**
- \* 3.63 (average for entire route, both directions)
- Adj. Rating:**
- \* 4.95 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 14.16 on County Rd. R 23
- Low Rating:**
- \* -2.76 on County Rd. D 33
- High Section:**
- \* County Rd. R 23
- Low Section:**
- \* County Rd. D 33

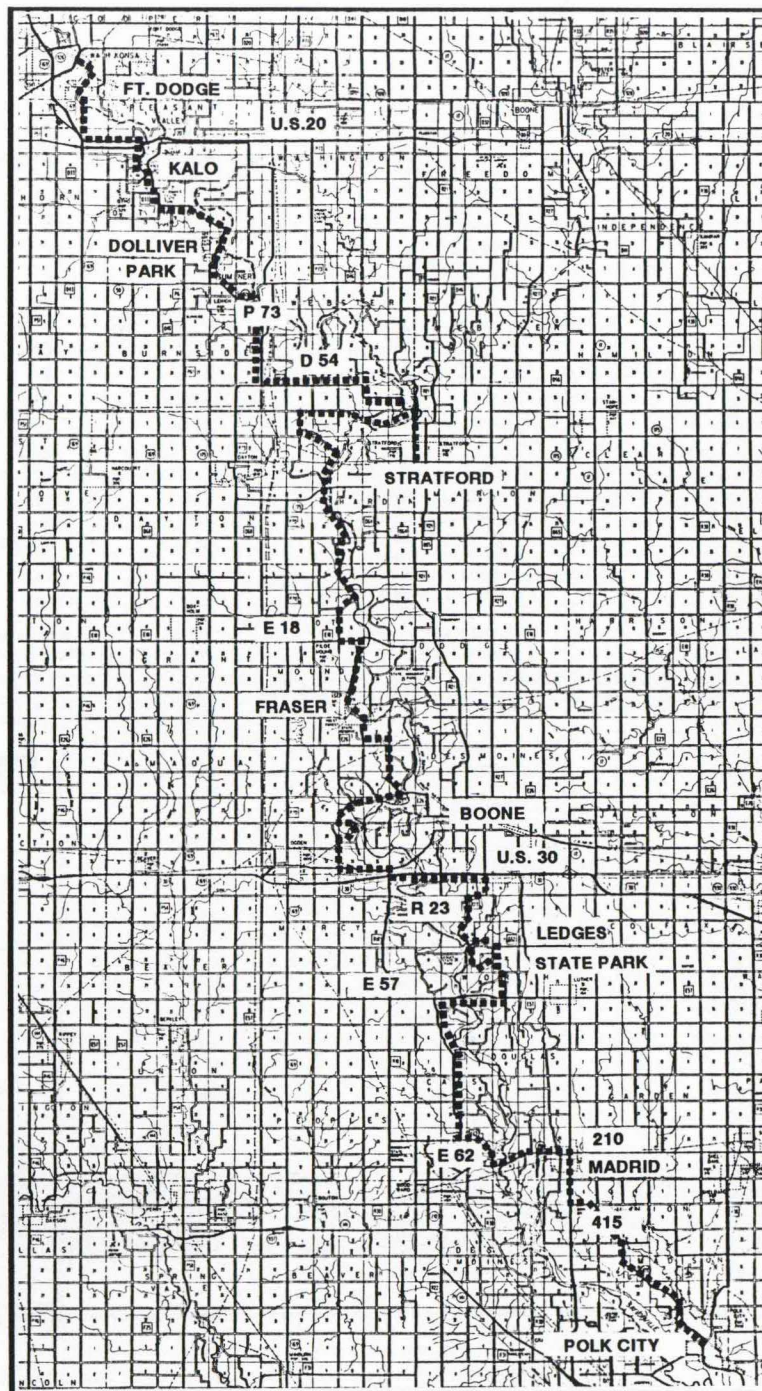
### Towns along corridor:

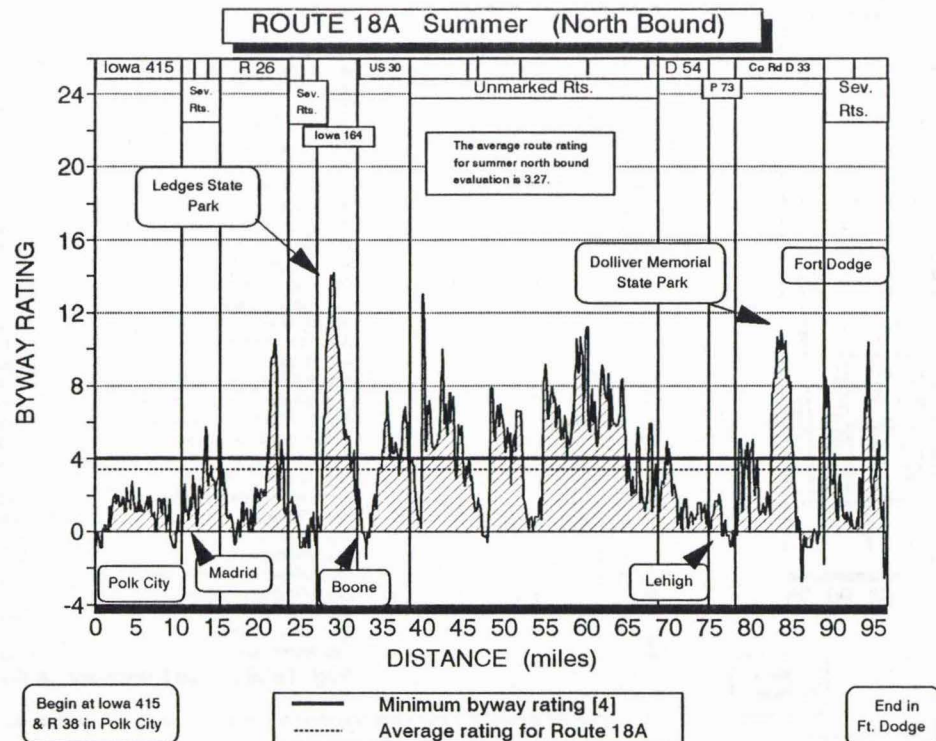
- |             |             |          |          |             |
|-------------|-------------|----------|----------|-------------|
| * Polk City | * Madrid    | * Boone  | * Fraser | * Stratford |
| * Kalo      | * Ft. Dodge | * Lehigh |          |             |

### Historic register listings:

- |                     |                           |                     |
|---------------------|---------------------------|---------------------|
| * Boone - six sites | * Ft. Dodge - seven sites | * Madrid - one site |
|---------------------|---------------------------|---------------------|

**Route Impressions:** This part of route 18 has outstanding change of pace. The change from flat croplands to the river valley rivets the viewer's attention. A wide variety of visual features are available along this route. This diversity also adds to the interest of the viewer. Scenes range from the high bridge to the outstanding natural rock ledges and streams in the Ledges Park.

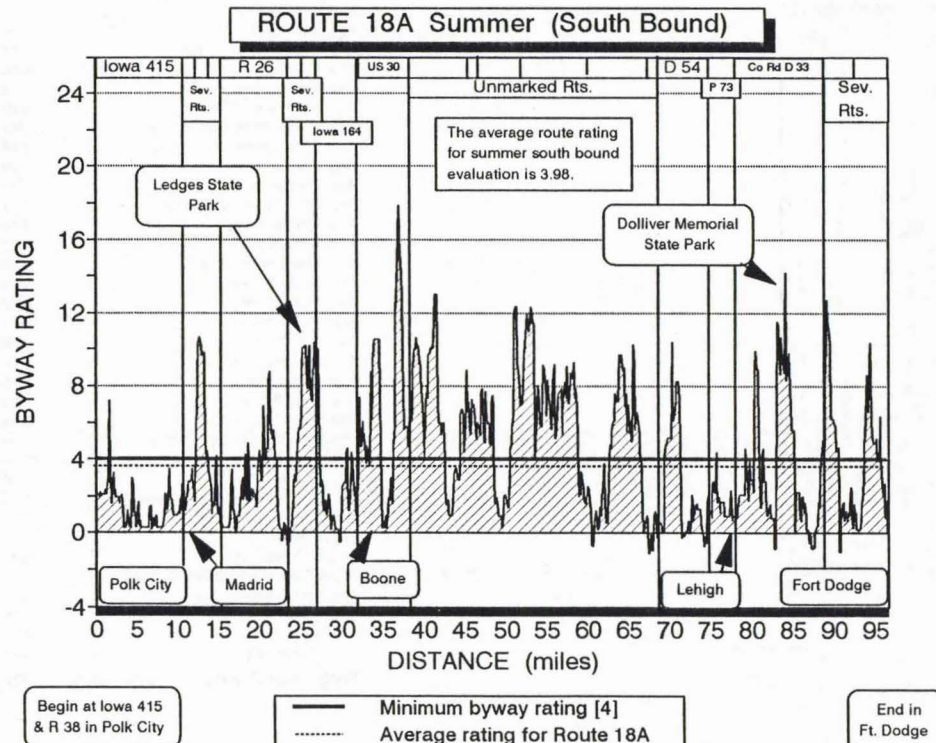




### NORTH RATING SUMMARY

Avg. Agriculture	0.16
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Landform Material	0.05
Avg. F:Man Made Color/Pattern	-0.49
Avg. F:Man Made Unique	0.03
Avg. F:Moving water	0
Avg. F:Structures	0
Avg. F:Vegetation	0.65
Avg. Mixed Agriculture	0.29
Avg. Mixed Native	0.28
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.62
Avg. Road Terrain	0.26
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.22
Avg. S:Landform Material	0
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	-0.01
Avg. S:Vegetation	0.24
Avg. S:Vegetation Colors/Patterns	0.35
Avg. S:Vegetation Edge	0.42
Avg. S:Water	0.02
Avg. Suburban/Urban	0
Avg. Woodlands	0.1

**Avg. Total Route Summary 3.27**

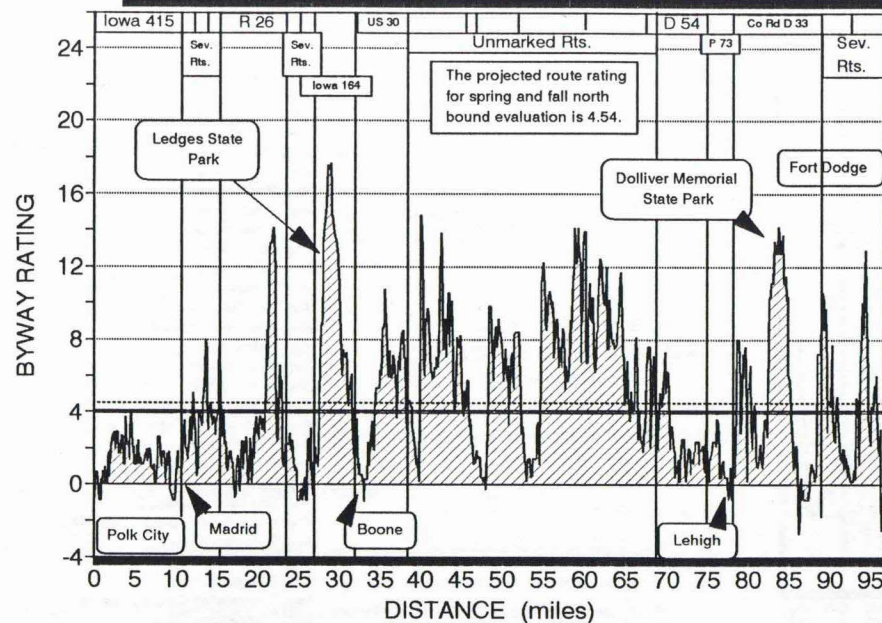


### SOUTH RATING SUMMARY

Avg. Agriculture	0.34
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.04
Avg. F:Vegetation	0.68
Avg. F:Vegetation Color/Pattern	0.01
Avg. F:Water Edge	0.02
Avg. Historic Site	0
Avg. Mixed Agriculture	0.19
Avg. Mixed Native	0.03
Avg. P:Landform	0.02
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.63
Avg. Road Terrain	0.49
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.35
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	0
Avg. S:Vegetation	0.21
Avg. S:Vegetation Colors/Patterns	0.51
Avg. S:Vegetation Edge	0.41
Avg. S:Water	0.02
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.21

**Avg. Total Route Summary 3.98**

# ROUTE 18A Projected Spring & Fall (North Bound)



Begin at Iowa 415  
& R 38 in Polk City

Minimum byway rating [4]  
Average rating for Route 18A

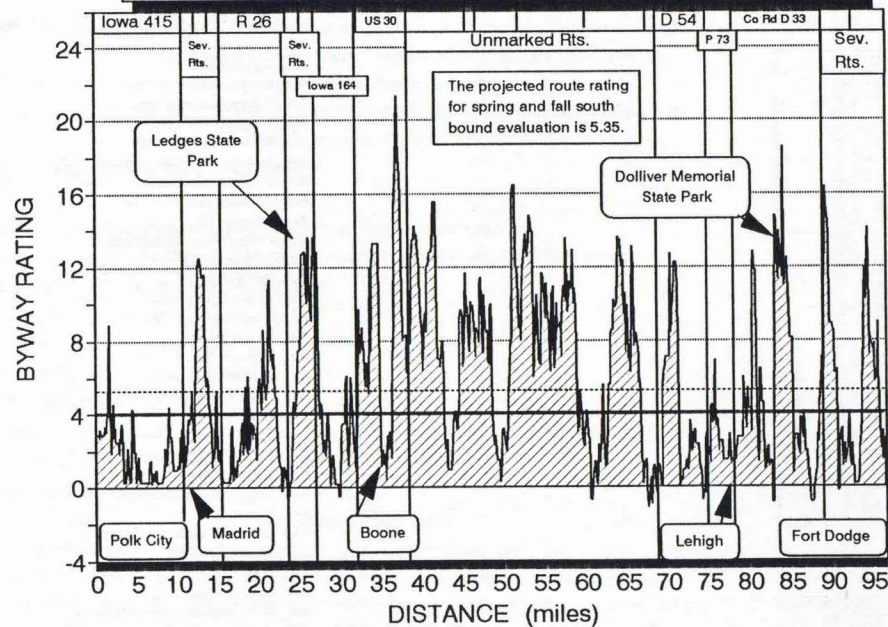
End in  
Ft. Dodge

## NORTH RATING SUMMARY

Avg. Agriculture	0.16
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Landform Material	0.05
Avg. F:Man Made Color/Pattern	-0.49
Avg. F:Man Made Unique	0.03
Avg. F:Moving water	0
Avg. F:Structures	0
Avg. F:Vegetation	1.08
Avg. Mixed Agriculture	0.29
Avg. Mixed Native	0.28
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.62
Avg. Road Terrain	0.26
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	-0.01
Avg. S:Agriculture Structures	0
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.22
Avg. S:Landform Material	0
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	-0.01
Avg. S:Vegetation	0.44
Avg. S:Vegetation Colors/Patterns	0.6
Avg. S:Vegetation Edge	0.77
Avg. S:Water	0.02
Avg. Suburban/Urban	0
Avg. Woodlands	0.15

**Avg. Total Route Summary 4.54**

# ROUTE 18A Projected Spring & Fall (South Bound)



Begin at Iowa 415  
& R 38 in Polk City

Minimum byway rating [4]  
Average rating for Route 18A

End in  
Ft. Dodge

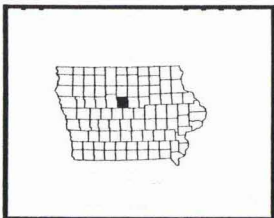
## SOUTH RATING SUMMARY

Avg. Agriculture	0.34
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.4
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.04
Avg. F:Vegetation	1.13
Avg. F:Vegetation Color/Pattern	0.01
Avg. F:Water Edge	0.02
Avg. Historic Site	0
Avg. Mixed Agriculture	0.19
Avg. Mixed Native	0.03
Avg. P:Landform	0.02
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.63
Avg. Road Terrain	0.49
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.35
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.05
Avg. S:Structures	0
Avg. S:Vegetation	0.34
Avg. S:Vegetation Colors/Patterns	0.82
Avg. S:Vegetation Edge	0.75
Avg. S:Water	0.02
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.36

**Avg. Total Route Summary 5.35**

**ROUTE 18B**

## ROUTE 18B



Route 18B is the  
eastern north-south leg  
east-west section of Route 18

### Byway location:

Hamilton and Webster

Counties about 70 miles

north of Des Moines

\* No exploration routes

### Road description:

- Designations:**
- \* County Rd. R 21 from Iowa 175 to unmarked gravel road
  - \* Unmarked gravel road from R 21 to Co. Rd D 46
  - \* Co. Rd. D 46 from unmarked gravel road to unmarked gravel road
  - \* Unmarked gravel road from Co. Rd. D 46 to County Rd. D 56
  - \* Co. Rd. D 56 from unmarked rd. to Co. Rd. R 27, then to unmarked rd.
  - \* Unmarked gravel road from Co. Rd. R 27 to Iowa 17, then Iowa 928
  - \* Iowa 928 from Iowa 17 to US 20, then US 20 to Kalo

- Termini:**
- \* Iowa 175 and County Rd. R 21 in Stratford
  - \* US 20 and access to Kalo

### Road character:

- Terrain:**
- \* The section of this route south of Webster City is near the Des Moines River valley. It offers very good vertical change of pace.
- Road Ribbon:**
- \* The road ribbon is excellent on the southern section of this route. The section south of Iowa 17 is particularly good.
- Road Surface:**
- \* Most of this route has hard surface (80%). The remainder is gravel.

### Route's key visual elements:

- Agriculture:**
- \* Sections of this route have good views of ag. operations and structures.
- Vegetation:**
- \* The section south of Iowa 17 has good woodland scenes along the river.
- Landforms:**
- \* The Des Moines River valley provides good landform views.
- Road Ribbon:**
- \* The road ribbon in the southern section of the route is particularly good. This results from alternate cropland and river valley alignment.
- Road Terrain:**
- \* The interaction of the flat cropland and the river valley offers excellent vertical change in pace on the southern section of the route.

### Route's visual evaluation summary:

- Length:**
- \* 48.616 miles (78.241 km)
- Ave. Rating:**
- \* 1.77 (average for entire route, both directions)
- Adj. Rating:**
- \* 2.51 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 11.03 on unmarked road
- Low Rating:**
- \* -1.55 on US 20
- High Section:**
- \* Unmarked route between D 48 and D 56
- Low Section:**
- \* Co. Rd. D 56

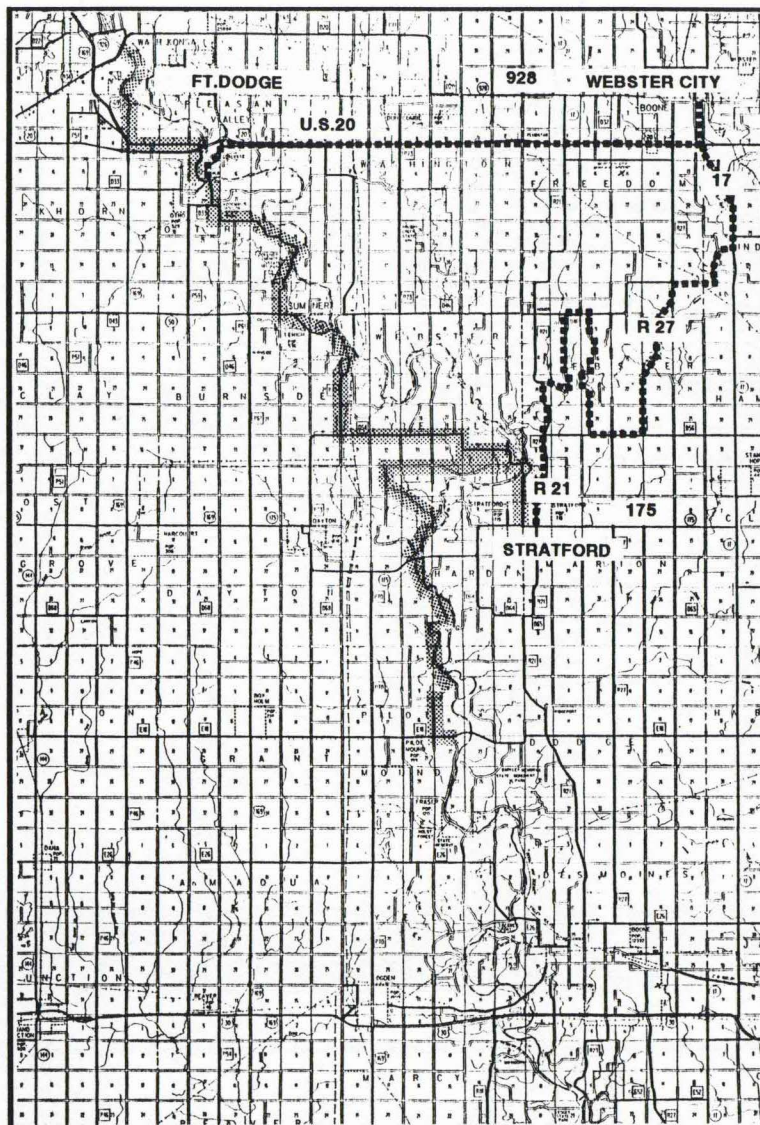
**Route Impressions:** The road alignment is excellent along parts of this route. The section south of Iowa 17 is particularly good. The interaction of flat croplands and river valley is most interesting. The river valley woodlands are the primary visual elements in this section. The section of the route north and west of Iowa 17 is much less dramatic. Visual diversity in this section is low.

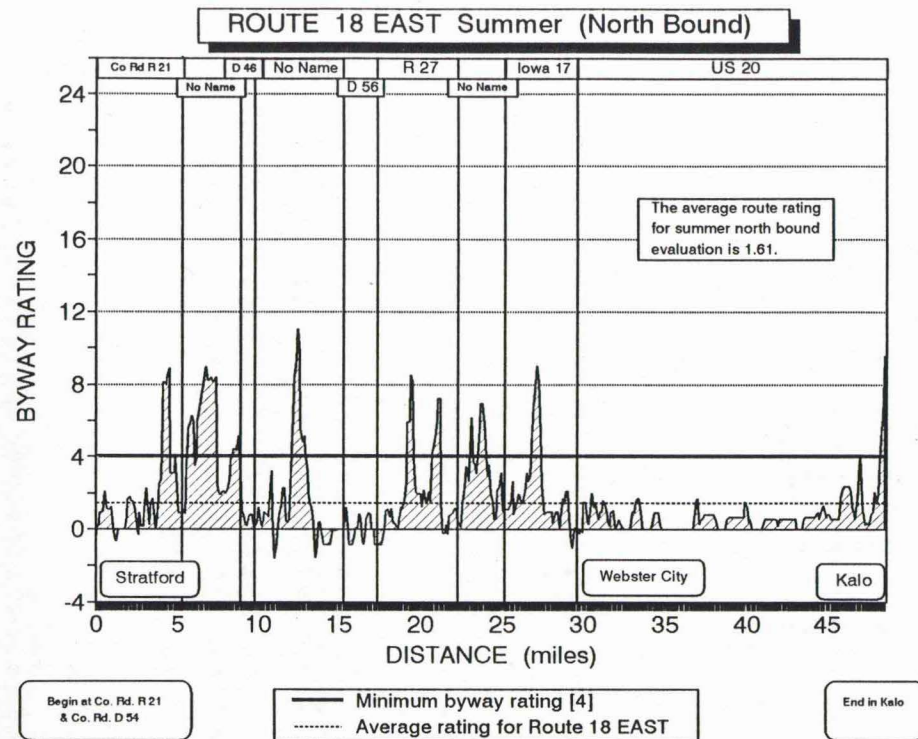
### Towns along corridor:

- \* Stratford
- \* Webster City
- \* Coalville
- \* Kalo

### Historic register listings:

- \* Webster City - one site
- \* Stratford - one site

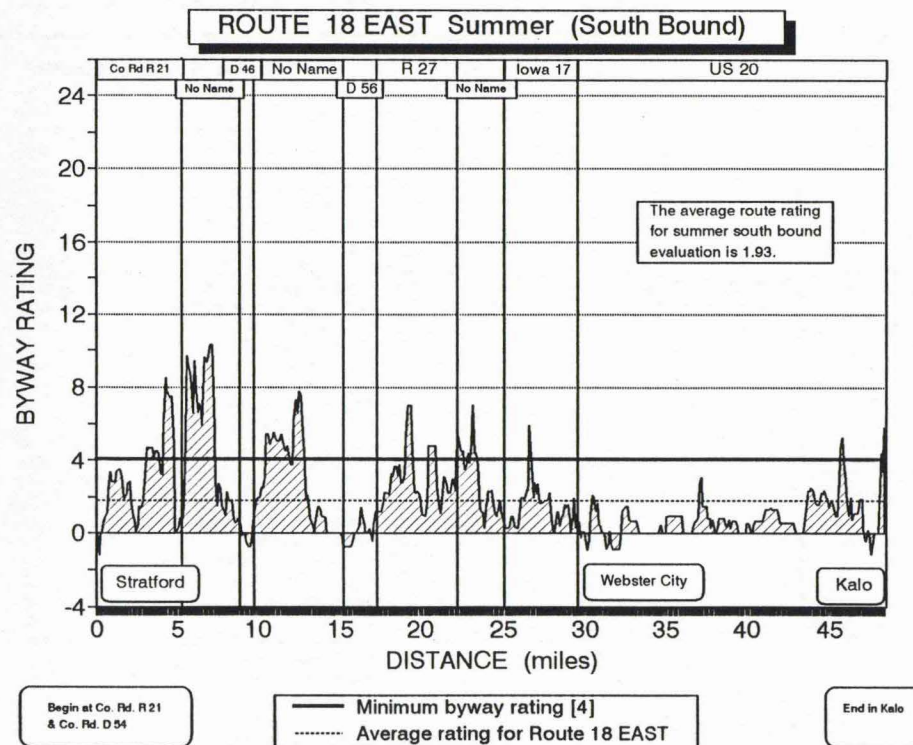




### NORTH RATING SUMMARY

Avg. Agriculture	0.18
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.15
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.34
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.03
Avg. F:Vegetation	0.34
Avg. F:Vegetation Color/Pattern	0.01
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.01
Avg. Mixed Native	0.04
Avg. Museums/Tours	0
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.21
Avg. Road Terrain	0.08
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.08
Avg. S:Vegetation Colors/Patterns	0.31
Avg. S:Vegetation Edge	0.21
Avg. S:Water	0.03
Avg. Suburban/Urban	0.1
Avg. Woodlands	0.03

**Avg. Total Route Summary 1.61**

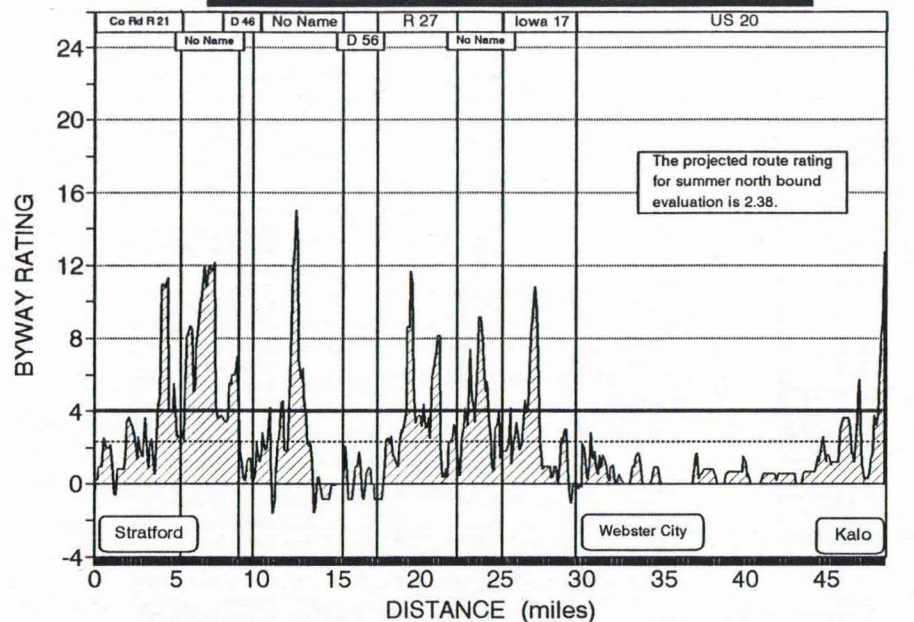


### SOUTH RATING SUMMARY

Avg. Agriculture	0.21
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.13
Avg. F:Agriculture Unique	0.01
Avg. F:Landform	0
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.23
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.25
Avg. F:Vegetation Color/Pattern	0.07
Avg. F:Water Edge	0
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.09
Avg. Museums/Tours	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.24
Avg. Road Terrain	0.2
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.24
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.03
Avg. S:Structures	0.03
Avg. S:Vegetation	0.04
Avg. S:Vegetation Colors/Patterns	0.22
Avg. S:Vegetation Edge	0.23
Avg. S:Water	0.02
Avg. Suburban/Urban	0.06
Avg. Woodlands	0.05

**Avg. Total Route Summary 1.93**

### ROUTE 18 EAST Projected (North Bound)

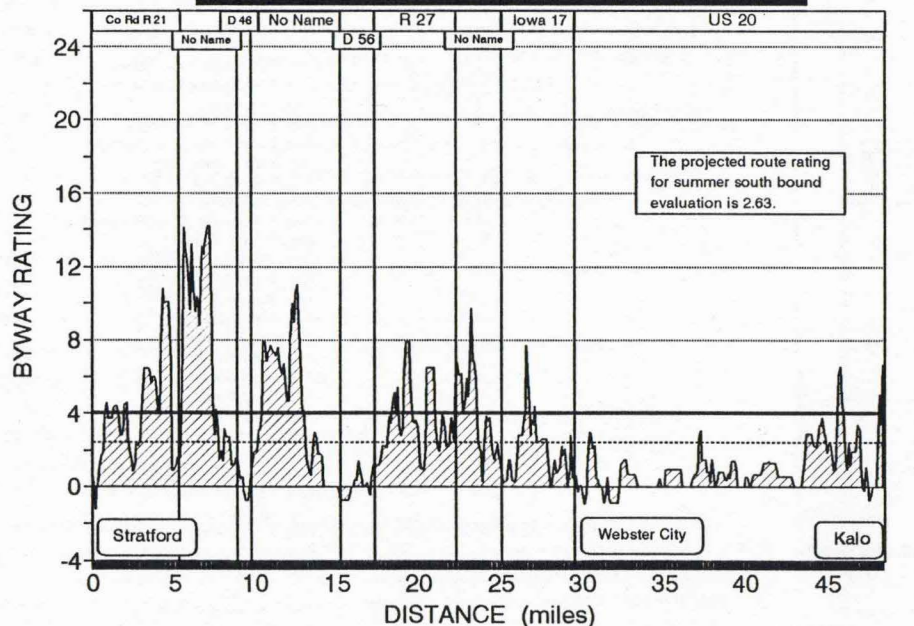


### NORTH RATING SUMMARY

Avg. Agriculture	0.18
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.15
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.34
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.03
Avg. F:Vegetation	0.63
Avg. F:Vegetation Color/Pattern	0.02
Avg. F:Water Edge	0.01
Avg. Mixed Agriculture	0.01
Avg. Mixed Native	0.04
Avg. Museums/Tours	0
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.21
Avg. Road Terrain	0.08
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures	0
Avg. S:Vegetation	0.14
Avg. S:Vegetation Colors/Patterns	0.52
Avg. S:Vegetation Edge	0.39
Avg. S:Water	0.03
Avg. Suburban/Urban	0.1
Avg. Woodlands	0.05

**Avg. Total Route Summary 2.38**

### ROUTE 18 EAST Projected (South Bound)



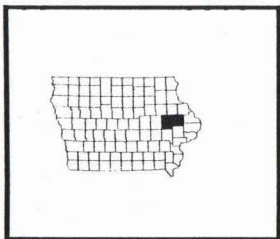
### SOUTH RATING SUMMARY

Avg. Agriculture	0.21
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.13
Avg. F:Agriculture Unique	0.01
Avg. F:Landform	0
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.23
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.02
Avg. F:Vegetation	0.47
Avg. F:Vegetation Color/Pattern	0.11
Avg. F:Water Edge	0
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.09
Avg. Museums/Tours	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.24
Avg. Road Terrain	0.2
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.24
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.03
Avg. S:Structures	0.03
Avg. S:Vegetation	0.07
Avg. S:Vegetation Colors/Patterns	0.38
Avg. S:Vegetation Edge	0.44
Avg. S:Water	0.02
Avg. Suburban/Urban	0.06
Avg. Woodlands	0.11

**Avg. Total Route Summary 2.63**

**ROUTE 21**

## ROUTE 21



### Byway location:

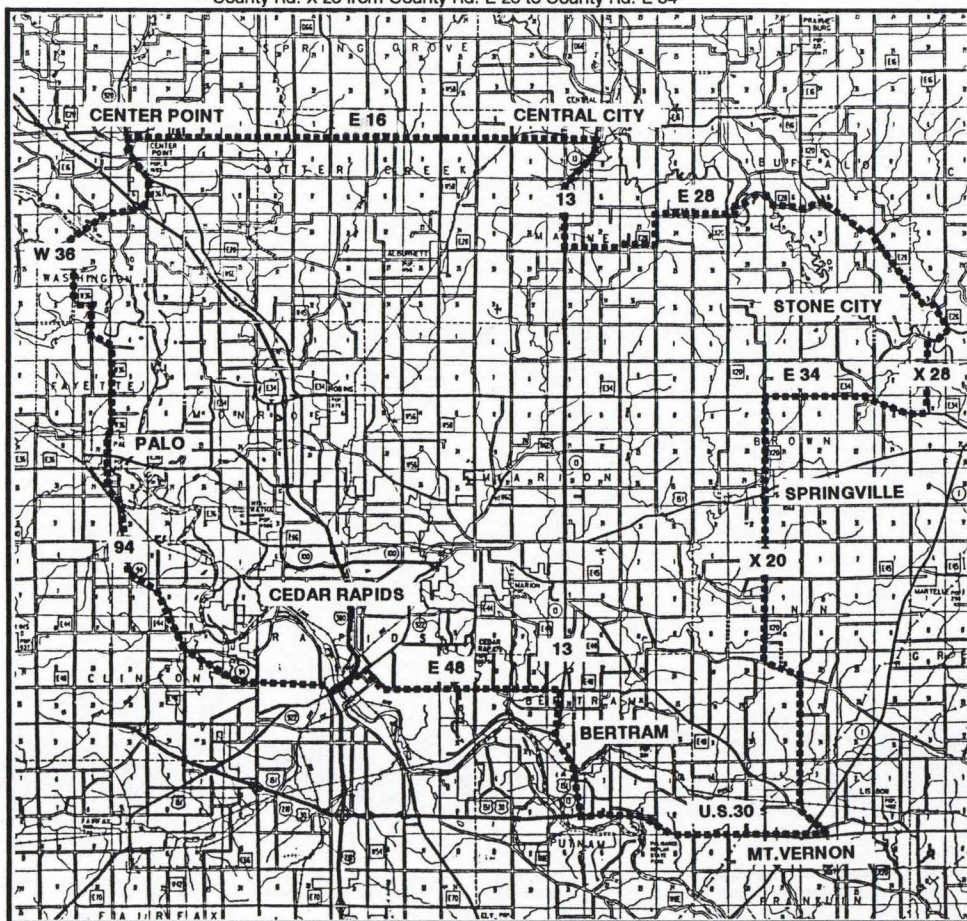
Linn and Jones Counties  
around Cedar Rapids

\* No exploration routes

### Road description:

#### Designations:

- \* County Rd. W 36 from Iowa 94 to Co. Rd. E 16
- \* County Rd. E 16 from County Rd. W 36 to Iowa 13
- \* Iowa 13 from County Rd. E 16 to County Rd. E 28
- \* County Rd. E 28 from Iowa 13 to County Rd. X 28
- \* County Rd. X 28 from County Rd. E 28 to County Rd. E 34



### Road description (cont.):

#### Designations:

- \* County Rd. E 34 from County Rd. X 28 to Co. Rd. X 20
- \* County Rd. X 20 from County Rd. E 34 to US 30
- \* US 30 from County Rd. X 20 to Iowa 13
- \* Iowa 13 from US 30 to County Rd. E 48
- \* County Rd. E 48 from Iowa 13 to US 151
- \* US 151 from County Rd. E 48 to Iowa 94
- \* Iowa 94 from US 151 to County Rd. W 36
- \* Loop starting and ending at Intersection of County Rd. W 36 and Iowa 94.

#### Termini:

### Road character:

#### Terrain:

- \* The route has sections that exhibit good road terrain. Sections around Stone City and Mt. Vernon are particularly good.

#### Road Ribbon:

- \* The road ribbon is fair to good in the section between Central City and Stone City. The ribbon on other route segments is limited.

#### Road Surface:

- \* Most of the route is hard surfaced. Only 13 miles are gravel.

### Route's key visual elements:

#### Vegetation:

- \* Good woodland vegetation along the Cedar River valley and near Stone City.

#### Landforms:

- \* Excellent landform in the Wapsipinicon River valley and Buffalo Creek near Stone City. The highlight is rock outcroppings.

#### Road Ribbon:

- \* The road ribbon is good in the Stone City area and near Center Point.

#### Road Terrain:

- \* The hills near Stone City and Mt. Vernon provide good vertical change of pace.

### Route's visual evaluation summary:

- Length: \* 75.805 miles (121.996 km)
- Ave. Rating: \* 1.98 (ave. for entire route, both directions)
- Adj. Rating: \* 2.68 (ave. when adjusted for seasonal value)
- High Rating: \* 13.65 on County Rd. E 16
- Low Rating: \* -2.90 on County Rd. E 28
- High Section: \* County Rd. E 16
- Low Section: \* County Rd. E 28

### Towns along corridor:

- \* Cedar Rapids
- \* Center Point
- \* Stone City
- \* Mt. Vernon
- \* Viola
- \* Springville
- \* Bertram
- \* Palo

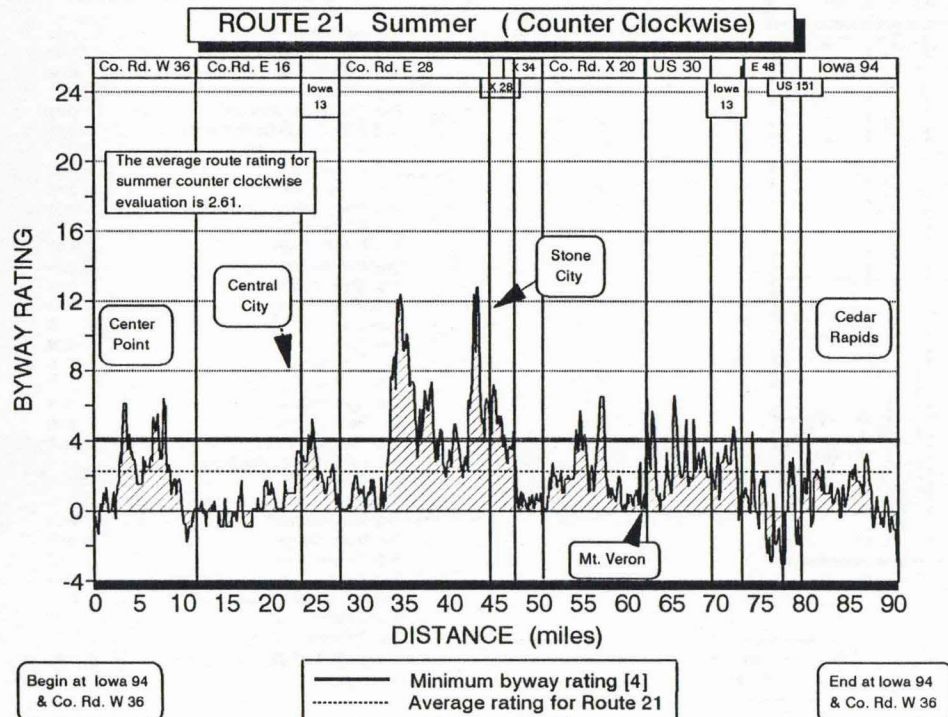
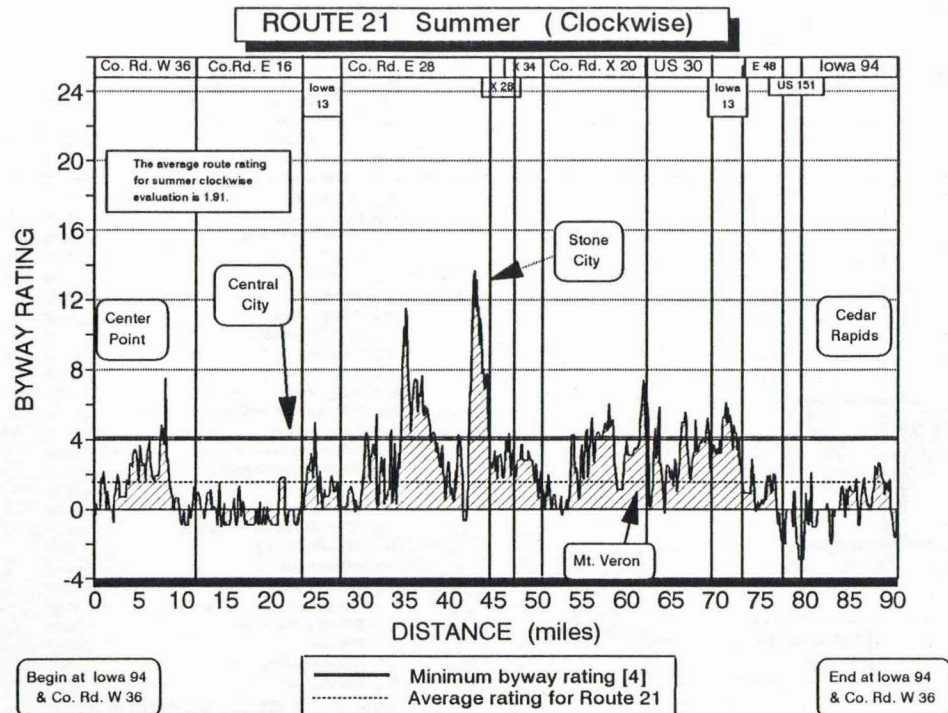
### Historic register listings:

- \* Cedar Rapids - 20 sites
- \* Stone City - one site
- \* Mt. Vernon - four sites

### Impressions:

This route offers several outstanding areas.

The areas near Stone City and near Mt. Vernon are very good. The route is enhanced by the Cedar, Wapsipinicon, and Buffalo Rivers and add substantially to the route's scenic character. Landforms and woodlands are the primary elements contributed by these streams.



## CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.33
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.08
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.03
Avg. F:Vegetation	0.35
Avg. Historic Area	0.01
Avg. Historic Site	0
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.01
Avg. P:Landform	0
Avg. P:Vegetation Colors/Patterns	0.02
Avg. P:Vegetation	0.06
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.16
Avg. Road Terrain	0.11
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.05
Avg. S:Agriculture Structures	0.04
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.23
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.03
Avg. S:Structures	0.03
Avg. S:Vegetation	0.22
Avg. S:Vegetation Colors/Patterns	0.16
Avg. S:Vegetation Edge	0.22
Avg. S:Water	0.01
Avg. Suburban/Urban	0.1
Avg. Woodlands	0

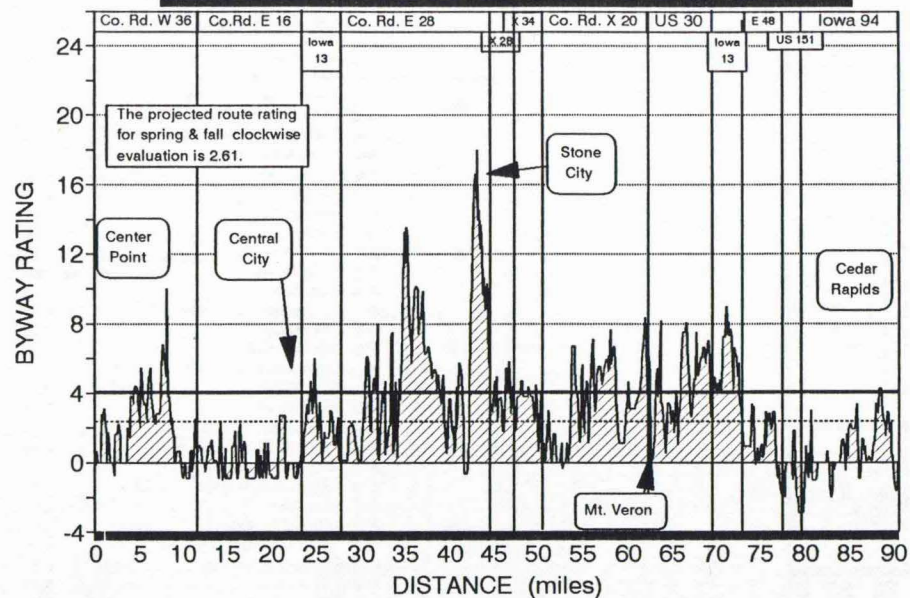
**Avg. Total Route Summary 1.91**

## COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.38
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.57
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.02
Avg. F:Vegetation	0.25
Avg. F:Vegetation Color/Pattern	0.02
Avg. F:Vegetation Edge	0
Avg. F:Water Edge	0.02
Avg. Historic Area	0.01
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Vegetation	0.08
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.1
Avg. Road Terrain	0.15
Avg. S:Agriculture Color/Pattern	0.05
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.26
Avg. S:Man Made Color/Pattern	-0.06
Avg. S:Moving Water	0.01
Avg. S:Structures	0.06
Avg. S:Vegetation	0.17
Avg. S:Vegetation Colors/Patterns	0.3
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.04
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 2.04**

# ROUTE 21 Projected Spring & Fall ( Clockwise )



Begin at Iowa 94  
& Co. Rd. W 36

— Minimum byway rating [4]  
- - - Average rating for Route 21

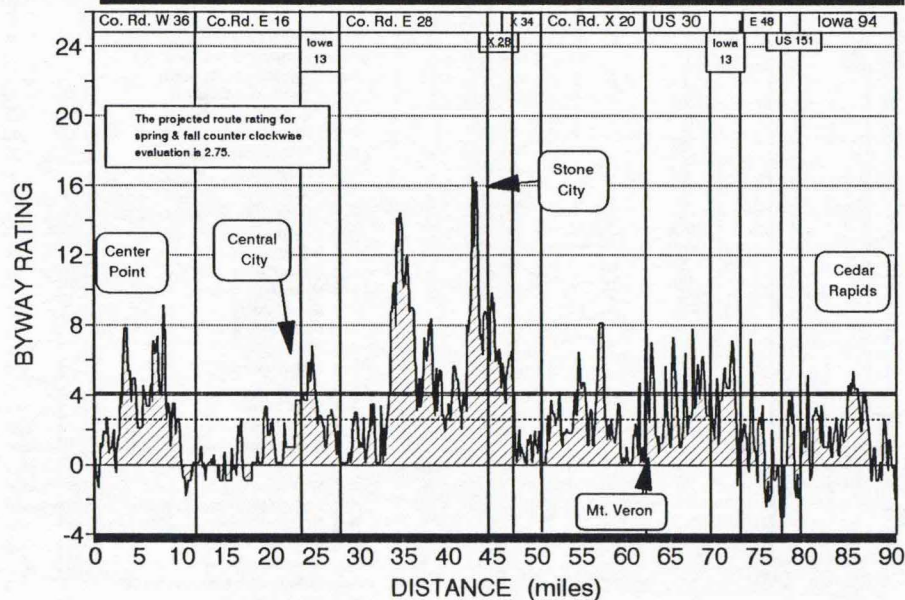
End at Iowa 94  
& Co. Rd. W 36

## CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.33
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.08
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.03
Avg. F:Vegetation	0.6
Avg. Historic Area	0.01
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.01
Avg. P:Landform	0
Avg. P:Vegetation Colors/Patterns	0.02
Avg. P:Vegetation	0.06
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.16
Avg. Road Terrain	0.11
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.04
Avg. S:Agriculture Unique	0
Avg. S:Landform	0.23
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.03
Avg. S:Structures	0.03
Avg. S:Vegetation	0.4
Avg. S:Vegetation Colors/Patterns	0.28
Avg. S:Vegetation Edge	0.41
Avg. S:Water	0.01
Avg. Suburban/Urban	0.1
Avg. Woodlands	0.01

**Avg. Total Route Summary 2.61**

# ROUTE 21 Projected Spring & Fall ( Counter Clockwise )



Begin at Iowa 94  
& Co. Rd. W 36

— Minimum byway rating [4]  
- - - Average rating for Route 21

End at Iowa 94  
& Co. Rd. W 36

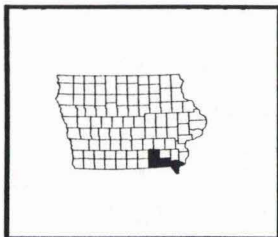
## COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.38
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.57
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.02
Avg. F:Vegetation	0.46
Avg. F:Vegetation Color/Pattern	0.05
Avg. F:Vegetation Edge	0
Avg. F:Water Edge	0.02
Avg. Historic Area	0.01
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Vegetation	0.08
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.1
Avg. Road Terrain	0.15
Avg. S:Agriculture Color/Pattern	-0.02
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.26
Avg. S:Man Made Color/Pattern	-0.06
Avg. S:Moving Water	0.01
Avg. S:Structures	0.06
Avg. S:Vegetation	0.3
Avg. S:Vegetation Colors/Patterns	0.48
Avg. S:Vegetation Edge	0.52
Avg. S:Water	0.04
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 2.75**

**ROUTE 23**

## ROUTE 23



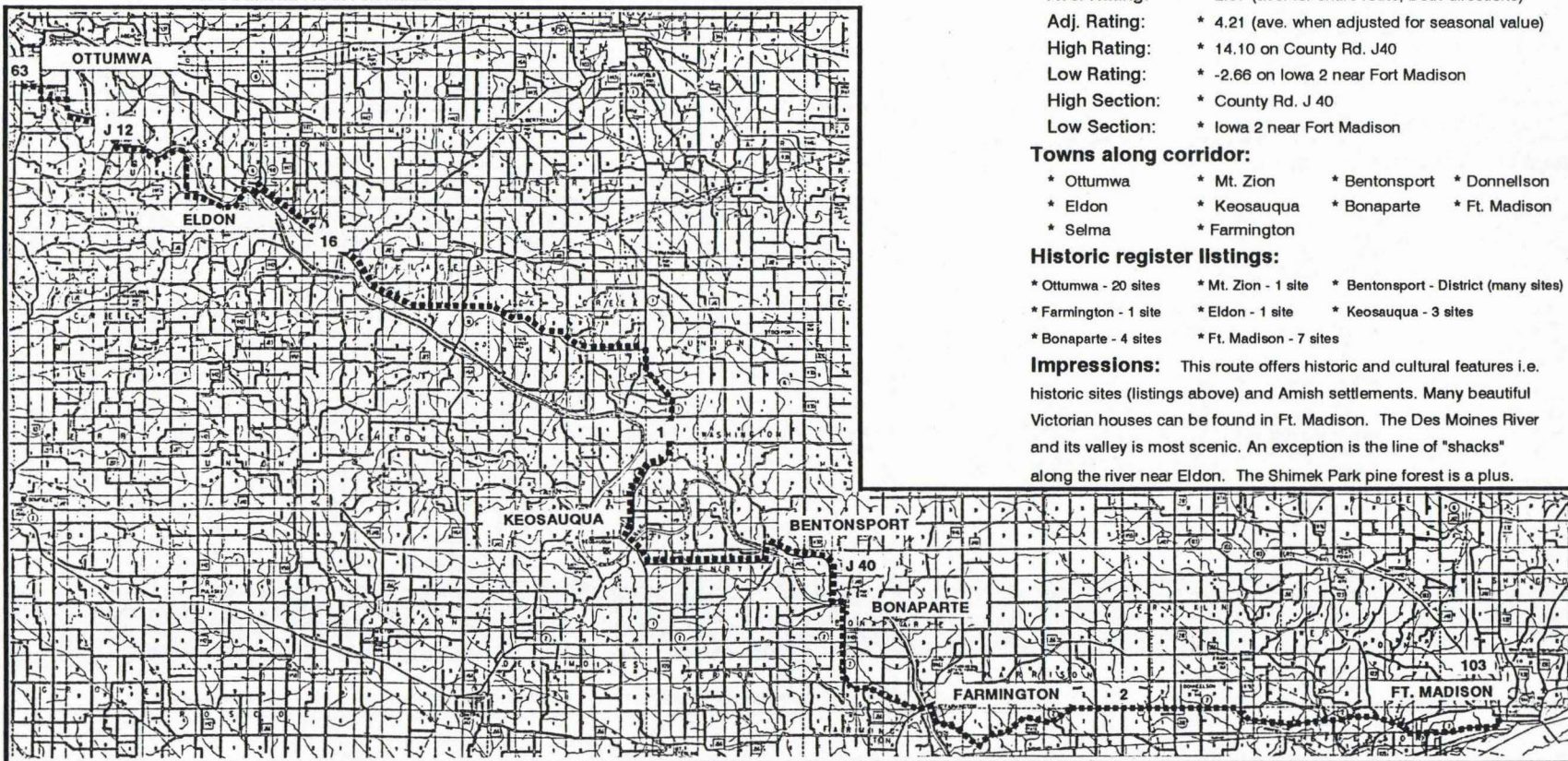
### Byway location:

Wapello, Davis, Lee and Van Buren  
Counties between Ottumwa and  
Fort Madison

\* No exploration routes

### Road description:

- Designations:**
- \* County Rd. J 12 from Iowa 63 to Iowa 16
  - \* Iowa 16 from County Rd. J 12 to Iowa 1
  - \* Iowa 1 from Iowa 16 to County Rd. J 40
  - \* County Rd. J 40 from Iowa 1 to County Rd. W 40
  - \* County Rd. W 40 from County Rd. J 40 to Iowa 2
  - \* Iowa 2 from County Rd. W 40 to Iowa 103 in Fort Madison
- Termini:**
- \* County Rd. J 12 at US 63 in Ottumwa
  - \* Iowa 2 at Iowa 103 in Fort Madison



### Road character:

- Terrain:**
- \* The Des Moines River creates rolling terrain along much of the route. The area around Bentonsport is particularly good.
- Road Ribbon:**
- \* Road ribbon is good along the gravel road south of Ottumwa, around Bentonsport and Bonaparte and through the Shimek State Forest.
- Road Surface:**
- \* Most of the route is hard surfaced. About 13 miles are gravel.

### Route's key visual elements:

- Vegetation:**
- \* Nice display of woodland scenes and edges along most of route. Woods are good along the Des Moines River and in Shimek Forest.
- Road Ribbon:**
- \* The road ribbon is pleasant along the Des Moines River.
- Water:**
- \* The Des Moines River creates many dramatic water scenes.
- Landforms:**
- \* The river valley creates interesting landforms. The rock outcrops near Bentonsport are particularly good.
- Road Terrain:**
- \* The hills near Bentonsport and Bonaparte provide good vertical change in pace. Roads south of Ottumwa fit well with rolling hills.

### Route's visual evaluation summary:

- Length:** \* 72.121 miles (127.333 km)
- Ave. Rating:** \* 2.87 (ave. for entire route, both directions)
- Adj. Rating:** \* 4.21 (ave. when adjusted for seasonal value)
- High Rating:** \* 14.10 on County Rd. J40
- Low Rating:** \* -2.66 on Iowa 2 near Fort Madison
- High Section:** \* County Rd. J 40
- Low Section:** \* Iowa 2 near Fort Madison

### Towns along corridor:

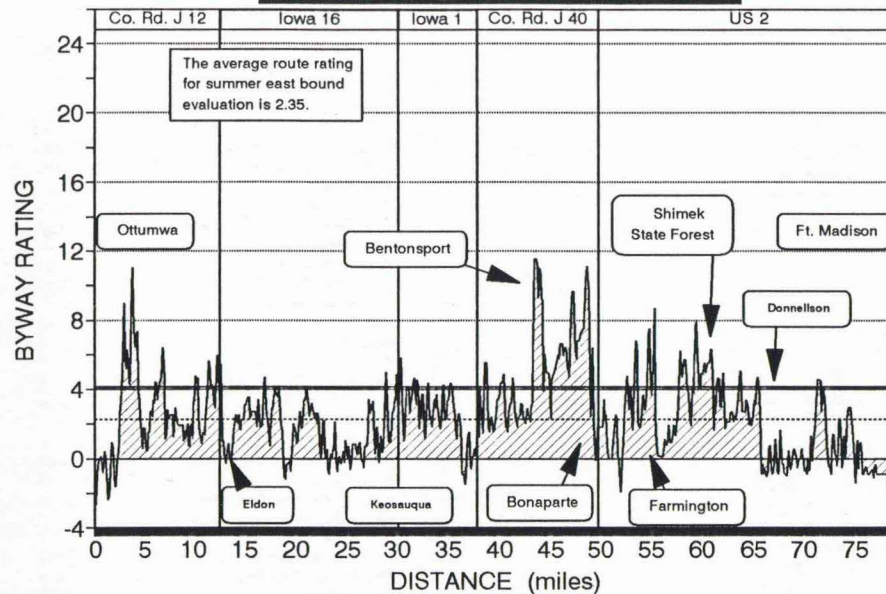
- |           |              |               |               |
|-----------|--------------|---------------|---------------|
| * Ottumwa | * Mt. Zion   | * Bentonsport | * Donnellson  |
| * Eldon   | * Keosauqua  | * Bonaparte   | * Ft. Madison |
| * Selma   | * Farmington |               |               |

### Historic register listings:

- |                       |                         |                                       |
|-----------------------|-------------------------|---------------------------------------|
| * Ottumwa - 20 sites  | * Mt. Zion - 1 site     | * Bentonsport - District (many sites) |
| * Farmington - 1 site | * Eldon - 1 site        | * Keosauqua - 3 sites                 |
| * Bonaparte - 4 sites | * Ft. Madison - 7 sites |                                       |

**Impressions:** This route offers historic and cultural features i.e. historic sites (listings above) and Amish settlements. Many beautiful Victorian houses can be found in Ft. Madison. The Des Moines River and its valley is most scenic. An exception is the line of "shacks" along the river near Eldon. The Shimek Park pine forest is a plus.

### ROUTE 23 Summer (East Bound)



Begin at US 63 & Co. Rd. J 14

— Minimum byway rating [4]  
- - - Average rating for Route 23

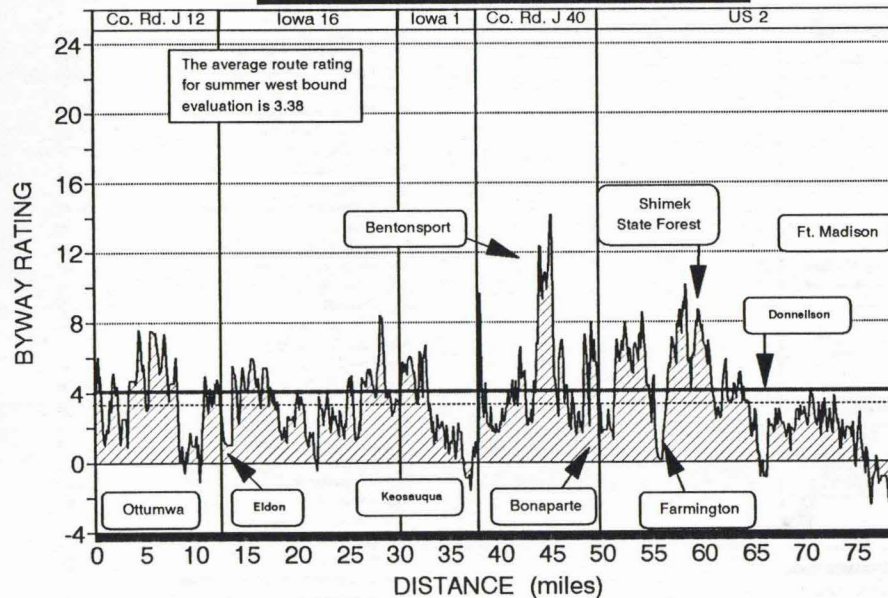
End at Iowa 2 & Iowa 103

### EAST RATING SUMMARY

Avg. Agriculture	0.03
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.1
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.73
Avg. F:Man Made Unique	0.03
Avg. F:Moving water	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.57
Avg. F:Vegetation Color/Pattern	0.2
Avg. Historic Area	0.02
Avg. Historic Site	0
Avg. Mixed Agriculture	0.21
Avg. Mixed Native	0.15
Avg. P:Vegetation	0.06
Avg. Park	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.24
Avg. Road Terrain	0.19
Avg. S:Agriculture Color/Pattern	0.05
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.19
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Structures	0
Avg. S:Vegetation	0.4
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.43
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.04

**Avg. Total Route Summary 2.35**

### ROUTE 23 Summer (West Bound)



Begin at US 63 & Co. Rd. J 14

— Minimum byway rating [4]  
- - - Average rating for Route 23

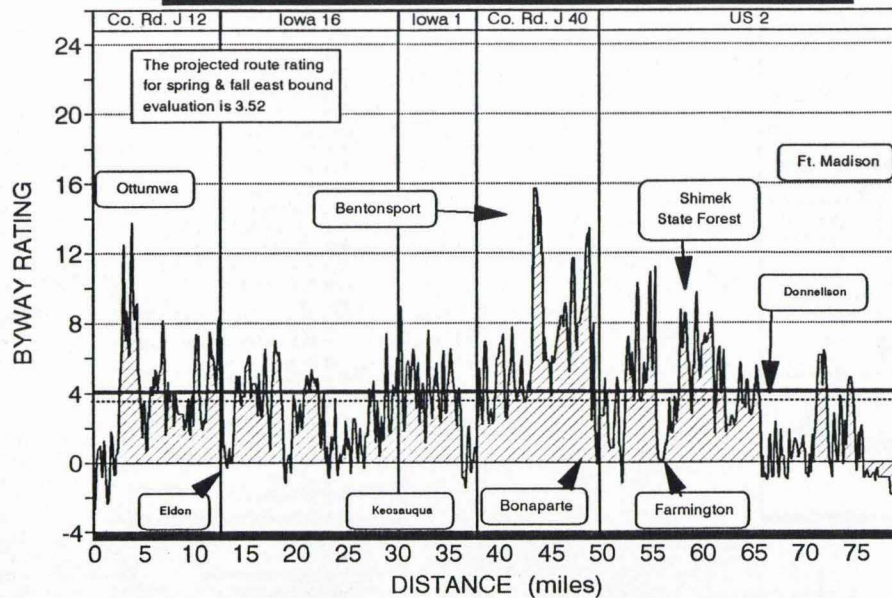
End at Iowa 2 & Iowa 103

### WEST RATING SUMMARY

Avg. Agriculture	0.1
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.72
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0.09
Avg. F:Structures	0.04
Avg. F:Vegetation	0.62
Avg. F:Vegetation Color/Pattern	0.39
Avg. Historic Area	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.47
Avg. Mixed Native	0.21
Avg. P:Landform	0
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.16
Avg. Road Terrain	0.35
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.07
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.23
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Man Made Unique	0
Avg. S:Structures	0
Avg. S:Vegetation	0.53
Avg. S:Vegetation Colors/Patterns	0.01
Avg. S:Vegetation Edge	0.57
Avg. S:Water	0.05
Avg. Suburban/Urban	0.04
Avg. Woodlands	0.09

**Avg. Total Route Summary 3.38**

### ROUTE 23 Projected Spring & Fall (East Bound)



Begin at US 63 &  
Co. Rd. J 14

— Minimum byway rating [4]  
----- Average rating for Route 23

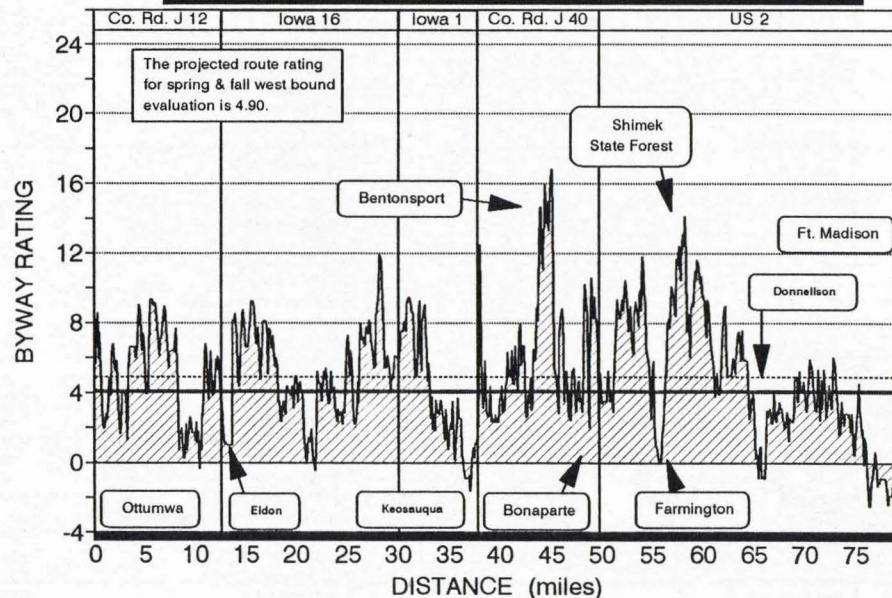
End at Iowa 2  
& Iowa 103

### EAST RATING SUMMARY

Avg. Agriculture	0.03
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.1
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.73
Avg. F:Man Made Unique	0.03
Avg. F:Moving water	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.95
Avg. F:Vegetation Color/Pattern	0.4
Avg. Historic Area	0.02
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.21
Avg. Mixed Native	0.15
Avg. P:Vegetation	0.06
Avg. Park	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.24
Avg. Road Terrain	0.19
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.19
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Structures	0
Avg. S:Vegetation	0.7
Avg. S:Vegetation Colors/Patterns	0.01
Avg. S:Vegetation Edge	0.74
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.06

**Avg. Total Route Summary 3.52**

### ROUTE 23 Projected Spring & Fall (West Bound)



Begin at US 63 &  
Co. Rd. J 14

— Minimum byway rating [4]  
----- Average rating for Route 23

End at Iowa 2  
& Iowa 103

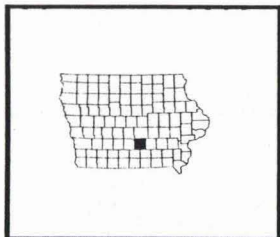
### WEST RATING SUMMARY

Avg. Agriculture	0.1
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.72
Avg. F:Man Made Unique	0.02
Avg. F:Moving water	0.09
Avg. F:Structures	0.04
Avg. F:Vegetation	0.98
Avg. F:Vegetation Color/Pattern	0.78
Avg. Historic Area	0
Avg. Historic Site	0.02
Avg. Mixed Agriculture	0.47
Avg. Mixed Native	0.21
Avg. P:Landform	0
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.16
Avg. Road Terrain	0.35
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.03
Avg. S:Landform	0.23
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Man Made Unique	0
Avg. S:Structures	0
Avg. S:Vegetation	0.9
Avg. S:Vegetation Colors/Patterns	0.02
Avg. S:Vegetation Edge	0.96
Avg. S:Water	0.05
Avg. Suburban/Urban	0.04
Avg. Woodlands	0.13

**Avg. Total Route Summary 4.9**

**ROUTE 25**

## ROUTE 25



### Byway location:

Marion County  
about 40 miles  
southeast of Des Moines

### Note:

This route is shown in two segments.

The segments are shown in separate sections.

\* No exploration routes

### Road description:

**Designations:** \* Iowa 92 from County Rd. S 31 in Beech to County Rd. T 25

**Termini:** \* Iowa 92 at County Rd. S 31 in Beech  
\* Iowa 92 at County Rd. T 25

### Road character:

**Terrain:** \* The road terrain is only fair in isolated sections. The entire route is located in rather flat terrain restricting vertical alignment.

**Road Ribbon:** \* The road ribbon is only fair in isolated sections. The best section is immediately east of Knoxville.

**Road Surface:** \* The entire route is hard surfaced.

### Route's key visual elements:

**Vegetation:** \* The background vegetation is mixed agriculture along the entire route. Occasional woodlands exist.

### Route's key visual elements:

**Agriculture:** \* Croplands and other agricultural items are the provide the main visual features along the route. They are not particularly unique

**Landforms:** \* The route corridor has a rather flat topography.

**Road Ribbon:** \* The road ribbon is only fair in spots.

### Route's visual evaluation summary:

**Length:** \* 25.331 miles (42.376 km)

**Ave. Rating:** \* 1.68 (ave. for entire route, both directions)

**Adj. Rating:** \* 2.48 (ave. when adjusted for seasonal values, both directions)

**High Rating:** \* 5.80 on Iowa 92

**Low Rating:** \* -2.08 on Iowa 92

**High Section:** \* NA

**Low Section:** \* NA

### Towns along corridor:

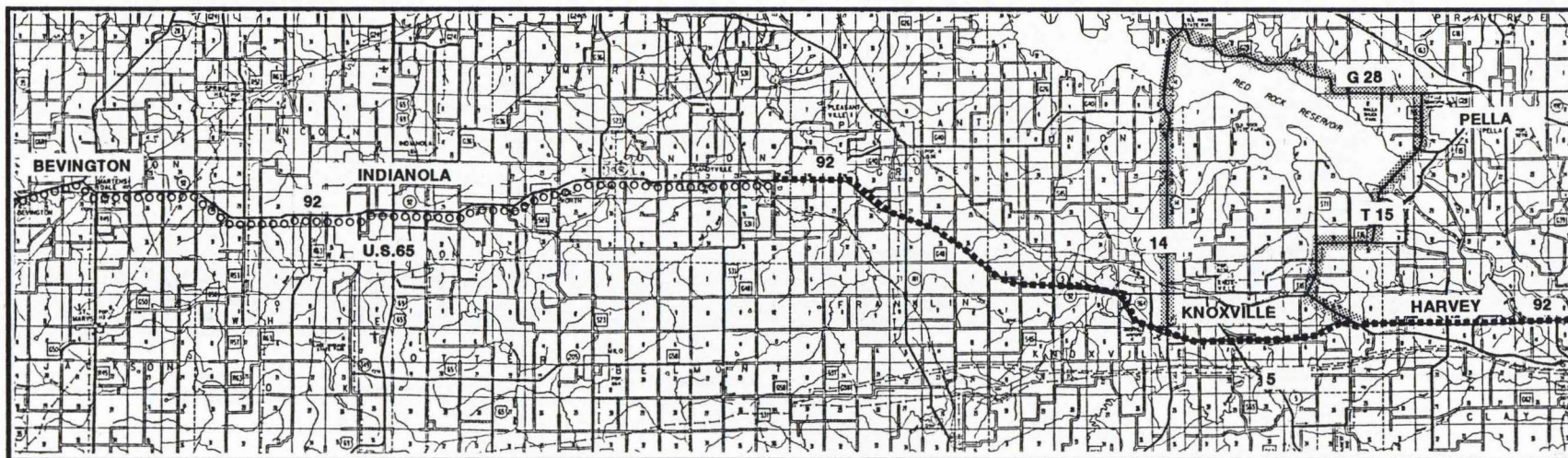
\* Knoxville \* Harvey

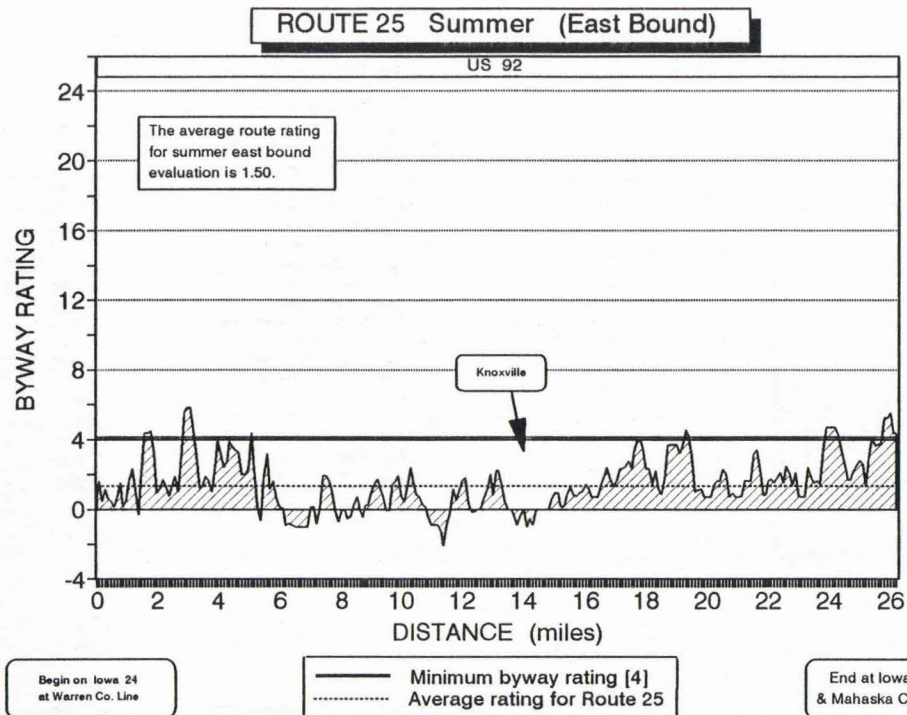
### Historic register listings:

\* Knoxville - one site

### Impressions:

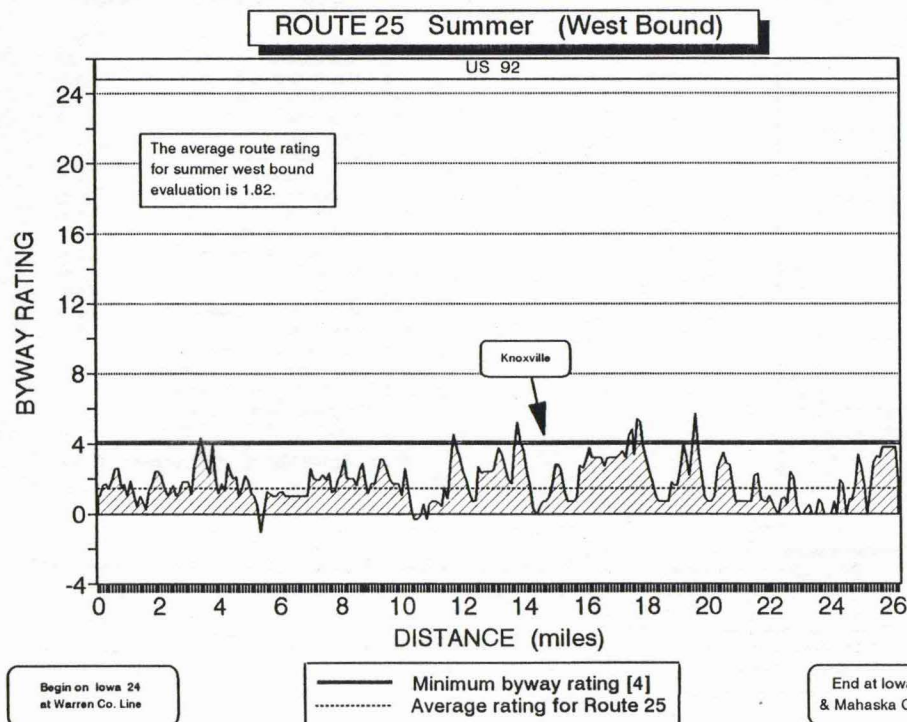
This route offers very little diversity. The visual character of the route is also low in quality. The major positive features center on agricultural features including; the color and patterns of croplands and scenes associated with farmsteads and agricultural structures.





### EAST RATING SUMMARY

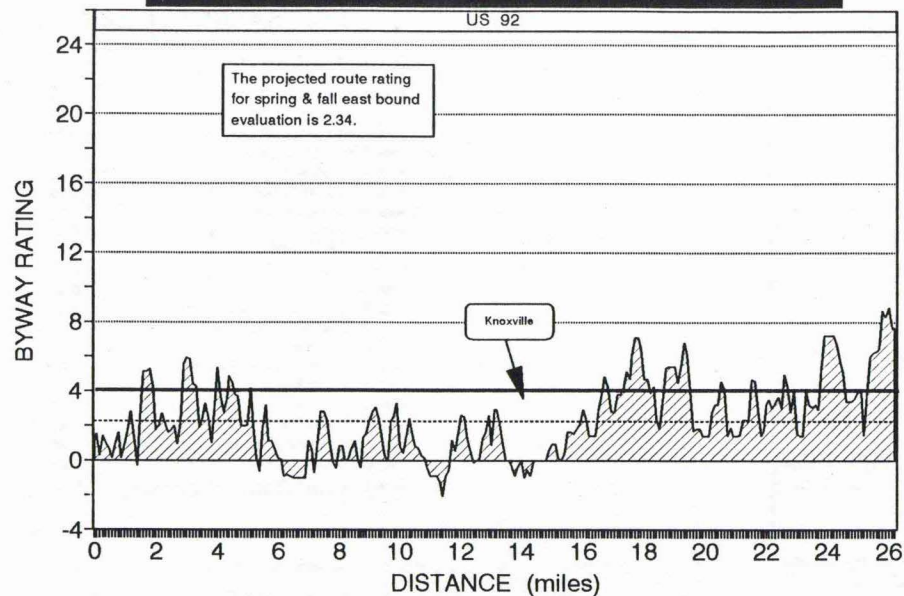
Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Man Made Color/Pattern	-0.38
Avg. F:Man Made Unique	0.02
Avg. F:Structures Color/Pattern	0
Avg. F:Vegetation	0.2
Avg. F:Vegetation Color/Pattern	0.28
Avg. Mixed Agriculture	0.24
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.05
Avg. S:Agriculture Color/Pattern	0.11
Avg. S:Agriculture Structures	0.02
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.31
Avg. S:Vegetation Edge	0.35
Avg. S:Water	0.03
<b>Avg. Total Route Summary</b>	<b>1.5</b>



### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0
Avg. F:Vegetation	0.2
Avg. F:Vegetation Color/Pattern	0.35
Avg. Mixed Agriculture	0.39
Avg. P:Vegetation	0.04
Avg. Road Terrain	0.38
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.09
Avg. S:Landform	0.04
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures Color/Pattern	0.02
Avg. S:Vegetation	0.2
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.35
Avg. S:Water	0.06
<b>Avg. Total Route Summary</b>	<b>1.82</b>

### ROUTE 25 Projected Spring & Fall (East Bound)



Begin on Iowa 24  
at Warren Co. Line

— Minimum byway rating [4]  
- - - Average rating for Route 25

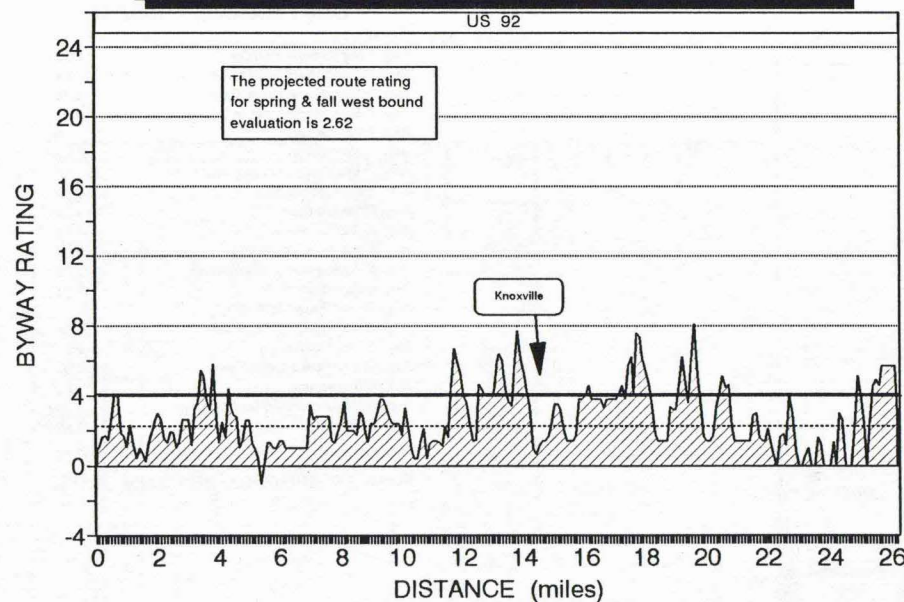
End at Iowa 92  
& Mahaska Co. Line

### EAST RATING SUMMARY

Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Man Made Color/Pattern	-0.38
Avg. F:Man Made Unique	0.02
Avg. F:Structures Color/Pattern	0
Avg. F:Vegetation	0.32
Avg. F:Vegetation Color/Pattern	0.55
Avg. Mixed Agriculture	0.24
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.14
Avg. Road Terrain	0.05
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0.02
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.07
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.56
Avg. S:Vegetation Edge	0.64
Avg. S:Water	0.03

**Avg. Total Route Summary 2.34**

### ROUTE 25 Projected Spring & Fall (West Bound)



Begin on Iowa 24  
at Warren Co. Line

— Minimum byway rating [4]  
- - - Average rating for Route 25

End at Iowa 92  
& Mahaska Co. Line

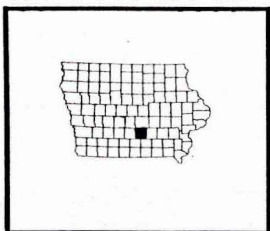
### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.1
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0
Avg. F:Vegetation	0.33
Avg. F:Vegetation Color/Pattern	0.71
Avg. Mixed Agriculture	0.39
Avg. P:Vegetation	0.04
Avg. Road Terrain	0.38
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.01
Avg. S:Landform	0.04
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.01
Avg. S:Structures Color/Pattern	0.02
Avg. S:Vegetation	0.38
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.58
Avg. S:Water	0.06

**Avg. Total Route Summary 2.62**

**ROUTE 25 LP**

## ROUTE 25 LP



### Byway location:

Marion County

about 40 miles

southeast of Des Moines

### Note:

This route is shown in two segments.

The segments are shown in separate sections.

\* Two exploration routes

### Road description:

#### Loop Segment

- Designations:
- \* Iowa 14 from Iowa 92 to County Rd. G 28
  - \* County Rd. G 28 from Iowa 14 from County Rd. T 15
  - \* County Rd. T 15 from County Rd. G 28 to Iowa 5
  - \* Iowa 5 from County Rd. T 15 to Iowa 92

- Termini:
- \* Iowa 14 at Iowa 92
  - \* Iowa 5 at Iowa 92

### Road character:

- Terrain:
- \* The entire route has fair to excellent road terrain. It is particularly good along County Rd. T 15
- Road Ribbon:
- \* The road ribbon is excellent along parts of this route. The sections along County Rds. T 15 & G 28 are particularly good.
- Road Surface:
- \* Entire route has hard surface.

### Route's key visual elements:

- Vegetation:
- \* Scenes & focal points of woodland vegetation are common along most of the route. It is particularly good on County Rd. T 15.
- Landforms:
- \* The route's section around the Red Rocks Reservoir has very interesting landforms. These include; rolling hills, rock outcroppings and islands.
- Road Ribbon:
- \* The road ribbon is particularly good along County Rds. T 15 & G 28. Iowa 14 and Iowa 5 have fair to good road ribbon.
- Road Terrain:
- \* The rolling hills along the Red Rocks Reservoir combined with good vertical alignment provide good to excellent road terrain.
- Water:
- \* Good water views around the lake. The view from the dam is excellent.

### Route's visual evaluation summary:

- Length:
- \* 30.948 miles (49.807 km)
- Ave. Rating:
- \* 5.28 (average for entire route, both directions)
- Adj. Rating:
- \* 6.98 (adjusted for seasonal values, both directions)
- High Rating:
- \* 20.50 on County Rd. T 15
- Low Rating:
- \* -2.92 on Iowa 14
- High Section:
- \* County Rd. T 15
- Low Section:
- \* Iowa 14

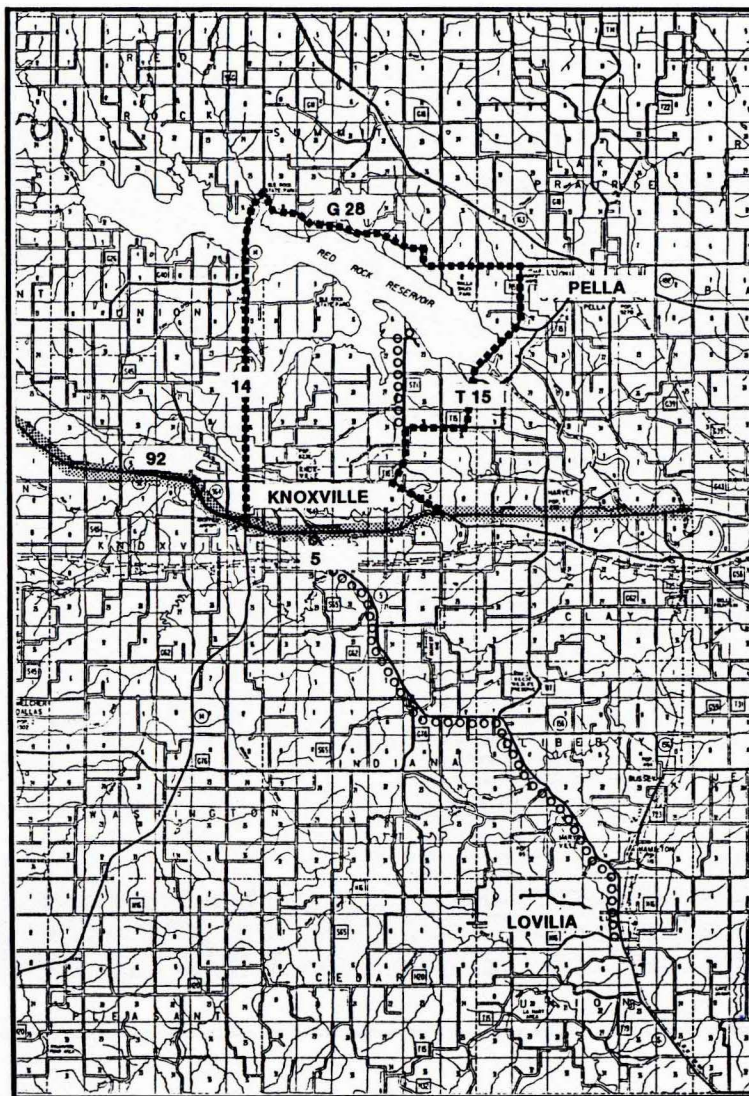
**Route Impressions:** The Red Rock reservoir area is very good. The diversity of views is excellent. The roadway also presents the views quite well. The key features relate to the lake and the watersheds adjacent to the lake. The combination of views from the dam provided the highest rating found during the inventories. The town of Pella provides a great side trip.

