

STATE OF IOWA

1965

REPORT OF
PROPOSED SCENIC HIGHWAYS
PREPARED BY
IOWA STATE HIGHWAY COMMISSION
AS REQUESTED BY
PRESIDENTIAL EXECUTIVE ORDER 11017
IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCENIC HIGHWAYS OF IOWA

The report on Scenic Highways in Iowa was prepared by the Iowa State Highway Commission in cooperation with the Bureau of Public Roads. This study was made as requested in President Johnson's Executive Order 11017.

The Highway Commission solicited cooperation of 284 governmental organizations in Iowa for making this study. The people solicited were the 99 County Engineers, 99 County Board of Supervisors, and the 83 Boards of County Conservation. County Conservation Boards were asked to cooperate and work with the County Engineers. County Conservation Boards were provided for by the State Legislature to maintain local parks, recreational areas and such. The purpose of the County Conservation Boards are to supplement the State Conservation Commission in maintaining areas in Iowa. The County Conservation Boards maintain at this time 133 parks, 107 river accesses, 40 wildlife areas, 45 roadside parks, and many other areas. A sheet is included in the report showing the status of the County Conservation Boards and the location of the facility as of January 1, 1965. The State Conservation Committee also cooperated with the Highway Commission in the study. The Governor's Committee on outdoor recreation and the Iowa Development Commission also cooperated with the Highway Commission in making this study. The information from all of these agencies was received, compiled and coordinated in the final report by the Highway Commission in the Central Office at Ames.

The question of what is scenic and what is not provided a wide variety of answers around the State. There was general agreement from all people contacted that a scenic highway should provide a change in pace from what the person ordinarily encounters, yet the route should have a change in pace within itself. Iowa has few large lakes but is located between the two large rivers; the Mississippi and the Missouri. Recreation advantages of these rivers have been utilized more and more with the passage of time for water recreation. The scenic river roads provide a change in pace from the farm fields. However, it is recognized

that the abstract color patterns made by pastures, corn fields, oat fields, and all, produces a scenic scene which is quieting to many mens' souls. The route selected provides an opportunity to view the varied landscapes in Iowa. The route selected covers the rolling prairies to the sheer rock bluffs along the river valley. The contrast in Iowa from the loess hills in Western Iowa to the broad valleys of the Skunk River in Southeast Iowa are covered by the selected routes. The Des Moines River Route provides a contrast of the rugged valleys in its upper reaches with broad views of farming operations.

The changing seasons in Iowa provide a different outlook to each route as the seasons progress through the year. The winter season emphasizes rugged bluffs, the bleak, and resting land. Spring cloaks the State in a mantle of rich deep green that is punctuated with colors from the wild flowers and the flowering fruit trees. Summer of course, is swimming, maturing crops, fishing, in short, the outdoor time of the year. Fall provides a contrast with the brown harvesting fields, the red, yellow and brown of trees capping the hills. A chance for one more outdoor fling before the winter season sets in.

The report consists of tables SR1, SR2, SR3, SR4, and SRA for each route, a brief narrative description highlighting each route, a bound set of county maps showing each route corridor, and a State map with the scenic routes identified by index numbers. For some 16 routes, we have been able to provide photographs which show very few of the brief highlights of each route. The photographs were selected from our files and were not taken to show the scenic qualities of the route. The report also includes pamphlets of some of the State Parks that are touched or connected by the various routes. It is felt that these photographs, however, show some of the characteristics of the routes.

The total miles of selected scenic roads in Iowa total 4,638 miles. This large number of miles still left some outstanding areas untouched. An example of this would be the lower reaches of the Iowa River. The estimated cost to develop these routes to scenic highway stands with all the complementary facilities is estimated to be \$642,873,079.

SCENIC HIGHWAY STUDY

The following are the Index Numbers, names and termini of routes selected for the Scenic Highway Study:

1. The Great River Road (Minnesota to Missouri)-310.6 mi.
2. Des Moines River Road (Keokuk to Emmetsburg)-362.3 mi.
 - 2(a) Agency Spur-8.4 mi.
 - 2(b) Red Rock Spur-29.6 mi.
 - 2(c) Saylorville Spur-29.7 mi.
 - 2(d) Twin Lakes Spur-32.2 mi.
 - 2(e) Boone River Stub-72.9 mi.
3. Yellow River Drive (Riceville to Harpers Ferry via Ft. Atkinson)-119.8 mi.
 - 3(a) Coldwater Creek Trail Connection-7.0 mi.
 - 3(b) Great River Road Connection-6.0 mi.
4. Siewers Springs Road (Ossian to Great River Road via Decorah)-48.0 mi.
5. Coldwater Creek Trail (Decorah to North of Co. Rd. C via Coldwater Springs)-31.0 mi.
6. Lower and Upper Dam Rd. (Decorah via Dam Areas to Co. Rd. L.)-30.3 mi.
7. Highlandville Drive (Decorah via Highlandville to Siewers Springs Rd.)-39.5 mi.
8. State Parks Trail (Anamosa to Great River Road near Guttenburg)-160.3 mi.
 - 8(a) Stone City Spur-4.8 mi.
 - 8(b) Lake Spur-5.0 mi.
 - 8(c) Trout Stream Spur-10.8 mi.
 - 8(d) Bixby State Monument Stub-0.8 mi.
 - 8(e) Echo Valley St. Pk.-0.7 mi.
 - 8(f) Bloody Run Stub-38.4 mi.
9. Maquoketa Caves Road (Maquoketa Caves St. Pk. to Bellevue)-26.4 mi.
10. Scott Co. Pk. Road (Great River Road to Anamosa)-68.3 mi.
11. Wild Cat Road (Great River Road to U.S. 61 via Wild Cat Den State Park)-5.6 mi.
12. Skunk River Drive (Great River Road to Iowa 221)-192.0 mi.
 - 12(a) Geode State Park Spur-10.5 mi.
 - 12(b) Covered Bridge Spur-4.3 mi.
13. Cedar River Road (Great River Road to Plymouth)-229.5 mi.
 - 13(a) New Bridge Stub-3.5 mi.
 - 13(b) Iowa River Stub (to Iowa 149)-20.4 mi.
 - 13(c) Little Brown Church Stub-81.7 mi.
 - 13(d) Iowa City Bypass-26.6 mi.
14. Amana Colonies Drive (I-80 to Iowa via West Amana)-21.6 mi.
 - 14(a) South Amana Stub-0.6 mi.
15. Iowa River Road (Tama to Lake Cornelia)-118.2 mi.
16. Franklin Co. Road (Co. Road T to Beeds Lake)-18.8 mi.
17. Elk Creek - Clear Lake Road (Iowa 107 to Elk Creek Dams)-50.8 mi.
18. Union Slough Drive (Burt to U.S. 169 via Union Slough)-20.2 mi.
19. Rathbun Dam Road (Lake Wapello St. Pk. to Red Haw Lake St. Pk.)-64.5 mi.

20. Grand River Road (U.S. 69 South of Leon to U.S. 69 south of Osceola via Nine Eagle State Park and Whitebreast Lake)-82.9
 - 20(a) Whitebreast Stub- 4.0 mi.
21. Covered Bridges Trail (Winterset to Winterset via Reservoir, St. Park, and Covered Bridges)-47.3 mi.
 - 21(a) Imes Stub-7.0 mi.
 - 21(b) Cutler Stub-17.0 mi.
22. Coon River Drive (Praire Rose Lake to Des Moines River Rd.)-140.3 mi.
 - 22(a) Sheeder Praire Stub-8.7 mi.
23. Adams Road (Missouri River Rd. to Lake of Three Fires)-155.9
 - 23(a) Cold Springs Stub-18.1 mi.
24. Black Hawk Lake Road (Missouri River Road to Black Hawk Lake)-76.5 mi.
25. Great Lakes Drive (Missouri River Road to West of U.S. 59 via Okoboji)-283.0 mi.
 - 25(a) Wanata Stub-5.4 mi.
26. Lost Island Trail (Lost Island Lake to Iowa 32)-28.0 mi.
 - 26(a) Mud Lake Stub-8.1 mi.
 - 26(b) State Preserve Stub-1.4 mi.
 - 26(c) Trumbull Lake Stub-0.8 mi.
27. Missouri River Road (Hamburg to Gitchie Manitou)-277.5 mi.
 - 27(a) DeSoto Bend Stub-1.1 mi.
 - 27(b) Oak Grove St. Pk. Stub-1.1 mi.
 - 27(c) Rock Rapids Stub-31.6 mi.
28. Storm Lake Trail (Spring Lake to Storm Lake)-85.4 mi.
29. Maquoketa River Drive (Great River Rd. to Cascade)-51.5 mi.
30. The Southern Hiawatha Pioneer Trail (Illinois to Bellevue via Ames) 437.9 mi.
 - 30(a) Davenport Spur-121.2 mi.
31. The Northern Hiawatha Pioneer Trail (Dubuque to Minnesota via Clear Lake & Iowa Great Lakes)-470.3 mi.

IOWA'S PROPOSED SCENIC HIGHWAYS

The proposed Scenic Highway System in Iowa totals 4,638.1 miles. The following tables shows the breakdown of miles and cost between utilization of existing highways and new highways. The term existing refers to a paved road being utilized in the system. The term new raod means new location or a road not surfaced with a pavement. The cost is the estimated incremental cost above the cost of the road designed and constructed for normal use.

<u>ITEM</u>	<u>EXISTING</u>	<u>NEW</u>	<u>TOTAL</u>
Miles	1,809.1	2,829.0	4,638.1
Cost of Right of Way	\$21,137,618	\$34,655,260	\$55,792,878
Incremental Construction	\$144,651,471	\$442,428,730	\$587,080,201
Subtotal	\$165,789,089	\$477,083,990	\$642,873,079
Incremental Maintenance	\$1,235,043	\$4,515,054	\$5,750,097
Total	\$167,024,132	\$481,599,044	\$648,623,176

Form SR-1

State IOWA

Scenic Route Index Number 1

Priority Number 2

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Minnesota State Line

Parkway
Other Scenic Road

To: Missouri State Line

New
Existing

Route No. (s)
or Name(s) Great River Road

Total length 311
(nearest mile)

County(s) traversed Allamakee, Clayton, Dubuque, Jackson,
Clinton, Scott, Muscatine, Louisa, Des Moines, Lee

Traffic

	1962	1975	1990
Average ADT for entire route	<u>2120</u>	<u>3705</u>	<u>4810</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17%</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>60%</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 1

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>19.1</u>	<u>3.0</u>	<u>FBI</u>
State Primary System	<u>129.8</u>	<u>13.4</u>	<u>FAP</u>
State Secondary Road	<u>14.6</u>	<u>3.3</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>prim not on FA</u> (specify) <u>0.7</u>	<u>0.7</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>1.2</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0.3</u>	<u>-</u>
Other _____ (specify) <u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify) <u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify) <u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 1

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction FAP

State Primary System 124.55 0.70 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	<u>24</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>311</u>	Wetlands	<u>27</u>	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or	_____	Rapids or Falls	_____
		Range	_____	Springs	<u>X</u>
		Agricultural	<u>122</u>	Canyons	_____
		Brushland	_____	Buttes	_____
		Woodland or	_____	Shorefronts	<u>X</u>
		Forest	<u>96</u>	Archeology Sites	<u>X</u>
		Tundra or	_____	Fauna Sites	_____
		Alpine	_____	Historic Sites	<u>X</u>
		Unusual	_____	Other <u>Dams & Locks</u>	_____
		Topography	<u>43</u>	(specify)	_____
		Other	_____	Caves	_____
		(specify)	_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 1

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	979	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	2173	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	3585	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>8 %</u>
Passenger Vehicles	
Business Purposes	<u>50 %</u>
Social and Recreation Purposes	<u>50 %</u>

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number 1

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Shape	Comp. Facilit.
0.0												
0.5	FAP	4	HIGH	200	9,582	1,851	191,241	4,781	2,000	500	250	100
12.1												
25.2	FAP	4	HIGH	200	177,330	48,594	5,021,989	125,550	0	13,130	6,565	0
30.2												
32.3	FAP	4	HIGH	200	26,830	7,772	803,212	20,080	3,500	2,100	1,050	175
41.8												
55.3	FAP	4	HIGH	200	172,732	50,038	5,171,157	129,279	0	13,520	6,760	0
60.5												
69.7	FAP	4	HIGH	200	149,479	34,049	3,518,834	87,971	16,000	9,200	4,600	800
69.7												
80.0	FAP	4	HIGH	200	155,868	38,120	3,939,565	98,489	0	10,300	5,150	0
88.2												
90.7	FAP	4	HIGH	200	47,910	9,253	956,205	23,905	0	2,500	1,250	0
91.1												
97.5	FAP	4	HIGH	200	122,650	23,686	2,447,885	61,197	0	6,400	3,200	0
136.0												
139.5	FAP	4	HIGH	200	67,074	3,500	1,338,687	33,467	6,250	4,561	350	313
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 1State IOWAParkway
Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
139.5												
142.3	FAP	4	HIGH	200	53,659	2,800	1,070,950	26,774	6,250	3,648	280	313
148.0												
155.3	FAP	4	HIGH	200	134,787	7,300	2,792,119	69,803	0	9,512	730	0
155.3												
156.0	FAP-MUNIC	4	HIGH	200	13,415	700	267,737	6,693	0	912	70	0
167.8												
171.5	FAP	4	HIGH	200	70,907	3,700	1,415,183	35,380	0	4,821	370	0
173.8												
176.3	FAP	4	HIGH	200	47,910	2,500	956,205	23,905	5,000	3,258	250	250
198.4												
204.4	FAP	4	HIGH	200	107,318	6,000	2,294,892	57,372	0	7,818	600	0
212.0												
213.8	FAP	4	HIGH	200	34,495	1,800	688,468	17,212	0	2,345	180	0
218.2												
228.2	FAP	4	HIGH	200	191,640	10,000	3,824,820	95,621	0	13,030	1,000	0
229.8												
230.5	FAP	4	HIGH	200	13,415	700	267,737	6,693	10,000	912	70	500
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 1

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
230.5												
244.6	FAP	4	HIGH	200	202,500	14,100	5,392,996	134,825	10,000	18,372	1,410	500
266.2												
268.4	FAP	4	HIGH	200	42,161	2,200	841,460	21,037	0	2,867	220	0
278.5												
280.0	FAP	4	HIGH	200	28,746	1,500	573,723	14,343	0	1,955	150	0
284.1												
292.0	FAP	4	HIGH	200	151,396	7,900	3,021,608	75,540	0	10,294	790	0
304.0												
306.9	FAP	4	HIGH	200	55,576	2,900	1,109,198	27,730	0	3,779	290	0
Totals					2,077,380	280,963	47,905,871	1,197,647	59,000	145,734	35,585	2,951
Combined Totals					2,358,343		49,162,518			184,270		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0.5															
10.1	FAP	1810	4	HIGH	200	134	122777	53,758	2,940,526	29,405	0	10,754	3,700	0	
10.1															
10.9	FAP-MUN	2080	4	HIGH	200	140	10093	4,419	241,729	2,417	0	884	304	0	
10.9															
12.1	FAS	1110	4	HIGH	200	134	14948	6,545	447,504	4,475	0	1,309	450	0	
25.2															
30.2	FAP	1010	4	HIGH	200	134	63880	27,970	1,529,930	15,299	0	5,595	1,925	0	
32.3															
35.8	FAP	1010	4	HIGH	200	134	44716	19,579	1,070,951	10,710	0	3,917	1,348	0	
35.8															
37.8	FAP	1010	4	HIGH	200	134	26191	11,468	627,271	6,273	0	2,294	789	0	
37.8															
40.7	FAP-MUN	7750	4	HIGH	200	140	36156	15,831	865,940	8,659	0	3,167	1,090	0	
40.7															
41.8	FAP	1400	4	HIGH	200	134	14309	6,265	342,704	3,427	0	1,253	431	0	
55.3															
55.6	FAS	1630	4	HIGH	200	134	4216	1,846	126,219	1,262	0	369	127	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:
 A. Amenable to Eventual Development as Scenic Route _____
 B. Obsolete Now _____ 1975 _____ 1990 _____
 C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
55.6															
56.2	FAS-MUN	1850	4	HIGH	200	140	7027	3,077	210,365	2,104	0	615	212	0	
56.2															
58.8	FAP-MUN	5170	4	HIGH	200	134	32707	14,321	783,324	7,833	0	2,865	986	0	
58.8															
60.5	FAP	3510	4	HIGH	200	134	22230	9,734	532,416	5,324	3,500	1,947	670	175	
80.0															
83.3	FAS	1350	4	HIGH	200	134	42544	18,628	1,273,665	12,737	10,000	3,726	1,282	175	
83.3															
84.0	FAS-MUN	1850	4	HIGH	200	140	8432	3,692	252,438	2,524	0	739	254	0	
84.0															
87.9	FAS	1850	4	HIGH	200	134	50465	22,096	1,510,804	15,108	0	4,420	1,521	0	
87.9															
88.2	FAS-MUN	2310	4	HIGH	200	140	3322	1,454	99,445	994	0	291	100	0	
90.7	LOCAL														
91.1	RD.	5140	4	HIGH	200	134	5110	2,238	152,993	1,530	0	448	154	0	
97.5															
105.0	FAP	3200	4	HIGH	200	134	95820	41,955	2,294,895	22,949	7,000	8,393	2,888	350	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

Form SR-3

Scenic Route Index Number

1

State IOWAParkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
105.0															
116.6	FAP	2590	4	HIGH	200	120	148713	39,017	3,561,677	35,617	7,000	11,570	2,887	350	
116.6															
118.0	FAP-MUN	5500	4	HIGH	200	140	17375	4,559	416,141	4,161	1,000	1,352	337	50	
118.0															
136.0	FAP	1830	4	HIGH	200	120	229968	60,336	5,507,748	55,077	0	17,892	4,464	625	
142.3															
148.0	FAP	2820	4	HIGH	200	120	72823	19,106	1,744,120	17,441	10,000	5,666	1,414	500	
156.0															
156.3	FAP	9400	4	HIGH	200	120	3450	905	82,616	826	0	268	67	0	
156.3															
159.8	FAP-MUN	7920	4	HIGH	200	140	45099	11,833	1,080,131	10,801	0	3,509	875	0	
159.8															
165.5	FAP	3330	4	HIGH	200	134	72823	19,106	1,744,120	17,441	0	5,666	1,414	0	
165.5															
167.8	FAP	4160	4	HIGH	200	134	29385	7,710	703,768	7,038	0	2,286	570	0	
171.5															
173.8	FAP	4800	4	HIGH	200	134	29385	7,710	703,768	7,038	0	2,286	570	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASFO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp	Comple Facilities	
176.3															
185.4	I-RURAL	24100	4	HIGH	315	0	0	0	0	0	0	0	0	0	0
185.4															
188.4	I-URBAN	18100	4	HIGH	350	0	0	0	0	0	0	0	0	0	0
188.4															
198.4	I-RURAL	14730	4	HIGH	350	0	0	0	0	0	0	0	0	0	0
204.4															
206.2	FAP	5150	4	HIGH	200	134	22997	6,034	550,775	5,508	0	1,789	446	0	
206.2															
212.0	FAP	4280	4	HIGH	200	134	74101	19,442	1,774,719	17,747	10,000	5,765	1,438	500	
213.8															
218.2	FAP	4980	4	HIGH	200	134	56214	14,749	1,346,338	13,463	20,000	4,374	1,091	1,125	
228.2															
229.0	FAS	4654	4	HIGH	200	134	10093	2,648	302,160	3,021	0	785	196	0	
229.0	LOCAL														
229.8	ROAD	3900	4	HIGH	200	134	10349	2,715	309,810	3,098	0	805	201	0	
244.6															
250.5	FAP	2410	4	HIGH	200	134	75378	19,777	1,805,317	18,053	13,500	5,865	1,463	225	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
250.5															
266.2	FAP	3330	4	HIGH	200	134	199944	52,459	4,788,681	47,887	0	15,556	3,881	0	
268.4															
269.8	FAP-MUN	16040	4	HIGH	200	140	18014	4,726	431,440	4,314	0	1,402	350	0	
269.8															
270.3	FAP	18810	4	HIGH	200	134	6899	1,810	165,233	1,652	0	537	134	0	
270.3															
270.5	FAP-MUN	12010	4	HIGH	200	140	2683	704	64,257	643	0	209	52	0	
270.5															
278.3	FAP	6370	4	HIGH	200	134	99525	26,112	2,383,631	23,836	0	7,743	1,932	0	
278.3															
278.5	FAP	7310	4	HIGH	200	134	2555	670	61,197	612	0	199	50	0	
280.0															
284.1	FAP	6020	4	HIGH	200	134	52382	13,743	1,254,543	12,545	3,500	4,075	1,017	175	
292.0															
296.2	FAP	4130	4	HIGH	200	134	53531	14,045	1,282,081	12,821	0	4,165	1,039	0	
296.2	PRIMARY														
296.9	NOT ON E.A	1990	4	HIGH	200	134	8560	2,246	205,011	2,050	0	666	166	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

Form SR-3

Scenic Route Index Number 1

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities			
296.9	CITY																
297.2	STR.	2590	4	HIGH	200	140	4344	1,140	104,035	1,040	0	338	84	0			
297.2																	
297.8	FAS-MUN	4080	4	HIGH	200	140	8304	2,179	248,613	2,486	0	646	161	0			
297.8																	
304.0	FAS	3160	4	HIGH	200	134	78572	20,615	2,352,264	23,523	7500	6,113	1,525	0			
306.9																	
309.7	FAP	2770	4	HIGH	200	134	36156	9,486	865,940	8,659	0	2,813	702	0			
309.7																	
310.4	FAP-MUN	5720	4	HIGH	200	140	8432	2,212	201,951	2,020	0	656	164	0			
310.4																	
310.6	FAP	6800	4	HIGH	200	134	2683	704	64,257	643	2000	209	52	100			
Totals							2085680	653,374	51,409,461	514,091	95000	168,191	46,973	4,350			
Combined Totals							2,739,054		52,018,552			219,514					

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 94%
- B. Obsolete Now 70% 1975 24% 1990 6%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 16% 1975 10% 1990 74%

1.

SR-A

PRIORITY RATING FORM

<u>Extent to Which Highway Meets Criteria</u>	<u>Check One</u>			
	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	<u>15</u>	_____	_____	_____
Economic feasibility	<u>14</u>	_____	_____	_____
Variety of recreation experience	<u>15</u>	_____	_____	_____
Compatibility with other recreation values	<u>13</u>	_____	_____	_____
Harmony with other highway users	_____	<u>9</u>	_____	_____
Harmony with other land use	_____	_____	<u>5</u>	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>15</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	<u>6</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	<u>6</u>	_____	_____	_____

THE GREAT RIVER ROAD

The Great River Road follows the Mississippi River from areas of semimountainous terrain to flat, pastoral vistas. In the northern part of the state the rock bluffs and steep ravines, by some freak of prehistory, escaped the grinding and smothering action of the great continental glaciers while in the southern part the bluffs become lower more rounded and not so precipitous.

Originating at the Minnesota State Line, the route proceeds along the foot of the river bluffs to Lansing where a city park offers wonderful views of three states. From Lansing the route extends along the river for three miles to a large steam-electric power station. Here the route turns inland and follows a steep tributary valley along heavily timbered rocky bluffs to the top of a ridge which forms the easterly bulge of Allamakee County. A similar valley leads the route back to the river side where it continues to Harpers Ferry and Waukon Junction. Between Harpers Ferry and Waukon Junction the route passes through a section of the beautiful Yellow River Forest. The route then extends through more beautiful country, by Effigy Mounds National Monument, to the Clayton County Line.