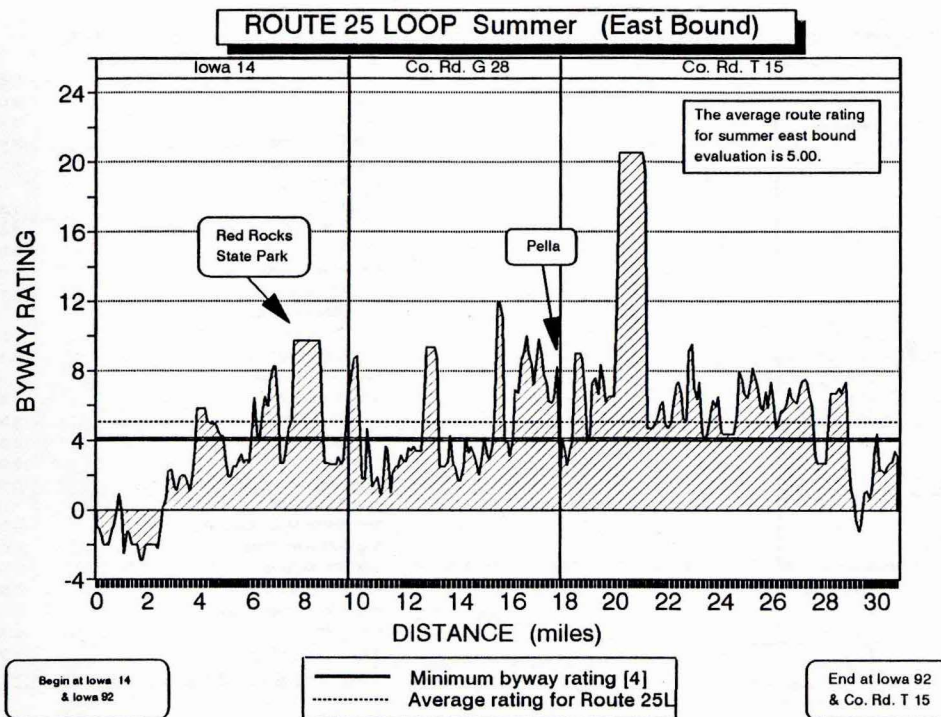
### Towns along corridor:

- \* Knoxville
- \* Pella
- \* Flagler

### Historic register listings:

- \* Pella - four sites
- \* Knoxville - two sites

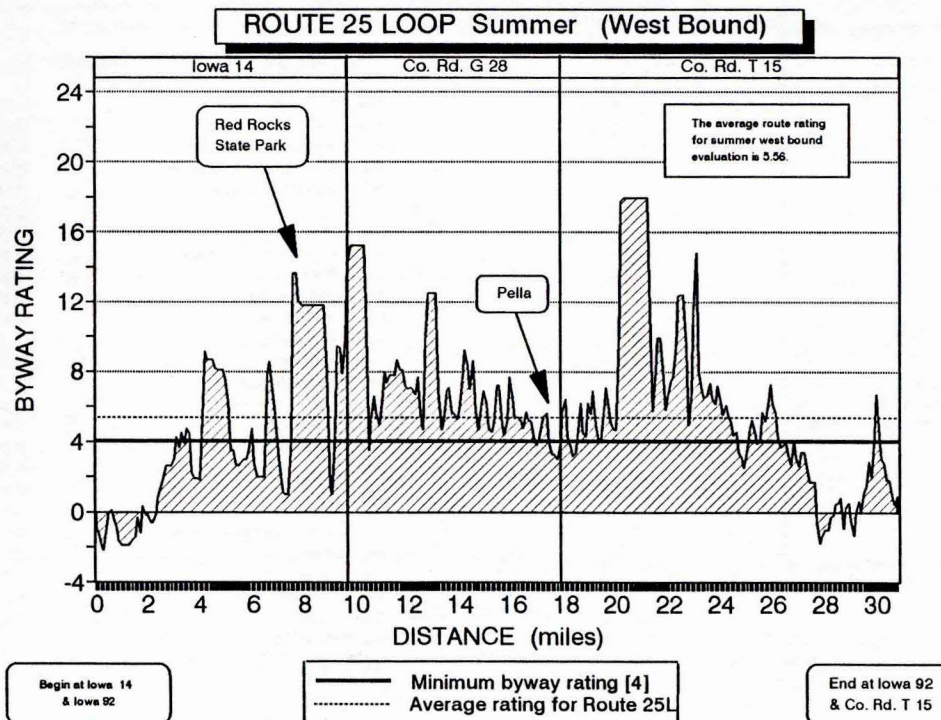




### EAST RATING SUMMARY

Avg. F: Agriculture Act/Op	0.05
Avg. F: Agriculture Structures	0.04
Avg. F: Landform Material	0.07
Avg. F: Man Made Color/Pattern	-0.54
Avg. F: Man Made Unique	0.11
Avg. F: Structures	0
Avg. F: Vegetation	0.83
Avg. F: Vegetation Color/Pattern	0.68
Avg. Historic Site	0
Avg. Mixed Agriculture	0.65
Avg. Mixed Native	0.18
Avg. Museums/Tours	0
Avg. P: Vegetation Colors/Patterns	0.01
Avg. P: Vegetation	0.18
Avg. Park Recreation	0
Avg. Road Ribbon	0.25
Avg. Road Terrain	0.59
Avg. S: Agriculture Act/Op	0.04
Avg. S: Agriculture Color/Pattern	0.16
Avg. S: Agriculture Structures	0.04
Avg. S: Landform	0.4
Avg. S: Man Made Color/Pattern	0.02
Avg. S: Moving Water	0.07
Avg. S: Structures	0
Avg. S: Vegetation	0.41
Avg. S: Vegetation Edge	0.5
Avg. S: Water	0.36
Avg. Suburban/Urban	-0.08

**Avg. Total Route Summary 5**

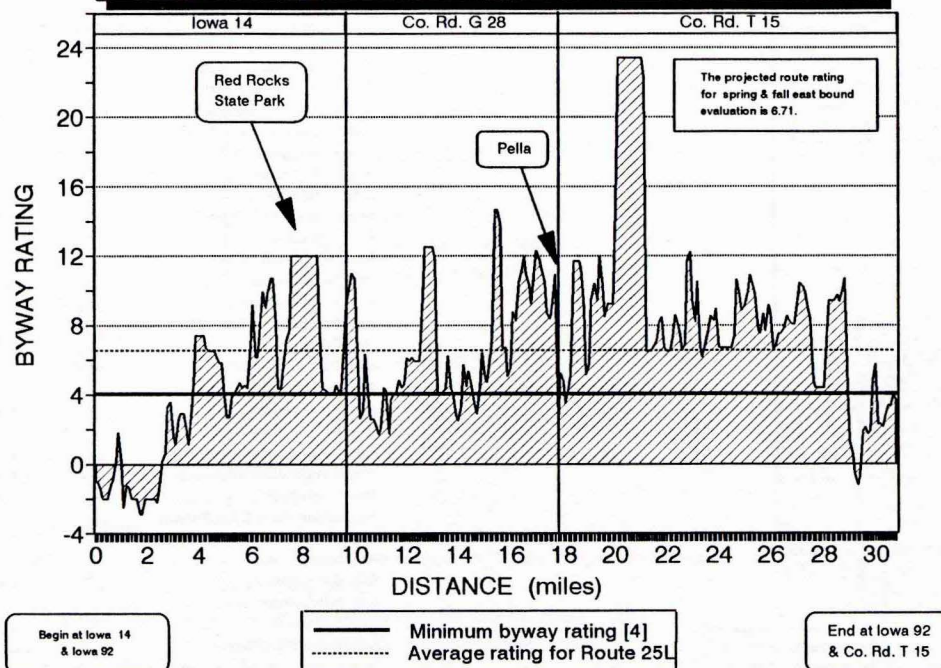


### WEST RATING SUMMARY

Avg. Agriculture	0.1
Avg. F: Agriculture Act/Op	0.02
Avg. F: Agriculture Structures	0.01
Avg. F: Man Made Color/Pattern	-0.45
Avg. F: Man Made Unique	0.06
Avg. F: Structures	0.01
Avg. F: Vegetation	0.76
Avg. F: Vegetation Color/Pattern	0.72
Avg. F: Water Edge	0.08
Avg. Mixed Agriculture	0.35
Avg. Mixed Native	0.39
Avg. Museums/Tours	0
Avg. P: Vegetation	0.2
Avg. Park Recreation	0
Avg. Road Ribbon	0.07
Avg. Road Terrain	0.87
Avg. S: Agriculture Act/Op	0.02
Avg. S: Agriculture Color/Pattern	0.11
Avg. S: Landform	0.52
Avg. S: Landform Material	0.12
Avg. S: Man Made Color/Pattern	0.03
Avg. S: Moving Water	0.07
Avg. S: Vegetation	0.57
Avg. S: Vegetation Edge	0.54
Avg. S: Water	0.42
Avg. Suburban/Urban	-0.05

**Avg. Total Route Summary 5.56**

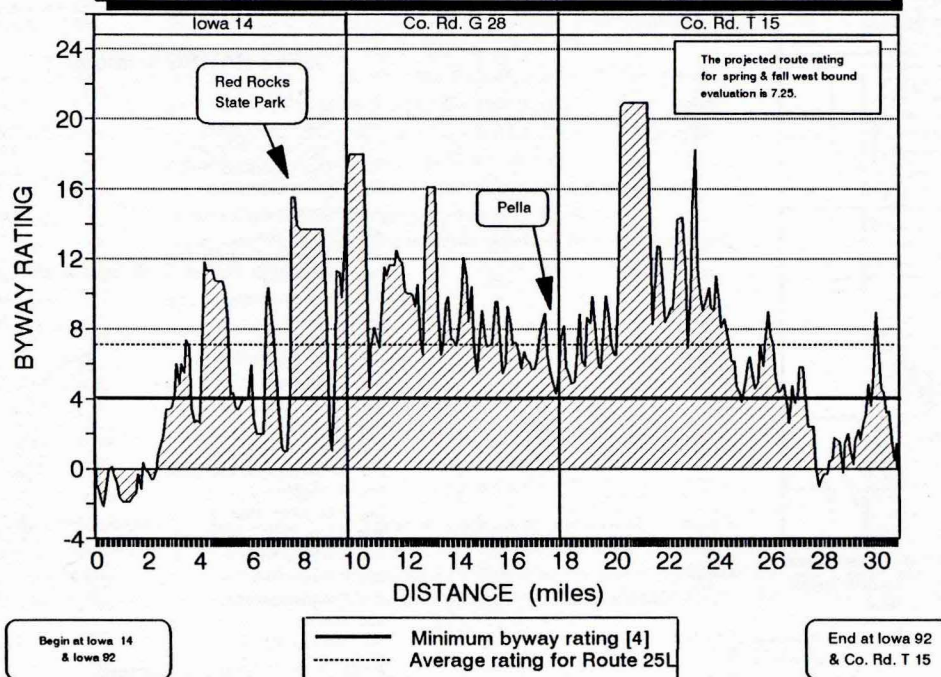
# ROUTE 25 LOOP Projected Spring & Fall (East Bound)



## EAST RATING SUMMARY

Avg. F: Agriculture Act/Op	0.05
Avg. F: Agriculture Structures	0.04
Avg. F: Landform Material	0.07
Avg. F: Man Made Color/Pattern	-0.54
Avg. F: Man Made Unique	0.11
Avg. F: Structures	0
Avg. F: Vegetation	1.36
Avg. F: Vegetation Color/Pattern	1.37
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.65
Avg. Mixed Native	0.18
Avg. Museums/Tours	0
Avg. P: Vegetation Colors/Patterns	0.01
Avg. P: Vegetation	0.18
Avg. Park Recreation	0
Avg. Road Ribbon	0.25
Avg. Road Terrain	0.59
Avg. S: Agriculture Act/Op	0.04
Avg. S: Agriculture Color/Pattern	0.06
Avg. S: Agriculture Structures	0.04
Avg. S: Landform	0.4
Avg. S: Man Made Color/Pattern	0.02
Avg. S: Moving Water	0.07
Avg. S: Structures	0
Avg. S: Vegetation	0.68
Avg. S: Vegetation Edge	0.82
Avg. S: Water	0.36
Avg. Suburban/Urban	-0.08
<b>Avg. Total Route Summary</b>	<b>6.71</b>

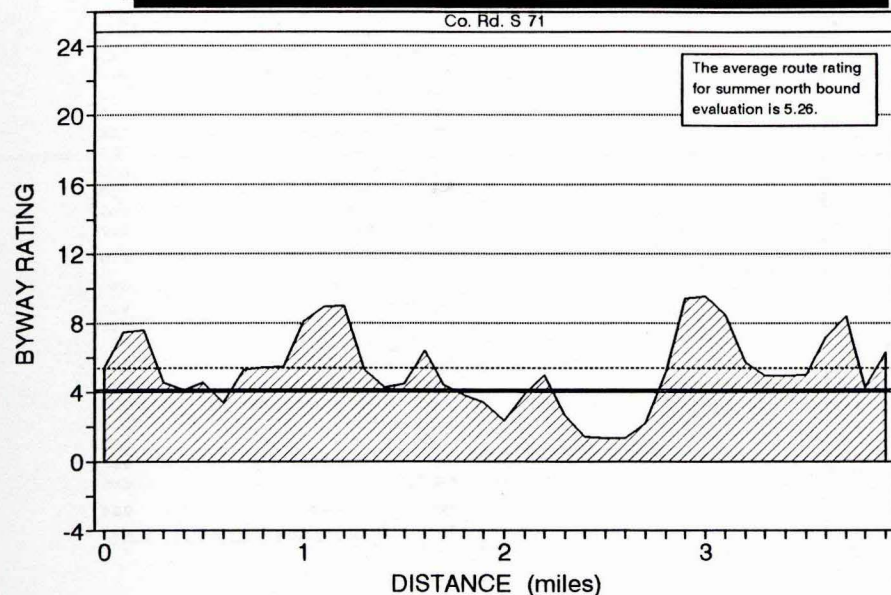
# ROUTE 25 LOOP Projected Spring & Fall (West Bound)



## WEST RATING SUMMARY

Avg. Agriculture	0.1
Avg. F: Agriculture Act/Op	0.02
Avg. F: Agriculture Structures	0.01
Avg. F: Man Made Color/Pattern	-0.45
Avg. F: Man Made Unique	0.06
Avg. F: Structures	0.01
Avg. F: Vegetation	1.22
Avg. F: Vegetation Color/Pattern	1.36
Avg. F: Water Edge	0.08
Avg. Mixed Agriculture	0.35
Avg. Mixed Native	0.39
Avg. Museums/Tours	0
Avg. P: Vegetation	0.2
Avg. Park Recreation	0
Avg. Road Ribbon	0.07
Avg. Road Terrain	0.87
Avg. S: Agriculture Act/Op	0.02
Avg. S: Agriculture Color/Pattern	0.02
Avg. S: Landform	0.52
Avg. S: Landform Material	0.12
Avg. S: Man Made Color/Pattern	0.03
Avg. S: Moving Water	0.07
Avg. S: Vegetation	0.91
Avg. S: Vegetation Edge	0.88
Avg. S: Water	0.42
Avg. Suburban/Urban	-0.05
<b>Avg. Total Route Summary</b>	<b>7.25</b>

# ROUTE 25 EXP Co. Rd. S 71 Summer (North Bound)



Begin at Co. Rd. T 15  
& Co. Rd. S 71

— Minimum byway rating [4]  
..... Average rating for Route 25E

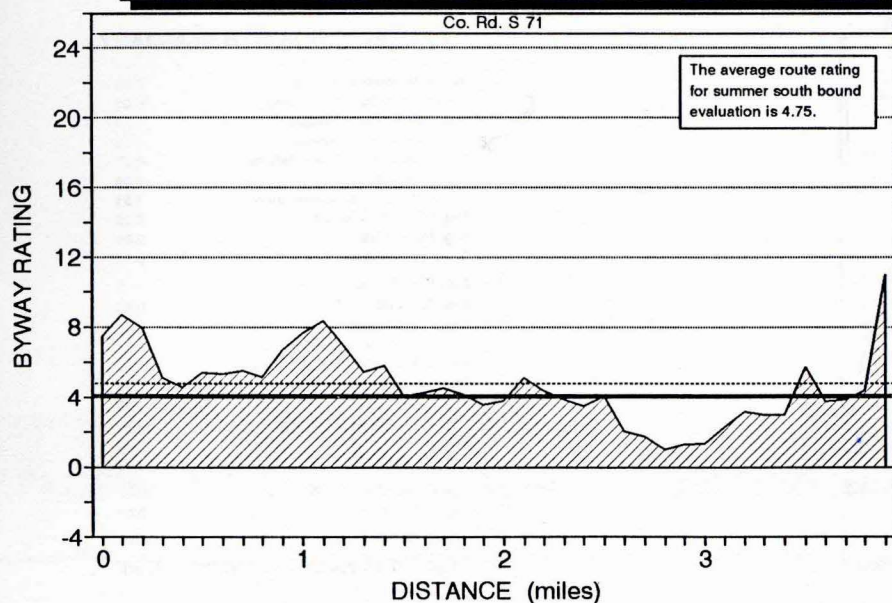
End at Lake  
on Co. Rd. S 71

## NORTH RATING SUMMARY

Avg. F:Vegetation	0.69
Avg. F:Vegetation Color/Pattern	1.06
Avg. Mixed Native	0
Avg. Park Recreation	0
Avg. Road Terrain	1
Avg. S:Agriculture Act/Op	-0.17
Avg. S:Landform	0.63
Avg. S:Vegetation	0.18
Avg. S:Vegetation Edge	0.8
Avg. S:Water	0.58

**Avg. Total Route Summary 5.26**

# ROUTE 25 EXP Co. Rd. S 71 Summer (South Bound)



Begin at Co. Rd. T 15  
& Co. Rd. S 71

— Minimum byway rating [4]  
..... Average rating for Route 25E

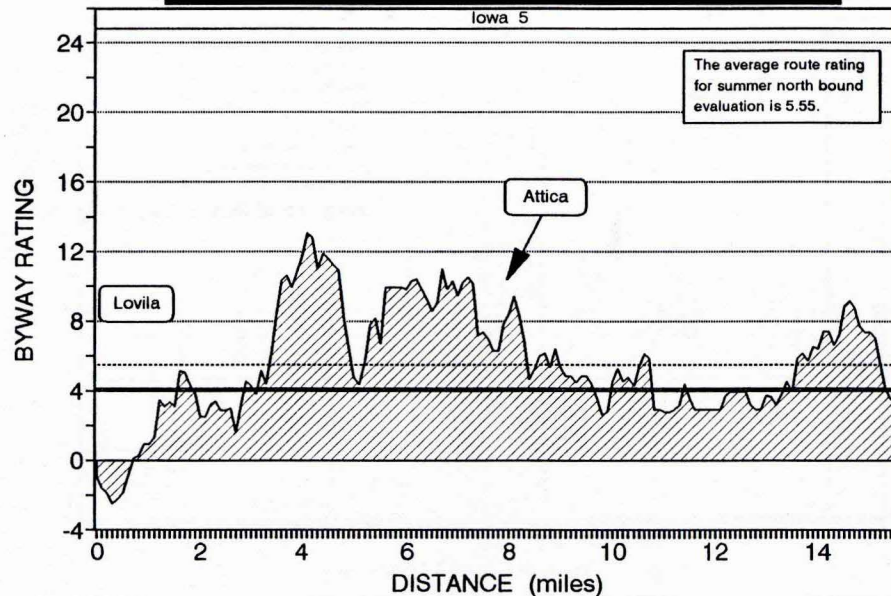
End at Lake  
on Co. Rd. S 71

## SOUTH RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.09
Avg. F:Man Made Unique	0.02
Avg. F:Vegetation	1.55
Avg. F:Vegetation Color/Pattern	0.67
Avg. Mixed Native	0
Avg. Park Recreation	0
Avg. Road Terrain	0.99
Avg. S:Landform	0.19
Avg. S:Vegetation	0.22
Avg. S:Vegetation Edge	0.69
Avg. S:Water	0.49

**Avg. Total Route Summary 4.75**

# ROUTE 25 EXP Iowa 5 Summer (North Bound)



Begin at Iowa 5  
in Lovilla

Minimum byway rating [4]  
Average rating for Route 25E

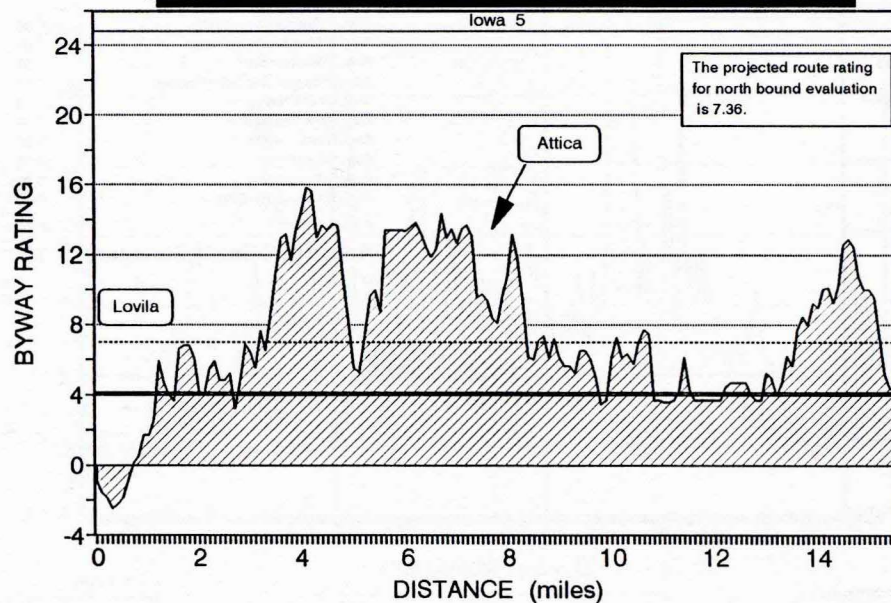
End at Iowa 92  
& Iowa 5

## NORTH RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.02
Avg. F: Agriculture Structures	0.06
Avg. F: Agriculture Unique	0
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.58
Avg. F: Vegetation	0.7
Avg. F: Vegetation Color/Pattern	0.76
Avg. Mixed Agriculture	0.52
Avg. Mixed Native	0.05
Avg. P: Vegetation	0.07
Avg. Park Recreation	0
Avg. Road Ribbon	0.85
Avg. Road Terrain	1.25
Avg. S: Agriculture Act/Op	0.24
Avg. S: Agriculture Color/Pattern	0.02
Avg. S: Agriculture Structures	0.38
Avg. S: Landform	0.13
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Moving Water	0
Avg. S: Vegetation	0.51
Avg. S: Vegetation Edge	0.62
Avg. S: Water	0.04
Avg. Suburban/Urban	-0.04

**Avg. Total Route Summary 5.55**

# ROUTE 25 EXP Iowa 5 Projected (North Bound)



Begin at Iowa 5  
in Lovilla

Minimum byway rating [4]  
Average rating for Route 25E

End at Iowa 92  
& Iowa 5

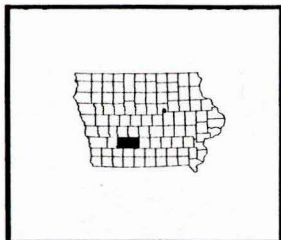
## PROJECTED NORTH SUMMARY

Avg. F: Agriculture Act/Op	-0.02
Avg. F: Agriculture Structures	0.06
Avg. F: Agriculture Unique	0
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.58
Avg. F: Vegetation	1.09
Avg. F: Vegetation Color/Pattern	1.51
Avg. Mixed Agriculture	0.52
Avg. Mixed Native	0.05
Avg. P: Vegetation	0.07
Avg. Park Recreation	0
Avg. Road Ribbon	0.85
Avg. Road Terrain	1.25
Avg. S: Agriculture Act/Op	0.24
Avg. S: Agriculture Color/Pattern	0
Avg. S: Agriculture Structures	0.38
Avg. S: Landform	0.13
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Moving Water	0
Avg. S: Vegetation	0.87
Avg. S: Vegetation Edge	0.95
Avg. S: Water	0.04
Avg. Suburban/Urban	-0.04

**Avg. Total Route Summary 7.36**

**ROUTE 26**

## ROUTE 26



### Byway location:

Madison and Adair Counties  
about 20 miles south of Des Moines

\* No exploration routes

### Road description:

- Designations:**
- \* County Rd. N 51 in Bridgewater to Iowa 92
  - \* Iowa 92 from County Rd. N 51 to I-35
- Termini:**
- \* Iowa 92 at I-35
  - \* County Rd. N 51 in Bridgewater

### Road character:

- Terrain:**
- \* Sections of this route exhibit good vertical alignment that matches the terrain. The section near Bridgewater is particularly good.
- Road Ribbon:**
- \* The road ribbon is fair in the section near Bridgewater. Other sections have isolated segments of fair road ribbon.
- Road Surface:**
- \* The entire route is hard surfaced.

### Route's key visual elements:

- Vegetation:**
- \* Patches of woodlands and grasslands mix with croplands to provide visual variety. The North River valley on the east adds interest.
- Landforms:**
- \* The rolling hills east of Winterset and in the vicinity of Bridgewater are key features in the route's visual character.
- Road Terrain:**
- \* The road ribbon is good in the Bridgewater area and along the North River in the east.

### Route's key visual elements (cont.):

- Agriculture:**
- \* Croplands and associated agricultural activities are fair to good along the western half of the route.

### Route's visual evaluation summary:

- Length:**
- \* 51.014 miles (82.100 km)
- Ave. Rating:**
- \* 3.32 (ave. for entire route, both directions)
- Adj. Rating:**
- \* 4.12 (ave. when adjusted for seasonal value, both directions)
- High Rating:**
- \* 10.40 on Iowa 92 near Bridgewater
- Low Rating:**
- \* -2.33 on Iowa 92 west of Winterset and near Bevington
- High Section:**
- \* Western section of Iowa 92
- Low Section:**
- \* Eastern and central sections of Iowa 92

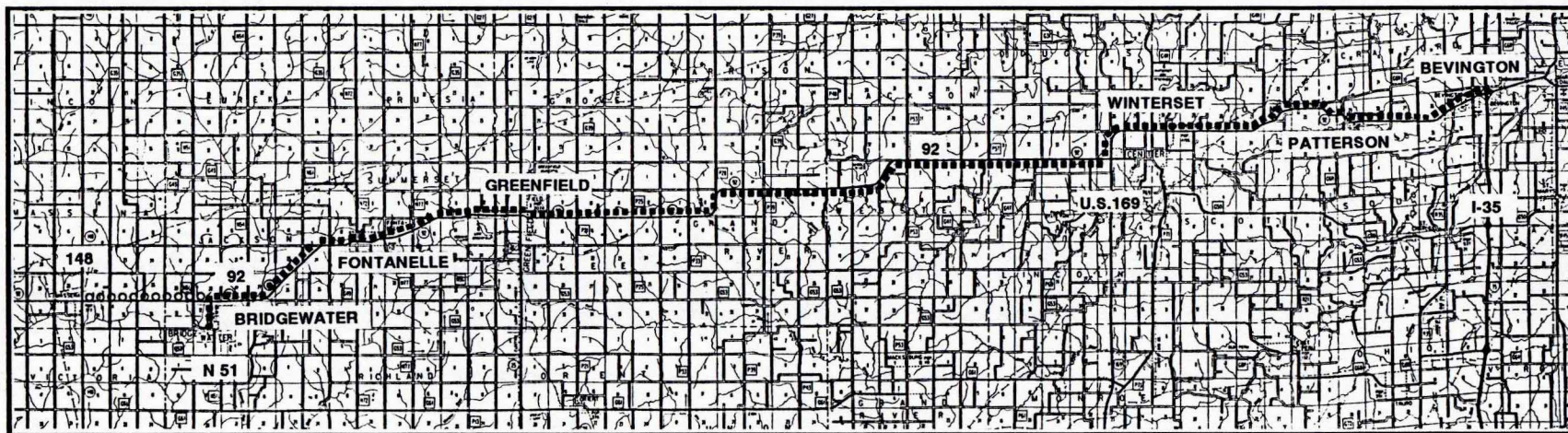
### Towns along corridor:

- \* Bridgewater
- \* Fontanelle
- \* Greenfield
- \* Winterset
- \* Patterson
- \* Bevington

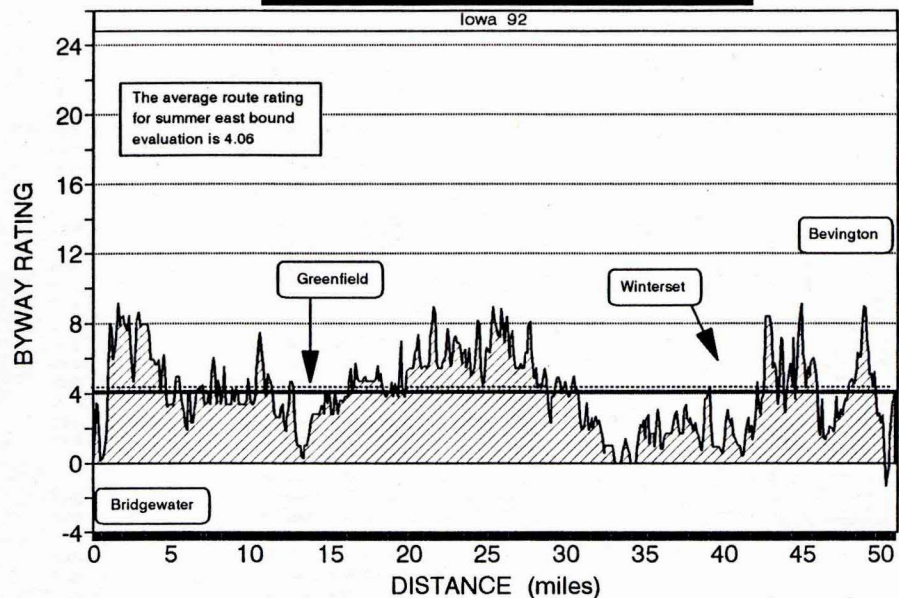
### Historic register listings:

- \* Winterset - 20 sites
- \* Greenfield - one site
- \* Several covered bridges around Winterset

**Impressions:** This route offers a nice presentation of the rolling hills common in the southern Iowa landscape. The road complements this terrain particularly in the western half of the route. Winterset is a nice community and the drive through the City Park is an interesting side trip. This route can be described as pleasant but not exciting. Some routes with lower average ratings have higher visual diversity and quality.



### ROUTE 26 Summer ( East Bound)



Begin at Co. Rd.  
N 51 in Bridgewater

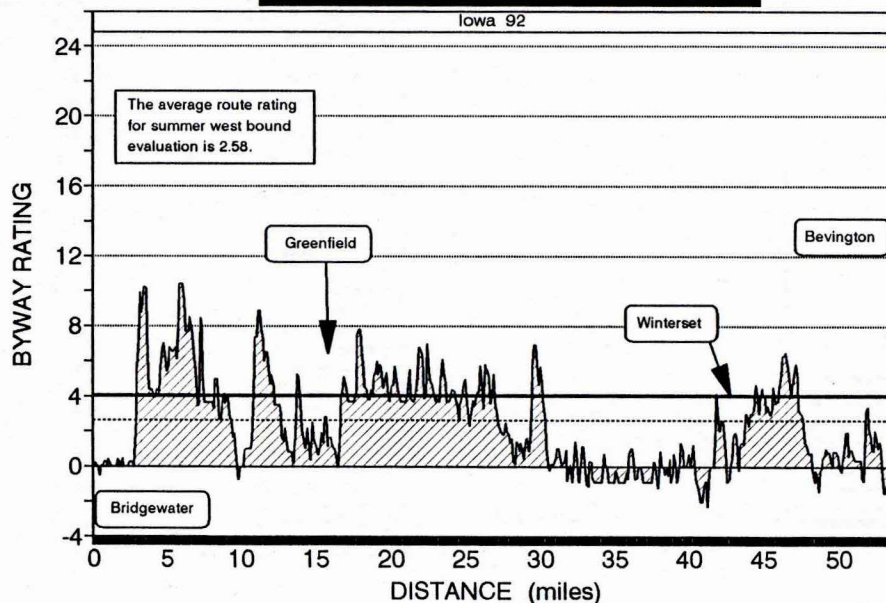
End at I - 35  
& Iowa 92

### EAST RATING SUMMARY

Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.14
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.37
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.01
Avg. F:Vegetation	0.27
Avg. F:Vegetation Color/Pattern	0.74
Avg. Historic Site	0
Avg. Mixed Agriculture	0.74
Avg. Mixed Native	0.04
Avg. Museums/Tours	0
Avg. P:Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. Road Terrain	0.62
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.49
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.52
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.41
Avg. S:Vegetation Edge	0.21
Avg. S:Water	0.06
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 4.06**

### ROUTE 26 Summer ( West Bound)



Begin at Co. Rd.  
N 51 in Bridgewater

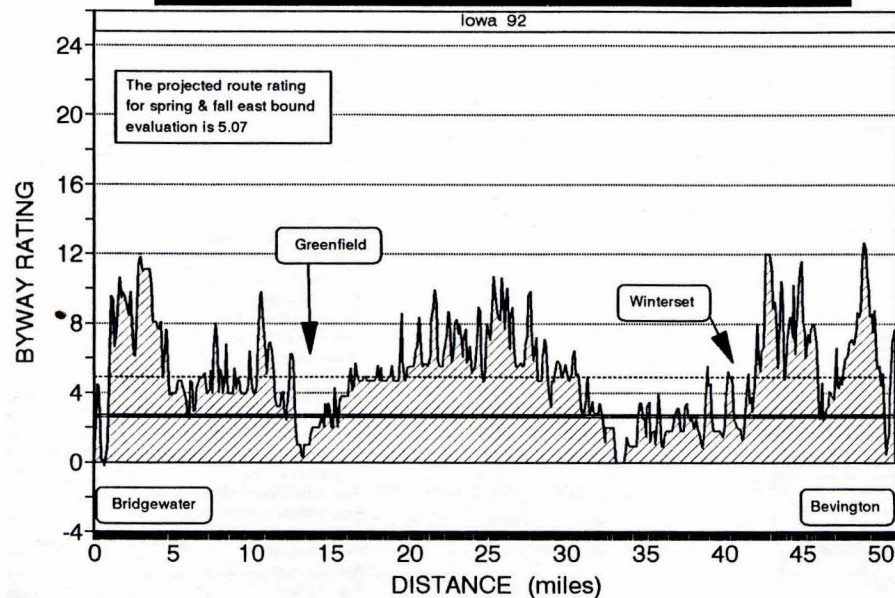
End at I - 35  
& Iowa 92

### WEST RATING SUMMARY

Avg. Agriculture	0.08
Avg. F:Agriculture Act/Op	0.02
Avg. F:Agriculture Structures	0.18
Avg. F:Agriculture Unique	0.02
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.01
Avg. F:Vegetation	0.25
Avg. F:Vegetation Color/Pattern	0.25
Avg. Historic Site	0
Avg. Mixed Agriculture	0.37
Avg. Mixed Native	0.17
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.03
Avg. Road Terrain	0.41
Avg. S:Agriculture Color/Pattern	0.22
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.44
Avg. S:Landform Material	0
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.27
Avg. S:Vegetation Edge	0.24
Avg. S:Water	0.06
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 2.58**

### ROUTE 26 Projected Spring & Fall ( East Bound)



Begin at Co. Rd.  
N 51 in Bridgewater

Minimum byway rating  
Average rating for Route 26

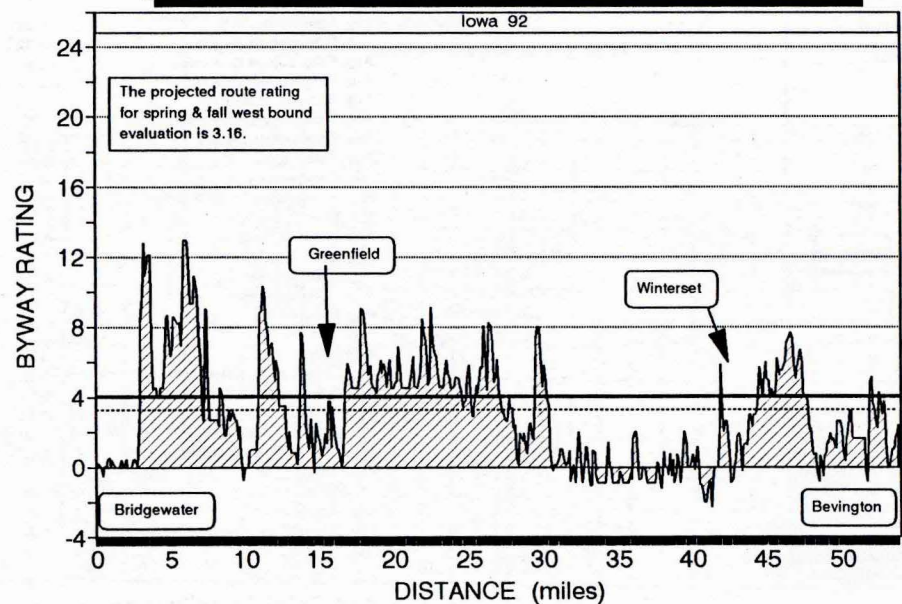
End at I - 35  
& Iowa 92

### EAST RATING SUMMARY

Avg. F: Agriculture Act/Op	0.01
Avg. F: Agriculture Structures	0.14
Avg. F: Agriculture Unique	0.01
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.37
Avg. F: Man Made Unique	0.03
Avg. F: Structures	0.01
Avg. F: Vegetation	0.44
Avg. F: Vegetation Color/Pattern	1.48
Avg. Historic Site	0
Avg. Mixed Agriculture	0.74
Avg. Mixed Native	0.04
Avg. Museums/Tours	0
Avg. P: Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. Road Terrain	0.62
Avg. S: Agriculture Act/Op	0.01
Avg. S: Agriculture Color/Pattern	0.16
Avg. S: Agriculture Structures	0.01
Avg. S: Landform	0.52
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Structures	0
Avg. S: Vegetation	0.66
Avg. S: Vegetation Edge	0.38
Avg. S: Water	0.06
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 5.07**

### ROUTE 26 Projected Spring & Fall ( West Bound)



Begin at Co. Rd.  
N 51 in Bridgewater

Minimum byway rating [4]  
Average rating for Route 26

End at I - 35  
& Iowa 92

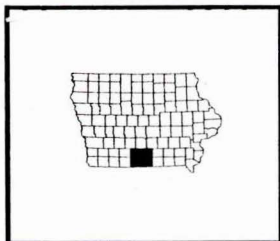
### WEST RATING SUMMARY

Avg. Agriculture	0.08
Avg. F: Agriculture Act/Op	0.02
Avg. F: Agriculture Structures	0.18
Avg. F: Agriculture Unique	0.02
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.56
Avg. F: Man Made Unique	0.05
Avg. F: Structures	0.01
Avg. F: Vegetation	0.42
Avg. F: Vegetation Color/Pattern	0.5
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.37
Avg. Mixed Native	0.17
Avg. P: Vegetation	0.04
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.03
Avg. Road Terrain	0.41
Avg. S: Agriculture Color/Pattern	0.01
Avg. S: Agriculture Structures	0.01
Avg. S: Landform	0.44
Avg. S: Landform Material	0
Avg. S: Man Made Color/Pattern	-0.03
Avg. S: Moving Water	0
Avg. S: Structures	0.01
Avg. S: Vegetation	0.44
Avg. S: Vegetation Edge	0.44
Avg. S: Water	0.06
Avg. Suburban/Urban	0.04

**Avg. Total Route Summary 3.16**

**ROUTE 27**

## ROUTE 27



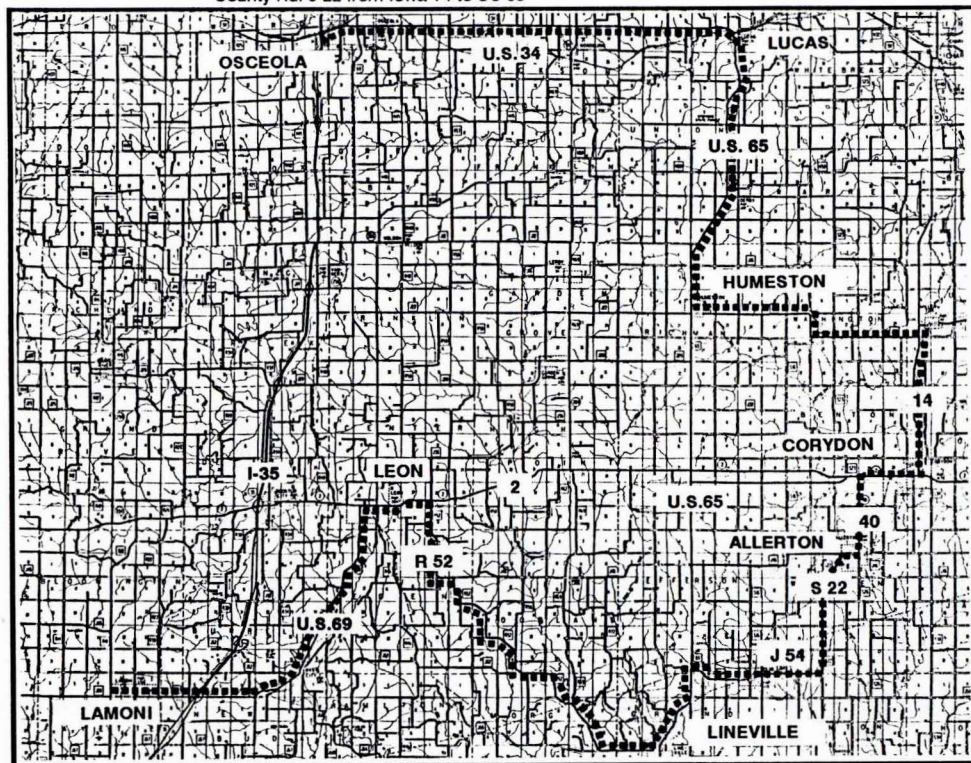
### Byway location:

Decatur, Wayne, Clark and Lucas  
Counties about 45 miles south  
of Des Moines

\* No exploration routes

### Road description:

- Designations:**
- \* US 69 from County Rd. R 18 in Lamoni to Iowa 2
  - \* Iowa 2 from US 69 to County Rd. R 52
  - \* County Rd. R 52 from Iowa 2 to US 65
  - \* US 65 from County Rd. R 52 to County Rd. J 54
  - \* County Rd. J 54 from US 65 to County Rd. S 22
  - \* County Rd. S 22 from County Rd. J 54 to Iowa 40
  - \* Iowa 40 from County Rd. S 22 to Iowa 2
  - \* Iowa 2 from Iowa 40 to Iowa 14
  - \* Iowa 14 from Iowa 2 to County Rd. J 22
  - \* County Rd. J 22 from Iowa 14 to US 65



### Road description (cont.):

- Designations:**
- \* US 65 from County Rd. J 22 to US 34
  - \* US 34 from US 65 to I-35
- Termini:**
- \* US 69 in Lamoni (US 69 & R 18)
  - \* I-35 & US 34

### Road character:

- Terrain:**
- \* The route has sections that exhibit good road terrain. The section on US 69 through the Grand River valley is particularly good.
- Road Ribbon:**
- \* The road ribbon is fair to good in sections of the route. The areas south of Lucas and east of Lineville are good.
- Road Surface:**
- \* The entire route is hard surfaced.