In Clayton County, the route travels on down the river to Marquette and Mc Gregor. These are two scenic old river towns with waterfront facilities and scenic high level view points. The route then proceeds by Point Ann, Mc Gregor, and Pikes Peak State Parks which offer recreational facilities and spectacular elevated views. Continuing, the route passes the attractive river village of Clayton and then winds back to the river which it follows along a scenic shore line drive into Guttenberg with its attractive old buildings. In Guttenberg the route passes the US Lock and Dam. Also of interest at Guttenberg is the National Fish Hatchery. From Guttenberg the route heads south by Turkey River Mounds State Monument Park with its prehistoric Indian Mounds. The route then proceeds into Dubuque County.

In Dubuque County the route follows an escarpment, offering continuous elevated views of "Hiawatha Valley," south by Dubuque. In Dubuque are the historic Shot Tower, the grove and monument of Julien Dubuque, and the old cable car besides more scenic elevated views. South of Dubuque the

route goes inland out of sight of the Mississippi, following rolling ridges and valleys with superb scenic views over prosperous, rolling farm land, to St. Donatus, a picturesque village settled by Luxemburgers in the 1860's. From St. Donatus the route proceeds to the interesting old river town of Bellevue. Just south of Bellevue is Bellevue State Park. In Bellevue State Park are high bluffs which afford a superb view of the river, its wooded islands, the nearby sand dunes, and the rugged woodlands on both sides of the Father of Waters. Going south the route continues for about two miles along a choice river side location; then it swings inland and goes to the Sabula Bluffs Area where there are splendid sites for picnicing, camping, and overlooks. There are 3 miles of spectacular elevated views over the Mississippi Valley. The route then leads into Clinton County and by Eagle Point, located just north of Clinton, which has a wonderful elevated view point from its stone tower, besides having day-use facilities. The Great River Road skirts Clinton with its many waterfront facilities and proceeds southward into Scott County.

In Scott County the route traverses pleasant, rural farming country to Le Claire. At Le Claire the route turns west and follows Interstate 80, through rolling, sometimes steep terrain which forms the transition zone from the River bluffs to the level plateau above, to Interstate 280. At the junction of Interstate 280, the route follows 280 south to the junction of Iowa 22 completing the bypass of the Davenport and Bettendorf areas. Davenport is the site of the first bridge across the Mississippi River. From the junction of Iowa 22 the route heads southwest and leaves the Scott County industrial area at Buffalo. It then leads into Muscatine County and more excellent scenery and recreational areas.

In Muscatine County the Great River Road goes by the Fairport Fish Hatchery, where there is an opportunity for an elevated view from the bluff behind the village. It then continues down the beautiful Mississippi, by Wyoming Hill where there is a site that would be excellent for boat-launching, to Muscatine which has excellent waterfront facilities. Leaving Muscatine the route proceeds by Spring Lake, a boat harbor, to Louisa County and Big Sand Mound. Big Sand Mound provides excellent views to the west over rich bottomland farms of "Muscatine Island." The route then continues south by Lake Odessa to Toolesboro Mounds. Here there are a small

group of Indian mounds lined up along the edge of the bluff and there is also a good view over the forested lowlands at the junction of the Iowa and Mississippi Rivers. From Toolesboro the route leads to the bluffs overlooking Oakville and the Iowa River bottoms. Southward from the Iowa River to Burlington the route is at the base of the loess bluffs. The views are excellent, both of the wooded bluffs to the west and the vast level farm lands to the east. The route then continues to Lee County.

In Lee County the Great River Road Continues southward to Ft. Madison with its historic court house and to the old river town of Montrose. From Montrose the route continues through an area of scenic bluff top overlooks, by Galland School (Replica of first Iowa School House,) to Keokuk with its great dam and powerhouse. The Great River Road then proceeds to the Missouri State Line.

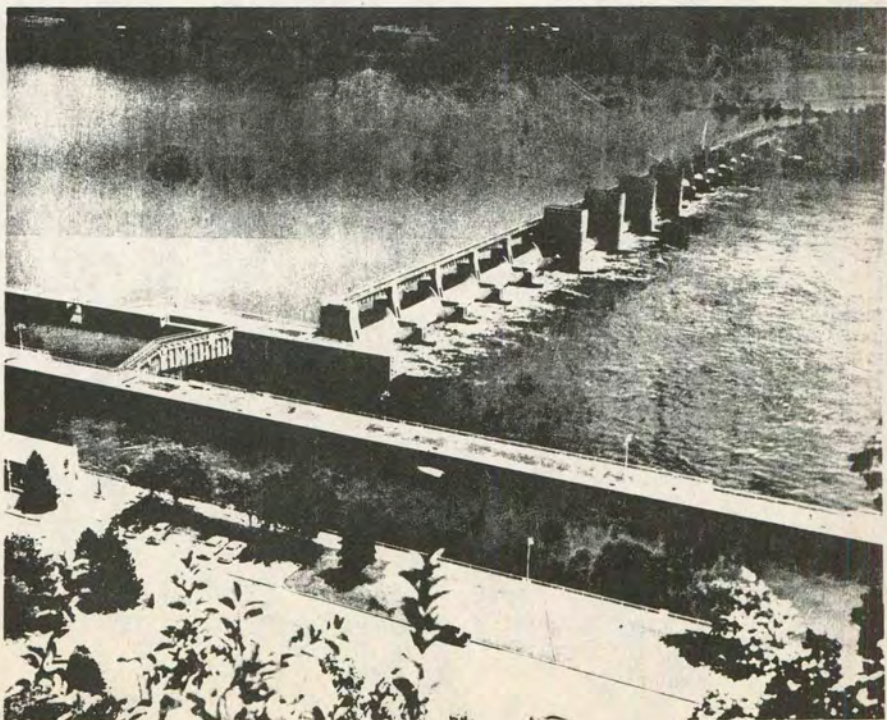
For more information concerning the location of this route, refer to the Bureau of Public Roads' "Report on a Recommended Route for the Great River Road Through the State of Iowa." This report was submitted May 25, 1957 by Earl A. Disque, Landscape Architect, National Park Service and Frederick W. Cron, District Engineer, Bureau of Public Roads.

Picnic area over-
looking the dam on
the Mississippi River.

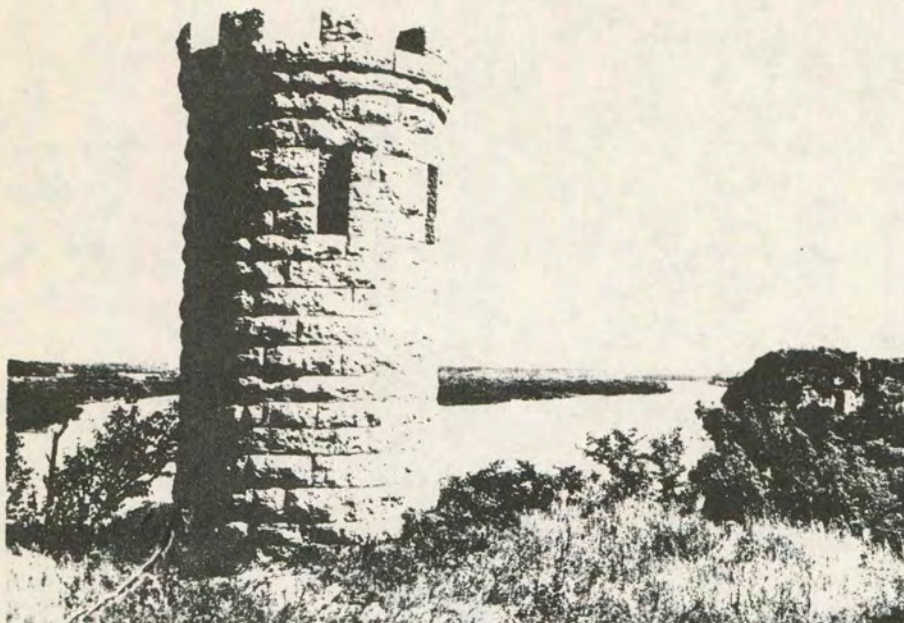


Pioneer Rock
Church in ghost
town of Ceres.

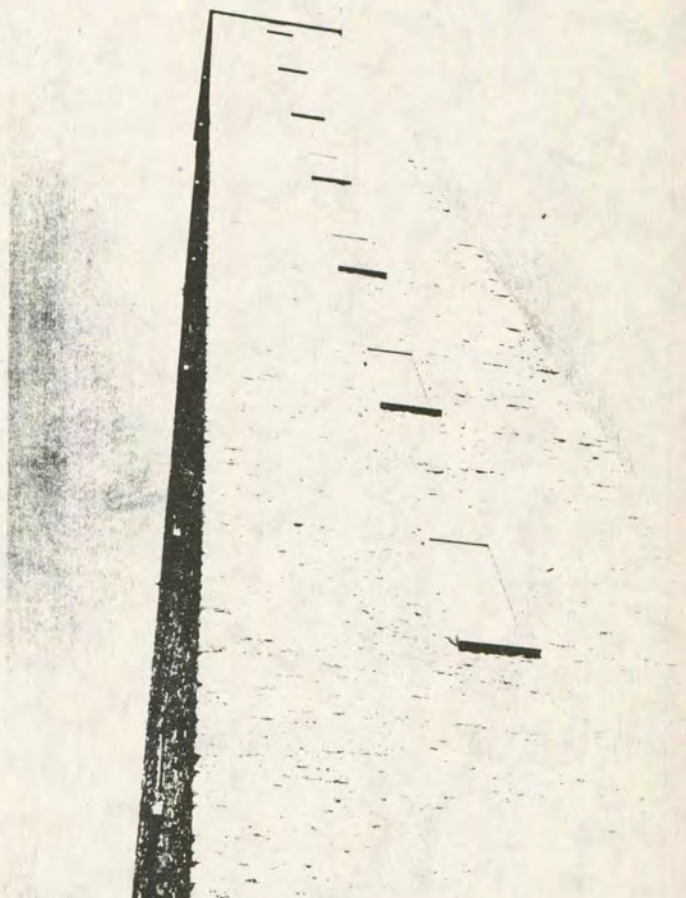
One of several
navigation locks
and dams on the
Mississippi.



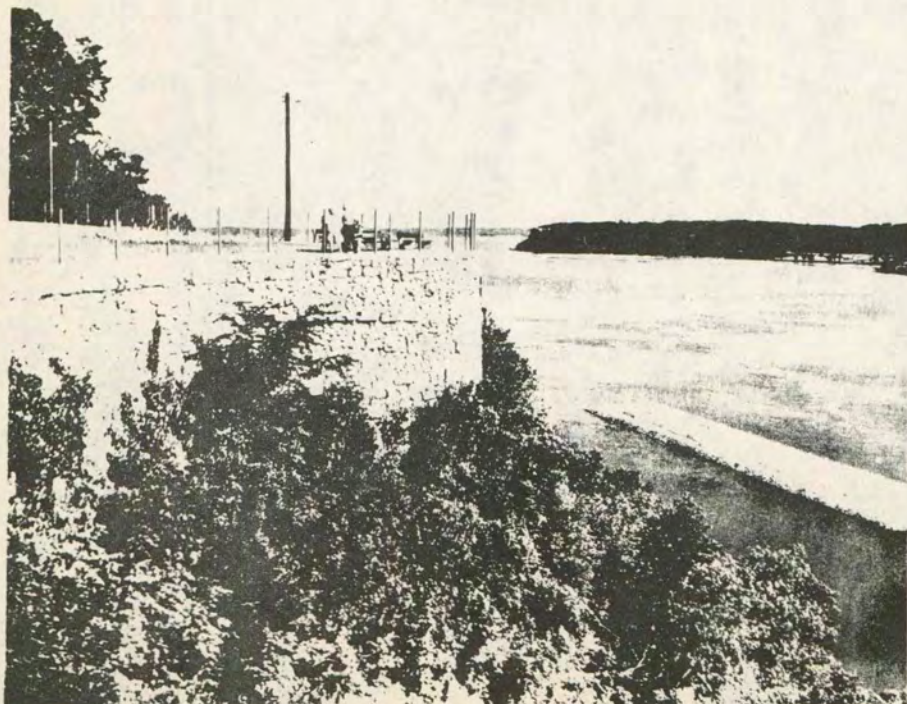
Julian Dubuque's grave overlooking the Mississippi River. The Iowa bluffs on the right side.



Shot Tower--used to produce lead shot. This tower has been preserved. It was built in 1855.



This is one of several scenic overlooks along the Iowa side of the Mississippi River.



Form SR-1

State IOWA

Scenic Route Index Number 2

Priority Number 1

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Keokuk

Parkway
Other Scenic Road

To: Emmetsburg

New
Existing

Route No. (s)
or Name(s) Des Moines River Road

Total length 535
(nearest mile)

County(s) traversed Lee, Van Buren, Davis, Wapello, Monroe,
Mahaska, Marion, Warren, Polk, Dallas, Boone,
Webster, Calhoun, Humboldt, Kossuth, Palo Alto,
Hamilton, Wright, Hancock

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1180</u>	<u>1950</u>	<u>2420</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 2

Administrative or legal classification ^{1/}

	Rural (miles)	Municipal Extensions (miles)	If also Federal aid, identify system ^{2/} (FAP, FAS) <u>-</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>20.6</u>	<u>10.2</u>	<u>FAP</u>
State Secondary Road	<u>38.8</u>	<u>3.2</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Primary</u> (specify)	<u>1.5</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>7.5</u>	<u>-</u>
Other <u>Farm to Mkt</u> (specify)	<u>1.8</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 2

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 446.1 5.4 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>	<u>Land Types</u>	<u>Special Features</u>
Miles	Miles	Check if applicable
Flat _____	Waterfront <u>135</u>	Lakes or Ponds <u>X</u>
Rolling or Hilly <u>535</u>	Wetlands _____	Reservoirs <u>X</u>
Mountainous _____	Desert _____	Rivers or Streams <u>X</u>
	Grassland or Range _____	Rapids or Falls <u>X</u>
	Agricultural <u>85</u>	Springs <u>X</u>
	Brushland _____	Canyons _____
	Woodland or Forest <u>315</u>	Buttes _____
	Tundra or Alpine _____	Shorefronts <u>X</u>
	Unusual _____	Archeology Sites <u>X</u>
	Topography _____	Fauna Sites _____
	Other _____	Historic Sites <u>X</u>
	(specify) _____	Other _____
	_____	(specify) _____
	_____	_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 2

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	1024	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1714	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2972	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles 3 %

Passenger Vehicles

Business Purposes 20 %

Social and Recreation Purposes 80 %

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number

2

State IOWAParkway
Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
0.0												
27.1	FAP	2	INTER.	200	196,421	27,100	4,700,495	40,650	138,500	35,311	2,710	6,925
27.4												
32.1	FAP	2	INTER.	200	34,066	4,700	815,215	7,050	11,500	6,124	470	575
32.1												
33.1	FAP	2	INTER.	200	7,248	1,000	173,450	1,500	0	1,303	100	0
33.1												
33.6	FAP-MUN.	2	INTER.	200	3,624	500	86,725	750	0	652	50	0
34.2												
39.4	FAP	2	INTER.	200	37,690	5,200	901,940	7,800	2,000	6,776	520	100
40.0												
50.2	FAP	2	INTER.	200	73,930	10,200	1,769,190	15,300	4,000	13,291	1,020	200
50.8												
57.3	FAP	2	INTER.	200	47,112	6,500	1,127,425	9,750	1,000	8,470	650	50
61.2												
77.0	FAP	2	INTER.	200	114,518	15,800	2,740,510	23,700	0	20,587	1,580	0
77.0												
79.3	FAP	2	INTER.	200	16,670	2,300	398,935	3,450	0	2,997	230	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 2

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
79.3 79.7	FAP	2	HIGH	200	2,899	400	69,380	600	0	521	40	0
79.7 80.5	FAP-MUN	2	HIGH	200	5,798	800	138,760	1,200	0	1,042	80	0
81.1 81.4	FAP-MUN	2	HIGH	200	2,174	300	52,035	450	0	391	30	0
81.4 95.4	FAP	2	HIGH	200	101,472	14,000	2,428,300	21,000	3,500	18,242	1,400	175
97.3 97.7	FAP-MUN	2	HIGH	200	2,899	400	69,380	600	0	521	40	0
97.7 105.2	FAP	2	HIGH	200	54,360	7,500	1,300,875	11,250	16,000	9,773	750	800
105.2 105.8	FAP-MUN	2	HIGH	200	4,349	600	104,070	900	0	782	60	0
105.8 112.7	FAP	2	HIGH	200	50,011	6,900	1,196,805	10,350	0	8,991	690	0
112.7 113.2	FAP	2	HIGH	200	3,624	500	86,725	750	0	652	50	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
113.6												
115.0	FAP	2	HIGH	200	10,147	1,400	242,830	2,100	0	1,824	140	0
115.0												
127.1	FAP	2	HIGH	200	87,701	12,100	2,098,745	18,150	0	15,766	1,210	0
127.1												
128.2	FAP	2	HIGH	200	7,973	1,100	190,795	1,650	0	1,433	110	0
131.1												
152.1	FAP	2	HIGH	200	152,208	21,000	3,642,450	31,500	150,000	27,363	2,100	7,500
152.7												
166.7	FAP	2	INTER.	200	101,472	14,000	2,428,300	21,000	75,000	18,242	1,400	3,750
166.7												
174.3	FAP	2	INTER.	200	57,000	31,449	760,532	84,504	0	8,915	3,800	0
174.3												
177.4	FAP-MUN.	2	HIGH	200	23,250	12,828	310,217	34,469	0	3,636	1,550	0
187.1												
188.2	FAP	2	HIGH	200	6,111	1,222	62,851	1,955	0	195	122	0
192.5												
193.0	FAP	2	HIGH	200	3,750	2,069	50,035	5,560	0	587	250	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 2State IOWAParkway
Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Scape	Comp. Facilit.
201.8												
206.5	FAP	2	HIGH	200	35,250	19,449	470,329	52,259	0	5,513	2,350	0
206.5												
212.2	FAP	2	INTER.	200	42,750	23,587	570,399	63,378	0	6,686	2,850	0
212.2												
239.2	FAP	2	INTER.	200	202,500	111,726	2,701,890	300,213	552,500	31,671	13,500	27,625
239.2												
239.5	FAP-MUN	2	INTER.	200	2,250	1,241	30,021	3,336	0	352	150	0
239.5												
243.7	FAP	2	INTER.	200	31,500	17,380	420,294	46,700	0	4,927	2,100	0
247.9												
250.1	FAP	2	INTER.	200	16,500	9,104	220,154	24,462	0	2,581	1,100	0
251.1												
254.8	FAP	2	INTER.	200	27,750	15,311	370,259	41,140	0	4,340	1,850	0
254.8												
263.2	FAP	2	INTER.	200	67,200	7,753	669,530	49,997	0	8,400	4,998	0
263.6												
275.3	FAP	2	INTER.	200	93,600	10,799	932,560	69,638	50,000	11,700	6,962	2,500
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

2

State IOWAParkway Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
285.0												
292.0	FAP	2	HIGH	200	56,000	6,461	557,942	41,664	0	7,000	4,165	0
294.4												
295.3	FAP-MUN	2	HIGH	200	7,200	831	71,735	5,357	0	900	536	0
296.5												
303.3	FAP	2	HIGH	200	54,400	6,276	542,001	40,474	0	6,800	4,046	0
304.3												
306.4	FAP	2	HIGH	200	16,800	1,938	167,383	12,499	0	2,100	1,250	0
306.4												
308.6	FAP	2	HIGH	200	17,600	2,031	175,353	13,094	0	2,200	1,309	0
320.9												
335.0	FAP	2	INTER.	200	112,800	13,014	1,123,855	83,923	0	14,100	8,390	0
335.0												
337.9	FAP	2	INTER.	200	23,200	2,677	231,147	17,261	0	2,900	1,726	0
339.4												
340.4	FAP	2	INTER.	200	8,000	923	79,706	5,952	0	1,000	595	0
343.8												
358.3	FAP	2	INTER.	200	116,000	13,384	1,155,737	86,304	0	14,500	8,628	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

2

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Scrape	Comp. Facilities
AGENCY SPUR												
0.0 7.9	FAP	2	INTER.	200	57,259	7,900	1,370,255	11,850	0	10,294	790	0
7.9 8.4	FAP	2	INTER.	200	3,624	500	86,725	750	0	652	50	0
RED ROCK SPUR												
0.0 12.8	FAP	2	INTER.	200	92,774	12,800	2,220,160	19,200	75,000	16,678	1,280	3,750
13.2 27.8	FAP	2	INTER.	200	105,821	14,600	2,532,370	21,900	75,000	19,024	1,460	3,750
27.8 29.6	FAP	2	INTER.	200	13,500	7,448	180,126	20,014	0	2,111	900	0
SAYLORVILLE SPUR												
0.0 8.3	FAP	2	HIGH	200	62,250	34,345	830,581	92,288	0	9,736	4,150	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scrape	Comp. Facilit.
8.3	FAP	2	INTER.	200	32,250	17,793	430,301	47,812	0	5,044	2,150	0
12.6												
13.6												
13.8												
28.2	FAP	2	INTER.	200	108,000	59,587	1,441,008	160,114	0	16,891	7,200	0
TWIN LAKES SPUR												
0.0	FAP	2	INTER.	200	91,200	10,522	908,648	67,853	0	11,400	6,783	0
11.4												
11.4												
13.1												
13.5												
22.1	FAP	2	INTER.	200	68,800	7,938	685,472	51,187	0	8,600	5,117	0
26.2	FAP	2	HIGH	200	48,000	5,538	478,236	3,571	0	6,000	3,570	0
32.2												