### Route's key visual elements:

- Vegetation:**
- \* Several sections have good woodland vegetation along the route. The best areas are along the Grand River and by Stephen's Forest.
- Landforms:**
- \* Rolling hills are common along the Grand River and Chariton River valleys. The area in the vicinity of Stephen's Forest also offers landform scenes.
- Road Ribbon:**
- \* The long well designed curves produce a good road ribbon in the Lineville - Leon section. The section south of Lucas is also good.
- Road Terrain:**
- \* The vertical alignment in the Lineville - Leon section also produces attractive road terrain. The Stephen's Forest area is also good.

### Route's visual evaluation summary:

- Length:**
- \* 103.734 miles (166.94 km)
- Ave. Rating:**
- \* 1.56 (ave. for entire route, both directions)
- Adj. Rating:**
- \* 2.39 (ave. when adjusted for seasonal value)
- High Rating:**
- \* 7.59 on US 34 near Lucas
- Low Rating:**
- \* -1.90 on US 65 near Humeston
- High Section:**
- \* US 34
- Low Section:**
- \* US 65

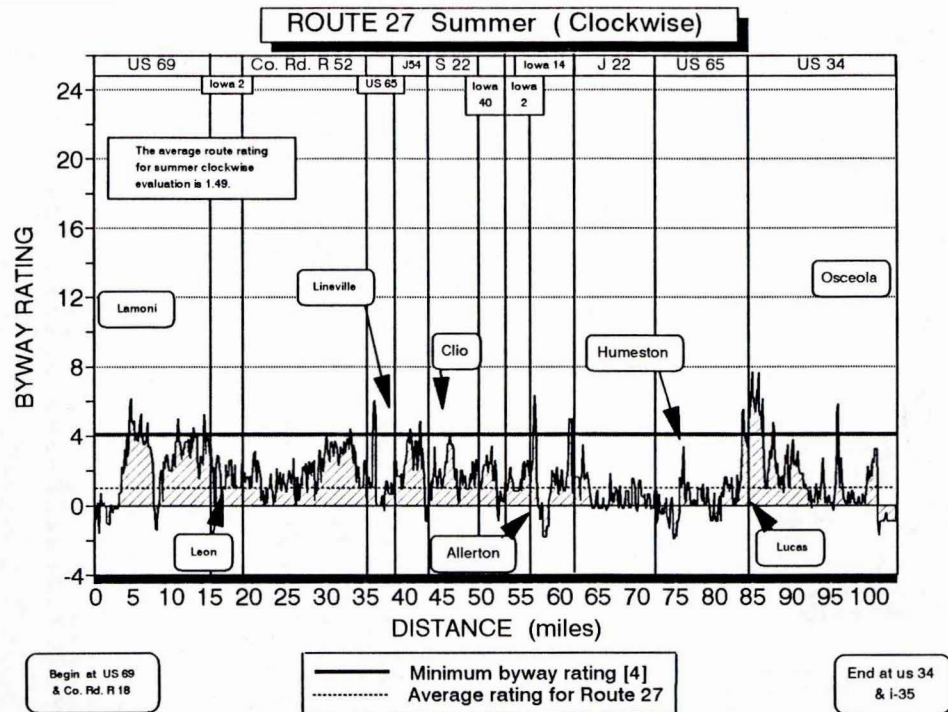
### Towns along corridor:

- |             |             |
|-------------|-------------|
| * Lamoni    | * Corydon   |
| * Leon      | * Millerton |
| * Lineville | * Humeston  |
| * Clio      | * Lucas     |
| * Allerton  | * Osceola   |

### Historic register listings:

- |                         |                        |
|-------------------------|------------------------|
| * Osceola - three sites | * Lineville - one site |
| * Leon - one site       | * Corydon - one site   |
| * Allerton - one sites  |                        |
| * Lamoni - one site     |                        |

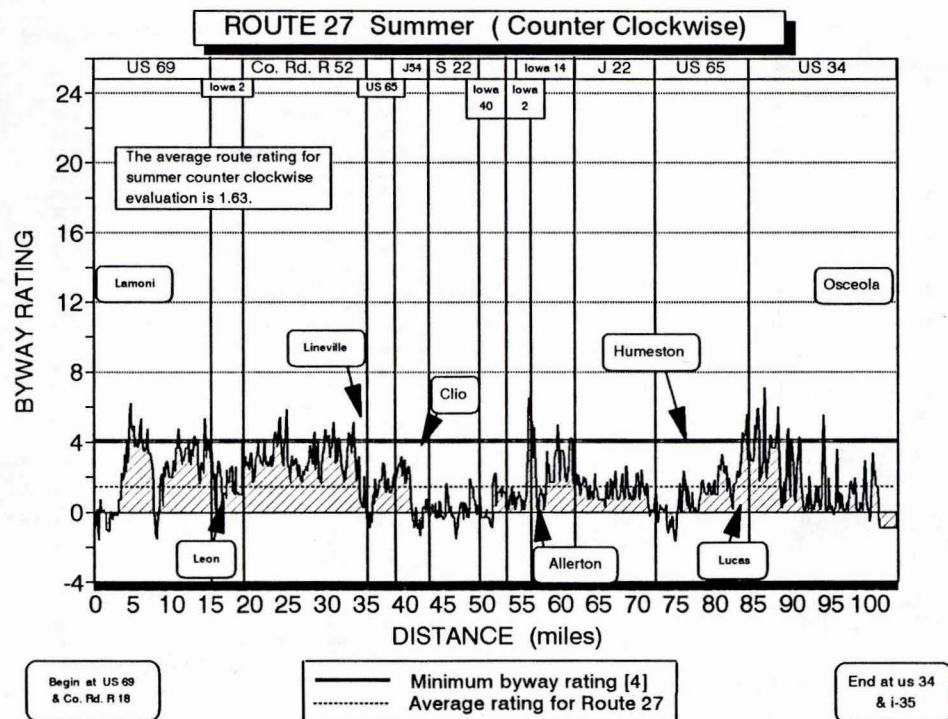
**Impressions:** The diversity of visual features along this route is low. US 69 and US 34 have the most interesting visual character. The Stephens Forest area is also attractive. Corydon has a very pleasant and historic business district and an area of attractive older homes. Leon also offers an interesting business district and homes.



### CLOCKWISE RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.07
Avg. F:Agriculture Unique	0
Avg. F:Man Made Color/Pattern	-0.71
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.13
Avg. F:Vegetation Color/Pattern	0.55
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.31
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.08
Avg. Road Terrain	0.08
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0.02
Avg. S:Landform	0.2
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Structures Color/Pattern	0
Avg. S:Vegetation	0
Avg. S:Vegetation	0.2
Avg. S:Vegetation Edge	0.18
Avg. S:Water	0.03
Avg. Suburban/Urban	0.01

**Avg. Total Route Summary 1.49**

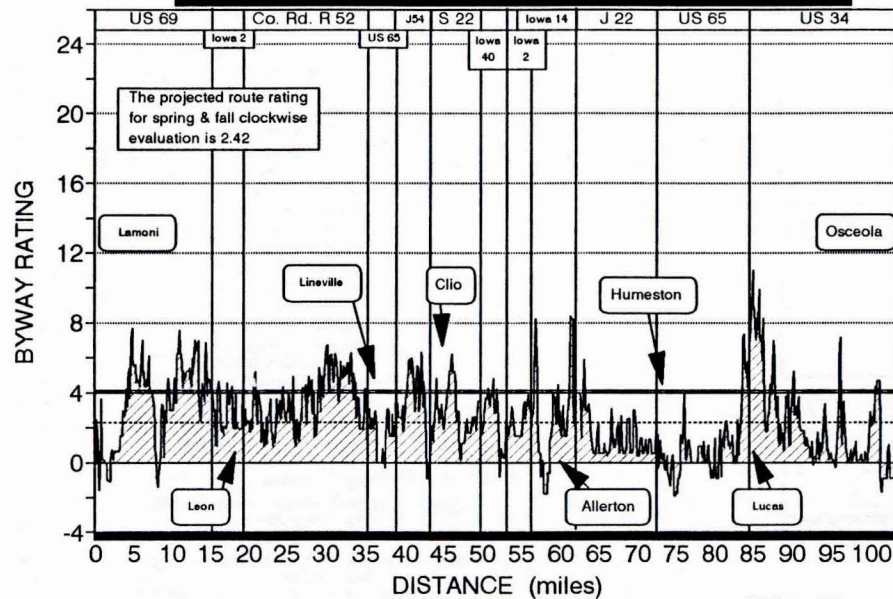


### COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.13
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0.01
Avg. F:Man Made Color/Pattern	-0.67
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.01
Avg. F:Vegetation	0.16
Avg. F:Vegetation Color/Pattern	0.35
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.27
Avg. Mixed Native	0.31
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. Road Terrain	0.3
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.04
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.08
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Vegetation	0.2
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.15
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05

**Avg. Total Route Summary 1.63**

### ROUTE 27 Projected Spring & Fall (Clockwise)



Begin at US 69  
& Co. Rd. R 18

Minimum byway rating [4]  
Average rating for Route 27

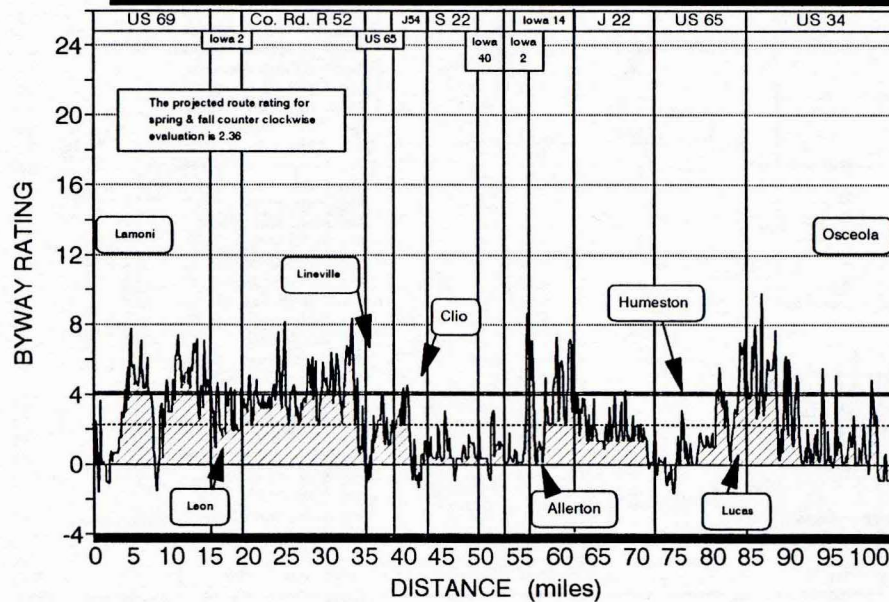
End at us 34  
& I-35

### CLOCKWISE RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.07
Avg. F:Agriculture Unique	0
Avg. F:Man Made Color/Pattern	-0.71
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.22
Avg. F:Vegetation Color/Pattern	1.07
Avg. F:Vegetation Unique	0
Avg. Historic Site	0.02
Avg. Mixed Agriculture	0.24
Avg. Mixed Native	0.31
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.08
Avg. Road Terrain	0.08
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.02
Avg. S:Landform	0.2
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Structures Color/Pattern	0
Avg. S:Vegetation	0
Avg. S:Vegetation	0.38
Avg. S:Vegetation Edge	0.31
Avg. S:Water	0.03
Avg. Suburban/Urban	0.01

**Avg. Total Route Summary 2.42**

### ROUTE 27 Projected Spring & Fall (Counter Clockwise)



Begin at US 69  
& Co. Rd. R 18

Minimum byway rating [4]  
Average rating for Route 27

End at us 34  
& I-35

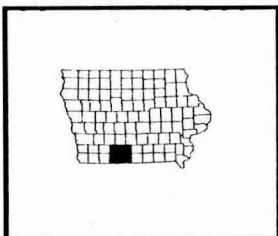
### COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.13
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.06
Avg. F:Agriculture Unique	0.01
Avg. F:Man Made Color/Pattern	-0.67
Avg. F:Man Made Unique	0.05
Avg. F:Structures	0.01
Avg. F:Vegetation	0.29
Avg. F:Vegetation Color/Pattern	0.69
Avg. F:Vegetation Unique	0
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.27
Avg. Mixed Native	0.31
Avg. P:Vegetation	0.04
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. Road Terrain	0.3
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.08
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Vegetation	0.36
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.29
Avg. S:Water	0.05
Avg. Suburban/Urban	0.05

**Avg. Total Route Summary 2.36**

**ROUTE 28**

## ROUTE 28



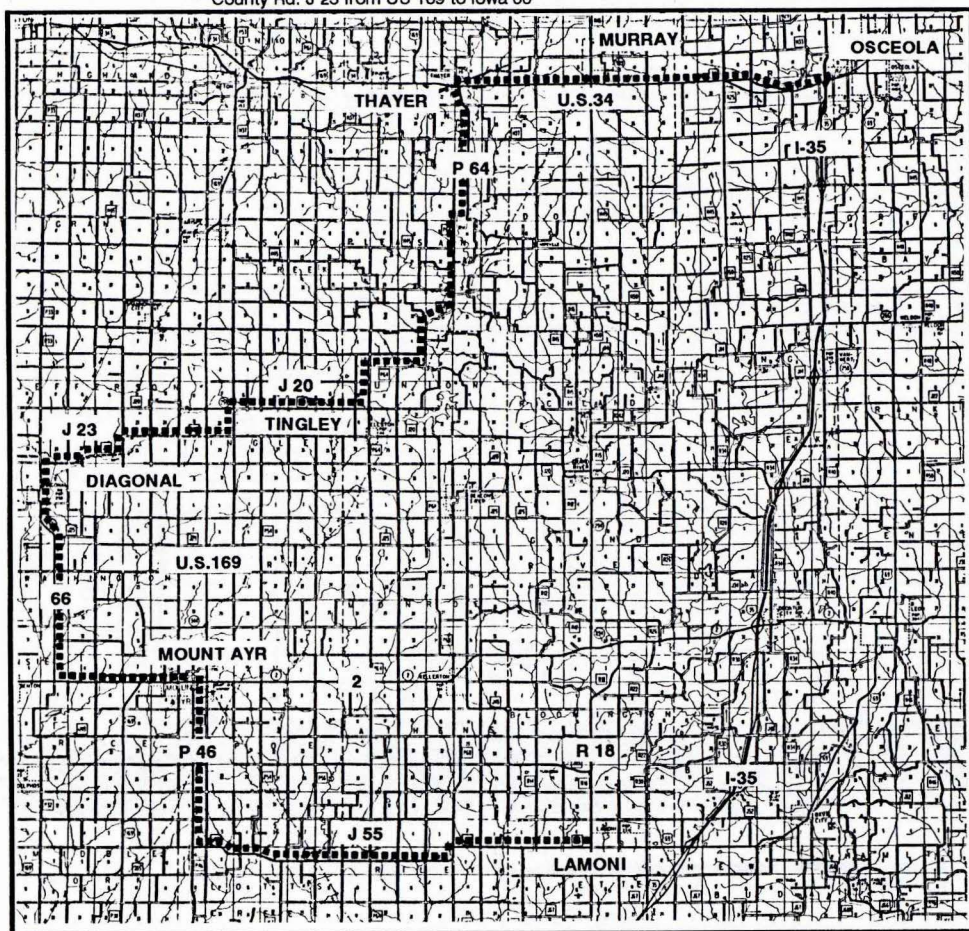
### Byway location:

Clarke, Decatur, Ringgold  
and Union Counties about  
50 miles south of Des Moines

\* No exploration routes

### Road description:

- Designations:
- \* US 34 from I-35 to County Rd. P 64
  - \* County Rd. P 64 from US 34 to County Rd. J 20
  - \* County Rd. J20 from County Rd. P 64 to US 169
  - \* US 169 from County Rd. J 20 to County Rd. J 23
  - \* County Rd. J 23 from US 169 to Iowa 66



### Road description (cont.):

- Designations:
- \* Iowa 66 from County Rd. J 23 to Iowa 2
  - \* Iowa 2 from Iowa 66 to County Rd. P 46
  - \* County Rd. P 46 from Iowa 2 to County Rd. J 55
  - \* County Rd. J 55 from County Rd. P 46 to County Rd. R 18
- Termini:
- \* US 34 and I-35
  - \* County Rd. R 18 and County Rd. J 55 (US 69 & I-35)

### Road character:

- Terrain:
- \* The route has sections that exhibit fair road terrain. The sections between Thayer and Tingley are particularly good.
- Road Ribbon:
- \* The road ribbon is fair south of Thayer and between Tingley and Diagonal. Both these areas cross significant watersheds.
- Road Surface:
- \* Most of the route is hard surfaced. Only 10 miles are gravel.

### Route's key visual elements:

- Vegetation:
- \* Wild flowers were a key visual feature along most of this route. Woodlands, provide fair interest where the route crossed watersheds.
- Landforms:
- \* The Thayer to Tingley section crosses the Grand River and other tributaries. These valleys provide nice landform scenes.
- Agriculture:
- \* Agriculture (crop pattern) is the main visual feature along much of the route.
- Road Ribbon:
- \* The road ribbon is pleasant through the Grand River section of the route.

### Route's visual evaluation summary:

- Length:
- \* 76.534 miles (123.170 km)
- Ave. Rating:
- \* 1.77 (ave. for entire route, both directions)
- Adj. Rating:
- \* 2.76 (ave. when adjusted for seasonal value)
- High Rating:
- \* 8.35 on County Rd. P 64
- Low Rating:
- \* -1.60 on Iowa 2
- High Section:
- \* County Rd. P 64
- Low Section:
- \* Iowa 2

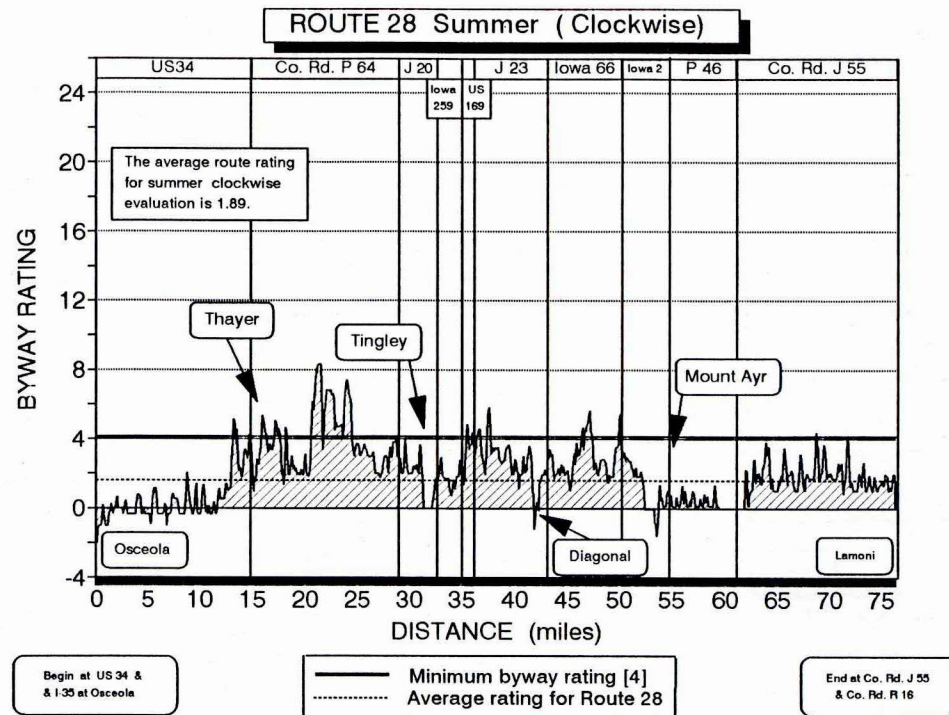
### Towns along corridor:

- |           |             |
|-----------|-------------|
| * Osceola | * Diagonal  |
| * Murray  | * Benton    |
| * Thayer  | * Mount Ayr |
| * Tingley | * Lamoni    |

### Historic register listings:

- |                         |                         |
|-------------------------|-------------------------|
| * Osceola - three sites | * Mount Ayr - two sites |
| * Lamoni - one site     | * Diagonal - one site   |

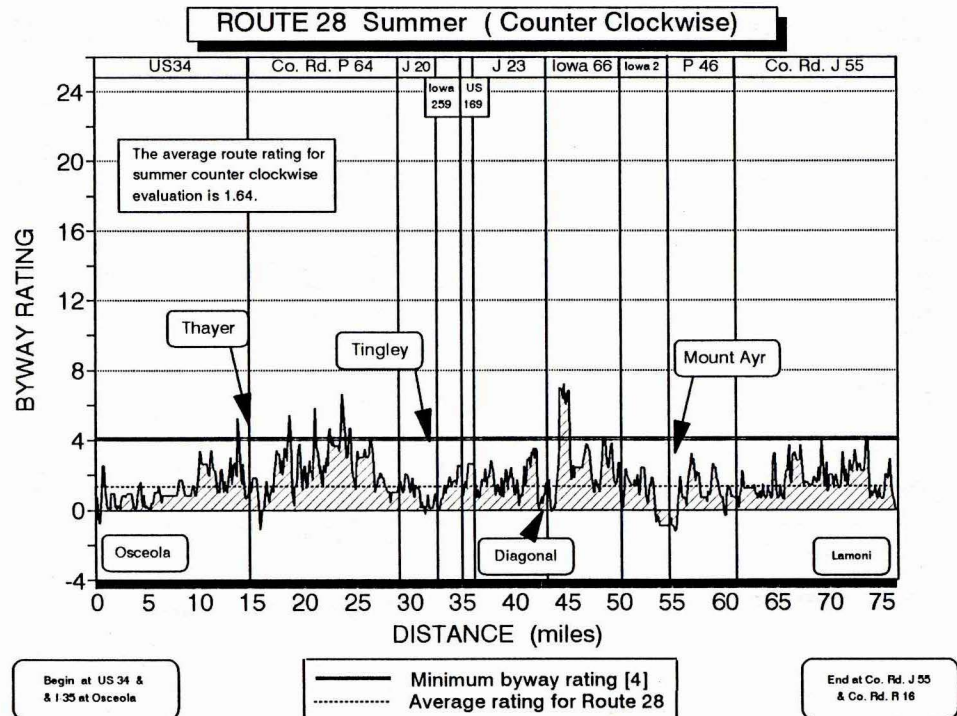
**Impressions:** This route offers several good areas. The best being the area between Thayer and Tingley. Overall the routes visual diversity is low. The primary visual feature is agricultural activity. While these scenes are pleasant they provide very little change in pace. The gravel section would be difficult during inclement weather.



### CLOCKWISE RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.05
Avg. F: Agriculture Unique	0
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.66
Avg. F: Man Made Unique	0.01
Avg. F: Vegetation	0.07
Avg. F: Vegetation Color/Pattern	0.54
Avg. Historic Site	0
Avg. Mixed Agriculture	0.45
Avg. Mixed Native	0.29
Avg. P: Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.13
Avg. Road Terrain	0.2
Avg. S: Agriculture Act/Op	0.01
Avg. S: Agriculture Color/Pattern	0.01
Avg. S: Agriculture Structures	0
Avg. S: Landform	0.22
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Structures	0
Avg. S: Vegetation	0.24
Avg. S: Vegetation Colors/Patterns	0.12
Avg. S: Vegetation Edge	0.18
Avg. S: Water	0.02
Avg. Suburban/Urban	-0.01
Avg. Woodlands	0.03

**Avg. Total Route Summary 1.89**

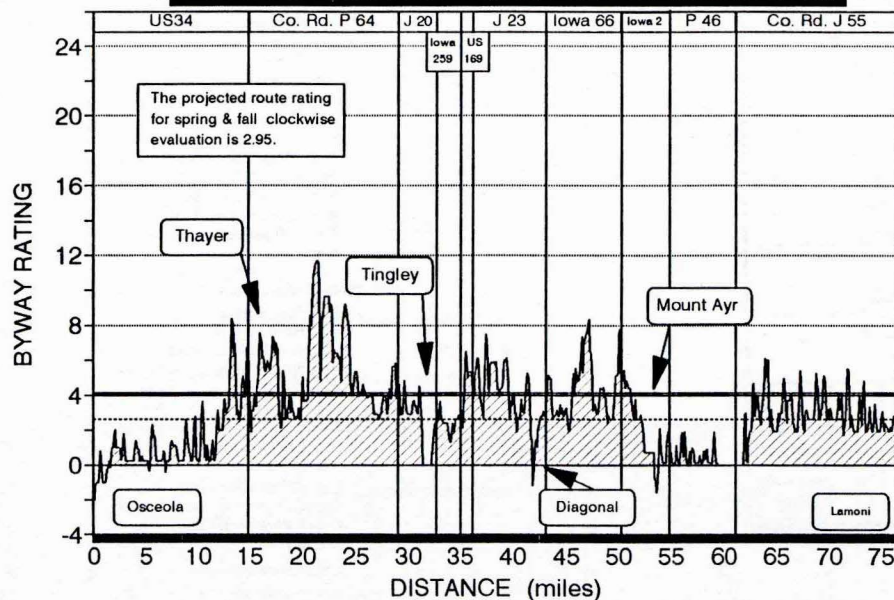


### COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.1
Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.05
Avg. F: Agriculture Unique	0
Avg. F: Man Made Color/Pattern	-0.75
Avg. F: Man Made Unique	0.01
Avg. F: Moving water	0
Avg. F: Structures	0
Avg. F: Vegetation	0.12
Avg. F: Vegetation Color/Pattern	0.47
Avg. Historic Site	0
Avg. Mixed Agriculture	0.64
Avg. Mixed Native	0.19
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. S: Agriculture Act/Op	0.01
Avg. S: Agriculture Color/Pattern	0.03
Avg. S: Agriculture Structures	0.01
Avg. S: Landform	0.17
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Vegetation	0.27
Avg. S: Vegetation Edge	0.25
Avg. S: Water	0.03
Avg. Suburban/Urban	0
Avg. Woodlands	0.03

**Avg. Total Route Summary 1.64**

### ROUTE 28 Projected Spring & Fall ( Clockwise )



Begin at US 34 & I 35 at Osceola

Minimum byway rating [4]  
Average rating for Route 28

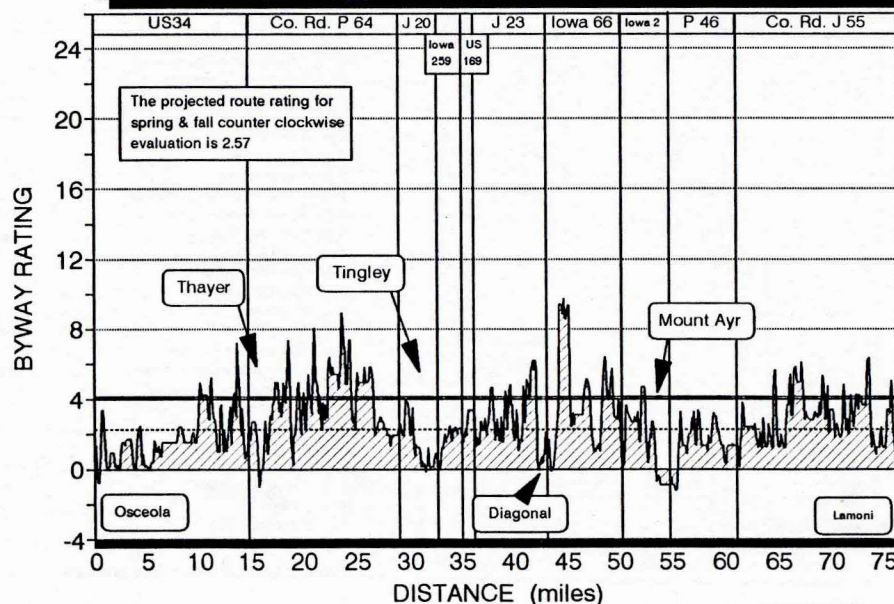
End at Co. Rd. J 55 & Co. Rd. R 16

### CLOCKWISE RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.05
Avg. F: Agriculture Unique	0
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.66
Avg. F: Man Made Unique	0.01
Avg. F: Vegetation	0.11
Avg. F: Vegetation Color/Pattern	1.08
Avg. Historic Site	0
Avg. Mixed Agriculture	0.45
Avg. Mixed Native	0.29
Avg. P: Vegetation	0
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.13
Avg. Road Terrain	0.2
Avg. S: Agriculture Act/Op	0.01
Avg. S: Agriculture Color/Pattern	0
Avg. S: Agriculture Structures	0
Avg. S: Landform	0.22
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Structures	0
Avg. S: Vegetation	0.43
Avg. S: Vegetation Colors/Patterns	0.23
Avg. S: Vegetation Edge	0.35
Avg. S: Water	0.02
Avg. Suburban/Urban	-0.01
Avg. Woodlands	0.05

**Avg. Total Route Summary 2.95**

### ROUTE 28 Projected Spring & Fall ( Counter Clockwise )



Begin at US 34 & I 35 at Osceola

Minimum byway rating [4]  
Average rating for Route 28

End at Co. Rd. J 55 & Co. Rd. R 16

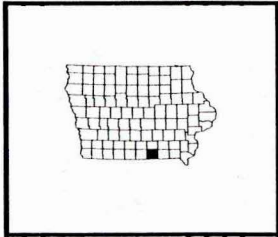
### COUNTER CLOCKWISE SUMMARY

Avg. Agriculture	0.1
Avg. F: Agriculture Act/Op	-0.01
Avg. F: Agriculture Structures	0.05
Avg. F: Agriculture Unique	0
Avg. F: Man Made Color/Pattern	-0.75
Avg. F: Man Made Unique	0.01
Avg. F: Moving water	0
Avg. F: Structures	0
Avg. F: Vegetation	0.21
Avg. F: Vegetation Color/Pattern	0.92
Avg. Historic Site	0
Avg. Mixed Agriculture	0.64
Avg. Mixed Native	0.19
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.02
Avg. S: Agriculture Act/Op	0.01
Avg. S: Agriculture Color/Pattern	0
Avg. S: Agriculture Structures	0.01
Avg. S: Landform	0.17
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Vegetation	0.47
Avg. S: Vegetation Edge	0.44
Avg. S: Water	0.03
Avg. Suburban/Urban	0
Avg. Woodlands	0.04

**Avg. Total Route Summary 2.57**

**ROUTE 29**

## ROUTE 29



### Byway location:

Appanoose County  
about 25 miles  
west of Ottumwa

\* No exploration routes

### Road description:

- Designations:** \* Iowa 142 from County Rd. J 5T to County Rd. J 13  
\* County Rd. J 13 from Iowa 142 to County Rd. T 61
- Termini:** \* Iowa 142 at County Rd. J 5T (Iowa 142 and Iowa 2)  
\* County Rd. J 13 and County Rd. T 61

### Road character:

- Terrain:** \* The County Road J 13 route section contains attractive rolling hills. The road follows these hills to produce fair to good road terrain.
- Road Ribbon:** \* The road ribbon is fair to good on the first three miles of the route and the last 10 miles.
- Road Surface:** \* About 65% of the route is hard surfaced (16.5 miles). The rest about (10.2 miles) is gravel.

### Route's key visual elements:

- Vegetation:** \* The initial route segment (3 miles) and the County Rd. J 13 section offer a variety of views including nice woodlands (Stephens Forest).

### Route's key visual elements (cont.):

- Agriculture:** \* Croplands and associated agricultural activities are only fair in the center section of the route. Visual diversity and quality are low.
- Landforms:** \* The rolling hills east of Moravia in the Stephens Forest area provide a good vertical change in pace. These hills are quite nice.
- Road Ribbon:** \* The road ribbon in the hills east of Moravia presents the Stephens Forest area quite well. Another section of good road ribbon is on Iowa 142 at the west end of Rathbun Lake.
- Road Terrain:** \* The road matches the terrain well along County Rd. J 13. It is also nice at Rathbun Lake. Between Moravia and the lake the land is flat.
- Water:** \* A view of Lake Rathbun from Iowa 142 is quite nice but too short.

### Route's visual evaluation summary:

- Length:** \* 27.286 miles (43.912 km)
- Ave. Rating:** \* 2.43 (ave. for entire route, both directions)
- Adj. Rating:** \* 3.43 (ave. when adjusted for seasonal value, both directions)
- High Rating:** \* 10.40 on County Road J 13
- Low Rating:** \* -1.58 on Iowa 142 west of Moravia.
- High Section:** \* County Rd. J 13
- Low Section:** \* Central sections of Iowa 142

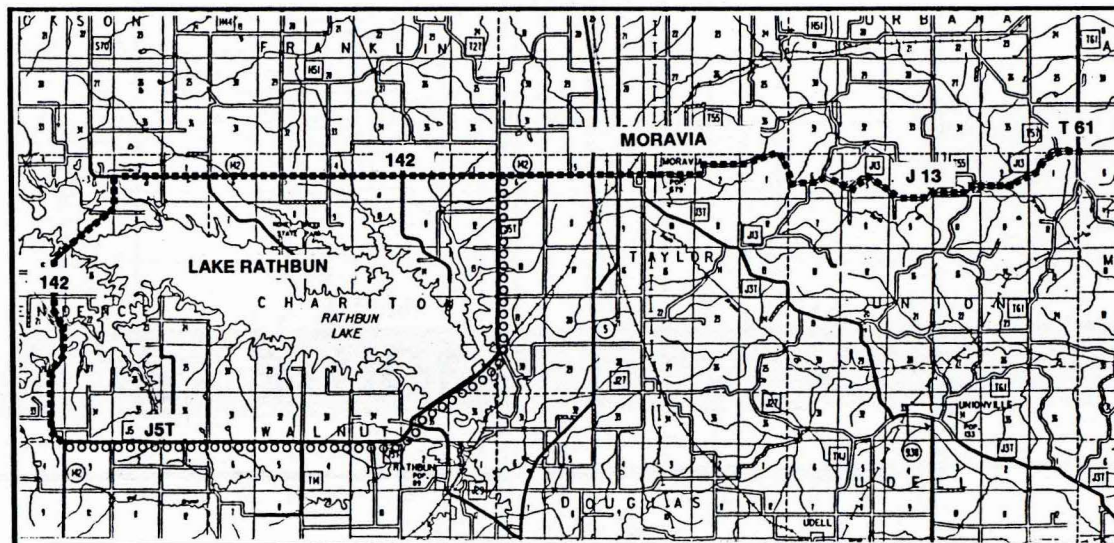
### Towns along corridor:

- \* Moravia

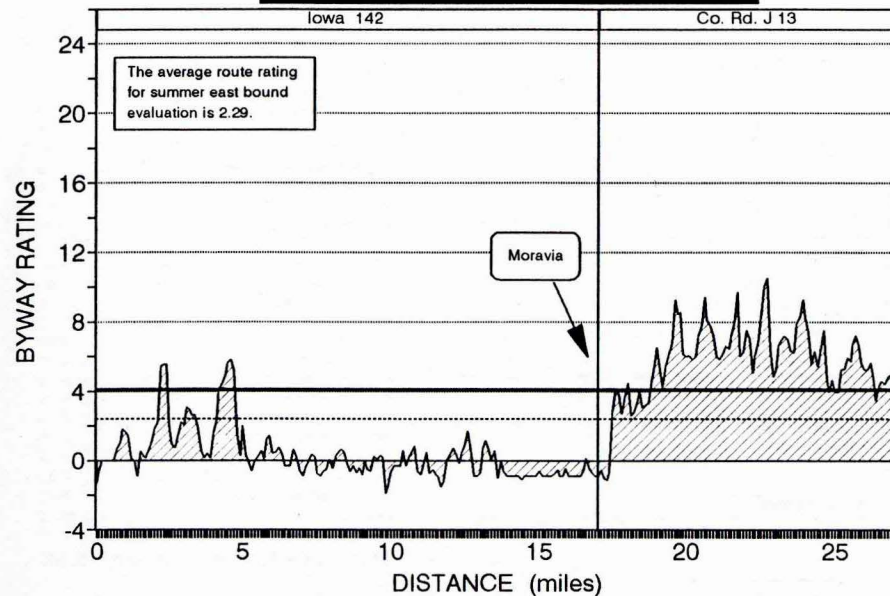
### Historic register listings:

- \* none

**Impressions:** This route starts with a view of Rathbun Lake. This view has good variety and composition. Unfortunately it is the only lake view. The middle section of the route has little diversity and little quality. East of Moravia the route quality improves. The roadway has more character and quality and the diversity of views increases.