Totals

Combined Totals

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

2

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
BOONE RIVER STUB												
0.7												
28.3	FAP	2	INTER.	200	220,800	25,475	2,199,886	164,275	0	27600	16,422	0
28.3												
57.8	FAP	2	INTER.	200	236,000	27,229	2,351,327	175,584	0	29500	17,553	0
57.8												
72.9	FAP	2	INTER.	200	120,800	13,937	1,203,561	89,875	0	15100	8,985	0
Totals					3,421,955	717,072	55,591,491	2,263,099	1,154,000	523560	165,579	57,700
Combined Totals					4,139,027		59,008,590			746,839		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
27.1															
27.4	FAP	1850	2	HIGH	200	134	2174	1,006	20,911	1,525	0	298	74	0	
33.6															
33.9	FAP-MUN	4910	2	HIGH	200	134	2174	1,006	20,911	1,525	0	298	74	0	
33.9															
34.2	FAP	5100	2	HIGH	200	134	2174	1,006	20,911	1,525	0	298	74	0	
39.4															
39.7	FAP	2050	2	HIGH	200	134	2174	1,006	20,911	1,525	0	298	74	0	
39.7															
39.8	FAP-MUN	2050	2	HIGH	200	134	725	335	6,970	508	0	99	25	0	
39.8															
40.0	FAS-MUN	1370	2	HIGH	200	134	1450	670	13,940	1,016	0	198	50	0	
50.2															
50.8	FAP	3520	2	HIGH	200	134	4348	2,012	41,822	3,050	0	596	148	0	
57.3															
58.3	FAS	570	2	INTER.	200	134	7248	3,352	69,703	5,084	0	994	248	0	
58.3															
59.1	FAS-MUN	740	2	INTER.	200	134	5798	2,682	55,762	4,067	0	795	198	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
59.1															
59.6	FAP-MUN	5680	2	HIGH	200	134	3624	1,676	34,852	2,542	0	497	124	0	
59.6															
61.2	FAP	3770	2	HIGH	200	134	11597	5,363	111,525	8,134	0	1,590	397	0	
80.5															
81.1	FAP-MUN	2020	2	HIGH	200	140	4348	2,012	41,822	3,050	0	596	148	0	
95.4															
97.3	FAP-MUN	21980	2	HIGH	200	140	13771	6,369	132,436	9,660	0	1,889	471	0	
113.2															
113.6	FAP	3560	2	HIGH	200	100	2899	1,341	27,881	2,034	0	398	99	0	
128.2															
131.1	FAP	2430	2	HIGH	200	100	21019	9,721	202,139	14,744	25,000	2,883	719	1,250	
152.1															
152.7	FAP	3744	2	HIGH	200	100	4348	2,012	41,822	3,050	0	596	148	0	
177.4															
178.8	FAS	2600	2	HIGH	200	100	7777	1,555	79,992	2,488	0	248	155	0	
178.8															
181.5	FAP	8870	2	HIGH	200	100	14999	3,000	154,270	4,798	0	478	300	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASEO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
181.5															
183.2	FAS	20330	2	HIGH	200	100	9444	1,889	97,133	3,021	0	301	189	0	
183.2	CITY														
187.1	STREET	37080	2	HIGH	200	140	21665	4,333	222,834	6,930	0	690	433	0	
188.2	CITY														
189.1	STREET	44250	2	HIGH	200	140	5000	1,000	51,423	1,599	0	159	100	0	
189.1															
191.3	FAP-MUN	39330	2	HIGH	200	140	12221	2,444	125,701	3,909	0	389	244	0	
191.3	CITY														
192.5	STREET	15070	2	HIGH	200	140	6666	1,333	68,564	2,132	0	212	133	0	
193.0															
196.7	FAS	8740	2	HIGH	200	100	20554	4,111	211,407	6,575	0	655	411	0	
196.7															
197.6	FAP	6340	2	HIGH	200	100	5000	1,000	51,423	1,599	0	159	100	0	
197.6															
201.8	FAS	5230	2	HIGH	200	100	23331	4,666	239,975	7,463	0	743	466	0	
243.7															
247.9	FAS	1547	2	HIGH	200	100	23331	4,666	239,975	7,463	0	743	466	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
250.1															
251.1	FAS	1014	2	INTER.	200	100	5555	1,111	57,137	1,777	0	177	111	0	
263.2															
263.6	FAS	1260	2	INTER.	200	100	2222	444	2,222	711	0	71	44	0	
275.3	CITY														
276.0	STREET	2280	2	HIGH	200	100	3889	778	3,889	1,244	0	124	78	0	
276.0															
277.0	FAP-MUN	4880	2	HIGH	200	100	5555	1,111	5,555	1,777	0	177	111	0	
277.0															
278.2	FAP	2460	2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0	
278.2															
279.0	FM	1660	2	HIGH	200	100	4444	889	4,444	1,422	0	142	89	0	
279.0															
285.0	FAS	1660	2	HIGH	200	100	33330	6,666	33,330	10,662	0	1,062	666	0	
292.0															
293.6	FAPMUN	25680	2	HIGH	200	100	8888	1,778	8,888	2,843	0	283	178	0	
293.6	CITY														
294.4	STREET	21760	2	HIGH	200	100	4444	889	4,444	1,422	0	142	89	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs				
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities		
295.3		4130														
296.5	FAS		2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0		
303.3																
304.3	FM	3680	2	HIGH	200	100	5555	1,111	5,555	1,777	0	177	111	0		
308.6																
313.0	FAS	2210	2	HIGH	200	100	24442	4,888	24,442	7,819	0	779	488	0		
313.0																
314.0	FAP	6110	2	HIGH	200	100	5555	1,111	5,555	1,777	0	177	111	0		
314.0																
315.2	FAP-MUN	7900	2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0		
315.2																
318.0	FAP	5010	2	HIGH	200	100	15554	3,111	15,554	4,976	0	496	311	0		
318.0																
319.7	FAS	1420	2	INTER.	200	100	9444	1,889	9,444	3,021	0	301	189	0		
319.7																
320.2	FAS-MUN	1640	2	HIGH	200	100	2778	556	2,778	889	0	89	56	0		
320.2																
320.4	FAP-MUN	1180	2	INTER.	200	100	1111	222	1,111	355	0	35	22	0		
Totals																
Combined Totals																

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
320.4															
320.9	FAS-MUN	1180	2	INTER.	200	100	2778	556	2,778	889	0	89	56	0	
337.9															
339.4	FAS	1310	2	INTER.	200	100	8333	1,667	8,333	2,666	0	266	167	0	
340.4															
340.9	FAS-MUN	1940	2	HIGH	200	100	2778	556	2,778	889	0	89	56	0	
340.9															
343.8	FAS	1390	2	INTER.	200	100	16110	3,222	16,110	5,153	0	513	322	0	
358.3															
360.2	FAP	4060	2	HIGH	200	100	10555	2,111	10,555	3,376	0	336	211	0	
360.2															
361.4	FAP-MUN	9410	2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0	
361.4															
362.1	FAS-MUN	1860	2	HIGH	200	100	3889	778	3,889	1,244	0	124	78	0	
362.1															
362.3	FAS	1550	2	HIGH	200	100	1111	222	1,111	355	0	35	22	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities
RED ROCK SPUR														
<u>12.8</u> 13.2	FAP	3690	2	HIGH	200	100	2899	1,341	27,881	2,034	0	398	99	0
SAYLORVILLE SPUR														
<u>13.6</u> 13.8	FAP	2510	2	HIGH	200	100	1111	222	11,427	355	0	35	22	0
<u>28.2</u> 29.7	PRIMARY	4620	2	HIGH	200	100	8333	1,667	85,706	2,666	0	266	167	0
TWIN LAKES SPUR														
<u>13.1</u> 13.5	FAS	1390	2	INTER.	200	100	2222	444	2,222	711	0	71	44	0
<u>22.1</u> 22.2	FAS	1110	2	INTER.	200	100	556	111	556	178	0	18	11	0
Totals														
Combined Totals														

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities			
22.2																	
23.3	FAP	1440	2	INTER.	200	100	6111	1,222	6,111	1,955	0	195	122	0			
23.3																	
25.4	FAS	1400	2	INTER.	200	100	11666	2,333	11,666	3,732	0	372	233	0			
25.4																	
26.2	FAP	2050	2	HIGH	200	100	4444	889	4,444	1,422	0	142	89	0			
BOONE RIVER STUB																	
0.0																	
0.5	FAS	1630	2	HIGH	200	100	2778	556	2,778	889	0	89	56	0			
0.5																	
0.7	FAS	1630	2	HIGH	200	100	1111	222	1,111	355	0	35	22	0			
Totals							486074	121,571	2,817,483	190,885	25,000	25,253	11,031	1,250			
Combined Totals							607,645		3,033,368		37,534						

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 98%
- B. Obsolete Now 87% 1975 5% 1990 8%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 3% 1975 15% 1990 82%

Form SR-4

State IOWA

Scenic Route Index Number 2

Parkway

Scenic Road (check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	21	64	283,500
Picnic Areas	31	62	216,000
Campgrounds	15	33	243,500
Cultural, Educational or Historic Sites	42	5	20,000
Boat Launching Facilities	11	24	105,000
Trails	33	21	82,500
Rest Stops	13	30	182,500
Other Parking Areas Serving <u>Skiing, Tobaganing, Fishing</u>	3	18	46,000
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	<u>13</u>	_____	_____	_____
Economic feasibility	<u>14</u>	_____	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>14</u>	_____	_____	_____
Harmony with other highway users	<u>15</u>	_____	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>15</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	<u>5</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>4</u>	_____	_____

DES MOINES RIVER ROAD

The Des Moines River Road follows the river of the same name. This river is famous as a highway for the pioneer fur traders to the Indian Country and significant for the early steamboat traffic to the interior of the state. The Des Moines Valley is the largest valley in the state and it contains the largest city and provides some of the most beautiful scenery of the state. Also, the valley provides some of the best hunting and fishing in the state. Fox, deer, raccoon, opossum, squirrel and other small game are plentiful. Also, the Des Moines Valley is a fly way for ducks in the fall of the year. The Des Moines River rises at the highest altitude of any Iowa tributary of the Mississippi and joins the Father of Waters at the lowest altitude of any other stream. It is from this low point that the Des Moines River Road starts winding its way northwesterly.

The road originates where the Great River Road crosses the Des Moines River in Lee County. It winds northwesterly through heavily wooded areas, areas that are almost primitive with many different species of trees from tall coniferous pines to all varieties of soft and hard woods. This natural habitat, which is winding and hilly, is noted for its variety, of wildlife from white-tailed deer to the rarest of songbirds. The route passes through the little settlement of Croton where a Civil War Engagement took place (the only one on Iowa Soil). Croton was also an early mill site and steamboat landing. Before leaving Lee County the route enters a 4800 acre pine forest (Farmington State Forest). After winding through areas of the state forest it enters Van Buren County. Needless to say, there are wonderful boating, fishing, camping, and overlook sites along the entire route in Lee County.

Upon entering Van Buren County, the route passes out of Farmington State Forest and through the town of Farmington where it crosses the Des Moines River within a mile of the Farmington City Park of Indian Lake with fishing, boating, picnic areas, and facilities for public use. The route then stays on the south bank of the river for 5.7 miles where the views of the river and the beautifully timbered bluffs along the north side of the river are in sight at all times. The route then passes through Bonaparte where a low head dam creates a lake in the river and where the

remains of old locks and an ancient grist mill have been rebuilt into a city recreation center. Northwest of Bonaparte there are sites available for overlooks, parking, and picnic areas that offer beautiful views of the river. An historical highlight of the route is realized when it enters the Ghost Town of Bentensport. One of Iowa's earliest hotels (Mason House) stands as it did a hundred years ago as do other buildings of that early era. Bentensport is a living replica of its pioneering past when it was a main port for river steamers. Next along the route comes Lacey-Keosauqua State Park, the largest of Iowa's state parks, located on the great horseshoe bend of the Des Moines River. Overlooks at different points in the park offer beautiful vistas and panoramas. There is camping, fishing, etc., and wildlife abounds. Ely's Ford on the north side of the park, was the river crossing for the Morman Trail, and a quarter of a mile back from the ford is the site of a pre-historic Indian village. North of the park the route crosses the river on one of Iowa's finest and most beautifully designed county river bridges and passes through Keosauqua before following up the east side of the river out of Van Buren County and through a corner of Davis County into Wapello County.

The route passes through areas offering ideal locations for scenic overlooks and picnic areas and enters Ottumwa which was the location of the Briscoe Gold Mine, a notorious fraud in the summer of 1881. It is also proposed to mark the site of Port Richmond in Ottumwa. The route proceeds up the west side of the river past Rock Bluff Park where an overlook is proposed viewing the Des Moines bottoms, the 4 mile CB & Q Railroad Bridge, etc. A stub route is also proposed in Wapello County which passes near the grave of Chief Wapello and Agency House and by the site of Fort Sanford at Garrison Rock of the Dragoons. Leaving Wapello County, the route passes through corners of Monroe County and Mahaska County before entering Marion County where it passes through the heart of Iowa's leading coal producing mine areas and then northerly to the location of Red Rock Dam where a spur route skirts the eastern edge of the reservoir. From south of the dam the route stays on the western edge of the reservoir into Polk county. This route also passes one of the three remaining covered bridges in Marion County. It goes without saying that the Red Rock Reservoir will provide almost unlimited recreational activities.

the

Entering Polk County, the route passes through Ewing Park and into the Capital City of Des Moines with its historical and cultural interests. The beautiful gold dome of the capital building may be seen from the proposed route as it passes through the city. North from Des Moines the route passes by Camp Dodge to the site of Saylorville Dam, which here again a spur route crosses the dam and proceeds up the eastern side of the reservoir to just south of Boone, Iowa. The spur route passes through Ledges State Park with memorable breath-taking views and sandstone walls from 25 to 75 feet high. The Ledges are Central Iowa's most popular playground. The main route passes through a corner of Dallas County and into Boone County northward to the historical town of Moingona offering excellent views and locations which could be developed for camping and picnicing along the way. Moingona was the location of the famous "Kate Shelly" Bridge. North from Moingona the route passes the C & NW Railroad's "High Bridge" and the waterworks dam. The route then proceeds to Holst State Forest Preserve and by the Fraser Dam and Pilot Mound before going into Webster County.

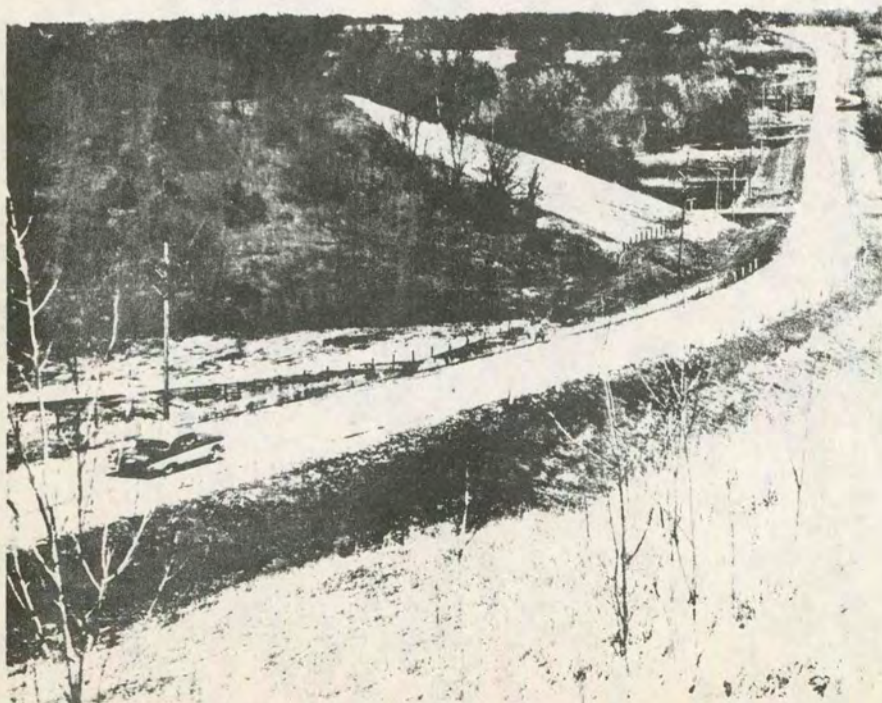
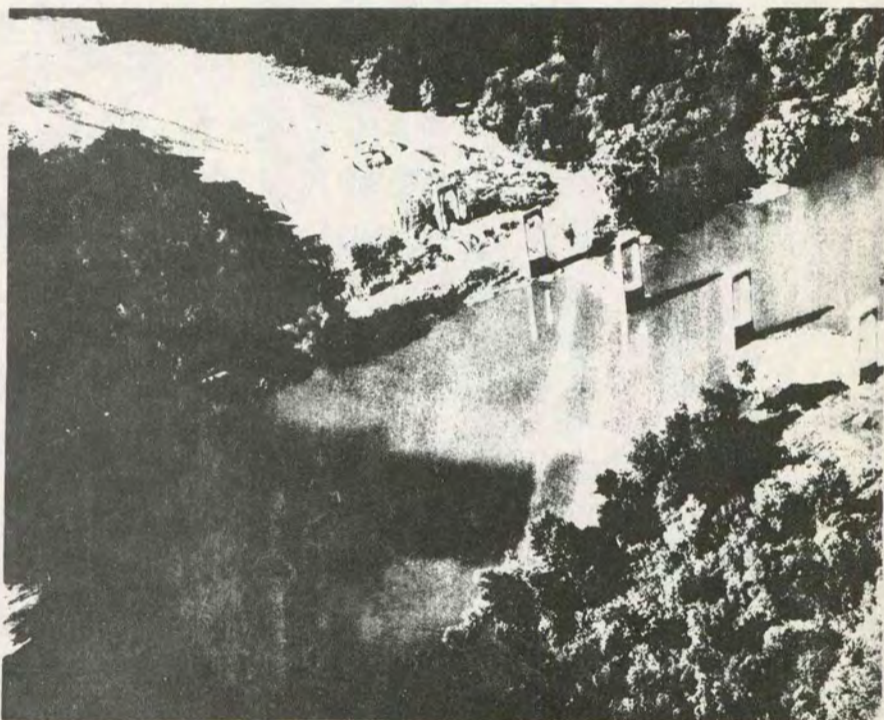
In Webster County the route winds up the river to Dolliver Memorial State Park where slopes of over 1000 feet wander down to the Des Moines River from Indian Mounds atop one of the highest points in the state. Sandstone cliffs tower 150 feet above brooks and ledges of rock. The route then passes through Woodman's Hollow State Park and on up the river to Fort Dodge with its historical museum, fort, and stockade. From here a stub route goes to Kalsow Prairie, 110 acres of virgin prairie. Wild asters, ox-eye daisy, compass plant, wild indigo, sunflowers, lead plant, prairie rose, golden Alexander, goldenrod, purple coneflower, blazing star, and many others combine to make Kalsow an enchanting, fragrant reminder of pioneer days. The stub route passes by Lizard Creek recreation area and Twin Lakes State Park. Another spur route follows the picturesque Boone River from the Des Moines River up through Hamilton, Wright, and into Hancock County.

Upon leaving Webster County, the route passes through Humboldt County, where the river provides excellent fishing including catfish and Northern Pike, and Kossuth County and enters Palo Alto County at West Bend where the famous Grotto of the Redemption is.



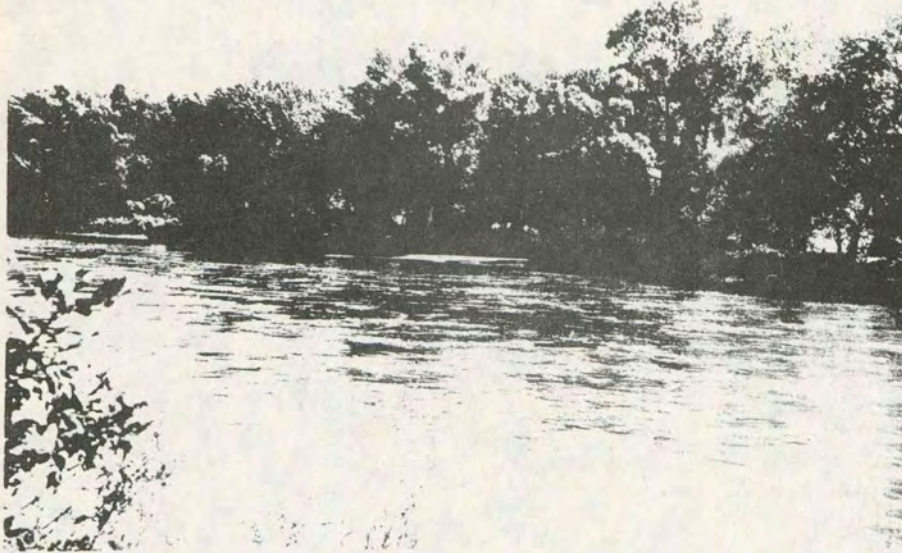
Locks at Keokuk, the start of the Des Moines River Road.

New Bridge being built across the Red Rock Reservoir Area of the Des Moines River.



The Des Moines River Valley, north of Des Moines.

Tree lined banks
of Des Moines
River below
Fort Dodge.



Park trail in early
fall. One of several
State Parks north of
Des Moines.



Form SR-1

State IOWA

Scenic Route Index Number 3

Priority Number 16

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Riceville

Parkway
Other Scenic Road

To: Harpers Ferry Via Ft. Atkinson

New
Existing

Route No. (s)
or Name(s) Yellow River Drive

Total length 133
(nearest mile)

County(s) traversed Howard, Winneshiek, Allamakee

Traffic

	1962	1975	1990
Average ADT for entire route	<u>540</u>	<u>830</u>	<u>990</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 3

Administrative or legal classification ^{1/}

	<u>Rural (miles)</u>	<u>Municipal Extensions (miles)</u>	<u>If also Federal aid, identify system (FAP, FAS) ^{2/}</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>18.7</u>	<u>1.6</u>	<u>FAP</u>
State Secondary Road	<u>19.3</u>	<u>0.6</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	_____	_____	_____

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 3

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 92.1 0.5 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	<u>10</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>133</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	<u>X</u>
		Agricultural	<u>33</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>90</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 3

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	127	Thousands
Population within two hour's driving time	$\frac{3/}{}$	839	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1798	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0												
0.5	FAP-MUN	2	INTERMEDIATE	200	7,941	1,851	100,000	8,065	0	500	250	0
0.5												
3.5	FAP	2	INTERMEDIATE	200	47,646	11,103	600,000	48,387	0	3,000	1,500	0
11.1												
33.2	FAP	2	INTERMEDIATE	200	350,992	81,792	4,420,000	356,451	0	22,100	11,050	0
35.2												
39.8	FAP	2	INTERMEDIATE	200	73,057	17,025	920,000	74,193	0	4,600	2,300	0
40.1												
46.2	FAP	2	INTERMEDIATE	200	96,880	22,576	1,220,000	98,387	0	6,100	3,050	0
46.2												
52.7	FAP	2	INTERMEDIATE	200	103,233	24,057	1,300,000	104,839	0	6,500	3,250	0
64.0												
64.8	FAP	2	INTERMEDIATE	200	12,706	2,961	160,000	12,903	0	800	400	0
66.8												
71.1	FAP	2	INTERMEDIATE	200	68,293	15,914	860,000	69,355	0	4,300	2,150	0
79.5												
88.1	FAP	2	INTERMEDIATE	200	136,585	31,829	1,720,000	138,709	0	8,600	4,300	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

3

State IOWAParkway
Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
88.1 89.7 96.8 119.8	FAP	2	INTERMEDIATE	200	25,411	5,922	320,000	25,806	0	1,600	800	0
	FAP	2	INTERMEDIATE	200	365,286	85,123	4,600,000	370,967	7,000	23,000	11,500	350
<u>COLDWATER CREEK TRAIL CONNECTION</u>												
0.0 3.0 3.5 7.0	FAP	2	INTERMEDIATE	200	47,646	11,103	600,000	48,387	0	3,000	1,500	0
	FAP	2	INTERMEDIATE	200	55,587	12,954	700,000	56,452	0	3,500	1,750	0
<u>GREAT RIVER ROAD CONNECTION</u>												
0.0 5.0	FAP	2	INTERMEDIATE	200	79,410	18,505	1,000,000	80,645	0	5,000	2,500	0
Totals					1,470,673	342,715	18,520,000	1,493,546	7,000	92,600	46,300	350
Combined Totals					1,813,388		20,020,546			139,250		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities			
3.5																	
11.1	FAP	2150	2	HIGH	200	100	116926	42,514	730,770	63,779	0	8,504	2,926	0			
33.2																	
35.2	FAP	4230	2	HIGH	200	100	30770	11,188	192,308	16,784	0	2,238	770	0			
39.8																	
40.1	FAP	2250	2	HIGH	200	100	4616	1,678	28,846	2,518	0	336	116	0			
52.7																	
58.5	FAS	750	2	INTER.	200	100	89233	32,445	557,693	48,674	10,000	6,490	2,233	500			
58.5																	
58.8	FAS-MUN	1010	2	INTER.	200	140	4616	1,678	28,846	2,518	0	336	116	0			
58.8																	
59.2	FAP-MUN	1550	2	HIGH	200	140	6154	2,238	38,462	3,357	0	448	154	0			
59.2																	
59.5	FAS-MUN	1200	2	INTER.	200	140	4616	1,678	28,846	2,518	0	336	116	0			
59.5																	
64.0	FAS	1110	2	INTER.	200	100	69233	25,173	432,693	37,764	30,000	5,036	1,733	1500			
64.8																	
66.8	FAS	1030	2	INTER.	200	100	30770	11,188	192,308	16,784	0	2,238	770	0			
Totals																	
Combined Totals																	