### ROUTE 29 Summer ( East Bound)



Begin at Iowa 142  
& Co. Rd. J 5T

— Minimum byway rating [4]  
..... Average rating for Route 29

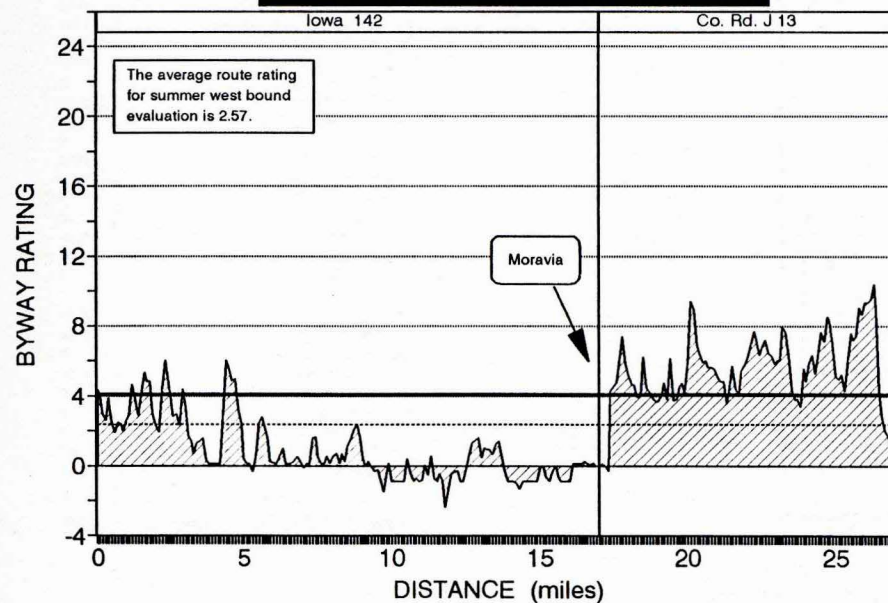
End at Co. Rd. J 13  
& Co. Rd. T 61

### EAST RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.02
Avg. F: Agriculture Structures	0.07
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.69
Avg. F: Man Made Unique	0.01
Avg. F: Moving water	0
Avg. F: Structures	0.01
Avg. F: Vegetation	0.3
Avg. F: Vegetation Color/Pattern	0.27
Avg. Historic Site	0
Avg. Mixed Agriculture	0.09
Avg. Mixed Native	0.45
Avg. Museums/Tours	0
Avg. P: Vegetation	0.01
Avg. P: Water	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.59
Avg. Road Terrain	0.23
Avg. S: Agriculture Color/Pattern	0
Avg. S: Landform	0.13
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Moving Water	0
Avg. S: Vegetation	0.32
Avg. S: Vegetation Colors/Patterns	0.01
Avg. S: Vegetation Edge	0.41
Avg. S: Water	0.12
Avg. Suburban/Urban	0

**Avg. Total Route Summary 2.29**

### ROUTE 29 Summer ( West Bound)



Begin at Iowa 142  
& Co. Rd. J 5T

— Minimum byway rating [4]  
..... Average rating for Route 29

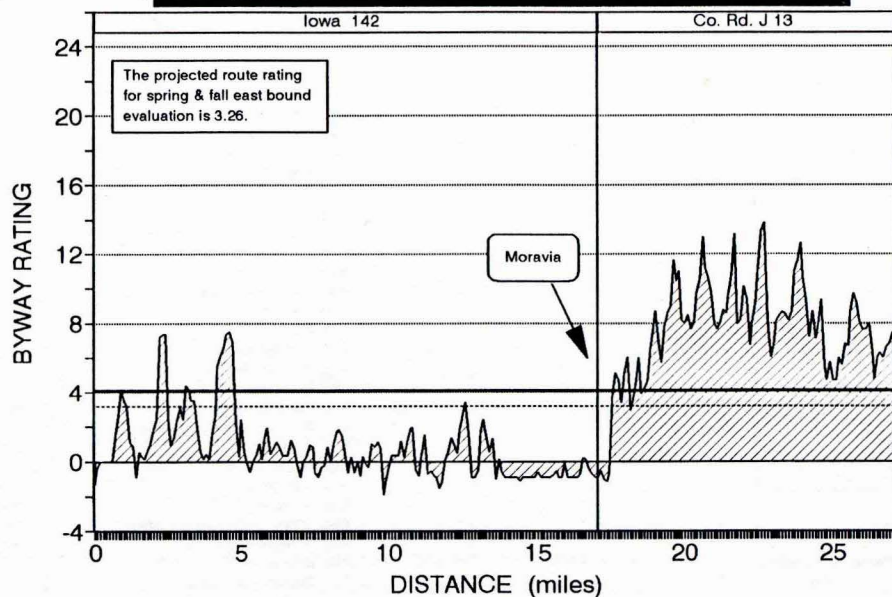
End at Co. Rd. J 13  
& Co. Rd. T 61

### WEST RATING SUMMARY

Avg. F: Agriculture Act/Op	-0.03
Avg. F: Agriculture Structures	0.09
Avg. F: Man Made Color/Pattern	-0.71
Avg. F: Man Made Unique	0.01
Avg. F: Structures	0
Avg. F: Vegetation	0.35
Avg. F: Vegetation Color/Pattern	0.37
Avg. Historic Site	0
Avg. Mixed Agriculture	0.38
Avg. Mixed Native	0.31
Avg. Museums/Tours	0
Avg. P: Landform	0
Avg. P: Vegetation	0.02
Avg. P: Water	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.44
Avg. Road Terrain	0.14
Avg. S: Agriculture Color/Pattern	0.07
Avg. S: Landform	0.26
Avg. S: Man Made Color/Pattern	0
Avg. S: Moving Water	0
Avg. S: Vegetation	0.28
Avg. S: Vegetation Edge	0.41
Avg. S: Water	0.12
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 2.57**

# ROUTE 29 Projected Spring & Fall ( East Bound)



Begin at Iowa 142  
& Co. Rd. J 5T

— Minimum byway rating [4]  
..... Average rating for Route 29

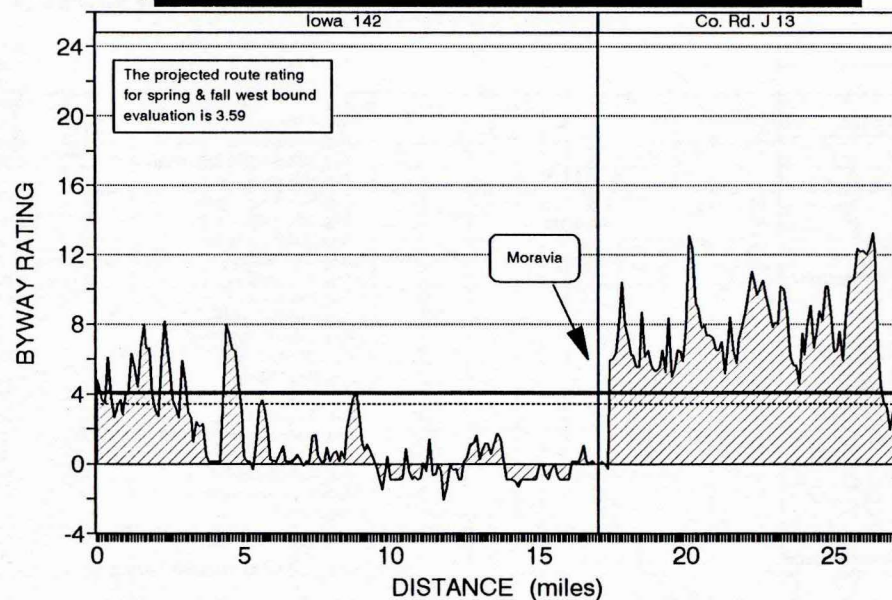
End at Co. Rd. J 13  
& Co. Rd. T 61

## EAST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.07
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.01
Avg. F:Moving water	0
Avg. F:Structures	0.01
Avg. F:Vegetation	0.46
Avg. F:Vegetation Color/Pattern	0.53
Avg. Historic Site	0
Avg. Mixed Agriculture	0.09
Avg. Mixed Native	0.45
Avg. Museums/Tours	0
Avg. P:Vegetation	0.01
Avg. P:Water	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.59
Avg. Road Terrain	0.23
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.13
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Vegetation	0.55
Avg. S:Vegetation Colors/Patterns	0.02
Avg. S:Vegetation Edge	0.72
Avg. S:Water	0.12
Avg. Suburban/Urban	0

**Avg. Total Route Summary 3.26**

# ROUTE 29 Projected Spring & Fall ( West Bound)



Begin at Iowa 142  
& Co. Rd. J 5T

— Minimum byway rating [4]  
..... Average rating for Route 29

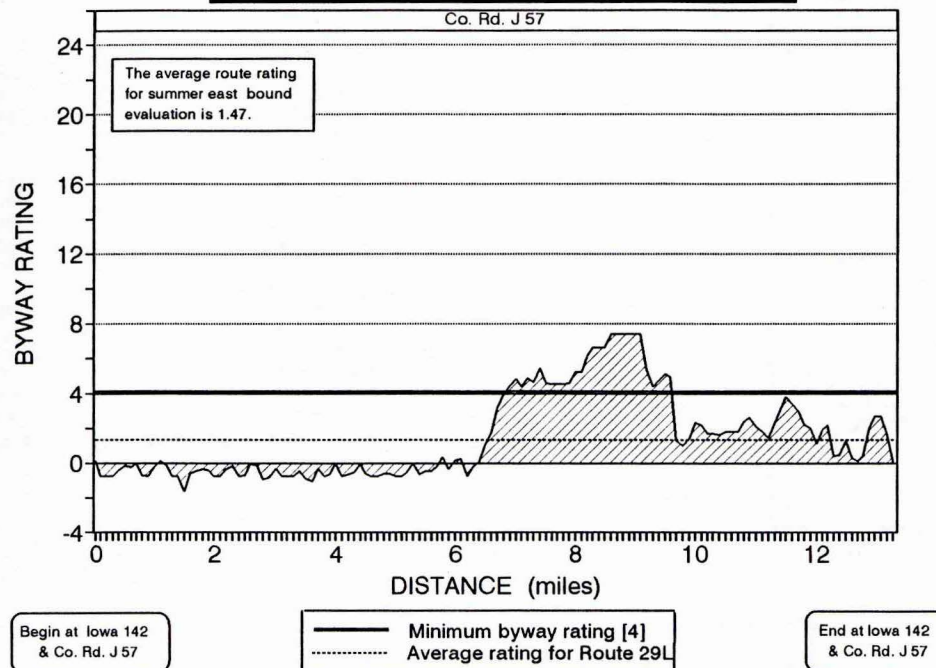
End at Co. Rd. J 13  
& Co. Rd. T 61

## WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.09
Avg. F:Man Made Color/Pattern	-0.71
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0
Avg. F:Vegetation	0.59
Avg. F:Vegetation Color/Pattern	0.74
Avg. Historic Site	0
Avg. Mixed Agriculture	0.38
Avg. Mixed Native	0.31
Avg. Museums/Tours	0
Avg. P:Landform	0
Avg. P:Vegetation	0.02
Avg. P:Water	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.44
Avg. Road Terrain	0.14
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.26
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Vegetation	0.5
Avg. S:Vegetation Edge	0.67
Avg. S:Water	0.12
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 3.59**

### ROUTE 29 Loop Summer ( East Bound)

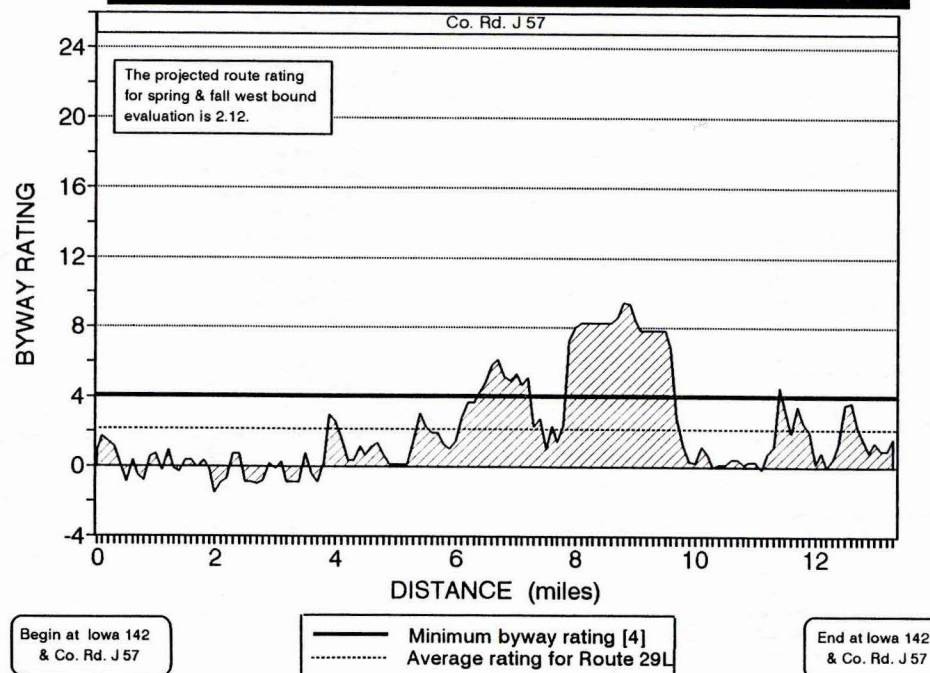


### EAST RATING SUMMARY

Avg. Accomodations	0
Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Man Made Color/Pattern	-0.59
Avg. F:Man Made Unique	0
Avg. F:Structures	0
Avg. F:Vegetation	0.22
Avg. F:Vegetation Color/Pattern	0.01
Avg. Mixed Native	0.51
Avg. P:Vegetation	0.06
Avg. P:Water	0.1
Avg. Park Recreation	0
Avg. Road Ribbon	0.05
Avg. S:Agriculture Color/Pattern	0
Avg. S:Man Made Color/Pattern	0
Avg. S:Vegetation	0.15
Avg. S:Vegetation Edge	0.56
Avg. S:Water	0.32

**Avg. Total Route Summary 1.47**

### ROUTE 29 Loop Projected Spring & Fall ( West Bound)

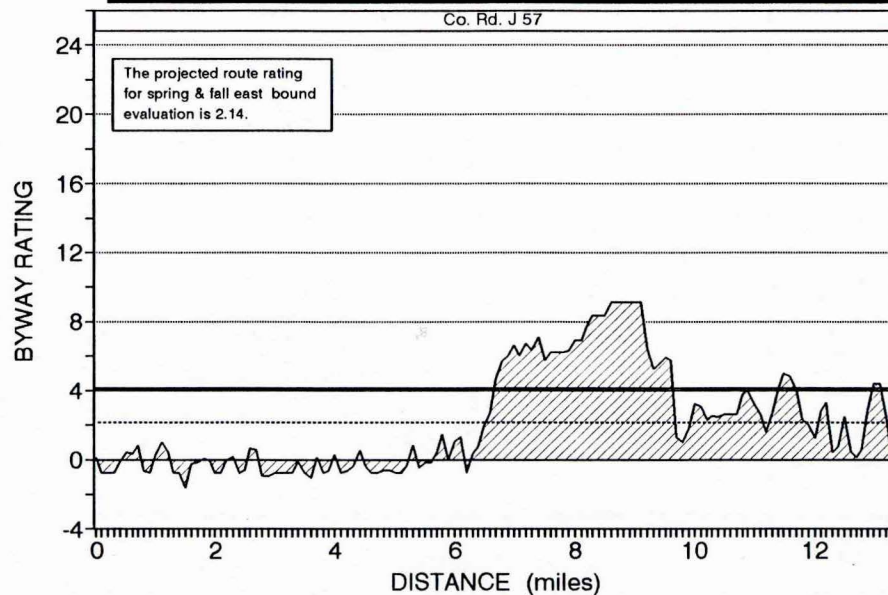


### WEST RATING SUMMARY

Avg. Accomodations	0
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Agriculture Unique	0.01
Avg. F:Man Made Color/Pattern	-0.65
Avg. F:Man Made Unique	0
Avg. F:Vegetation	0.25
Avg. F:Vegetation Color/Pattern	0.04
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.5
Avg. P:Vegetation	0.06
Avg. P:Water	0.06
Avg. Park Recreation	0
Avg. Road Terrain	0.04
Avg. S:Agriculture Color/Pattern	0
Avg. S:Man Made Color/Pattern	0.08
Avg. S:Vegetation	0.36
Avg. S:Vegetation Edge	0.39
Avg. S:Water	0.19

**Avg. Total Route Summary 1.39**

### ROUTE 29 Loop Projected Spring & Fall ( East Bound)



Begin at Iowa 142  
& Co. Rd. J 57

— Minimum byway rating [4]  
- - - Average rating for Route 29L

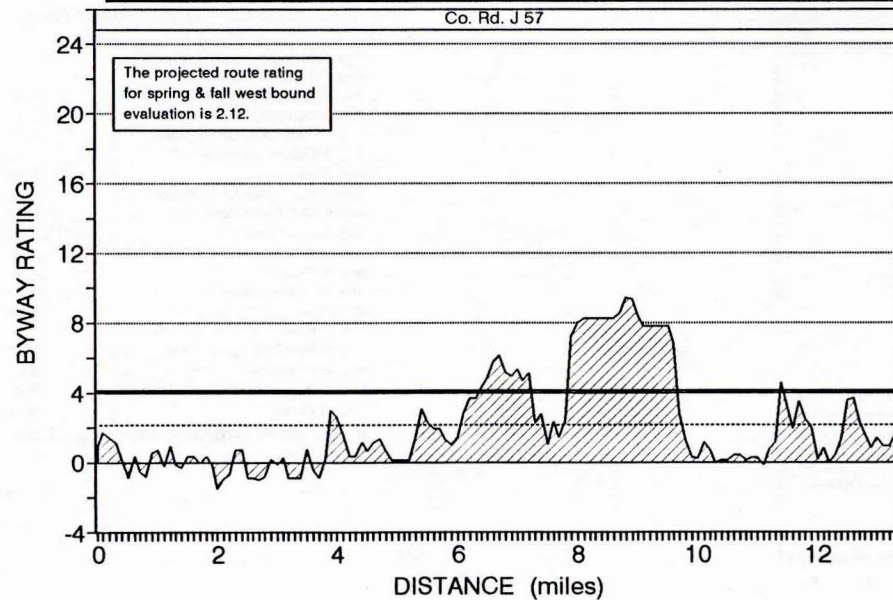
End at Iowa 142  
& Co. Rd. J 57

### EAST RATING SUMMARY

Avg. Accomodations	0
Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.06
Avg. F:Man Made Color/Pattern	-0.59
Avg. F:Man Made Unique	0
Avg. F:Structures	0
Avg. F:Vegetation	0.38
Avg. F:Vegetation Color/Pattern	0.03
Avg. Mixed Native	0.51
Avg. P:Vegetation	0.06
Avg. P:Water	0.1
Avg. Park Recreation	0
Avg. Road Ribbon	0.05
Avg. S:Agriculture Color/Pattern	0
Avg. S:Man Made Color/Pattern	0
Avg. S:Vegetation	0.3
Avg. S:Vegetation Edge	0.92
Avg. S:Water	0.32

**Avg. Total Route Summary 2.14**

### ROUTE 29 Loop Projected Spring & Fall ( West Bound)



Begin at Iowa 142  
& Co. Rd. J 57

— Minimum byway rating [4]  
- - - Average rating for Route 29L

End at Iowa 142  
& Co. Rd. J 57

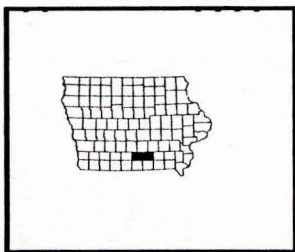
### WEST RATING SUMMARY

Avg. Accomodations	0
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.04
Avg. F:Agriculture Unique	0.01
Avg. F:Man Made Color/Pattern	-0.65
Avg. F:Man Made Unique	0
Avg. F:Vegetation	0.43
Avg. F:Vegetation Color/Pattern	0.07
Avg. Mixed Agriculture	0
Avg. Mixed Native	0.5
Avg. P:Vegetation	0.06
Avg. P:Water	0.06
Avg. Park Recreation	0
Avg. Road Terrain	0.04
Avg. S:Agriculture Color/Pattern	0
Avg. S:Man Made Color/Pattern	0.08
Avg. S:Vegetation	0.62
Avg. S:Vegetation Edge	0.67
Avg. S:Water	0.19

**Avg. Total Route Summary 2.12**

**ROUTE 30**

## ROUTE 30



### Byway location:

Lucas and Monroe Counties  
about 35 miles southeast of  
Des Moines and 20 miles  
west of Ottumwa

\* No exploration routes

### Road description:

- Designations:**
- \* US 34 at Co. line to Stephens Forest entrance rd, then to unmarked rd.
  - \* Unmarked C. Rd. from entrance rd. to US 65, then US 65 to unmarked rd.
  - \* Unmarked gravel road from US 65 to US 34
  - \* US 34 from unmarked gravel road to County Rd. S 23
  - \* County Rd. S 23 from US 34 to County Rd. H 32
  - \* County Rd. H 32 from County Rd. S 23 to Iowa 14
  - \* Iowa 14 from County Rd. H 32 to County Rd. H 32
  - \* County Rd. H 32 from Iowa 14 to unmarked gravel road
  - \* Unmarked gravel road from County Rd. H 32 to County Rd. H 40
  - \* County Rd. H 40 from unmarked gravel road to Iowa 68
  - \* Iowa 68 from County Rd. H 40 to US 34
  - \* US 34 from Iowa 68 to County Rd. T 19
  - \* County Rd. T 19 from US 34 to County Rd. T 7H
  - \* County Rd. T 7H from County Rd. T 19 to US 34
  - \* US 34 from County Rd. T 7H to Iowa 5
  - \* Iowa 5 from US 34 to County Rd. T 35
  - \* County Rd. T 35 from Iowa 5 to County Rd. H 51
  - \* County Rd. H 51 from County Rd. T 35 to County Rd. T 57
  - \* County Rd. T 57 from County Rd. H 51 to County Rd. T 61
- Termini:**
- \* US 34 and Lucas County line
  - \* County Rd. T 57 and County Rd. T 61

### Road character:

- Terrain:** \* Sections of this route exhibit fair vertical alinement matching terrain. The section around Albia is particularly good.
- Road Ribbon:** \* The road ribbon is good in Stephen Forest area and west of Albia. The area west of Melrose also has good road ribbon.
- Road Surface:** \* About 15 miles are hard surfaced. The rest is gravel rough in spots.

### Route's key visual elements:

- Vegetation:** \* A mix of woodlands and grasslands highlighted by wildflowers provide the main vegetative scenic features along this route.
- Landforms:** \* Rolling hills exist along the entire route. The eastern section of the route has particularly attractive landform.
- Road Terrain:** \* The road ribbon is good in several segments of the route. These match the segments identified above under landform.
- Agriculture:** \* Croplands and associated agricultural activities are fair to good

### Route's visual evaluation summary:

- Length:** \* 77.160 miles (124.178 km)
- Ave. Rating:** \* 2.94 (ave. for entire route, both directions)
- Adj. Rating:** \* 4.15 (ave. when adjusted for seasonal value, both directions)
- High Rating:** \* 11.94 on US 34 and County Rds. T 19 & T 7H
- Low Rating:** \* -1.80 on Iowa 14 and County Rd. H 32
- High Section:** \* The section including US 34, County Rd. T 19, and T 7H
- Low Section:** \* Iowa 14 and County Rd. H 32

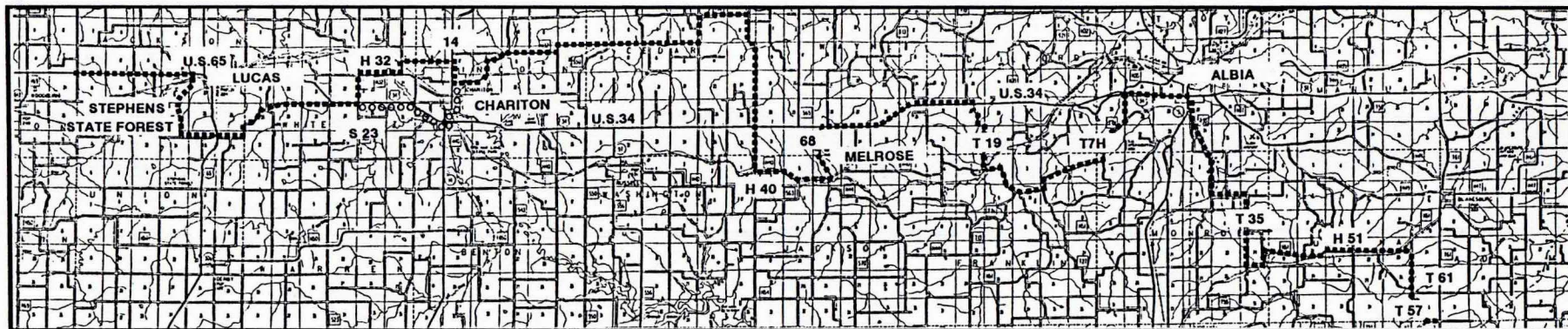
### Towns along corridor:

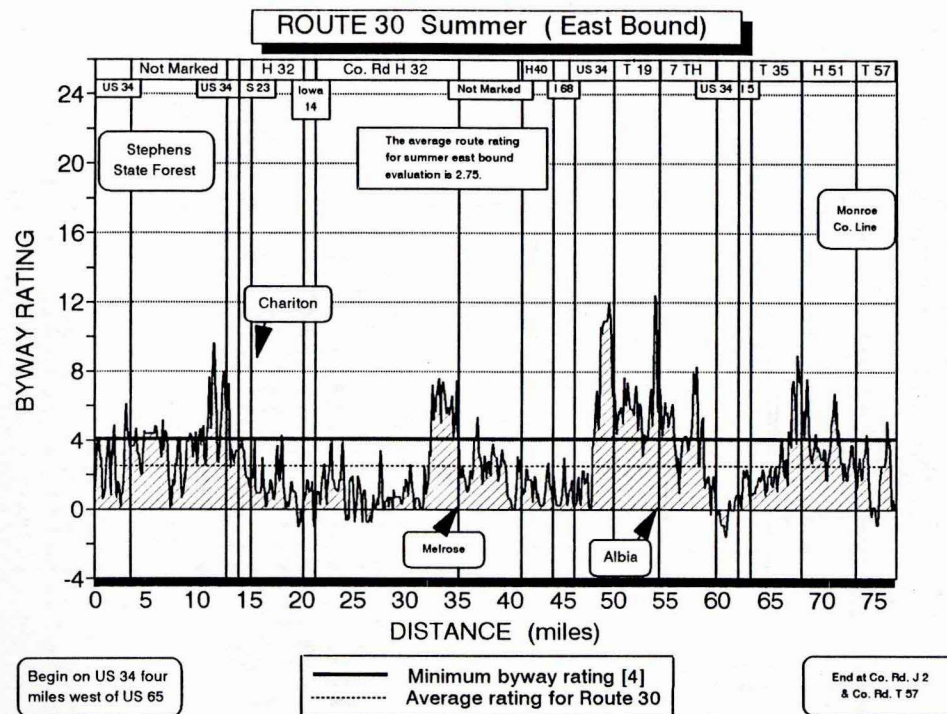
- \* Lucas      \* Chariton      \* Melrose      \* Albia

### Historic register listings:

- \* Albia - six sites      \* Chariton - three sites

**Impressions:** This route offers a nice display of Iowa backways. The mixed grasslands and woodlands provide a most attractive natural setting. The wildflowers were also very nice. The community of Albia has an attractive business district. Roads along this route are mostly gravel and rough in some locations. Several railroad crossings would not handle increased traffic. This route is best considered as a backway.

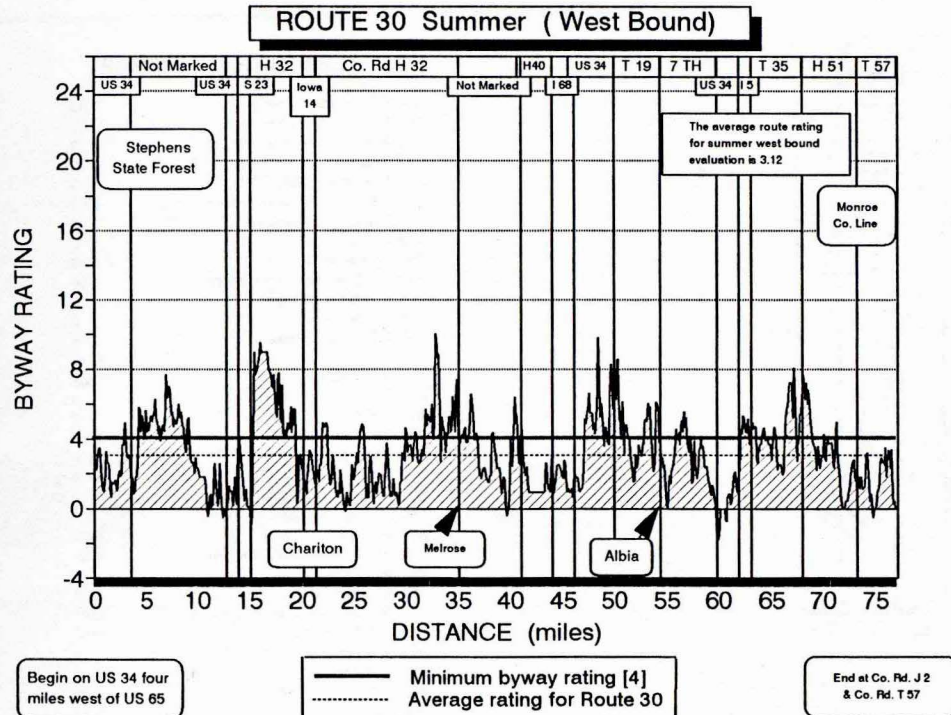




### EAST RATING SUMMARY

Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Agriculture Unique	0
Avg. F:Man Made Color/Pattern	-0.58
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.01
Avg. F:Vegetation	0.3
Avg. F:Vegetation Color/Pattern	0.53
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.28
Avg. Mixed Native	0.55
Avg. P:Landform	0
Avg. P:Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.26
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.27
Avg. S:Landform Material	0
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.37
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.34
Avg. S:Water	0.06
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.03

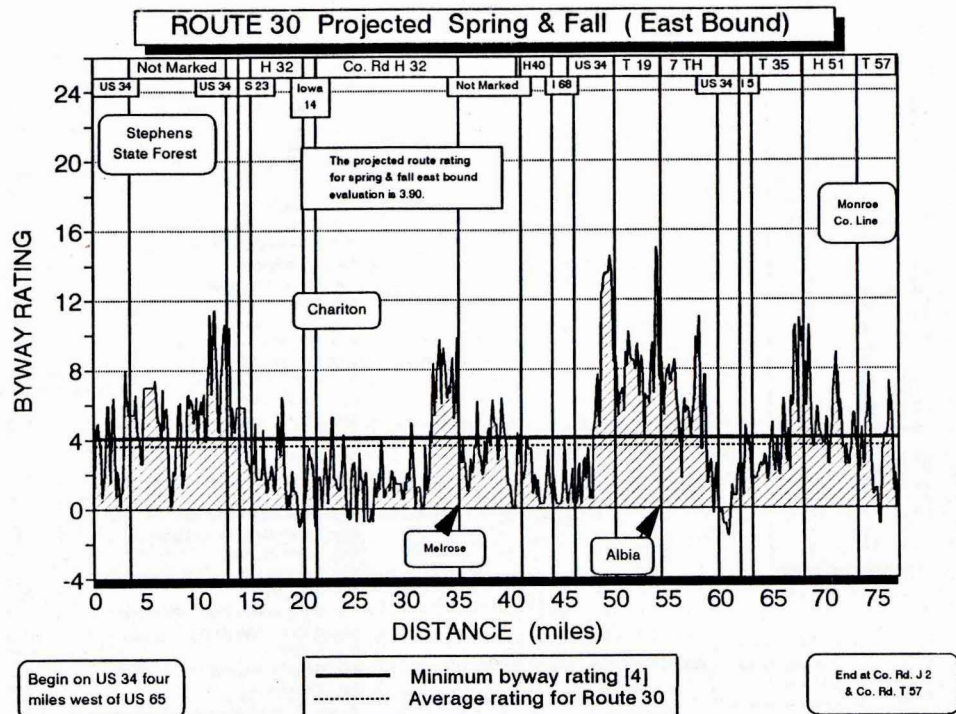
**Avg. Total Route Summary 2.75**



### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.08
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.59
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0
Avg. F:Vegetation	0.28
Avg. F:Vegetation Color/Pattern	0.67
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.38
Avg. Mixed Native	0.48
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.15
Avg. Road Terrain	0.6
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.04
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.28
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Vegetation	0.29
Avg. S:Vegetation Colors/Patterns	0.02
Avg. S:Vegetation Edge	0.31
Avg. S:Vegetation Unique	0
Avg. S:Water	0.05
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.02

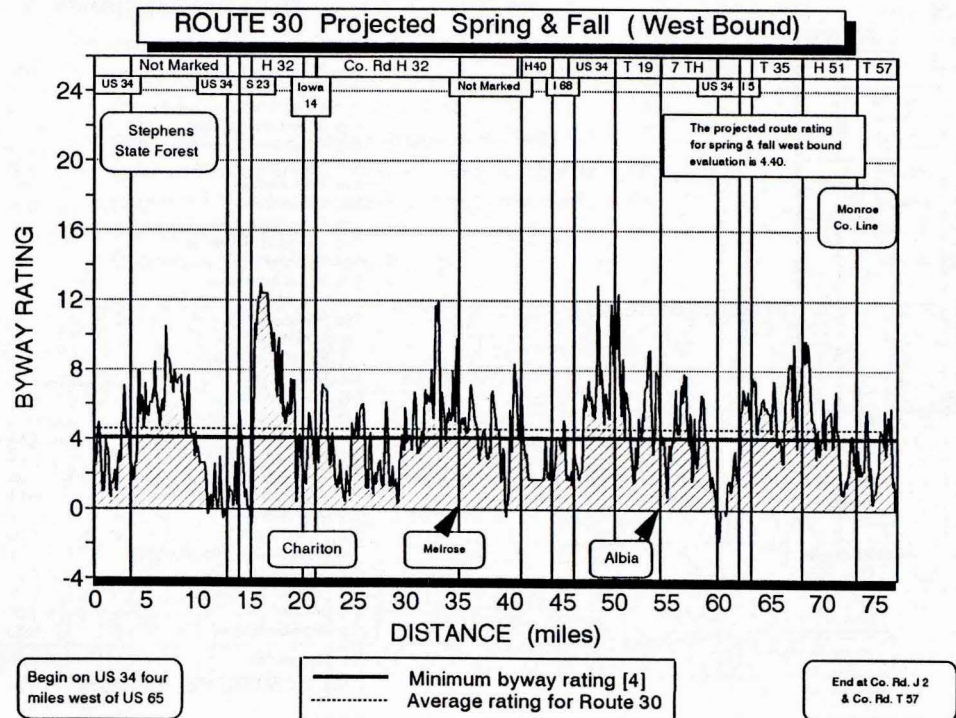
**Avg. Total Route Summary 3.12**



### EAST RATING SUMMARY

Avg. Agriculture	0
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.05
Avg. F:Agriculture Unique	0
Avg. F:Man Made Color/Pattern	-0.58
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0.01
Avg. F:Vegetation	0.52
Avg. F:Vegetation Color/Pattern	0.93
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.28
Avg. Mixed Native	0.55
Avg. P:Landform	0
Avg. P:Vegetation	0.03
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.26
Avg. S:Agriculture Act/Op	0.01
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.27
Avg. S:Landform Material	0
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0
Avg. S:Vegetation	0.63
Avg. S:Vegetation Colors/Patterns	0
Avg. S:Vegetation Edge	0.59
Avg. S:Water	0.06
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.05

**Avg. Total Route Summary 3.9**



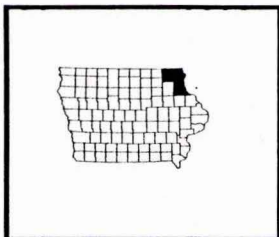
### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.02
Avg. F:Agriculture Structures	0.08
Avg. F:Agriculture Unique	0
Avg. F:Landform	0
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.59
Avg. F:Man Made Unique	0.03
Avg. F:Structures	0
Avg. F:Vegetation	0.48
Avg. F:Vegetation Color/Pattern	1.28
Avg. F:Vegetation Unique	0
Avg. Historic Site	0
Avg. Mixed Agriculture	0.38
Avg. Mixed Native	0.48
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Road Ribbon	0.15
Avg. Road Terrain	0.6
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.28
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Vegetation	0.51
Avg. S:Vegetation Colors/Patterns	0.02
Avg. S:Vegetation Edge	0.57
Avg. S:Vegetation Unique	0
Avg. S:Water	0.05
Avg. Suburban/Urban	0.02
Avg. Woodlands	0.04

**Avg. Total Route Summary 4.4**

**ROUTE 35**

## ROUTE 35



### Byway location:

Winneshiek, Allamakee and Clayton  
Counties about 80 miles east of Waterloo  
and 50 miles northwest of Dubuque

### Note:

This route is shown in two segments.

\* Two exploration routes

### Road description:

#### East - West Segment

Designations: \* Iowa 24 from Ft. Atkinson to US 52  
\* US 52 from Iowa 24 to US 18 & US 52  
\* US 18 from US 52 to Iowa 340

Termini: \* Iowa 24 in Ft. Atkinson  
\* US 18 at Iowa 340

#### North - South Segment

Designations: \* Iowa 340 from Pikes Peak to Iowa 76  
\* Iowa 76 from US 18 to Effigy Mounds National Monument

Termini: \* Iowa 340 at Iowa 76  
\* Iowa 76 at Effigy Mounds National Monument

### Road character:

Terrain: \* The road terrain between Pikes Peak and McGregor is excellent. The east - west segment has sections of fair road terrain.

Road Ribbon: \* The road ribbon is excellent along most of the north - south segment. The east - west segment has sections of fair road ribbon.

Road Surface: \* The entire route is hard surfaced.

### Route's key visual elements:

Vegetation: \* Woodlands are a major feature on the north - south segment. Occasional woodlands exist on the east - west segment.

Landforms: \* The hills in the McGregor area are a major feature as are the rock outcroppings north of McGregor. Minor landforms on east-west leg.

Road Terrain: \* The road terrain is excellent near McGregor.

Road Ribbon: \* The road ribbon is also excellent near McGregor.

Historic: \* Ft Atkinson, McGregor and Effigy Mounds provide historic setting.

Agriculture: \* Croplands and other agricultural activities are fair on east-west leg.

### Route's visual evaluation summary:

Length: \* East-west 44.845 miles (72.171 km), north-south 7.787 (12.531 km)

Ave. Rating: \* East-west 2.96, north-south 8.81 (ave. for entire route, both directions)

Adj. Rating: \* East-west 3.23, north-south 10.88 (ave. when adjusted for seasons)

High Rating: \* East-west 9.8, north-south 14.90

Low Rating: \* East-west -2.30 north-south -0.01

High Section: \* The north - south segment

Low Section: \* east - west segment near Calmar

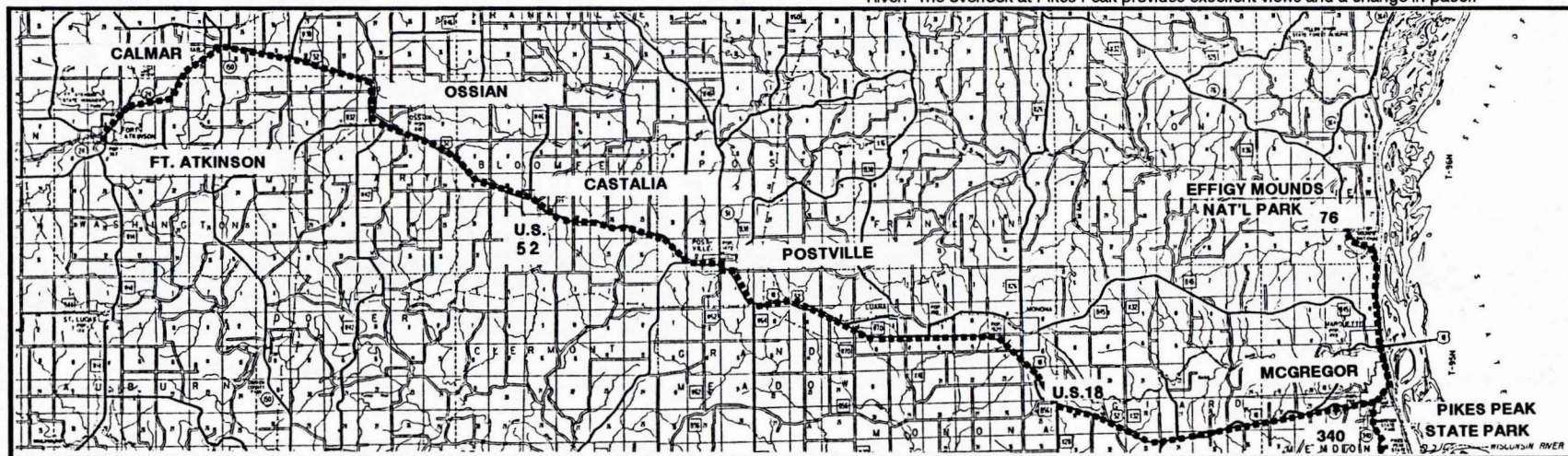
### Towns along corridor:

* Ft Atkinson	* Calmar	* Ossian	* Castalia	* Postville
* Luana	* Monona	* Giard	* McGregor	* Marquette

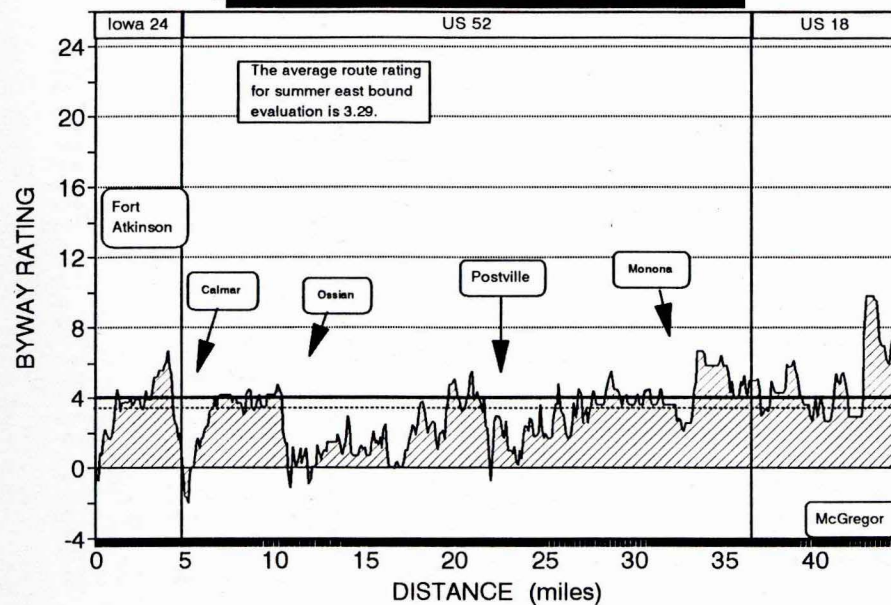
### Historic register listings:

\* Ossian - one site      \* Ft. Atkinson - one site      \* McGregor - one site  
\* Marquette - one site

**Impressions:** This route offers significant diversity. The east-west section features agricultural items. The north-south segment has great variety in landform, vegetation, water and man made items. All views are well presented by excellent road alignment. Historic areas such as Ft. Atkinson and the Effigy Mounds add another feature. The north - south segment also provides a view of the Mississippi River. However this view is limited by fishing cabins and edge vegetation. A riverside park provides the only clear view of the River. The overlook at Pikes Peak provides excellent views and a change in pace.