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 1975 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
71.1															
76.8	FAS	940	2	INTER.	200	100	87695	31,886	548,078	47,834	0	6,378	2,195	0	
76.8															
78.0	FAP-MUN	5040	2	HIGH.	200	140	18462	6,713	115,385	10,070	0	1,343	462	0	
78.0															
79.5	FAP	2510	2	HIGH	200	100	23078	8,391	144,231	12,588	0	1,679	578	0	
89.7															
90.5	FAS	1070	2	INTER.	200	100	12308	4,475	76,923	6,714	0	895	308	0	
90.5															
96.8	FAP	1460	2	INTER.	200	100	96926	35,242	605,770	52,870	0	7,050	2,426	0	
COLDWATER CREEK TRAIL CONNECTION															
3.0															
3.5	FAS	620	2	INTER.	200	100	7693	2,797	48,077	4,196	0	560	193	0	
GREAT RIVER ROAD CONNECTION															
5.0															
6.0	FAP	1010	2	INTER.	200	100	15385	5,594	96,154	8,392	0	1,119	385	0	
Totals							618481	224,878	3,865,390	337,360	40,000	44,986	15481	2,000	
Combined Totals							843,359		4,242,750			62,467			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 70 %
- B. Obsolete Now 40 % 197 55 % 1990 5 %
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 0 % 197 10 % 1990 20 %

Form SR-4

State IOWA

Scenic Route Index Number 3

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	5	3	27,000
Picnic Areas	12	2	10,000
Campgrounds	8	2	10,000
Cultural, Educational or Historic Sites	4	0	0
Boat Launching Facilities	3	0	0
Trails	3	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

3

SR-A

PRIORITY RATING FORM

<u>Extent to Which Highway Meets Criteria</u>	<u>Check One</u>			
	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>10</u>	_____	_____	_____
Service to major population centers	_____	_____	<u>5</u>	_____
Economic feasibility	_____	<u>7</u>	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>14</u>	_____	_____	_____
Harmony with other highway users	<u>14</u>	_____	_____	_____
Harmony with other land use	<u>12</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	_____	<u>9</u>	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	<u>5</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	_____	_____	_____	<u>2</u>

THE YELLOW RIVER DRIVE

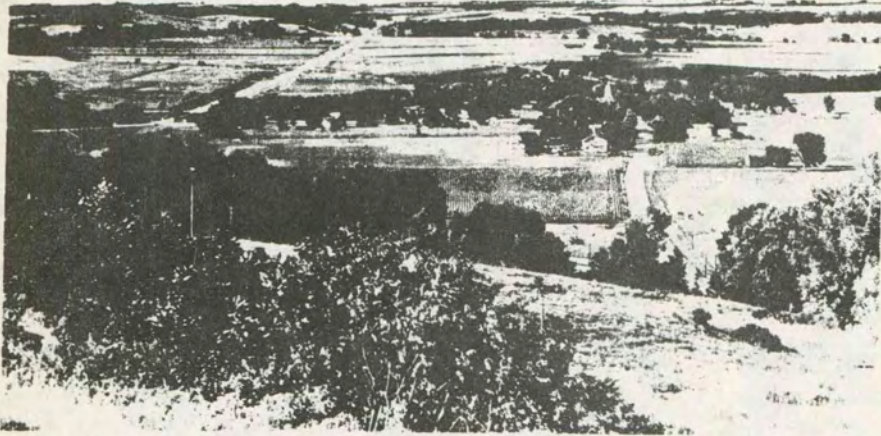
The Yellow River Drive originates in Riceville on the western edge of Howard County and proceeds by Lake Hendricks which is a 50 acre man-made lake with campgrounds, picnic areas, fishing, boating, swimming, and hiking. The route then goes easterly and northerly to gently rolling Hayden Prairie, the largest of the Iowa prairies. Of its 199 acres, about 140 are gently rolling upland or dry prairie and the remainder lowland. Ox-eye daisy, wild aster, yarrow, *Coreopsis*, sunflower, lead plant, wild indigo, prairie clover, willow, quaking aspen, and golden Alexander are the principal flora and shrubs in Hayden Prairie. Virgin prairies such as Hayden once covered 5/6 of Iowa. From Hayden Prairie the route goes eastward to Lidtke Park on the Upper Iowa River. This park has a picnic area, boat launching facilities, and campgrounds. After leaving Lidtke Park, the route proceeds to Vernon Springs, another recreational area, and then to the Turkey River which it follows for about 2 miles to the Winneshiek County Line.

At the Winneshiek County Line the route turns south through the Cardinal Marsh Area, which is a duck reservation, then easterly to Spillville where the Bily Clocks and the Anton Dvorak Memorial are located. The Bily Clocks are an amazing collection of intricately carved mechanical timepieces. Anton Dvorak was the composer of "Humoresque". From Spillville the route proceeds to Fort Atkinson, the only American Fort built to protect Indians. The fort was build to keep the Winnebago Indians in because the Fox and Sioux Tribes were hostile towards them. The fort has been reconstructed and a museum completed which displays artifacts and information pertaining to the fort. Leaving Fort Atkinson the route winds to the village of Festina which has the smallest church in the world. From Festina the Yellow River Drive goes through Ossian to the Yellow River. The Yellow River is an exceptionally beautiful stream; the canyon is narrow and steep-sided, with an exceedingly tortuous gorge. Had the first explorers ascended the river any distance, it is likely the Yellow River would have received a different

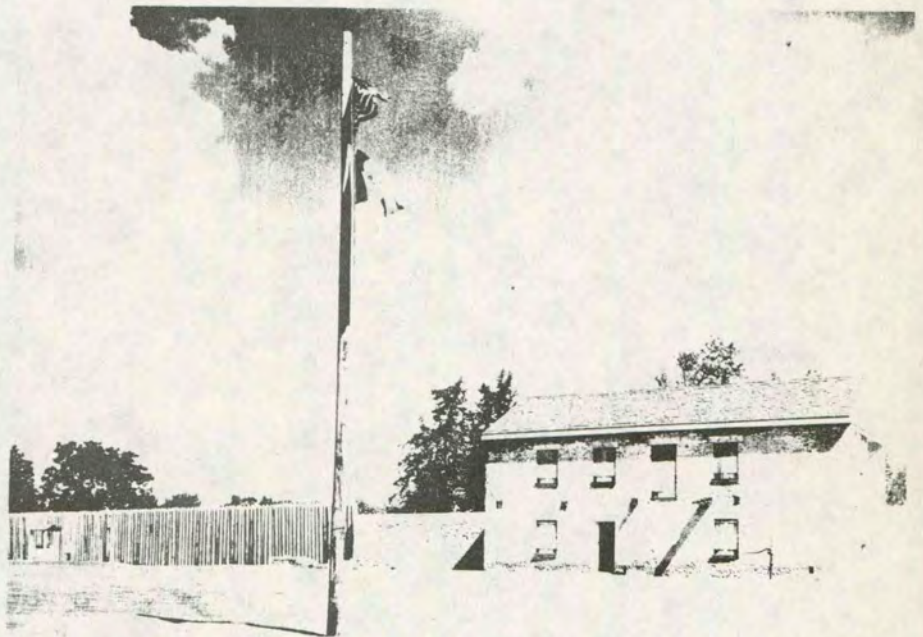
name for only the water at the mouth of the river possessed a muddy, yellow appearance. Few streams have clearer water than the Yellow River. The route proceeds along the Yellow River to Allamakee County.

After entering Allamakee County the route extends down the river which flows over a rocky bed, covered in some places by thin layers of clay deposited by the annual spring freshets. The Yellow River Drive continues along the river for about 20 miles. It then leaves the river and bends northeastward to the junction of a spur route that goes to Effigy Mounds National Monument and the Great River Road. Effigy Mounds is the only monument of its kind in the state of Iowa. Parking facilities are available and a side trip can be taken to view the works of prehistoric men, known as the Mound Builders. One of the mounds, known as the Great Bear Mound, is 70 feet across the shoulders and forelegs, 137 feet long and 3½ feet high. There are 191 mounds within the area. This spur route provides beautiful vistas, especially in the fall when the heavily timbered slopes of the valleys are in color.

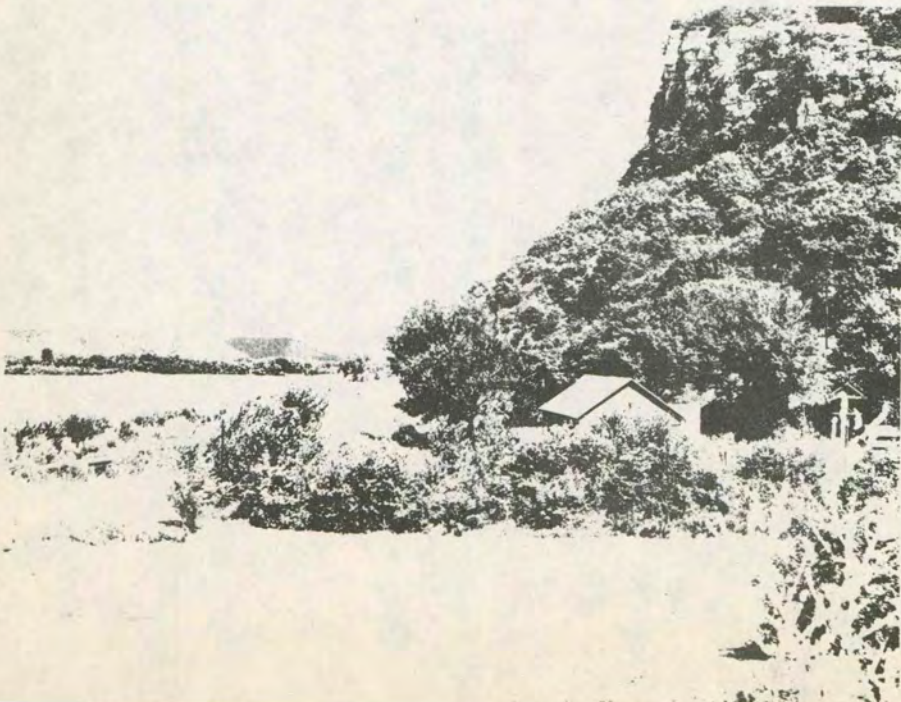
After leaving the junction of the spur route, the main route drops down into a valley and enters Paint Creek Unit of the Yellow River Forest Reserve. This particular unit contains about 3200 acres, much of which is virgin timber. Paint Creek and Little Paint Creek, both of which are spring fed streams stocked with trout, flow through the area. The Yellow River Drive then proceeds to Harpers Ferry, an excellent fishing area on the Mississippi, and the Great River Road where it terminates.



Overlooking broad
Turkey River Valley.



Partially restored
Ft. Atkinson Museum
Building.



End of Yellow River
Drive at Harpers Ferry
on the Mississippi
River.