### ROUTE 35A Summer (East Bound)



Begin at Iowa 24 & B 14 in Ft. Atkinson

— Minimum byway rating [4]  
----- Average rating for Route 35A

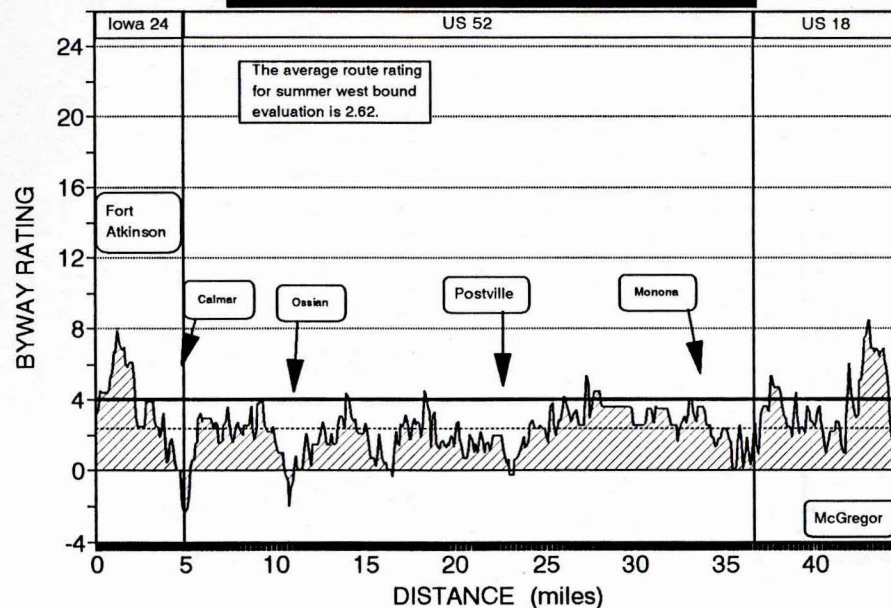
End at Iowa 18 & Iowa 76 in McGregor

### EAST RATING SUMMARY

Avg. Agriculture	0.4
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.05
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.28
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0.01
Avg. F:Vegetation	0.21
Avg. Mixed Agriculture	0.32
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Vegetation	0.2
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.36
Avg. Road Terrain	0.47
Avg. S:Agriculture Color/Pattern	0.36
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.49
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0
Avg. S:Structures	0.06
Avg. S:Vegetation	0.13
Avg. S:Vegetation Colors/Patterns	0.35
Avg. S:Vegetation Edge	0.06
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 3.29**

### ROUTE 35A Summer (West Bound)



Begin at Iowa 24 & B 14 in Ft. Atkinson

— Minimum byway rating [4]  
----- Average rating for Route 35A

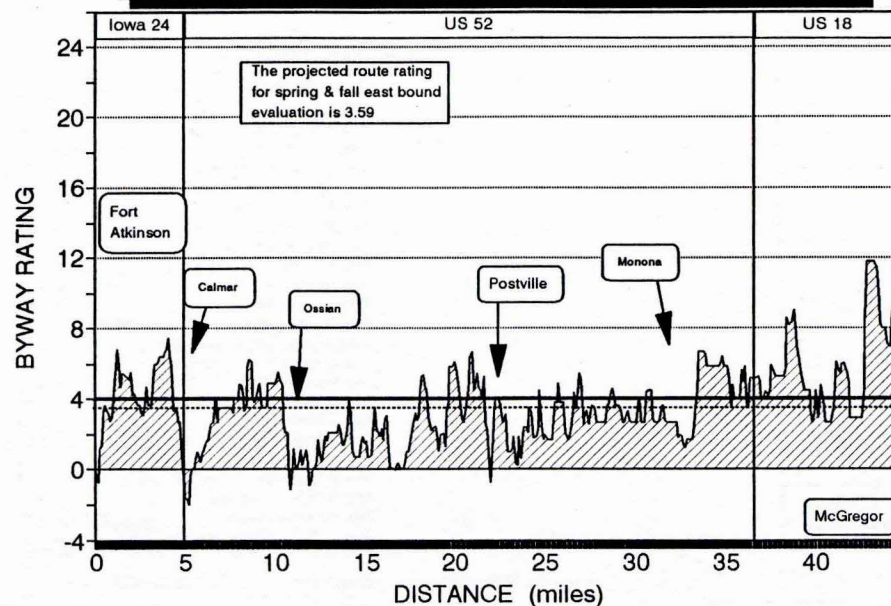
End at Iowa 18 & Iowa 76 in McGregor

### WEST RATING SUMMARY

Avg. Agriculture	0.8
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.13
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.35
Avg. F:Man Made Unique	0
Avg. F:Structures	0.02
Avg. F:Vegetation	0.21
Avg. Mixed Native	0.03
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.09
Avg. S:Agriculture Color/Pattern	0.29
Avg. S:Landform	0.56
Avg. S:Man Made Color/Pattern	-0.06
Avg. S:Moving Water	0
Avg. S:Structures	0.07
Avg. S:Vegetation	0.16
Avg. S:Vegetation Colors/Patterns	0.18
Avg. S:Vegetation Edge	0.09
Avg. Suburban/Urban	0.1

**Avg. Total Route Summary 2.62**

### ROUTE 35A Projected Spring & Fall ( East Bound)



Begin at Iowa 24 & B 14 in Ft. Atkinson

Minimum byway rating [4]

Average rating for Route 35A

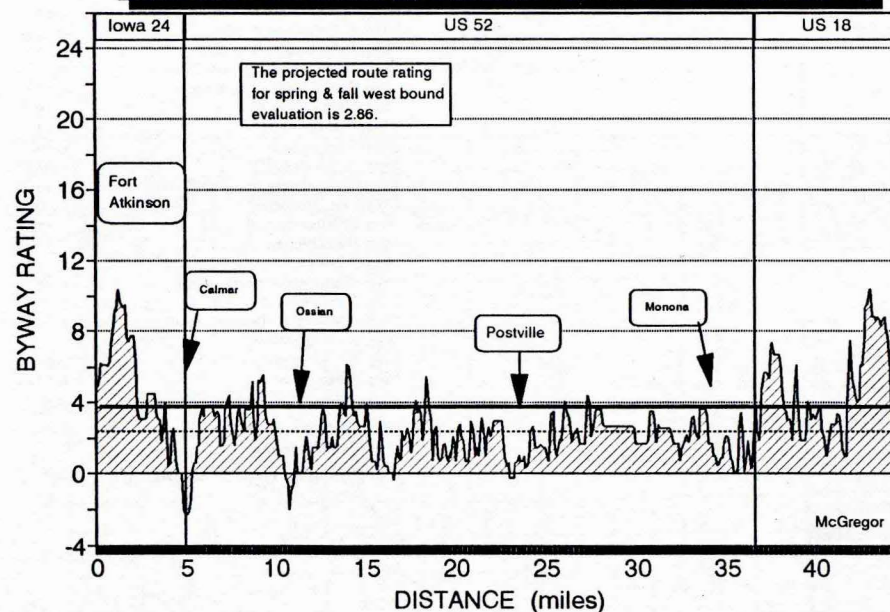
End at Iowa 18 & Iowa 76 in McGregor

### EAST RATING SUMMARY

Avg. Agriculture	0.4
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.05
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.28
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0.01
Avg. F:Vegetation	0.39
Avg. Mixed Agriculture	0.32
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Vegetation	0.2
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.36
Avg. Road Terrain	0.47
Avg. S:Agriculture Color/Pattern	0.06
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.49
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0
Avg. S:Structures	0.06
Avg. S:Vegetation	0.22
Avg. S:Vegetation Colors/Patterns	0.62
Avg. S:Vegetation Edge	0.12
Avg. Suburban/Urban	0.06

**Avg. Total Route Summary 3.59**

### ROUTE 35A Projected Spring & Fall ( West Bound)



Begin at Iowa 24 & B 14 in Ft. Atkinson

Minimum byway rating [4]

Average rating for Route 35A

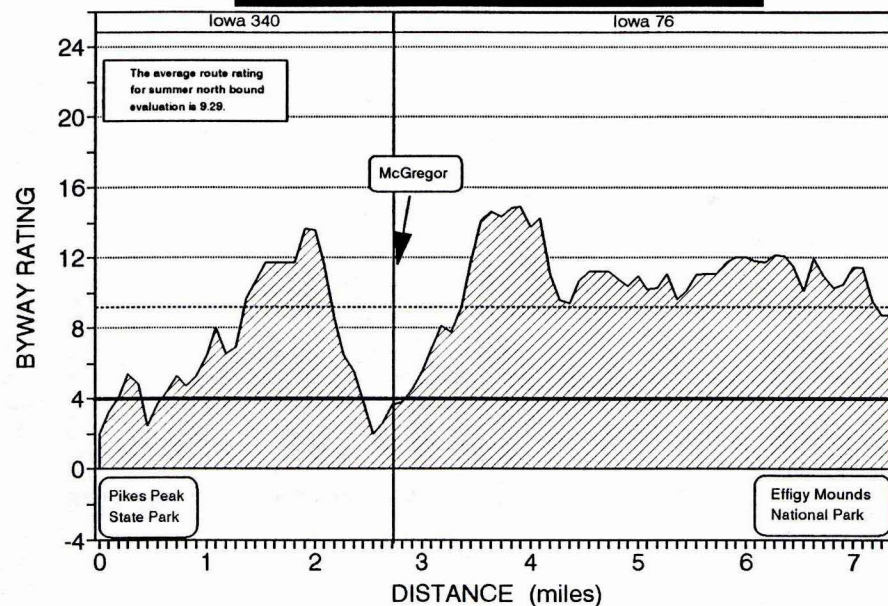
End at Iowa 18 & Iowa 76 in McGregor

### WEST RATING SUMMARY

Avg. Agriculture	0.8
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.13
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.35
Avg. F:Man Made Unique	0
Avg. F:Structures	0.02
Avg. F:Vegetation	0.37
Avg. Mixed Native	0.03
Avg. P:Vegetation	0.16
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.11
Avg. Road Terrain	0.09
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.56
Avg. S:Man Made Color/Pattern	-0.06
Avg. S:Moving Water	0
Avg. S:Structures	0.07
Avg. S:Vegetation	0.31
Avg. S:Vegetation Colors/Patterns	0.34
Avg. S:Vegetation Edge	0.17
Avg. Suburban/Urban	0.1

**Avg. Total Route Summary 2.86**

### ROUTE 35B Summer (North Bound)

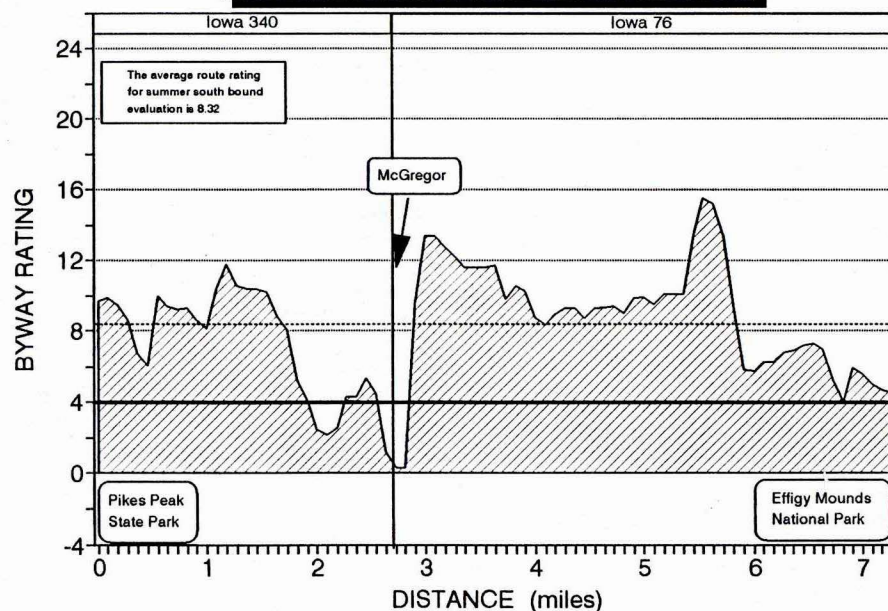


Begin at Iowa 340 & Pikes Peak State Park

— Minimum byway rating [4]  
..... Average rating for Route 35B

End at Iowa 76 & Effigy Mounds National Park

### ROUTE 35B Summer (South Bound)



Begin at Iowa 340 & Pikes Peak State Park

— Minimum byway rating [4]  
..... Average rating for Route 35B

End at Iowa 76 & Effigy Mounds National Park

### NORTH RATING SUMMARY

Avg. F:Landform Material	1.23
Avg. F:Man Made Color/Pattern	-0.55
Avg. F:Man Made Unique	0.26
Avg. F:Moving Water	0.02
Avg. F:Structures	0.14
Avg. F:Vegetation	1.83
Avg. F:Vegetation Color/Pattern	0.25
Avg. F:Water Edge	0.38
Avg. Mixed Native	0.56
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.48
Avg. Road Terrain	0.31
Avg. S:Landform	1.28
Avg. S:Landform Material	0.03
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0.2
Avg. S:Structures	0.14
Avg. S:Vegetation	0.65
Avg. S:Vegetation Colors/Patterns	0.26
Avg. S:Vegetation Edge	1.09
Avg. S:Water	0.29
Avg. Suburban/Urban	0.46

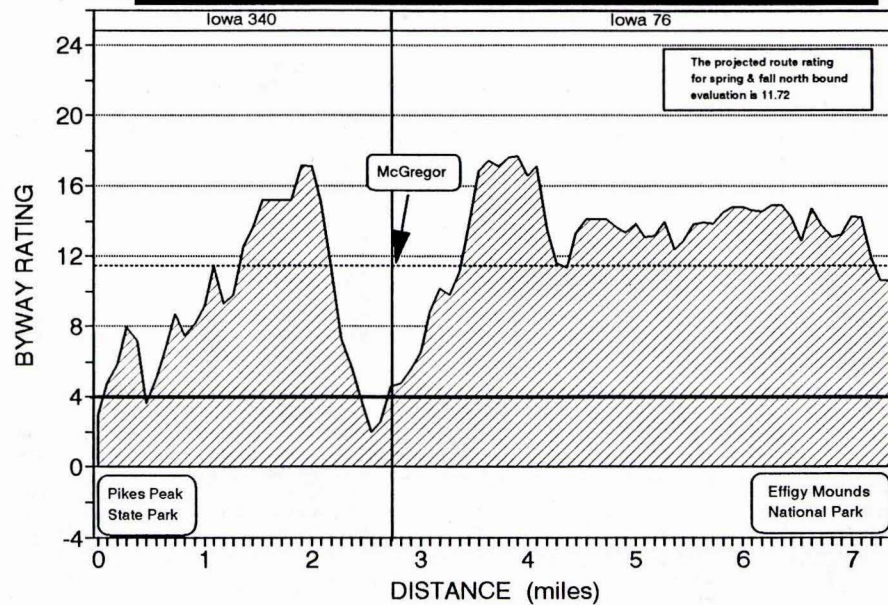
**Avg. Total Route Summary 9.29**

### SOUTH RATING SUMMARY

Avg. F:Landform Material	0.97
Avg. F:Man Made Color/Pattern	-0.58
Avg. F:Man Made Unique	0.2
Avg. F:Structures	0.11
Avg. F:Vegetation	1.43
Avg. F:Vegetation Color/Pattern	0.21
Avg. F:Water Edge	0.62
Avg. Mixed Native	1.48
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.5
Avg. Road Terrain	0.26
Avg. S:Landform	1.03
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0.03
Avg. S:Vegetation	0.24
Avg. S:Vegetation Colors/Patterns	0.53
Avg. S:Vegetation Edge	0.33
Avg. S:Water	0.68
Avg. Suburban/Urban	0.26

**Avg. Total Route Summary 8.32**

### ROUTE 35B Projected Spring & Fall (North Bound)



Begin at Iowa 340 & Pikes Peak State Park

Minimum byway rating [4]

Average rating for Route 35B

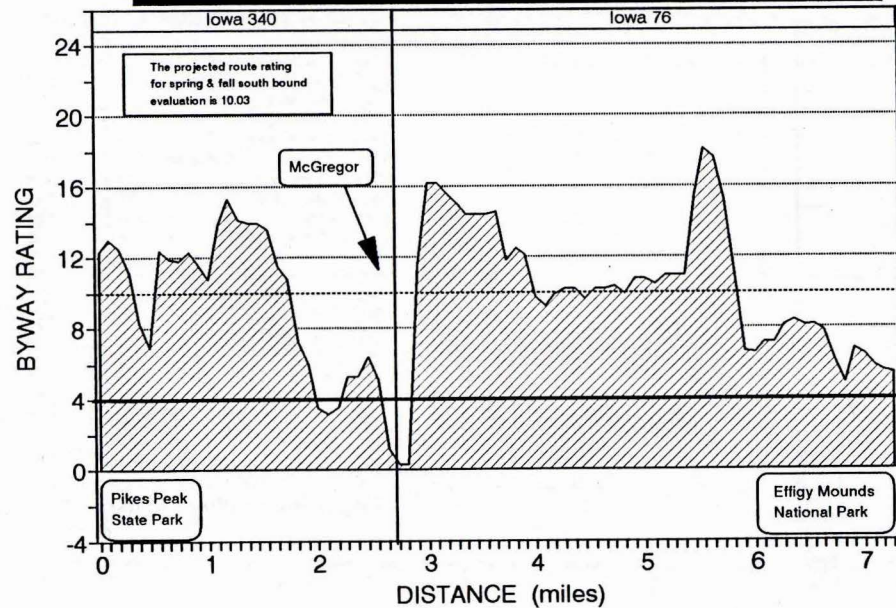
End at Iowa 76 & Effigy Mounds Park

### NORTH RATING SUMMARY

Avg. F:Landform Material	1.23
Avg. F:Man Made Color/Pattern	-0.55
Avg. F:Man Made Unique	0.26
Avg. F:Moving water	0.02
Avg. F:Structures	0.14
Avg. F:Vegetation	2.6
Avg. F:Vegetation Color/Pattern	0.5
Avg. F:Water Edge	0.38
Avg. Mixed Native	0.56
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.48
Avg. Road Terrain	0.31
Avg. S:Landform	1.28
Avg. S:Landform Material	0.03
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0.2
Avg. S:Structures	0.14
Avg. S:Vegetation	1.29
Avg. S:Vegetation Colors/Patterns	0.38
Avg. S:Vegetation Edge	1.73
Avg. S:Water	0.29
Avg. Suburban/Urban	0.46

**Avg. Total Route Summary 11.72**

### ROUTE 35B Projected Spring & Fall (South Bound)



Begin at Iowa 340 & Pikes Peak State Park

Minimum byway rating [4]

Average rating for Route 35B

End at Iowa 76 & Effigy Mounds Park

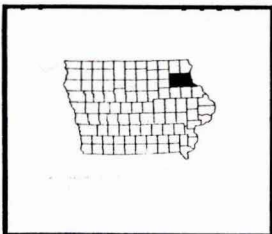
### SOUTH RATING SUMMARY

Avg. F:Landform Material	0.97
Avg. F:Man Made Color/Pattern	-0.58
Avg. F:Man Made Unique	0.2
Avg. F:Structures	0.11
Avg. F:Vegetation	2.15
Avg. F:Vegetation Color/Pattern	0.41
Avg. F:Water Edge	0.62
Avg. Mixed Native	1.48
Avg. P:Vegetation	0.01
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.5
Avg. Road Terrain	0.26
Avg. S:Landform	1.03
Avg. S:Man Made Color/Pattern	0
Avg. S:Moving Water	0
Avg. S:Structures	0.03
Avg. S:Vegetation	0.49
Avg. S:Vegetation Colors/Patterns	0.8
Avg. S:Vegetation Edge	0.6
Avg. S:Water	0.68
Avg. Suburban/Urban	0.26

**Avg. Total Route Summary 10.03**

**ROUTE 35 EXP**

# ROUTE 35 EXP



## Byway location:

Clayton and Fayette Counties  
about 60 miles northeast of Waterloo  
and 60 miles northwest of Dubuque

## Note:

This route is an exploration route. It is divided  
into a loop and north-south segment.

## Road description:

### Loop Segment

- Designations:**
- \* County Rd. C 24 from Iowa 13 to Iowa 150
  - \* Iowa 150 from County Rd. C 24 to County Rd. B 40A
  - \* County Rd. B 40A from Iowa 150 to County Rd. B 60A
  - \* County Rd. B 60A from County Rd. B 40A to Iowa 13
- Termini:**
- \* County Rd. C 24 at Iowa 13
  - \* County Rd. B 60A at Iowa 13

### North-south Segment

- Designations:**
- \* Iowa 13 from US 52 to Iowa 3

## Road character:

- Terrain:**
- \* The entire route has good to excellent road terrain. It is particularly good along Iowa 13 and County Rd. B 40A
- Road Ribbon:**
- \* The road ribbon is excellent along parts of this route. The sections along County Rds. C 24 & B 40A are particularly good.
- Road Surface:**
- \* Entire route has hard surface.

## Route's key visual elements:

- Vegetation:**
- \* Scenes & focal points of upland woodland vegetation are common along both routes. It is particularly good on County Rd. B 40A.
- Landforms:**
- \* The entire route has rolling hills. The hills associated with the Volga and Turkey Rivers are excellent. They make Iowa 13 interesting.
- Road Ribbon:**
- \* The road ribbon is particularly good along County Rds. C 24 & B 40A. Iowa 13 also has fair to good road ribbon.
- Road Terrain:**
- \* The rolling hills along both the loop and north-south segments combined with good design produce excellent road terrain.
- Water:**
- \* Some water views of the Volga and Turkey Rivers exist.

## Route's visual evaluation summary:

- Length:**
- \* loop 67.794 miles (101.058 km), north-south miles ( km)
- Ave. Rating:**
- \* loop 7.27, north-south (average for entire route, both directions)
- Adj. Rating:**
- \* loop 9.14, north-south (adjusted for seasonal values)
- High Rating:**
- \* 15.72 on County Rd. B 40A
- Low Rating:**
- \* 0.00 on Iowa 150
- High Section:**
- \* County Rd. B 40A
- Low Section:**
- \* Iowa 150

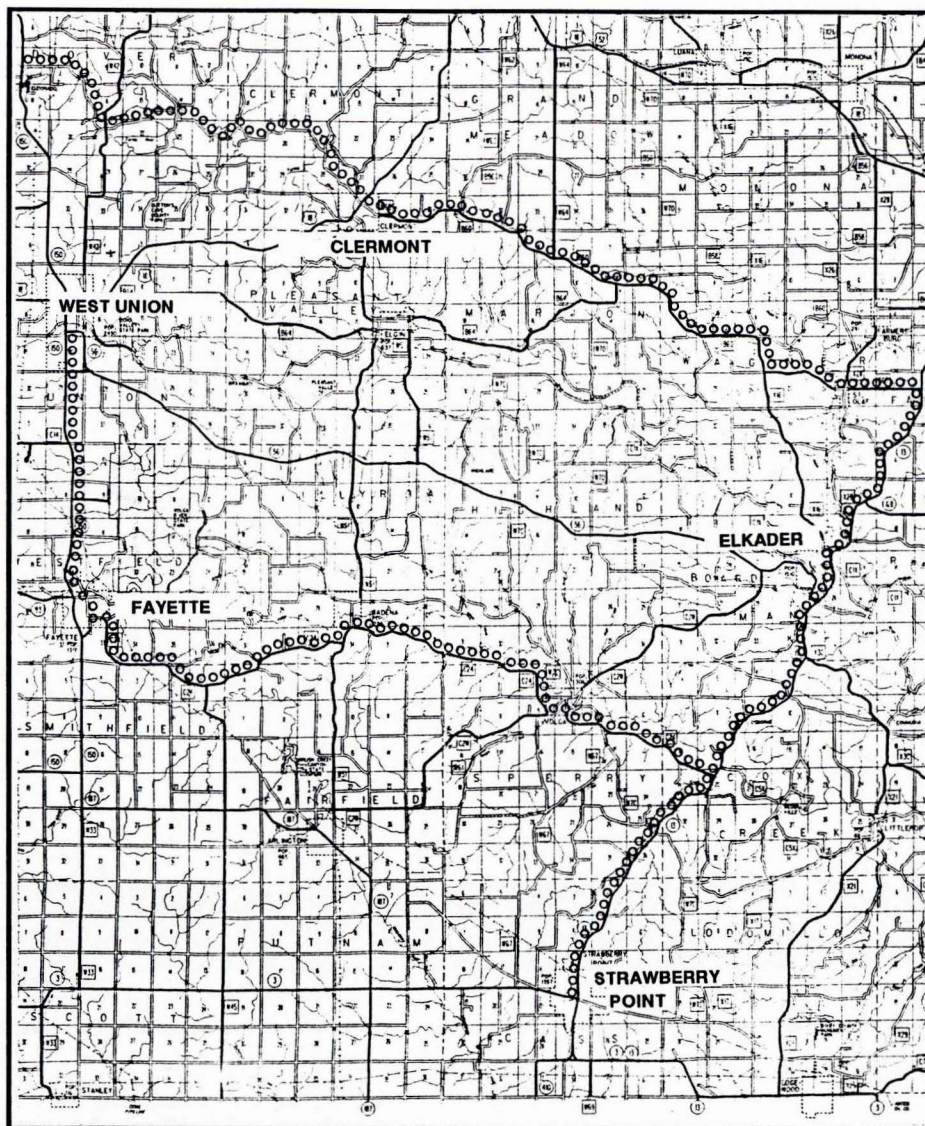
**Route Impressions:** These routes were inventoried to explore the area around Elkader. Both the Volga and Turkey River valleys provide impressive landforms and vegetation. All route except Iowa 150 have good view diversity and excellent change of pace. The towns along these routes also have attractive features particularly Elkader and Clermont.

## Towns along corridor:

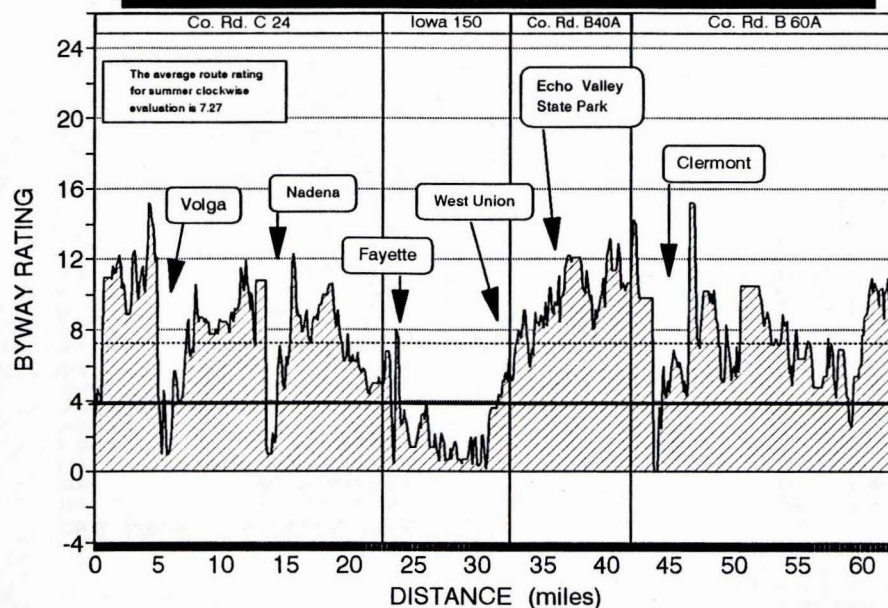
- \* Elkader
- \* West Union
- \* Volga
- \* Clermont
- \* Wadena
- \* Gunder
- \* Fayette

## Historic register listings:

- \* Elkader - ten sites
- \* Clermont - two sites
- \* West Union - one site
- \* Fayette - two sites
- \* Wadena - one site



### ROUTE EXP. 35 Exploration Rt. Summer (Clockwise)



Begin at Iowa 13  
& Co. Rd. C 24

Minimum byway rating (4)

Average rating for Route Exp.35

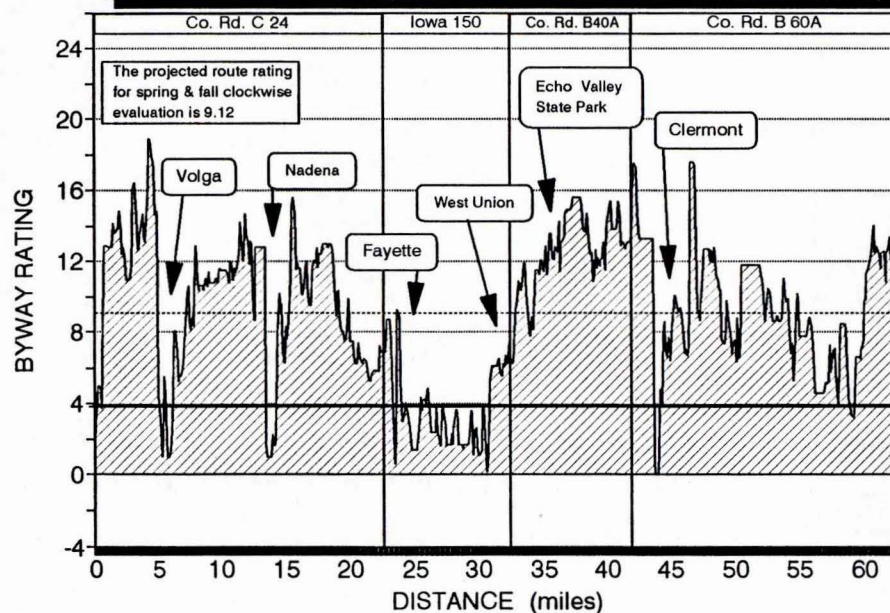
End at Iowa 13  
Co. Rd. B 60A

### CLOCKWISE RATING SUMMARY

Avg. Agriculture	0.64
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.09
Avg. F:Landform	0
Avg. F:Landform Material	0.14
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.15
Avg. F:Vegetation	0.5
Avg. F:Vegetation Color/Pattern	0.39
Avg. F:Vegetation Unique	0.01
Avg. F:Water Edge	0
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Agriculture Color/Pattern	0.03
Avg. P:Landform	0.01
Avg. P:Vegetation	0.39
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Road Ribbon	1.22
Avg. Road Terrain	0.58
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.48
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.92
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0.02
Avg. S:Structures	0.04
Avg. S:Vegetation	0.61
Avg. S:Vegetation Colors/Patterns	0.88
Avg. S:Vegetation Edge	0.66
Avg. S:Water	0
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 7.27**

### ROUTE EXP. 35 Exploration Rt. Projected (Clockwise)



Begin at Iowa 13  
& Co. Rd. C 24

Minimum byway rating (4)

Average rating for Route Exp.35

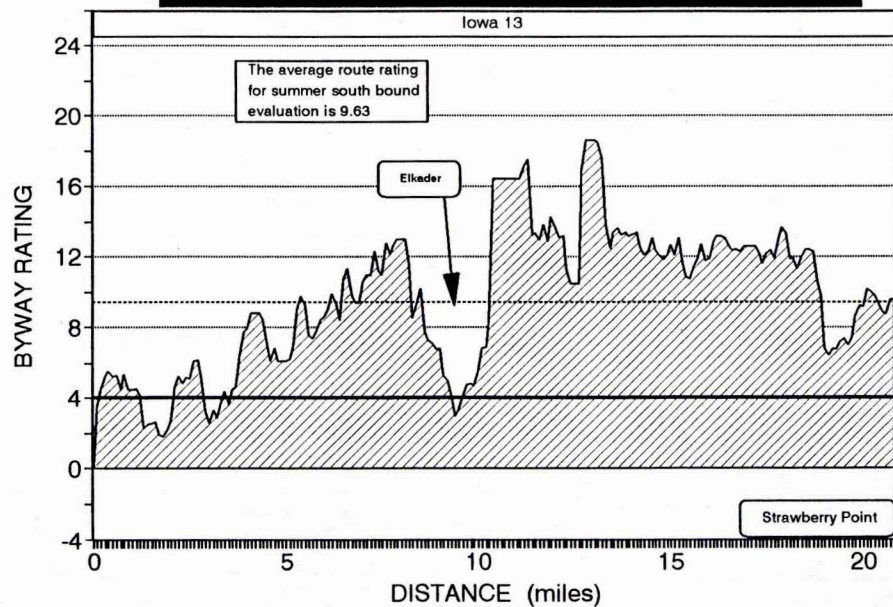
End at Iowa 13  
Co. Rd. B 60A

### PROJECTED CLOCKWISE SUMMARY

Avg. Agriculture	0.64
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.09
Avg. F:Landform	0
Avg. F:Landform Material	0.14
Avg. F:Man Made Color/Pattern	-0.56
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.15
Avg. F:Vegetation	0.89
Avg. F:Vegetation Color/Pattern	0.79
Avg. F:Vegetation Unique	0.01
Avg. F:Water Edge	0
Avg. Mixed Native	0.03
Avg. Museums/Tours	0
Avg. P:Agriculture Color/Pattern	0.03
Avg. P:Landform	0.01
Avg. P:Vegetation	0.39
Avg. P:Water	0
Avg. Park Recreation	0
Avg. Road Ribbon	1.22
Avg. Road Terrain	0.58
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.17
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.92
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0.02
Avg. S:Structures	0.04
Avg. S:Vegetation	1
Avg. S:Vegetation Colors/Patterns	1.42
Avg. S:Vegetation Edge	1.13
Avg. S:Water	0
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 9.14**

### ROUTE 35 Exp Iowa 13 Summer ( South Bound)



Begin at Iowa 24  
& US 52

— Minimum byway rating [4]  
----- Average rating for Route 35 Exp Iowa 13

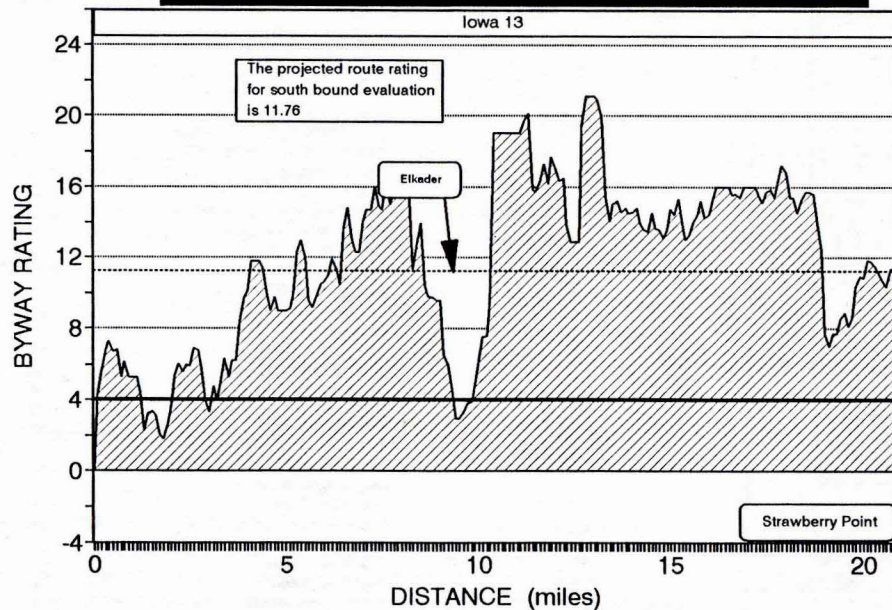
End at Iowa 3 & 13  
in Strawberry Pt.

### SOUTH SUMMER SUMMARY

Avg. Agriculture	1
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.15
Avg. F:Landform	0.14
Avg. F:Landform Material	0.33
Avg. F:Man Made Color/Pattern	-0.17
Avg. F:Man Made Unique	0
Avg. F:Vegetation	0.77
Avg. Museums/Tours	0
Avg. P:Landform	0.15
Avg. P:Vegetation	0.3
Avg. Park Recreation	0
Avg. Road Ribbon	1.51
Avg. Road Terrain	1.51
Avg. S:Agriculture Color/Pattern	0.25
Avg. S:Landform	0.93
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.02
Avg. S:Vegetation	0.74
Avg. S:Vegetation Colors/Patterns	1.15
Avg. S:Vegetation Edge	0.85
Avg. S:Water	0.06

**Avg. Total Route Summary 9.63**

### ROUTE 35 Exp Iowa 13 Projected ( South Bound)



Begin at Iowa 24  
& US 52

— Minimum byway rating [4]  
----- Average rating for Route 35 Exp Iowa 13

End at Iowa 3 & 13  
in Strawberry Pt.

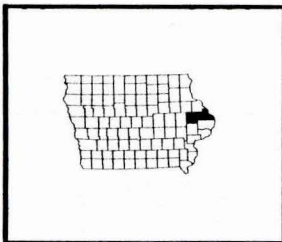
### SOUTH PROJECTED SUMMARY

Avg. Agriculture	1
Avg. F:Agriculture Act/Op	-0.01
Avg. F:Agriculture Structures	0.15
Avg. F:Landform	0.14
Avg. F:Landform Material	0.33
Avg. F:Man Made Color/Pattern	-0.17
Avg. F:Man Made Unique	0
Avg. F:Vegetation	1.46
Avg. Museums/Tours	0
Avg. P:Landform	0.15
Avg. P:Vegetation	0.3
Avg. Park Recreation	0
Avg. Road Ribbon	1.51
Avg. Road Terrain	1.51
Avg. S:Agriculture Color/Pattern	0
Avg. S:Landform	0.93
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0.02
Avg. S:Vegetation	1.27
Avg. S:Vegetation Colors/Patterns	1.84
Avg. S:Vegetation Edge	1.3
Avg. S:Water	0.06

**Avg. Total Route Summary 11.76**

**ROUTE 36**

## ROUTE 36



### Byway location:

Jackson and Jones Counties  
about 20 miles east of Cedar Rapids

\* No exploration routes.

### Road description:

- Designations:**
- \* County Rd. X 28 from Count Rd.E 34 to County Rd. E 28
  - \* County Rd. E 28 from County Rd. X 28 to US 151
  - \* US 151 from County Rd. E 28 to Iowa 38
  - \* Iowa 38 from US 151 to unmarked gravel road
  - \* Unmarked gravel road from Iowa 38 to County Rd. E 29
  - \* County Rd. E 29 from umarked road to Iowa 38
  - \* Iowa 38 from County Rd. E 29 to Iowa 64
  - \* Iowa 64 from Iowa 38 to Iowa 136
  - \* Iowa 136 from Iowa 64 to County Rd. E 17
  - \* County Rd. E 17 from Iowa 136 to Iowa 428
  - \* Iowa 428 from County Rd. E 17 to US 61
- Termini:**
- \* County Rd. X 28 and County Rd. E 34
  - \* Iowa 428 and US 61

### Road character:

- Terrain:**
- \* The Stone City area, Monticello area and the County Rd. E 16 section of the route exhibit good vertical alinement.
- Road Ribbon:**
- \* The road ribbon is good in the Stone City area and in the Maquoketa Caves State Park area. Most of County Rd. E 17 has nice road ribbon.
- Road Surface:**
- \* Most of the route is hard surfaced. About 5 miles are gravel.

### Route's key visual elements:

- Vegetation:**
- \* Woodlands mixed with cropland are the major visual feature on the route. Woodlands are particularly good around Maquoketa Park.
- Landforms:**
- \* The rolling hills associated with the Wapsipinicon, Buffalo and Maquoketa river valleys have good vertical change in pace.
- Road Terrain:**
- \* The road terrain is good in the valleys and the Maquoketa Park area.
- Road Ribbon:**
- \* The road ribbon is fair to good particularly along Co. Rd. E 17.
- Historic:**
- \* Stone City and Maquoketa provide a historic flavor to this route.
- Agriculture:**
- \* Croplands and associated agricultural activities are fair.

### Route's visual evaluation summary:

- Length:**
- \* 69.304 miles (111.535 km)
- Ave. Rating:**
- \* 3.56 (ave. for entire route, both directions)
- Adj. Rating:**
- \* 4.41 (ave. when adjusted for seasonal value, both directions)
- High Rating:**
- \* 14.60 on County Rd. E 17
- Low Rating:**
- \* -2.68 on Iowa 58 and US 151
- High Section:**
- \* County Rd. E 17
- Low Section:**
- \* Eastern and central sections of Iowa 92

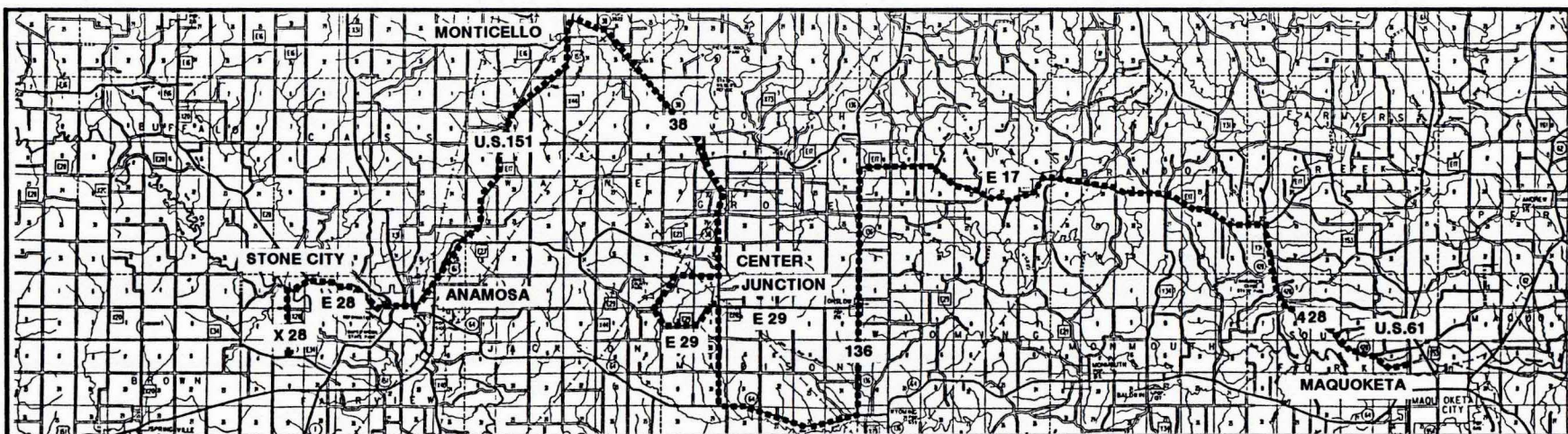
### Towns along corridor:

- |              |           |              |                   |
|--------------|-----------|--------------|-------------------|
| * Stone City | * Anamosa | * Monticello | * Center Junction |
| * Wyoming    | * Canton  | * Maquoketa  |                   |

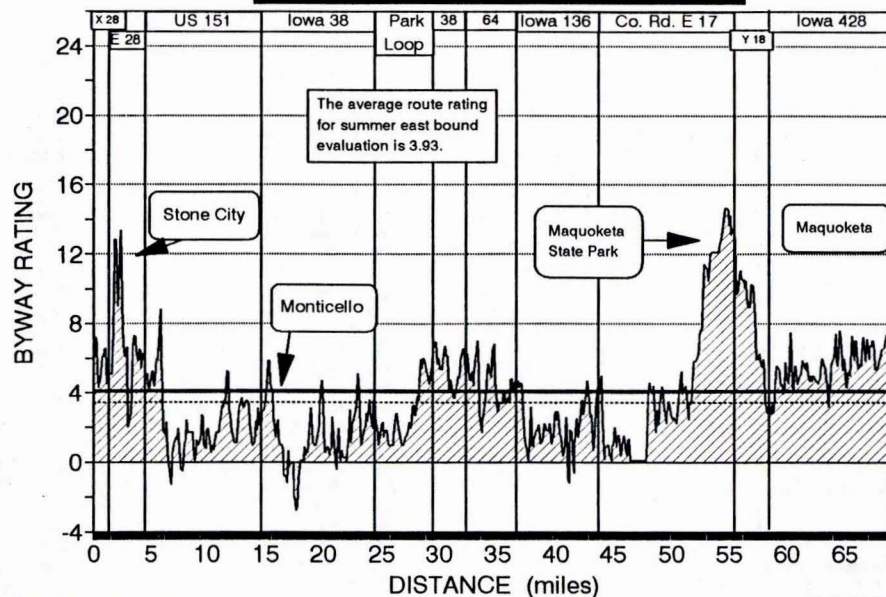
### Historic register listings:

- |                                    |                           |
|------------------------------------|---------------------------|
| * Mequoketa - seven sites          | * Monticello - four sites |
| * Stone City - District (one site) | * Wyoming - one site      |
| * Canton - one site                | * Anamosa - one site      |

**Impressions:** This route offers significant diversity. The hills around Stone City yield to level croplands. The vegetation changes from woodlands to croplands. The historic areas in Stone City and Maquoketa add another feature. The prime feature of the route was the Maquoketa Caves State Park. This area was most interesting and unique. It should be noted that some segments of this route lack interest and diversity.



### ROUTE 36 Summer ( East Bound)

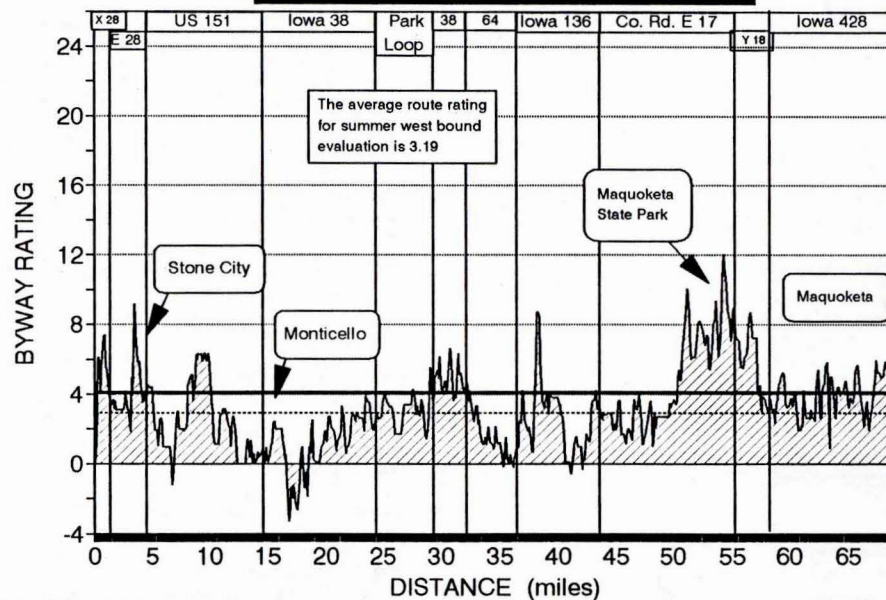


### EAST RATING SUMMARY

Avg. Agriculture	0.81
Avg. F:Agriculture Act/Op	-0.04
Avg. F:Agriculture Structures	0.12
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.02
Avg. F:Vegetation	0.25
Avg. F:Vegetation Color/Pattern	0.22
Avg. Historic Area	0.01
Avg. Mixed Native	0.1
Avg. P:Landform	0.03
Avg. P:Vegetation	0.11
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.38
Avg. Road Terrain	0.67
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.09
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.49
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.32
Avg. S:Vegetation Colors/Patterns	0.33
Avg. S:Vegetation Edge	0.32
Avg. S:Vegetation Unique	0
Avg. S:Water	0.04
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 3.93**

### ROUTE 36 Summer ( West Bound)

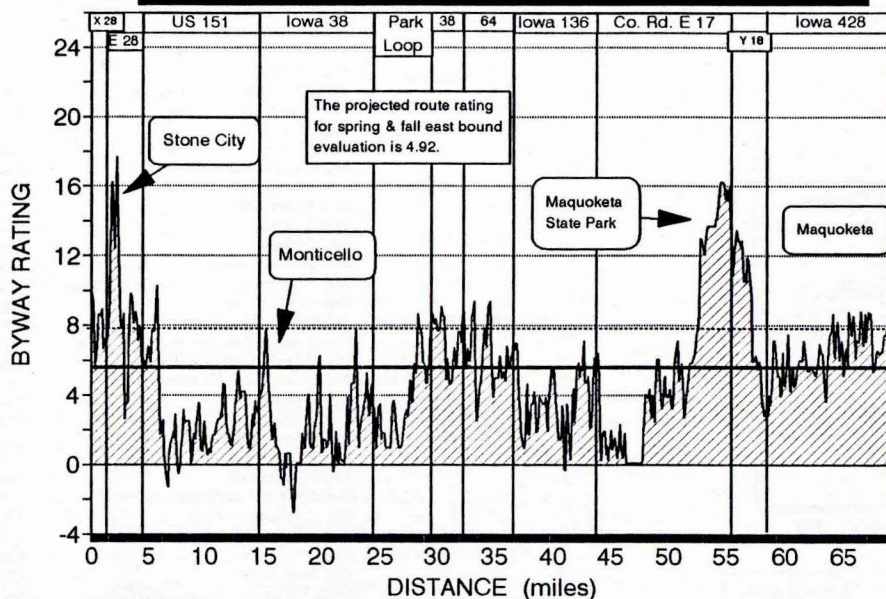


### WEST RATING SUMMARY

Avg. Agriculture	0.67
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.47
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0.03
Avg. F:Vegetation	0.32
Avg. Historic Area	0.01
Avg. Mixed Agriculture	0.22
Avg. Mixed Native	0.03
Avg. P:Landform	0.01
Avg. P:Vegetation	0.18
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.34
Avg. Road Terrain	0.45
Avg. S:Agriculture Color/Pattern	0.04
Avg. S:Agriculture Structures	0.06
Avg. S:Landform	0.46
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0.06
Avg. S:Vegetation	0.04
Avg. S:Vegetation Colors/Patterns	0.36
Avg. S:Vegetation Edge	0.27
Avg. S:Water	0.03
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 3.19**

### ROUTE 36 Projected Spring & Fall (East Bound)



Begin at Co. Rd. X 28  
& Co. Rd. E 34

— Minimum byway rating [4]  
- - - Average rating for Route 36

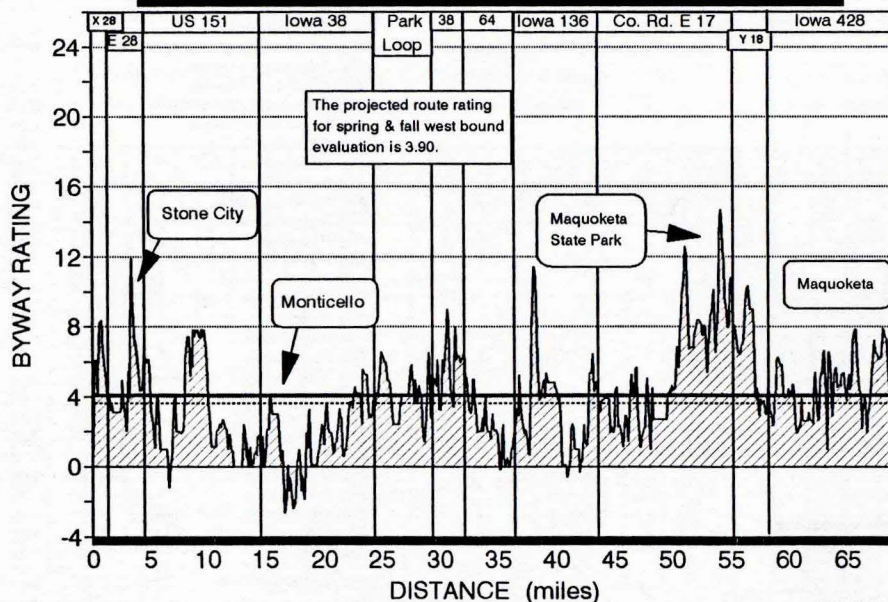
End at US 61  
& Iowa 428

### EAST RATING SUMMARY

Avg. Agriculture	0.81
Avg. F:Agriculture Act/Op	-0.04
Avg. F:Agriculture Structures	0.12
Avg. F:Landform Material	0.02
Avg. F:Man Made Color/Pattern	-0.41
Avg. F:Man Made Unique	0.02
Avg. F:Structures	0.02
Avg. F:Vegetation	0.42
Avg. F:Vegetation Color/Pattern	0.44
Avg. Historic Area	0.01
Avg. Mixed Native	0.1
Avg. P:Landform	0.03
Avg. P:Vegetation	0.11
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.38
Avg. Road Terrain	0.67
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.49
Avg. S:Man Made Color/Pattern	-0.03
Avg. S:Moving Water	0
Avg. S:Structures	0.02
Avg. S:Vegetation	0.53
Avg. S:Vegetation Colors/Patterns	0.56
Avg. S:Vegetation Edge	0.56
Avg. S:Vegetation Unique	0
Avg. S:Water	0.04
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 4.92**

### ROUTE 36 Project Spring & Fall (West Bound)



Begin at Co. Rd. X 28  
& Co. Rd. E 34

— Minimum byway rating [4]  
- - - Average rating for Route 36

End at US 61  
& Iowa 428

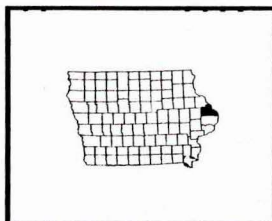
### WEST RATING SUMMARY

Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0
Avg. F:Landform Material	0.01
Avg. F:Man Made Color/Pattern	-0.47
Avg. F:Man Made Unique	0.01
Avg. F:Structures	0.03
Avg. F:Vegetation	0.59
Avg. Historic Area	0.01
Avg. Mixed Agriculture	0.22
Avg. Mixed Native	0.03
Avg. P:Landform	0.01
Avg. P:Vegetation	0.18
Avg. Park Recreation	0
Avg. Pull Off/ Rest Area	0
Avg. Reference	0
Avg. Road Ribbon	0.34
Avg. Road Terrain	0.45
Avg. S:Agriculture Color/Pattern	-0.01
Avg. S:Agriculture Structures	0.06
Avg. S:Landform	0.46
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0
Avg. S:Structures	0.06
Avg. S:Vegetation	0.06
Avg. S:Vegetation Colors/Patterns	0.6
Avg. S:Vegetation Edge	0.5
Avg. S:Water	0.03
Avg. Suburban/Urban	0.03

**Avg. Total Route Summary 3.9**

**ROUTE 37**

## ROUTE 37



**Byway location:**  
Jackson County about  
40 miles north of Davenport

\* No exploration routes

### Road description:

- Designations:**
- \* US 61 from Iowa 428 to Iowa 64
  - \* Iowa 64 from US 64 to Iowa 62
  - \* Iowa 62 from Iowa 64 to County Rd. E 17
  - \* County Rd. E 17 from Iowa 62 to County Rd. Z 15
  - \* County Rd. Z 17 from County Rd. E 17 to US 52
  - \* US 52 from County Rd. Z 17 to Iowa 62
- Termini:**
- \* US 61 at Iowa 428
  - \* US 52 at Iowa 62

### Road character:

- Terrain:**
- \* The entire route has fair to good road terrain. It is particularly good along Iowa 62, and County Rd. E 17.
- Road Ribbon:**
- \* The road ribbon is excellent along parts of this route. The section along Iowa 62 and County Rd. E 17 are particularly good.
- Road Surface:**
- \* Entire route has hard surface.

### Route's key visual elements:

- Vegetation:**
- \* Scenes & focal points of mixed woodland vegetation is common along the entire route. It is particularly good near the Mississippi River.
- Landforms:**
- \* The entire route has rolling hills. The hills near the River are particularly good. Several sections have excellent limestone cuts or outcroppings.
- Road Ribbon:**
- \* The road ribbon is particularly pleasing along County Rd. E 17 and Iowa 62. The ribbon is fair to good along the entire route except US 61.
- Road Terrain:**
- \* The rolling hills on the eastern end of the route provide a setting for good road terrain. Road terrain is very good along Iowa 62
- Water:**
- \* The Mississippi River adds scenic diversity and quality to the route.

### Route's visual evaluation summary:

- Length:**
- \* 24.006 miles (38.634 km)
- Ave. Rating:**
- \* 5.00 (average for entire route, both directions)
- Adj. Rating:**
- \* 5.95 (adjusted for seasonal value, entire route, both directions)
- High Rating:**
- \* 15.14 on Iowa 62
- Low Rating:**
- \* -2.90 on US 61
- High Section:**
- \* US 62 and US 52
- Low Section:**
- \* US 64

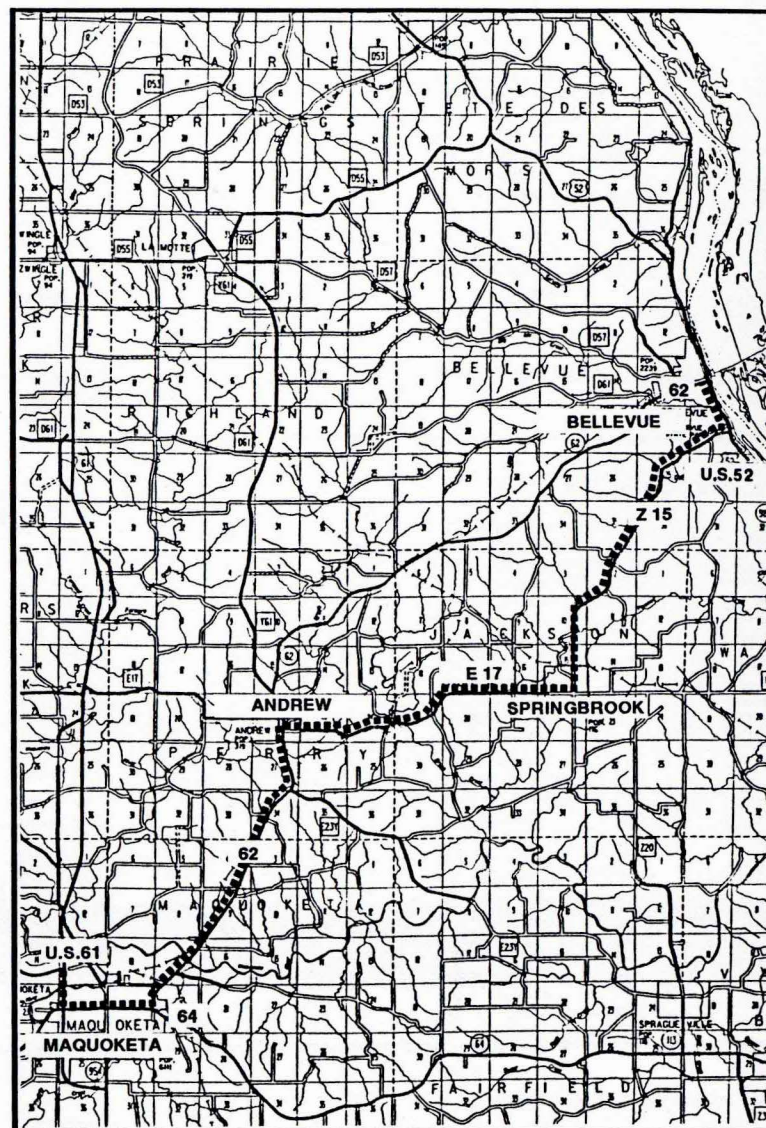
**Route Impressions:** The aesthetic road alignment provides good presentation of impressive views. The types of views include focal points, scenes and panoramas. The diversity of features is good ranging from crop patterns to rock bluffs. The route ends with a spectacular entrance to the Mississippi River in Bellevue. Bellevue has good "period" architecture.

### Towns along corridor:

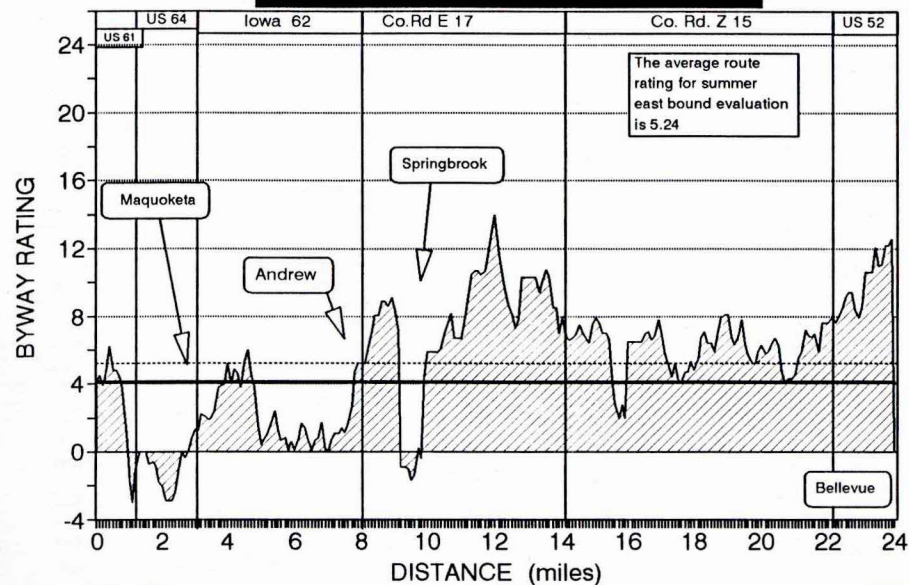
- \* Maquoketa
- \* Andrew
- \* Springbrook
- \* Bellevue

### Historic register listings:

- \* Maquoketa - seven sites
- \* Andrew - one site
- \* Bellevue - four sites
- \* Springbrook - one site



### ROUTE 37 Summer (East Bound)

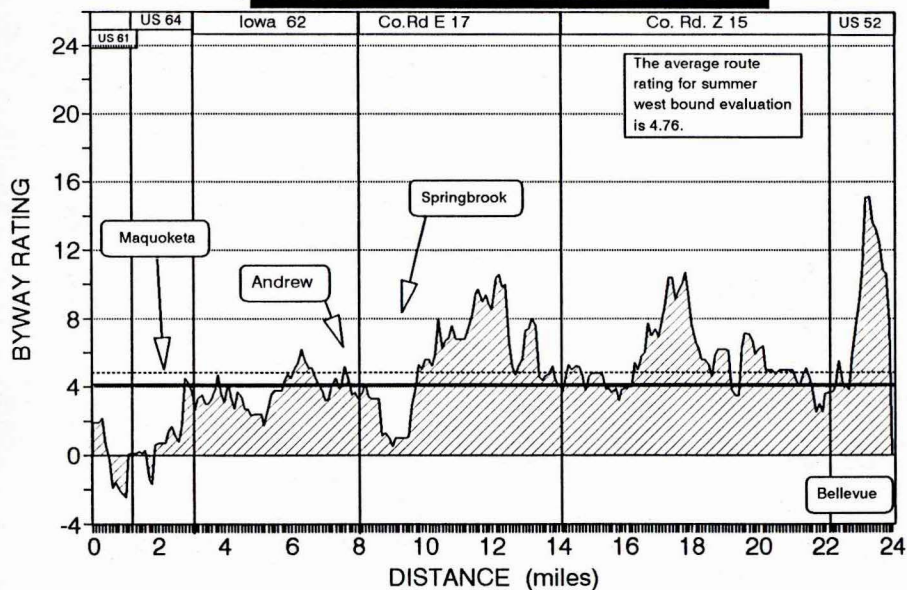


### EAST RATING SUMMARY

Avg. Agriculture	0.61
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.12
Avg. F:Landform Material	0.27
Avg. F:Man Made Color/Pattern	-0.34
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.46
Avg. Mixed Native	0.2
Avg. P:Landform	0.06
Avg. P:Vegetation	0.24
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.53
Avg. Road Terrain	0.85
Avg. S:Agriculture Color/Pattern	0.2
Avg. S:Landform	0.58
Avg. S:Landform Material	0.05
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.01
Avg. S:Structures	0.06
Avg. S:Vegetation	0.49
Avg. S:Vegetation Colors/Patterns	0.48
Avg. S:Vegetation Edge	0.31
Avg. S:Water	0.04
Avg. Suburban/Urban	0.01

**Avg. Total Route Summary 5.24**

### ROUTE 37 Summer (West Bound)

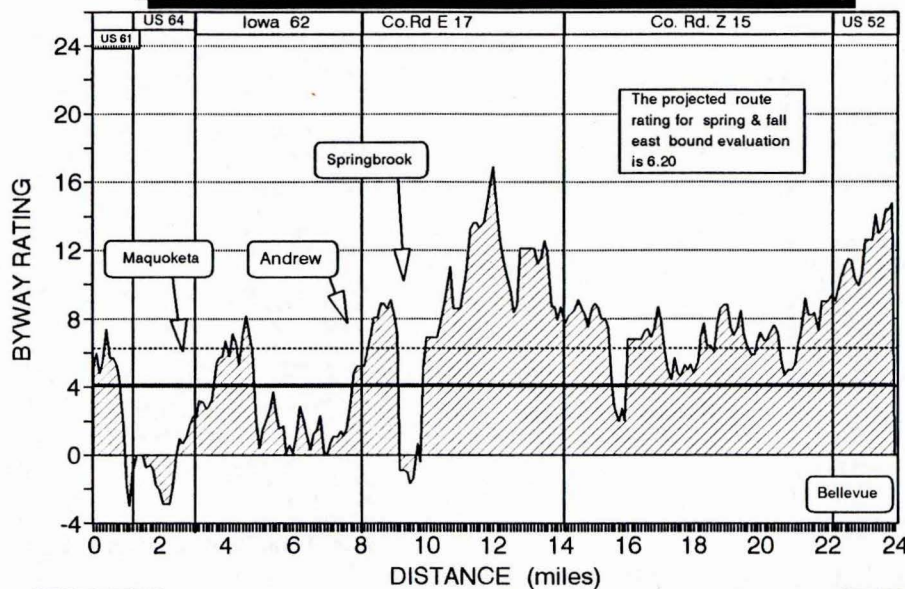


### WEST RATING SUMMARY

Avg. Agriculture	0.52
Avg. F:Agriculture Act/Op	-0.04
Avg. F:Agriculture Structures	0.11
Avg. F:Landform Material	0.18
Avg. F:Man Made Color/Pattern	-0.28
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.26
Avg. F:Water Edge	0.04
Avg. Historic Site	0
Avg. Mixed Agriculture	0.19
Avg. Mixed Native	0.11
Avg. Museums/Tours	0
Avg. P:Vegetation	0.17
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.26
Avg. Road Terrain	0.58
Avg. S:Agriculture Color/Pattern	0.32
Avg. S:Landform	0.77
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0.01
Avg. S:Structures	0.01
Avg. S:Vegetation	0.33
Avg. S:Vegetation Colors/Patterns	0.79
Avg. S:Vegetation Edge	0.2
Avg. S:Water	0.11
Avg. Suburban/Urban	0.07

**Avg. Total Route Summary 4.76**

### ROUTE 37 Projected Spring & Fall (East Bound)



Begin at US 61  
& Iowa 428

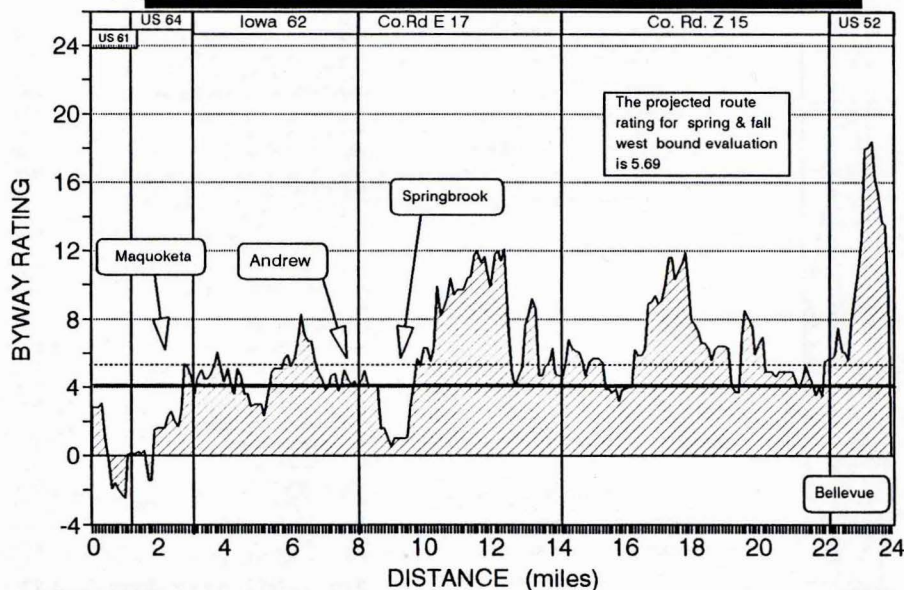
— Minimum byway rating [4]  
- - - Average rating for Route 37

End at US 52  
& Iowa 62

### EAST RATING SUMMARY

Avg. Agriculture	0.61
Avg. F:Agriculture Act/Op	-0.03
Avg. F:Agriculture Structures	0.12
Avg. F:Landform Material	0.27
Avg. F:Man Made Color/Pattern	-0.34
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.71
Avg. Mixed Native	0.2
Avg. P:Landform	0.06
Avg. P:Vegetation	0.24
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.53
Avg. Road Terrain	0.85
Avg. S:Agriculture Color/Pattern	0.05
Avg. S:Landform	0.58
Avg. S:Landform Material	0.05
Avg. S:Man Made Color/Pattern	-0.04
Avg. S:Moving Water	0.01
Avg. S:Structures	0.06
Avg. S:Vegetation	0.86
Avg. S:Vegetation Colors/Patterns	0.75
Avg. S:Vegetation Edge	0.53
Avg. S:Water	0.04
Avg. Suburban/Urban	0.01
<b>Avg. Total Route Summary</b>	<b>6.2</b>

### ROUTE 37 Projected Spring & Fall (West Bound)



Begin at US 61  
& Iowa 428

— Minimum byway rating [4]  
- - - Average rating for Route 37

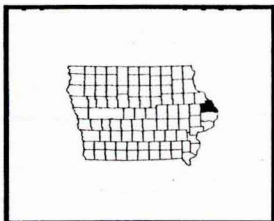
End at US 52  
& Iowa 62

### WEST RATING SUMMARY

Avg. Agriculture	0.52
Avg. F:Agriculture Act/Op	-0.04
Avg. F:Agriculture Structures	0.11
Avg. F:Landform Material	0.18
Avg. F:Man Made Color/Pattern	-0.28
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.5
Avg. F:Water Edge	0.04
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.19
Avg. Mixed Native	0.11
Avg. Museums/Tours	0
Avg. P:Vegetation	0.17
Avg. Park Recreation	0
Avg. Reference	0
Avg. Road Ribbon	0.26
Avg. Road Terrain	0.58
Avg. S:Agriculture Color/Pattern	0.1
Avg. S:Landform	0.77
Avg. S:Landform Material	0.01
Avg. S:Man Made Color/Pattern	-0.02
Avg. S:Moving Water	0.01
Avg. S:Structures	0.01
Avg. S:Vegetation	0.61
Avg. S:Vegetation Colors/Patterns	1.27
Avg. S:Vegetation Edge	0.33
Avg. S:Water	0.11
Avg. Suburban/Urban	0.07
<b>Avg. Total Route Summary</b>	<b>5.69</b>

**ROUTE 38**

## ROUTE 38



### Byway location:

Jackson County about  
40 miles north of Davenport

\* No exploration routes

### Road description:

- Designations:** \* County Rd. E 17 from Iowa 428 to Iowa 62
- Termini:** \* County Rd. E 17 and Iowa 428  
\* County Rd. E 17 and Iowa 62
- Access:** \* Iowa 64 from the east and west  
\* US 61 from the north and south

### Road character:

- Terrain:** \* The entire route provides a nice match of terrain and roadway alignment. The section that crosses the Maquoketa River valley is particularly good..
- Road Ribbon:** \* Good to fair horizontal alignment i.e. road ribbon exists along most of the route.
- Road Surface:** \* The entire route is hard surfaced.

### Route's key visual elements:

- Vegetation:** \* Mixed woodland vegetation scenes along the Maquoketa River.
- Landforms:** \* Landforms associated with the river valley provide a key visual feature.
- Road Ribbon:** \* The road ribbon is fair to good along most of the route. It is particularly pleasing near the western end.
- Road Terrain:** \* The rolling hills in the Maquoketa River valley and well designed road alignment create good road terrain.
- Agriculture:** \* The color and patterns of croplands and agricultural structures are a major visual feature and add diversity to the route's character.

### Route's visual evaluation summary [cont.]:

- Length:** \* 10.241 miles (16.481 km)
- Ave. Rating:** \* 5.70 (average for entire route, both directions)
- Adj. Rating:** \* 7.09 (adjusted for seasonal value, entire route, both directions)
- High Rating:** \* 10.09
- Low Rating:** \* 1.90
- High Section:** \* NA
- Low Section:** \* NA

### Towns along corridor:

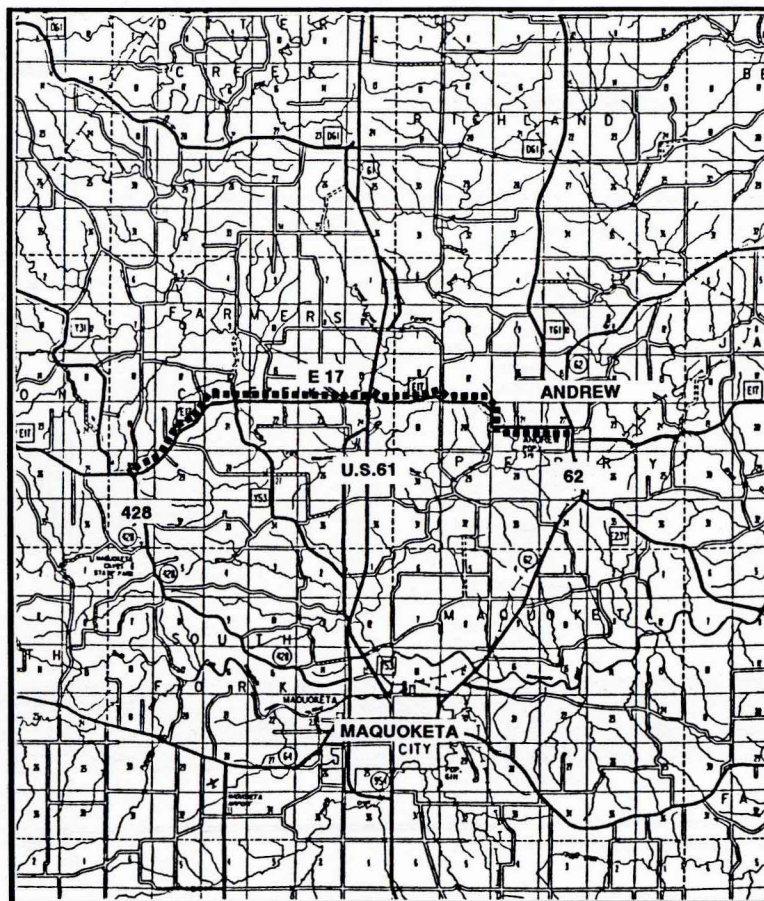
- \* Andrew

### Historic register listings:

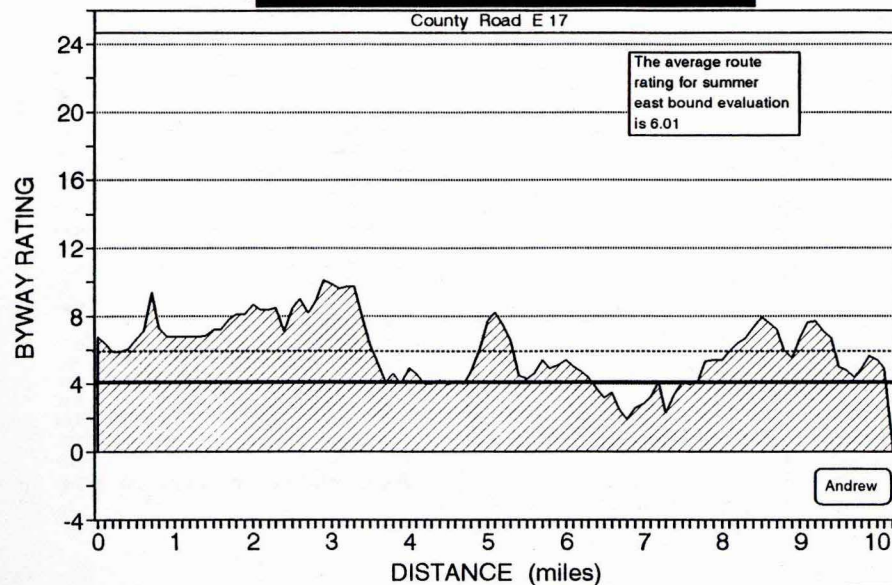
- \* Andrew - one site

### Route Impressions:

This route is an alternate to routes 36 and 37. These routes should be reviewed along with this route to determine possible byways. The section of this route through the Maquoketa River valley is quite impressive. Views have good diversity and are presented well by the roadway.



### ROUTE 38 Summer (East Bound)

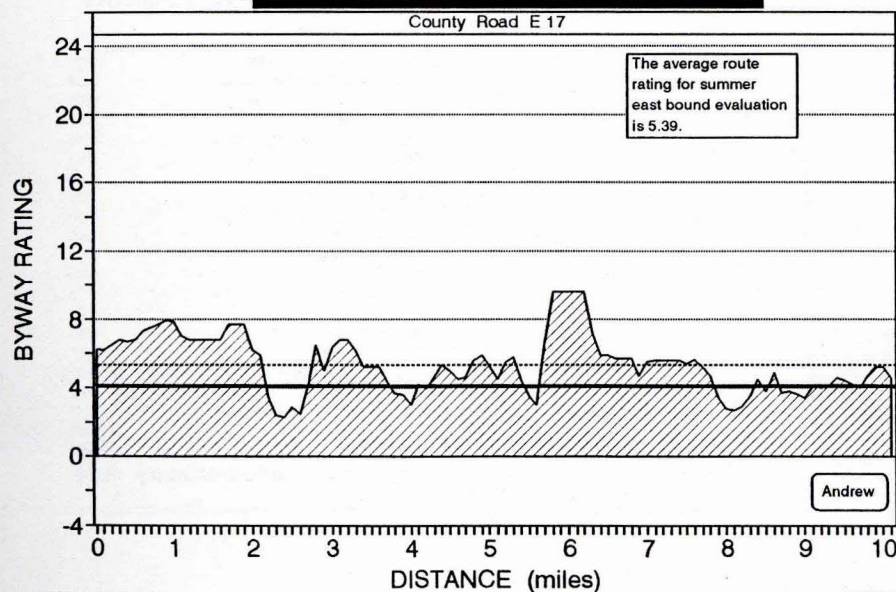


Begin at E 17  
& Iowa 428

— Minimum byway rating [4]  
- - - Average rating for Route 38

End at E 17  
& Iowa 62

### ROUTE 38 Summer (West Bound)



Begin at E 17  
& Iowa 428

— Minimum byway rating [4]  
- - - Average rating for Route 38

End at E 17  
& Iowa 62

### EAST RATING SUMMARY

Avg. Agriculture	0.98
Avg. F:Agriculture Act/Op	0.16
Avg. F:Agriculture Structures	0.07
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.07
Avg. F:Man Made Color/Pattern	-0.86
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.01
Avg. F:Vegetation	0.13
Avg. F:Vegetation Color/Pattern	0.36
Avg. Mixed Agriculture	0.01
Avg. P:Vegetation	0.56
Avg. Reference	0
Avg. Road Ribbon	0.95
Avg. Road Terrain	1
Avg. S:Landform	0.77
Avg. S:Moving Water	0.01
Avg. S:Vegetation	0.38
Avg. S:Vegetation Colors/Patterns	0.94
Avg. S:Vegetation Edge	0.4
Avg. S:Water	0.01
Avg. Suburban/Urban	0.02

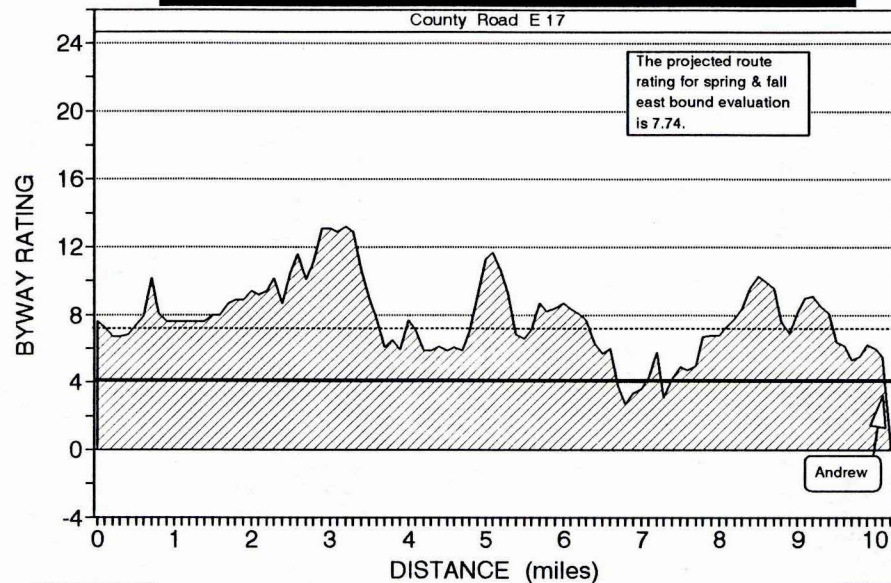
**Avg. Total Route Summary 6.01**

### WEST RATING SUMMARY

Avg. Agriculture	0.5
Avg. F:Agriculture Act/Op	-0.05
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.04
Avg. F:Man Made Color/Pattern	-0.15
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.23
Avg. F:Vegetation Color/Pattern	0.01
Avg. Mixed Agriculture	0.45
Avg. Mixed Native	0.05
Avg. P:Vegetation	0.49
Avg. Reference	0
Avg. Road Ribbon	0.61
Avg. Road Terrain	0.95
Avg. S:Landform	0.7
Avg. S:Moving Water	0.01
Avg. S:Vegetation	0.18
Avg. S:Vegetation Colors/Patterns	0.91
Avg. S:Vegetation Edge	0.28
Avg. S:Water	0.04

**Avg. Total Route Summary 5.39**

### ROUTE 38 Projected Spring & Fall (East Bound)



Begin at E 17  
& Iowa 428

— Minimum byway rating [4]  
..... Average rating for Route 38

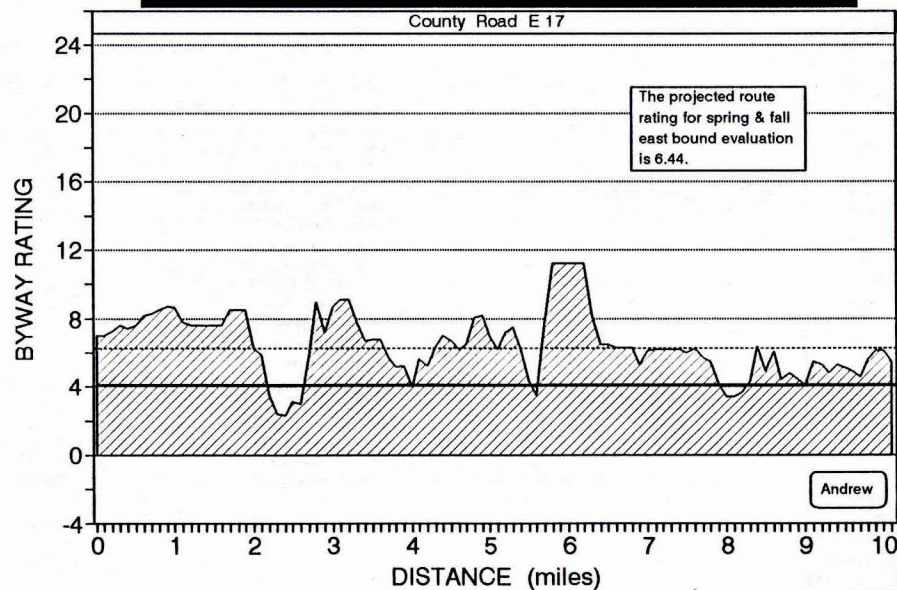
End at E 17  
& Iowa 62

### EAST RATING SUMMARY

Avg. Agriculture	0.98
Avg. F:Agriculture Act/Op	0.16
Avg. F:Agriculture Structures	0.07
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.07
Avg. F:Man Made Color/Pattern	-0.86
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0.01
Avg. F:Vegetation	0.26
Avg. F:Vegetation Color/Pattern	0.73
Avg. Mixed Agriculture	0.01
Avg. P:Vegetation	0.56
Avg. Reference	0
Avg. Road Ribbon	0.95
Avg. Road Terrain	1
Avg. S:Landform	0.77
Avg. S:Moving Water	0.01
Avg. S:Vegetation	0.76
Avg. S:Vegetation Colors/Patterns	1.41
Avg. S:Vegetation Edge	0.79
Avg. S:Water	0.01
Avg. Suburban/Urban	0.02

**Avg. Total Route Summary 7.74**

### ROUTE 38 Projected Spring & Fall (West Bound)



Begin at E 17  
& Iowa 428

— Minimum byway rating  
..... Average rating for Route 38

End at E 17  
& Iowa 62

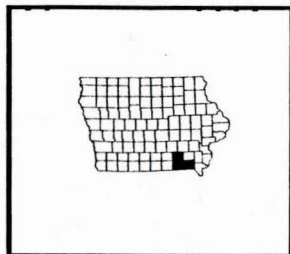
### WEST RATING SUMMARY

Avg. Agriculture	0.5
Avg. F:Agriculture Act/Op	-0.05
Avg. F:Agriculture Structures	0.09
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0.04
Avg. F:Man Made Color/Pattern	-0.15
Avg. F:Man Made Unique	0.04
Avg. F:Structures	0
Avg. F:Vegetation	0.35
Avg. F:Vegetation Color/Pattern	0.02
Avg. Mixed Agriculture	0.45
Avg. Mixed Native	0.05
Avg. P:Vegetation	0.49
Avg. Reference	0
Avg. Road Ribbon	0.61
Avg. Road Terrain	0.95
Avg. S:Landform	0.7
Avg. S:Moving Water	0.01
Avg. S:Vegetation	0.3
Avg. S:Vegetation Colors/Patterns	1.48
Avg. S:Vegetation Edge	0.51
Avg. S:Water	0.04

**Avg. Total Route Summary 6.44**

**ROUTE 42**

# ROUTE 42



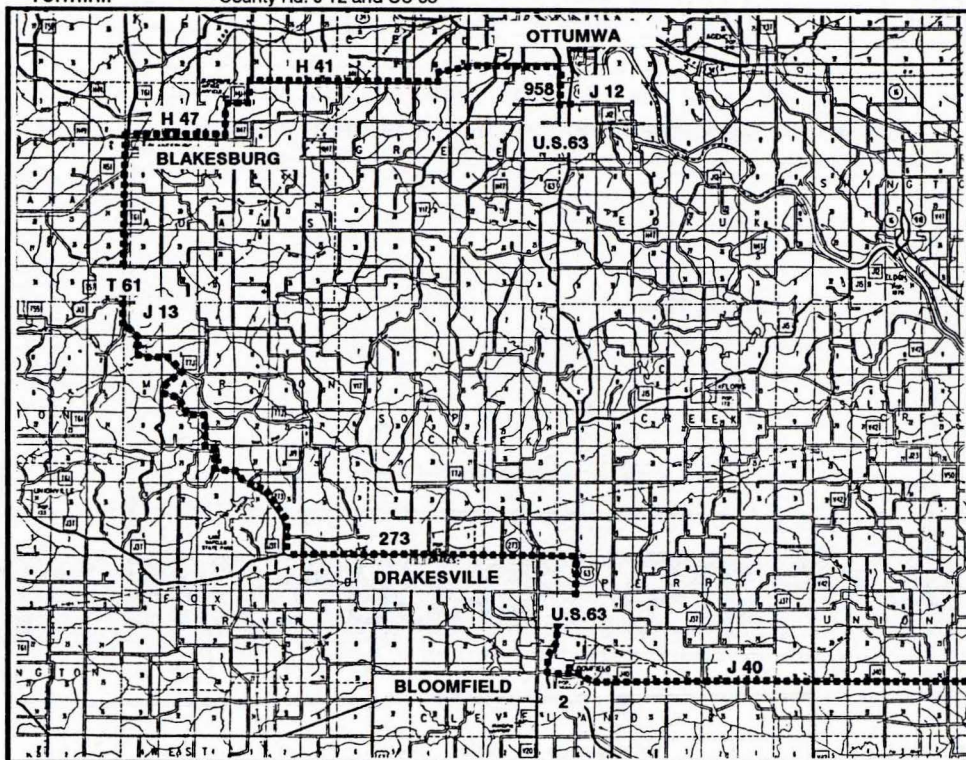
## Byway location:

Wapello, Davis and Van Buren  
Counties starting in Ottumwa  
and about 40 miles west of  
Fort Madison

\* No exploration routes.

## Road description:

- Designations:**
- \* County Rd. J 12 from US 63 to Iowa 958
  - \* Iowa 958 from County Rd. J 12 to County Rd. H 41
  - \* County Rd. H 41 from Iowa 958 to County Rd. H 47
  - \* County Rd. H 47 from County Rd. H 41 to County Rd. T 61
  - \* County Rd. T 61 from County Rd. H 47 to County Rd. J 13
  - \* County Rd. J 13 from County Rd. T 61 to unmarked road
  - \* Unmarked road from County Rd. J 13 to Iowa 273
  - \* Iowa 273 from unmarked road to US 63, then US 63 to County Rd. J 40
  - \* County Rd. J 40 from US 63 to Iowa 1
  - \* County Rd. J 12 and US 63
- Termini:**



## Road description (cont.):

**Termini:** \* County Rd. J 40 and Iowa 1

## Road character:

**Terrain:** \* The road terrain is good along the gravel road south of Blakesburg and around Bloomfield.

**Road Ribbon:** \* Road ribbon is good on the gravel road northwest of Lake Wapello State Park and around Keosauqua.

**Road Surface:** \* Most of the route is hard surfaced. Only 11 miles are gravel.

## Route's key visual elements:

**Vegetation:** \* Nice display of woodland scenes and edges in the route section near Wapello State Park.

**Road Ribbon:** \* The road ribbon is fair to good in sections.

**Agriculture:** \* Most frequent visual features are croplands.

**Landforms:** \* The area around Lake Wapello State Park contains interesting landforms. Most of the route has little land features.

**Road Terrain:** \* The hills near Lake Wapello State Park and Bloomfield provide the opportunity for fair to good road terrain.

## Route's visual evaluation summary:

- Length:** \* 67.551 miles (108.713 km)
- Ave. Rating:** \* 2.02 (ave. for entire route, both directions)
- Adj. Rating:** \* 3.02 (ave. when adjusted for seasonal value)
- High Rating:** \* 12.80 on County Rd. J 40
- Low Rating:** \* -2.04 on Iowa 273
- High Section:** \* County Rd. J 40
- Low Section:** \* Iowa 273 and County Rd. J 12

## Towns along corridor:

- |              |              |               |
|--------------|--------------|---------------|
| * Ottumwa    | * Blakesburg | * Drakesville |
| * Bloomfield | * Troy       | * Keosauqua   |

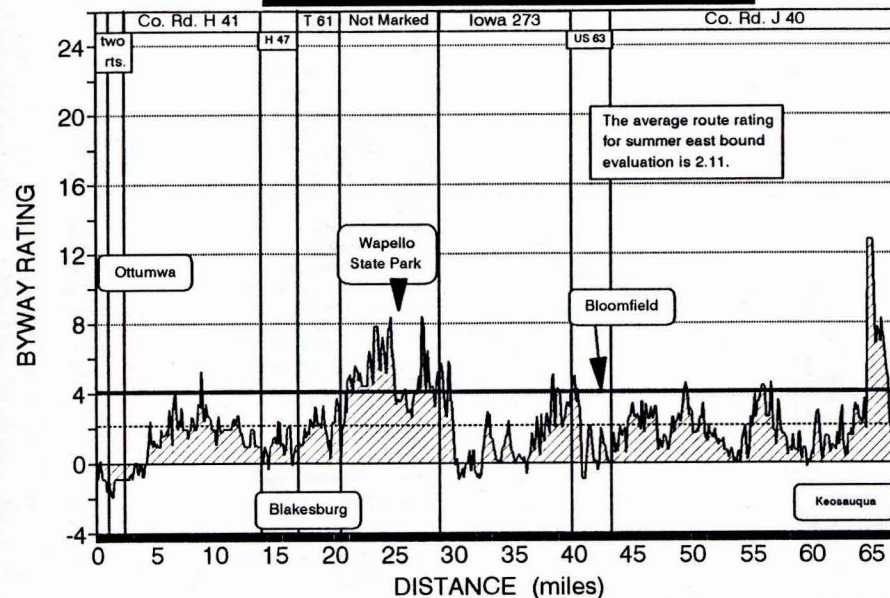
## Historic register listings:

- |                            |                           |
|----------------------------|---------------------------|
| * Bloomfield - seven sites | * Ottumwa - six sites     |
| * Troy - two site          | * Keosauqua - three sites |

**Impressions:** This route offers primarily agricultural views. The woodlands near Lake Wapello State Park are a nice change in pace. An excellent view of the Des Moines River is displayed entering Keosauqua. The Amish influence is quite apparent around the Drakesville area. The gravel section has significant corrugation.



### ROUTE 42 Summer ( East Bound)



Begin at US 63 & Iowa 958 in Ottumwa

— Minimum byway rating [4]  
- - - Average rating for Route 42

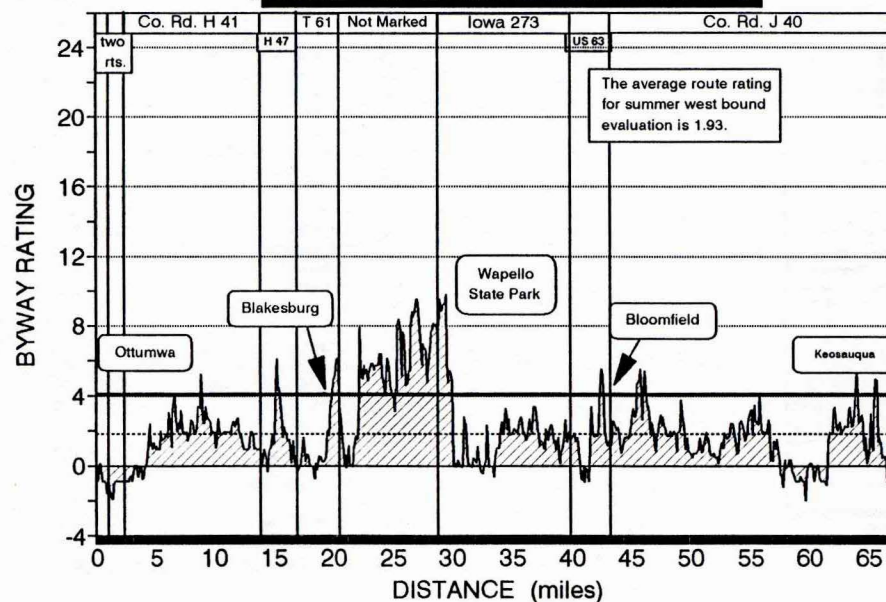
End at Iowa 1 & Co. Rd. J 40

### EAST RATING SUMMARY

Avg. F:Agriculture Act/Op	0.01
Avg. F:Agriculture Structures	0.08
Avg. F:Agriculture Unique	0
Avg. F:Man Made Color/Pattern	-0.71
Avg. F:Man Made Unique	0.06
Avg. F:Structures	0.01
Avg. F:Vegetation	0.28
Avg. F:Vegetation Color/Pattern	0.36
Avg. F:Vegetation Unique	0.01
Avg. Historic Site	0
Avg. Mixed Agriculture	0.64
Avg. Mixed Native	0.11
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.22
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0.01
Avg. S:Landform	0.09
Avg. S:Man Made Color/Pattern	0.01
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.23
Avg. S:Vegetation Edge	0.37
Avg. S:Water	0.06
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.02

**Avg. Total Route Summary 2.11**

### ROUTE 42 Summer ( West Bound)



Begin at US 63 & Iowa 958 in Ottumwa

— Minimum byway rating [4]  
- - - Average rating for Route 42

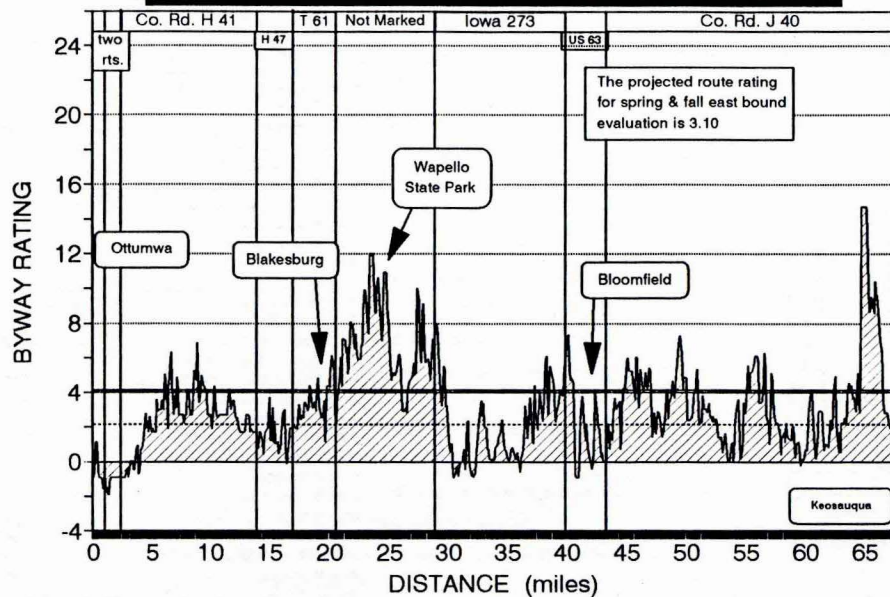
End at Iowa 1 & Co. Rd. J 40

### WEST RATING SUMMARY

Avg. Agriculture	0.04
Avg. F:Agriculture Act/Op	0
Avg. F:Agriculture Structures	0.07
Avg. F:Agriculture Unique	0.01
Avg. F:Landform Material	0
Avg. F:Man Made Color/Pattern	-0.69
Avg. F:Man Made Unique	0.04
Avg. F:Moving water	0
Avg. F:Structures	0.01
Avg. F:Vegetation	0.32
Avg. F:Vegetation Color/Pattern	0.4
Avg. Historic Site	0
Avg. Mixed Agriculture	0.34
Avg. Mixed Native	0.16
Avg. P:Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.17
Avg. Road Terrain	0.33
Avg. S:Agriculture Act/Op	0
Avg. S:Agriculture Color/Pattern	0.02
Avg. S:Agriculture Structures	0
Avg. S:Landform	0.1
Avg. S:Man Made Color/Pattern	-0.01
Avg. S:Moving Water	0
Avg. S:Structures	0.01
Avg. S:Vegetation	0.25
Avg. S:Vegetation Colors/Patterns	0.01
Avg. S:Vegetation Edge	0.26
Avg. S:Water	0.03
Avg. Suburban/Urban	0.04
Avg. Woodlands	0.05

**Avg. Total Route Summary 1.93**

### ROUTE 42 Projected Spring & Fall ( East Bound)



Begin at US 63 & Iowa 958 in Ottumwa

— Minimum byway rating [4]  
 ..... Average rating for Route 42

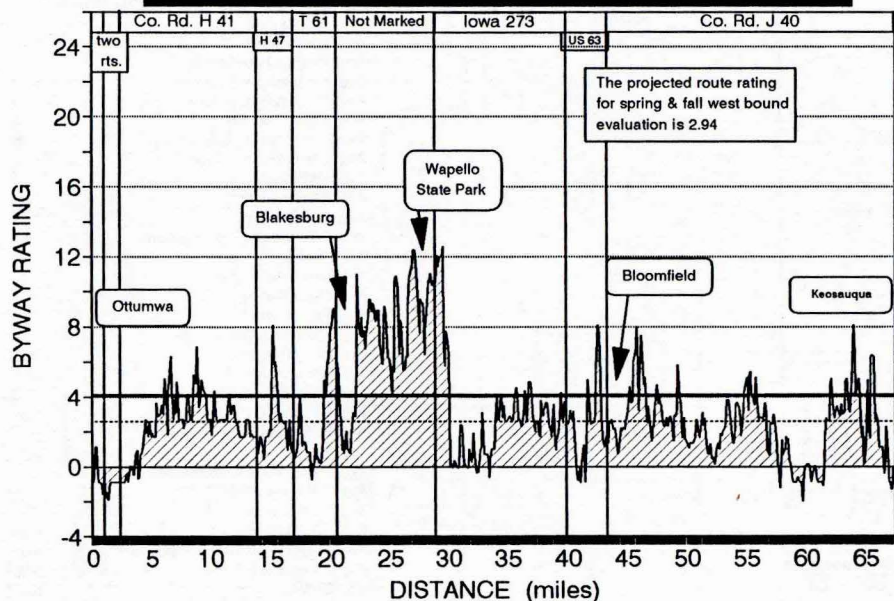
End at Iowa 1 & Co. Rd. J 40

### EAST RATING SUMMARY

Avg. F: Agriculture Act/Op	0.01
Avg. F: Agriculture Structures	0.08
Avg. F: Agriculture Unique	0
Avg. F: Man Made Color/Pattern	-0.71
Avg. F: Man Made Unique	0.06
Avg. F: Structures	0.01
Avg. F: Vegetation	0.44
Avg. F: Vegetation Color/Pattern	0.71
Avg. F: Vegetation Unique	0.01
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.64
Avg. Mixed Native	0.11
Avg. P: Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.19
Avg. Road Terrain	0.22
Avg. S: Agriculture Act/Op	0
Avg. S: Agriculture Color/Pattern	0
Avg. S: Agriculture Structures	0.01
Avg. S: Landform	0.09
Avg. S: Man Made Color/Pattern	0.01
Avg. S: Moving Water	0
Avg. S: Structures	0.01
Avg. S: Vegetation	0.41
Avg. S: Vegetation Edge	0.65
Avg. S: Water	0.06
Avg. Suburban/Urban	0.05
Avg. Woodlands	0.05

**Avg. Total Route Summary 3.1**

### ROUTE 42 Projected Spring & Fall ( West Bound)



Begin at US 63 & Iowa 958 in Ottumwa

— Minimum byway rating [4]  
 ..... Average rating for Route 42

End at Iowa 1 & Co. Rd. J 40

### WEST RATING SUMMARY

Avg. Agriculture	0.04
Avg. F: Agriculture Act/Op	0
Avg. F: Agriculture Structures	0.07
Avg. F: Agriculture Unique	0.01
Avg. F: Landform Material	0
Avg. F: Man Made Color/Pattern	-0.69
Avg. F: Man Made Unique	0.04
Avg. F: Moving water	0
Avg. F: Structures	0.01
Avg. F: Vegetation	0.51
Avg. F: Vegetation Color/Pattern	0.79
Avg. Historic Site	0.01
Avg. Mixed Agriculture	0.34
Avg. Mixed Native	0.16
Avg. P: Vegetation	0.02
Avg. Park Recreation	0
Avg. Road Ribbon	0.17
Avg. Road Terrain	0.33
Avg. S: Agriculture Act/Op	0
Avg. S: Agriculture Color/Pattern	0.01
Avg. S: Agriculture Structures	0
Avg. S: Landform	0.1
Avg. S: Man Made Color/Pattern	-0.01
Avg. S: Moving Water	0
Avg. S: Structures	0.01
Avg. S: Vegetation	0.42
Avg. S: Vegetation Colors/Patterns	0.02
Avg. S: Vegetation Edge	0.46
Avg. S: Water	0.03
Avg. Suburban/Urban	0.04
Avg. Woodlands	0.09

**Avg. Total Route Summary 2.94**

## APPENDIX

## APPENDIX A

### IDOT Letter requesting nominations for candidate routes for Scenic Byways Project



## Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515/239-1792

January 14, 1992

Ref. No.: 722  
Scenic Byways

(Address - Salutation)

The Iowa Department of Transportation is continuing work on a program established by the Iowa Legislature "to identify four pilot scenic highway routes across two or more counties each for trial promotion in the state's tourism marketing program."

We are requesting your assistance in identifying candidate routes for possible designation. The candidate routes would need to be contiguous in at least two counties, and would probably have a minimum length of 25 to 30 miles and could extend 60 or more miles. The routes should have potential scenic, historic, or cultural qualities and do not necessarily need to be a paved state road. County roads and urban corridors may qualify. As you are identifying your routes, we would suggest you contact and coordinate your nominations with the area road jurisdiction administrator. This administrator may be the county engineer, the city engineer, or the DOT district engineer.

To nominate candidate routes in your area, please identify them on an appropriate map, briefly list your reasons for this choice, and return to this office by February 11, 1992. If any improvements are necessary, other than road construction, to enhance the enjoyment of the nominated route, please identify them and provide a preliminary cost estimate. As the Legislature intended this program to advance the state's tourism program, nominations should identify how a selected route will assist in promoting tourism in Iowa. This may include proposed promotional program efforts to encourage use of a designated route.

In the summer of 1990 the Iowa DOT participated in a four-state (Kansas, Nebraska, Missouri and Iowa) research study to develop procedures for evaluating the scenic quality of highways. Selected routes in each state were used to test criteria for use in an objective evaluation of a roadway's scenic qualities. The criteria used consist of seven elements:

Page 2  
January 14, 1992

1. What one sees - The visual road and corridor are divided into groups and elements. Types of views include panoramas, scenes and focal points.
2. Quality of view - The quality of what one sees is rated. The ratings range from one (excellent) to five (poor).
3. How long one sees a view - How long one sees a particular view may enhance or detract from a route's scenic quality.
4. Quality of presentation - This rating is based on the ease of seeing the view when driving the route and has a range of scores from one to five. What is seen "straight ahead" is easiest to see and rates as "1." Those views seen only through the side window are more difficult to see and are rated a "5."
5. Type of activity along the route - Activities such as travel accommodations, historic sites, museums, parks, refuges are considered in the rating of the route.
6. Visual character of the road - This rates the actual roadway alignment, whether it fits the terrain or has a smooth, flowing ribbon of roadway.
7. Monotony versus variety - This evaluates the route on its changing view quality--whether or not the view changes often enough to provide variety.

These criteria provide a reasonably objective tool in evaluating a roadway's scenic quality and will be used to assist in evaluating the candidate routes as well as in selecting the final four pilot routes.

It is our intention to designate, and through this pilot program assist in signing and monitoring the selected four pilot routes for an extended period of time. Some limited promotional efforts and non-highway construction improvements may also be possible as part of this program. We would also welcome any suggestions from you as to types of data that should be considered or measured in our evaluation of the impacts of these scenic routes.

This letter is an invitation to you through your participation and contributions of information and knowledge, to assist us in developing Iowa's pilot scenic byway project.

Sincerely,

*Margaret R. Roetman*  
Margaret R. Roetman  
Scenic Byways Coordinator  
Office of Project Planning

## APPENDIX B

### Scenic Byways: Their Selection

(Note: This appendix is a condensed version of the Scenic Quality portion of The Byways Research Project references (1, 2 and 3) listed at the end of the report.)

#### INTRODUCTION

A scenic road or byway has roadsides or corridors of aesthetic, cultural or historic value. The economic value of scenic roads to a state's economy is underestimated by most persons. An essential part of this road is its scenic corridor. The corridor may contain outstanding scenic vistas, unusual geologic formations, dramatic urban scenes, scientific features or other elements--all providing enjoyment for the highway traveler (4).

There is a great deal of interest in establishing or designating scenic byways in Iowa, Kansas, Missouri and Nebraska. The Transportation Departments of each of the four states and the Midwest Transportation Center, the U.S. Department of Transportation - funded research center for the four-state region, operated by Iowa State University and the University of Iowa sponsored a scenic byways research project at Kansas State University. The Byways Research Project, "Scenic Byways: Their Economic Benefits/Selection/Designation/Projection and Safety" (Byways Project) was started in August 1989 and the engineering segment, i.e. the selection/designation/protection and safety portion of the project, was completed in October, 1990. A three-volume research report consisting of Executive Summary, Research/Development and Recommended Procedures was prepared for the project sponsors.

If there is to be a successful Scenic Byways Program in a state or region, the following issues should be addressed:

- SCENIC QUALITY

Criteria and methods for assuring some minimum level of scenic quality and doing so in a uniform, consistent fashion.

- ROAD SAFETY

Criteria and methods for evaluating critical road safety matters.

- SCENIC BYWAY DESIGNATION

Nomination of potential byways  
Appropriate conditions for byway designation  
Scenic corridor protection and enhancement

- SCENIC BYWAY SIGNING AND INFORMATION

Signing, maps, interpretation of items of interest, marketing a byway, information needs of the byway driver.

The issue of SCENIC QUALITY, only, is discussed in the following sections.

## **SCENIC QUALITY**

### **Background**

In order to achieve consistency in the selection of future designated Scenic Byways, one must be able to promise some minimum level of scenic or historic quality. It is generally believed that many groups will want their road to be one of the designated Scenic Byways primarily because of the perceived economic benefits of byway designation and all groups should be treated in a consistent fashion relative to designating their road a Scenic Byway. Some organization such as a state or local road agency or state byway committee must be able to accept or reject the request for Scenic Byway designation for a given road. The organizations responsible for designating scenic or historic byways need quantitative criteria to assure minimum acceptable levels of scenic or historic quality. Quantitative criteria for Byway designation (1, 2, 3) were developed in the Byways project as were methods of data collection and analysis. They are the bases for the following recommended study procedure.

## Recommended Study Procedures

The quantitative approach used in the Byways Research Project and subsequently recommended for use in selecting and designating scenic byways is summarized in the following paragraph:

A system consisting of a lap-top computer and a video camera connected to a distance measuring device (DMD) is used on-board a vehicle to collect information about a potential byway. A commentator (usually the driver) describes the following: the type of view (panorama, scene or focal point); the quality of view with a numerical rating from "1" (excellent) to 5\* (poor or highly detracting); the quality of presentation based on the relative ease of "seeing" the various views as the road is driven. The views are given a quality of presentation rating from "1" straight ahead to "5" out the side window; how long (distance) one sees a particular view or element; the types of activities along the road and a 1-5\* rating of the visual character of the roadway itself. The information from the commentator is stored in the computer using a specially-coded and colored keyboard. Certain keystrokes poll the DMD to collect distance, speed, and time. The video camera is panned to record the view being described by the commentator and it captures the verbal comments as well as the instantaneous distance, speed and time.

*\* Note: see italicized note (next section) regarding 1-7 ratings used in the 1992 Iowa DOT Scenic Byway Evaluation Study.*

## Quality of View

As noted in references 1, 2, 3, the following quality of view ratings (1-5) for each type of view were used:

- 1 excellent
- 2 good
- 3 average - so-so (typically a 3 rating is not identified in driver commentary)
- 4 less than desirable -- detracts, distracts
- 5 poor -- highly detracting

Prior experience in other visual rating situations led to the conclusion that the persons doing the visual quality rating could probably distinguish among a top rating of excellent or good or so-so or less-than-desirable or highly distracting but could probably not handle a greater number of categories, particularly while driving the road. The experience of the rating team supported this early project decision.

Quantitatively, if one wanted to compare ratings one could have used the following numerical ratings:

Excellent	+2
Good	+1
So-So	0
Less than desirable	- 1
Poor-highly detracting	- 2

Using this scheme, one could easily plot the quality associated with what one sees as the road is driven.

As a practical matter, the 1-5 ratings were used because the existing basic computer program for handling the data was programmed for ratings 1-5 not +2, +1, 0, -1, -2. Note that as one "normalizes" the quality ratings by subtracting them from 3, the above numerical ratings are obtained:

<u>Recorded Quality of View</u>	<u>Normalized Quality</u>
Excellent = 1	3 - 1 = +2
Good = 2	3 - 2 = +1
So-So = 3	3 - 3 = 0
Less than desirable = 4	3 - 4 = -1
Poor-highly detracting = 5	3 - 5 = -2

**Special Note:** The quality of view ratings used by  $D^2$  in the 1992 IDOT Scenic Byway Evaluation study varied from 1 to 7:

- 1 Excellent, outstanding quality
- 2 Very good high quality
- 3 Good - above the ordinary but not high quality
- 4 Average - so-so (typically a 4 rating is not identified in driver commentary)
- 5 Less than desirable/detracts
- 6 Poor/highly detracting
- 7 Very poor/completely distracting

The following sample calculations, in this special note, are made to assist the reader. They are based on the 1 to 7 quality ratings. In the following sections the sample calculations are based on the research project 1 to 5 visual quality ratings.

The change was made from (1 to 5) to (1 to 7) because the greater range, (1 to 7), allowed a more realistic description of the actual quality of views. It was also found that a very experienced commentator could readily handle the extra two rating categories.

Note if one wants to compare ratings: a "1" quality of view would equate to  $(4-"1") = +3$ ; similarly  $(4-"2") = +2$ ,  $(4-"3") = +1$ ,  $(4-"4") = 0$ ,  $(4-"5") = -1$ ,  $(4-"6") = -2$ , and  $(4-"7") = -3$ . This is called "normalizing" the ratings.

### Quality of Presentation

A quality of presentation or display of view rating 1-5 for each type view was used. The quality of presentation is based on the relative ease of seeing the various views as the road is driven. As shown in Figure B-1 those views which are straight ahead are easiest to see and are therefore given a score of 1.

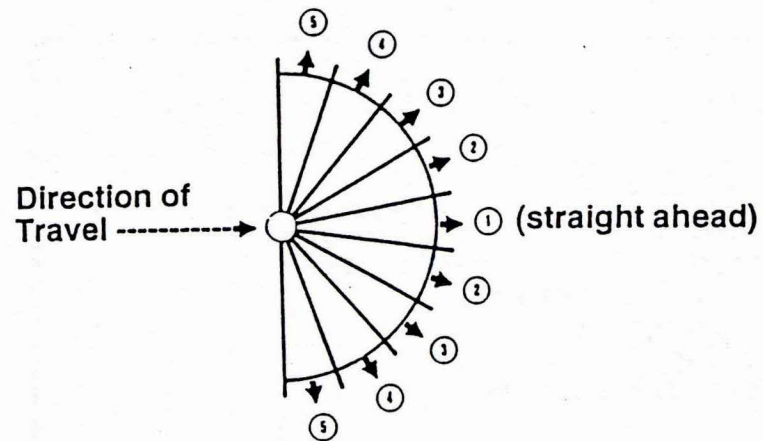


Figure B-1. Quality of Presentation Rating Scheme

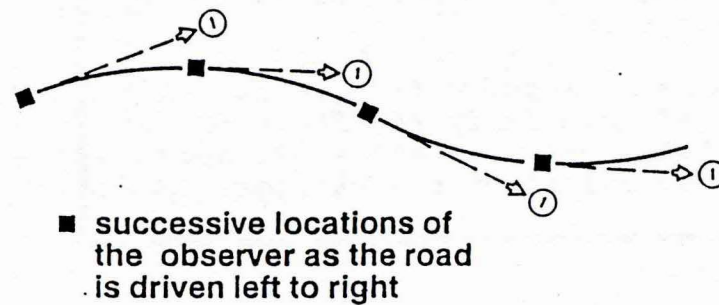


Figure B-2. Plan View of a Curving Road Showing Opportunities for Presentation Ratings of "1".

There are several conditions which can result in a presentation score of 1. The obvious condition is the near view of the ribbon of roadway which is always straight ahead. A straight road which rises to a crest and allows the driver to overlook a valley straight ahead as the road falls and turns away would provide a presentation score of 1 for the view of the valley. Curving roads offer the most opportunities for presentation ratings of 1. As the road curves the straight ahead views coincide with the tangents to the curve as the driver moves along the curve. These tangent or straight ahead views, as shown in Figure B-2, are given presentation ratings of 1. Those views which can be seen only by looking out the side-window, the most difficult to see, are given a 5.

### MEASURING VISUAL QUALITY

A measure of the visual quality of a route can be observed by plotting, for each viewed item or event, the normalized quality of the view (3 minus quality of view), adjusted for the presentation quality (the ordinate) vs. the distance (the abscissa), over which the item is viewed. A measure of the quality at any point is the total height of the cumulative plot for all viewed items or events and a measure of the quality of any section of the route is the average height of the cumulative plot for the length of section being considered. Table B-1, shows the quality of view (range 1-5) and the quality of presentation (range 1-5) for any event, i.e. various items viewed for panoramas, scenes, and focal points. Note that the distance over which the item was in view was also recorded automatically.

In Table B-1 the events are listed in order by time of entry into the computer, i.e., the time the view is first seen. Consider the 12th event, the code for the event is 176, the quality of view is 2 (good) (1 is best, 5 is poor, highly detracting) and the quality of presentation 3 (about 40 degrees left or right of straight ahead) (Figure B-1). The view was first seen at distance 15,605 feet from the beginning of the route and went out of view at 17,406 ft. It was in sight for 1801 ft. ( $17,406 - 15,605 = 1,801$ ). The speed at the time of first view was 33 mph and the time was 10 min. 39.6 sec. after the start of the run. The Event Activity Description column shows the type of view was a scene (S) and the item was a vegetation edge. Note that the first letter P, S or F stands for Panorama, Scene or Focal point, respectively.

As noted earlier, in order to plot the quality of a view against the distance over which it was seen or observed, the quality of view must be normalized, i.e. subtracted from 3. The normalized quality of view must then be adjusted for its quality of presentation. Recall from Figure B-1 that the quality of presentation ratings (1-5), (straight ahead or out the side window) reflect the ease of seeing a particular view.

Route 4B

Thu, May 3, 1990

9:25 am

Missouri - 79, PIKE & RALLS COUNTIES

NORTHBOUND FROM SCENIC OVERLK, NO. OF RT. T TO RT. N

Event	Note	Event	Quality of View	Quality of Presen- tation	Distance (ft)	Speed (mph)	Time	Event Activity Description
Seq		Code			Begin	End		
001	*	211	2		000000	031281	00	00:01:06:44 Road ribbon = [Shift] 0
002	*	176	2	3	000000	009956	00	00:00:47:56 S:Vegetation edge = t
003	*	152	2	3	001153	001390	2*	00:02:05:03 P:Water = 3
004	*	170	2	3	002827	003224	19	00:03:12:26 S:Cliff/Bluff/Draw/Depression = 4
005	*	170	2	3	003700	004024	3*	00:03:59:36 S:Cliff/Bluff/Draw/Depression = 4
006	*	216			005870	005870	19	00:05:36:93 Parks/Recreation areas = [Shift] 7
007	*	176	2	3	010256	015102	32	00:07:13:05 S:Vegetation edge = t
008	*	172	2	1	011290	012963	7*	00:08:02:69 S:Unique land form = 6
009	*	190	2	1	011415	012890	9*	00:08:12:61 F:Rock, rock pattern = 0
010	*	172	1	1	012976	015906	4*	00:09:08:44 S:Unique land form = 6
011	*	190	2	2	013399	014085	21	00:09:56:14 F:Rock, rock pattern = 0
012	*	176	2	3	015605	017406	33	00:10:39:62 S:Vegetation edge = t
013	*	204	5	5	016856	031281	32	00:11:04:10 F:Man made color/pattern/symbol = .
014	*	182	4	3	017539	019218	18	00:11:19:21 S:Agricultural structures = g
015	*	172	2	1	020607	022105	25	00:12:46:75 S:Unique land form = 6
016	*	170	2	3	021195	021945	8*	00:13:03:17 S:Cliff/Bluff/Draw/Depression = 4
017	*	170	2	3	022161	022356	1*	00:13:51:03 S:Cliff/Bluff/Draw/Depression = 4
018	*	170	2	3	022383	022954	9*	00:14:15:28 S:Cliff/Bluff/Draw/Depression = 4
019	*	172	2	1	024657	027839	25	00:15:23:66 S:Unique land form = 6
020	*	176	2	3	026511	031281	34	00:16:00:66 S:Vegetation edge = t
021	*	172	1	2	027900	029391	28	00:16:28:18 S:Unique land form = 6
022	*	179	2	3	028134	030989	27	00:16:33:53 S:Crops and crop patterns = i

Table B-1. Printout of Data

The following are factors which were usually used to adjust the presentation quality:

<u>Presentation Quality</u>	<u>Presentation Adjustment Factor</u>
1	1.00
2	0.90
3	0.80
4	0.70
5	0.60

Table B-2 illustrates the computations ranging from normalizing the view quality to determining the value of the ordinate to determine the area for the event (i.e., ordinate x distance)

If one would plot all the ordinates vs. distance throughout the route and sum the areas under the curve for, say, the first mile, the quality rating factor would be the summed area  $\div$  5280 ft.

Computer programs were developed to plot the view quality, adjusted for presentation, vs. distance along the route. These programs allow the user to change the presentation adjustment factors. Other computer programs were developed to compute the visual quality rating for selected segment lengths (usually one mile) as well as the average rating for the entire route.

The program will plot (Figure B-3) each item for which data were recorded. It also plots a summation graph. The plots are very helpful in determining, almost at a glance, the elements contributing to very high or very low ratings.

#### **Advantages of the Data Collection System**

The collection and recording of information gathered during the evaluation of a potential scenic byways can be very complex and time consuming. One state reported that a team of 4 to 6 persons drove the roads and laboriously recorded comments, distances and locations. Later the recorded notes were summarized for a written evaluation. If the information is to be used in any type of computer program evaluation the task takes on a whole new level of complexity.

Event Seq.	Quality of View	Quality of Presentation	Normalized View Quality	Presentation Adjustment Factor	<u>Ordinate</u> Normalized View Quality x Presentation	<u>Distance</u> Begin Dist. End Dist.	<u>Area for Event</u> Ordinate x Distance
					Factor		
010	1	1	3 - 1 = +2	1.00	+2 x 1.00 = +2.00	2930	+5860.0
011	2	2	3 - 2 = +1	0.90	+1 x 0.90 = +0.90	686	+ 617.4
012	2	3	3 - 2 = +1	0.80	+1 x 0.80 = +0.80	1801	+1440.8
013	5	5	3 - 5 = -2	0.60	-2 x 0.60 = -1.20	14,425	-17,310.0
014	4	3	3 - 4 = -1	0.80	-1 x 0.80 = -0.80	1801	-1440.8

Table B-2. Sample Computations Using Data from Table B-1

3 A  
 Mon. May 21, 1990  
 3:35 pm  
 Nebraska - N 14 NORTHBOUND  
 FROM VERDIGRE TO NIOBRARA  
 PAGE 2

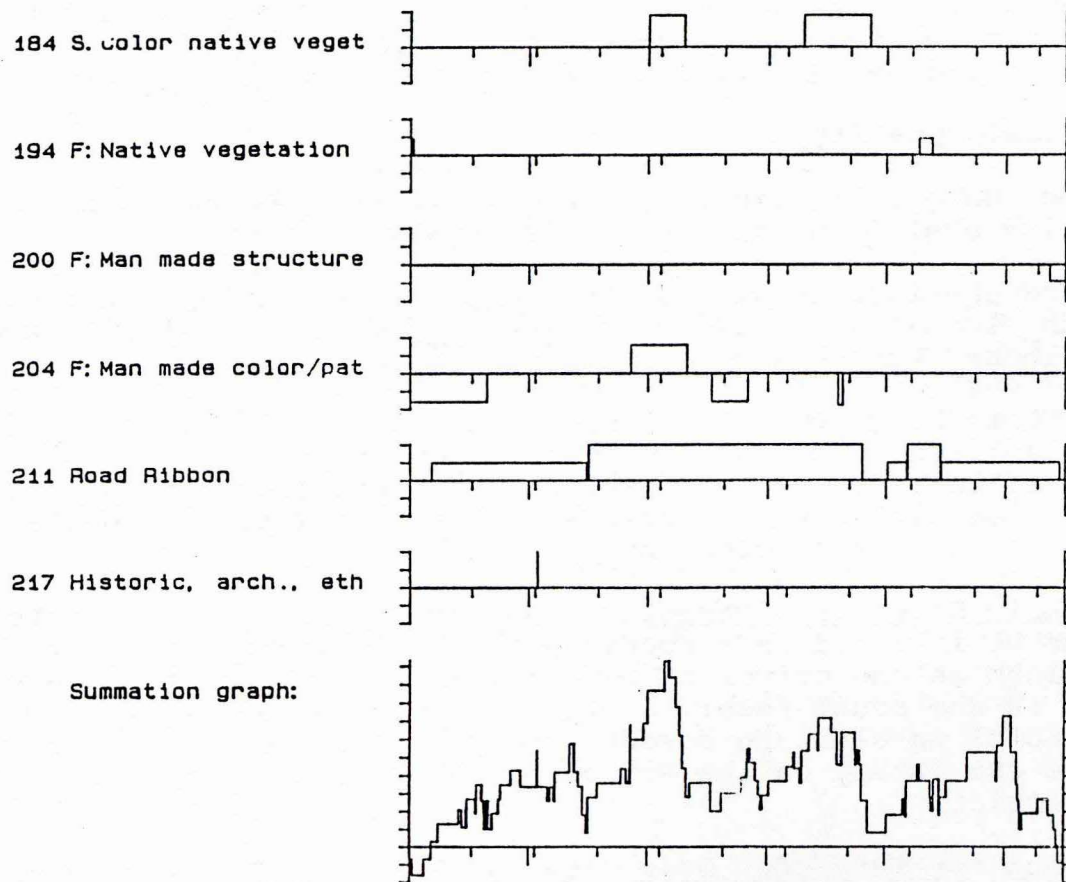
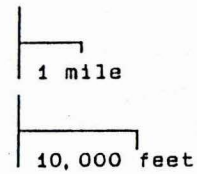


FIGURE B-3. Plots for Various Scenic Items (partial listing)

The laptop computer/DMD/video camera system makes the complex task of collecting and recording the field information a fairly easy one. A system operating team can be trained in the operation and use of the system in three to five days of on the road training.

In addition to the relative ease of collecting the field data, a further advantage of the computerized system lies in the use of the computer-recorded data for developing a rating number for any road being considered for scenic byway designation.

### **Recommendations - Scenic Quality**

- The described data collection and analysis techniques should be used for the Scenic Quality evaluation of a potential byway.
- The route and corridor should be studied prior to formal scenic evaluation to determine the location of scenic or historic sites or districts and the need for scenic overlooks, turnouts or selective clearing.

Many of these items will probably be specified in documentation submitted by groups that have nominated a given route for scenic byway designation. This will allow the rating team to anticipate locations in which to use the following suggested special techniques of evaluating historic or ethnic sites or districts and special techniques for turnouts, overlooks and selective clearing:

Historic or Ethnic Sites or Districts - The quality rating of a historic or ethnic site or district can be included in a route rating by evaluating the various historic scenes and focal points as one drives through the area. These ratings are entered into the laptop computer in the usual fashion. The historic designation, from "additional events", will be helpful in alerting a route analyst that the ratings are associated with historic items. The commentary on the videotape should also include a description of the historic site or district.

Special Technique for Turnouts, Overlooks and Selective Clearing - As one drives the road it is often reasonably apparent that there are some good views that are hidden or partially hidden by trees or hills. At other locations there may be such a large number of superb panoramas, scenes or focal points that one can neither describe them adequately on-the-fly, nor fully enjoy them as a byway user at reasonable speeds.

A large number of "1" quality ratings with "5" presentations for short distances is a good indicator of a potential overlook site or a location for selective clearing of trees and brush.

Scenic turnouts or overlooks and/or selected clearing should add considerably to the quality rating of a route. The problem lies in how to enter the ratings of the views into the computer if one can't see them or capture most or all of them while driving the route. The study rating team experienced this periodically and would comment "there are some nice views out there but we see them only for an instant. Mark this site for possible overlook".

The following evaluation procedure for overlook or tree clearing situations is suggested:

The vehicle usually can't be driven to a place where one can see the views from a potential overlook or clearing. In these cases the video camera and laptop computer can be taken to where one can video and comment on the view from the potential overlook. The video and laptop continue to carry time. The commentator will verbally describe (on the video) the panoramas, scenes and focal points with their quality ratings. The presentation ratings should always be "1" (straight ahead). The appropriate entries are made in the laptop computer. The distances will be recorded as zero since we are not connected with the distance measuring device.

Recall that the determination of a quality rating for a section of road requires one to determine the area under a view-quality vs. distance curve divided by the distance. The distance, as noted, is missing. One could calculate an "equivalent distance" (feet) to be entered into the data file by multiplying the time (in seconds) from the video tape that one viewed, say, a particular panorama by the estimated highway speed, in feet per second. For example if one viewed the panorama for 15 seconds and the speed of most vehicles on the road was 40 mph (about 60 ft./sec.) the equivalent distance would be 15 sec. x 60 ft./sec. = 900 ft.

- It is recommended that routes with average quality ratings of 4.0 or higher be considered for Scenic Byway designation. As each state gains experiences in byway designation they may want to adjust the threshold quality rating. Each state should build a data bank of data collected on rated byways and use the data bank for retaining or changing the 4.0 quality rating. The qualitative rating of a route by a good, experienced rating team is an important adjunct to the quantitative rating.

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## REFERENCES

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## REFERENCES

Note: In 1990 the following reports, (Volumes I, II and III) were sent to each of the 5 sponsors of the Scenic Byway Research Project. The reports were not generally published and are, therefore, not readily available.

Smith, Bob L., Volume I - Executive Summary "Scenic Byways: Their Economic Benefits/Selection/Designation/Protection and Safety", Midwest Transportation Center, Iowa State University, 1990.

Smith, Bob L., Volume II - Research/Development "Scenic Byways: Their Economic Benefits/Selection/Designation/Protection and Safety", Midwest Transportation Center, Iowa State University, 1990.

Smith, Bob L., Volume III - Recommended Procedures "Scenic Byways: Their Economic Benefits/Selection/Designation/Protection and Safety", Midwest Transportation Center, Iowa State University, 1990.

Note: References 1, 2, 3 and 4 are readily available. Reference 3 replaces the above volumes I, II and III.

1. "Selection and Designation of Scenic Byways: A Quantitative Approach" Bob L. Smith, William L. Smith, Proceedings of Transportation Research Board 5th International Conference on Low-Volume Roads, Transportation Research Record 1291, Volume 1, Transportation Research Board, Washington, DC 1991.
2. "Scenic Byways: Their Selection and Designation", Bob L. Smith, William L. Smith, Transportation Research Record 1363, Transportation Research Board, Washington, DC, 1992.
3. "Scenic Byways: Their Selection, Designation, Protection and Safety", Bob L. Smith, Midwest Transportation Center, a Consortium of Iowa State University and the University of Iowa, Ames, Iowa, November 1992.
4. "Scenic Byways", publication FHWA-DF-88-004, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., July 1988.

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