Form SR-1

State IOWA

Scenic Route Index Number 4

Priority Number 9

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Ossian

Parkway
Other Scenic Road

To: Great River Rd. (Via Decorah)

New
Existing

Route No. (s)
or Name(s) Siewers Springs Road

Total length 48
(nearest mile)

County(s) traversed Winneshiek, Allamakee

Traffic

	1962	1975	1990
Average ADT for entire route	<u>560</u>	<u>870</u>	<u>1030</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State Iowa
 Scenic Route Index Number 4

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0.8</u>	<u>FAP</u>
State Secondary Road	<u>15.5</u>	<u>0.2</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>1.0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 4

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

29.7

0.8

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	_____	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>48</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	<u>X</u>
		Agricultural	<u>18</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>30</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Fish Hatchery	_____
			_____	(specify)	_____
			_____	Trout Fishing	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 4

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	<u>127</u>	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	<u>839</u>	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	<u>1798</u>	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>15</u>	%
Social and Recreation Purposes	<u>85</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number 4

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	5% Comp. Facilit.
0.0 0.8 0.8	FAP-Mun	2	Intermediate	200'	12,706	2,961	160,000	12,903	0	300	400	0
8.6 9.8	FAP	2	Intermediate	200'	123,880	28,868	1,560,000	125,806	0	7,800	3,900	0
11.6 23.4	FAP	2	Intermediate	200'	28,588	6,662	360,000	29,032	0	1,800	900	0
27.9 27.9	FAP	2	Intermediate	200'	71,469	16,655	900,000	72,581	30,000	4,500	2,250	1500
43.5	FAP	2	Intermediate	200'	247,759	57,736	3,120,000	251,612	7,000	15,600	7,800	350
Totals					484,402	112,882	6,100,000	491,934	37,000	30,500	15,250	1850
Combined Totals					597,284		6,628,934		47,600			

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities
8.6 9.8	FAS	880	2	INTER.	200'	100'	18462	6,713	115,385	10,070	0	1,343	462	0
11.6 12.6	Cty. St.	1420	2	INTER.	200'	100'	15385	5,594	96,154	8,392	0	1,119	385	0
12.6 13.4	FAP-Mun	15080	2	HIGH	200'	140'	12308	4,475	76,923	6,714	0	895	308	0
13.4 13.6	FAS-Mun	1500	2	HIGH	200'	140'	3077	1,119	19,231	1,678	0	224	77	0
13.6 23.4	FAS	1010	2	INTER.	200'	100'	150,773	54,821	942,309	82,242	0	10,966	3,773	0
43.5 48.0	FAS	650	2	INTER.	200'	100'	69,233	25,173	432,693	37,764	0	5,036	1,733	0
Totals							269,238	97,895	1,682,695	146,860	0	19,583	6,738	0
Combined Totals							367,133		1,829,555			26,321		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 85.00%
- B. Obsolete Now 55.00% 1975 45% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 13% 1975 35% 1990 52%

Form SR-4

State IOWA

Scenic Route Index Number 4

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	3	27,000
Picnic Areas	1	1	5,000
Campgrounds	0	1	5,000
Cultural, Educational or Historic Sites	3	0	0
Boat Launching Facilities	0	0	0
Trails	1	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>15</u>	_____	_____	_____
Service to major population centers	_____	<u>9</u>	_____	_____
Economic feasibility	_____	<u>6</u>	_____	_____
Variety of recreation experience	<u>11</u>	_____	_____	_____
Compatibility with other recreation values	<u>13</u>	_____	_____	_____
Harmony with other highway users	<u>14</u>	_____	_____	_____
Harmony with other land use	<u>14</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	_____	<u>9</u>	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	_____	<u>4</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>3</u>	_____	_____

SIEWERS SPRINGS ROAD

The Siewers Springs Road originates at the Yellow River Drive in Ossian and leads northward to Siewers Springs State Park and into Decorah, a city of strong Norwegian heritage, which boasts of seven parks with an area of 328 acres. Also located in Decorah is the Norwegian - American Museum. It features three floors of more than 10,000 items of interest and is accredited by the Smithsonian Institution. Prof. A.M. Schlesinger Sr. of Harvard University said "It is one of the three most interesting museums in the country." Dunning Springs Park located within the city limits has gurgling, cool waters tumbling down a 60 foot hillside. Three miles northeast of Decorah is Wonder Cave with the world's largest known stalactite and magnificent multi-color formations 200 feet below the surface. The route then travels through beautiful areas into Allamakee County.

In Allamakee County the route jogs down to the Upper Iowa River which it follows to its termination at the Great River Road south of New Albin. In Allamakee County the Upper Iowa River flows through a broad, flat-bottomed valley flanked by steep bluffs, many of them 400 feet high. Almost all of these heights are crowned with bold "mural escarpments". Perhaps the most astonishing feature of the valley in western Allamakee County is the series of great loops or oxbows along which the river winds its serpentine course. It has been suggested that the name of the Upper Iowa be changed to "Oneota" after the giant bluff which stands guard at its mouth on the northern bank. The word Oneota signifies "the people who have sprung from a rock" an appropriate expression considering the rugged character of the Upper Iowa. In the valley of the Upper Iowa, the geologist can read as from an open book the earliest records of the paleozoic era a story begun millions of years before the first fish swam in the sea or the first reptiles crawled on land. In this valley of forgotten men the archaeologist has pushed back the evidence of Indian occupation to ancient times. At Iron Hill in Allamakee County lie buried tons of ore which dreamers hope to feed some day to the industrial centers along the Mississippi. The Upper Iowa is one of the most beautiful tributaries of the upper Mississippi.

Form SR-1

State IOWA

Scenic Route Index Number 5

Priority Number 13

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Decorah

Parkway
Other Scenic Road

To: North of Co. Rd. "C"
(Via Cold Water Springs)

New
Existing

Route No. (s)
or Name(s) Coldwater Creek Trail

Total length 31
(nearest mile)

County(s) traversed Winneshiek

Traffic

	1962	1975	1990
Average ADT for entire route	<u>260</u>	<u>400</u>	<u>480</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 5

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u>
Under State Control			
Interstate	_____	_____	_____
State Primary System	_____	_____	_____
State Secondary Road	<u>7.2</u>	<u>0</u>	<u>FAS</u>
County	_____	_____	_____
Other _____ (specify)	_____	_____	_____
Under Local Control			
County Road	_____	_____	_____
Town and Township Road	_____	_____	_____
Other _____ (specify)	_____	_____	_____
Under Federal Control			
National Forest	_____	_____	_____
Other _____ (specify)	_____	_____	_____
Toll Facility			
Jurisdiction _____ _____	_____	_____	_____
(specify)	_____	_____	_____

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 5

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

23.0

0

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	<u>5</u>	Lakes or Ponds	_____
Rolling or Hilly	<u>31</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>11</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>15</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
				Other	<u>Caves</u>
				(specify)	_____
				<u>Palisades</u>	_____

Remarks: _____

Form SR-1 (continued)

State Iowa

Scenic Route Index Number 5

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	127	Thousands
Population within two hour's driving time	$\frac{3/}{}$	839	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1798	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>15</u>	%
Social and Recreation Purposes	<u>85</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number 5

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
2.5 <u>26.3</u>	FAP	2	INTERMEDIATE	200	377,992	88,084	4,760,000	383,870	40,000	23,800	11,900	2,000
Totals					377,992	88,084	4,760,000	383,870	40,000	23,800	11,900	2,000
Combined Totals					466,076		5,183,870			37,700		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities
0.0 2.5	FAS	740	2	INTER.	200	100	38463	13,985	240,385	20,980	0	2,798	962	0
26.3 31.0	FAS	460	2	INTER.	200	100	72310	26,292	451,924	39,442	0	5,259	1810	0
Totals							110773	40,277	692,309	60,422	0	8,057	2772	0
Combined Totals							151,050		752,731			10,829		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 25%
- B. Obsolete Now 5% 1975 22% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 20% 1975 5% 1990 0%

Form SR-4

State IOWA

Scenic Route Index Number 5

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	1	20,000
Picnic Areas	1	2	10,000
Campgrounds	0	2	10,000
Cultural, Educational or Historic Sites	1	0	0
Boat Launching Facilities	0	0	0
Trails	0	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

5

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>15</u>	_____	_____	_____
Service to major population centers	_____	<u>8</u>	_____	_____
Economic feasibility	_____	_____	<u>4</u>	_____
Variety of recreation experience	<u>10</u>	_____	_____	_____
Compatibility with other recreation values	<u>13</u>	_____	_____	_____
Harmony with other highway users	<u>15</u>	_____	_____	_____
Harmony with other land use	<u>14</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	_____	<u>9</u>	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>4</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>2</u>

COLDWATER CREEK TRAIL

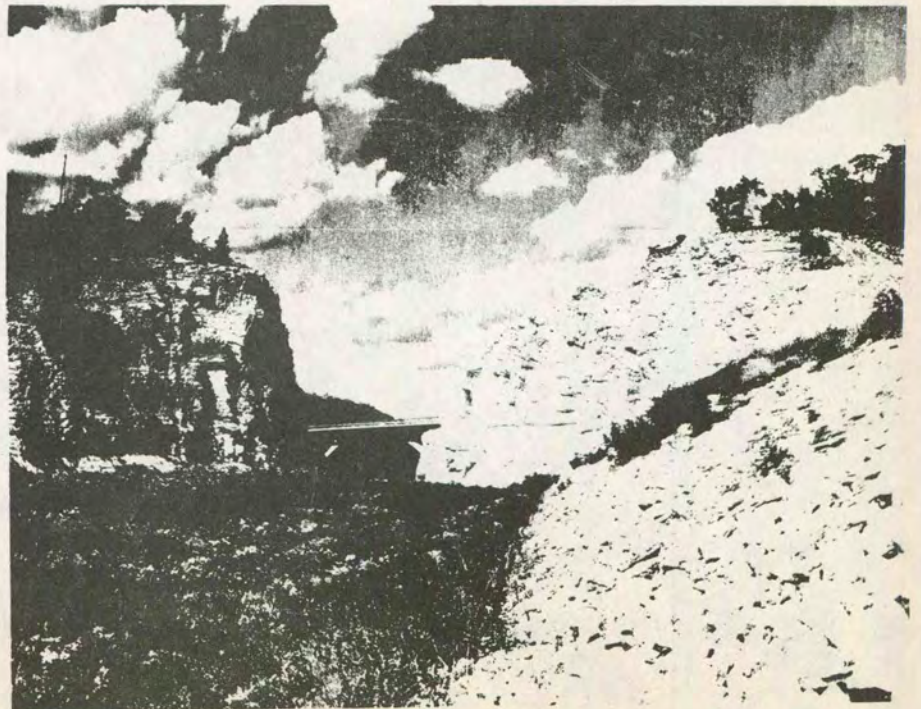
The Coldwater Creek Trail starts northwest of Decorah and follows the Upper Iowa River on its north side up a scenic wonderland to Bluffton which is one of the most impressive points on the river. The river has polished the vertical walls as smooth as masonry. Palisades rise more than one hundred feet above the river to provide an awesome sight beyond imagination. Inhabiting the vertical walls are Cliff Swallows. Samuel Calvin described the great vertical ramparts as follows: "Weathering" Calvin wrote, "has eaten in along the joints, widening them, dissolving, and trimming off the angles and leaving the rounded, protuberant forces of intervening blocks as semi-cylindrical pilasters supporting the massive wall." Proceeding northwesterly the route comes to Coldwater Springs where there is trout and bass fishing. Leaving the Coldwater Springs Area the route goes nearly to Kendallville where it goes near turreted Plymouth Rock, which stands in solemn splendor like some medieval fortress on the Rhine. The route then proceeds back on the southern side of the river to its termination about two miles north of Decorah.

Typical view of county near Decorah in north-east Iowa.



Typical view of county near Decorah in north-east Iowa.

Beginning of Coldwater Trail Arch Bridge. Foot trails on left and right ridges.



Form SR-1

State IOWA

Scenic Route Index Number 6

Priority Number 20

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Decorah (Via Dam Area's)

Parkway

Other Scenic Road

To: County Road "L"

New

Existing

Route No. (s)
or Name(s) Lower & Upper Dam Road

Total length 30
(nearest mile)

County(s) traversed Winneshiek

Traffic

	1962	1975	1990
Average ADT for entire route	<u>520</u>	<u>810</u>	<u>950</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 6

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>1.0</u>	<u>0.9</u>	<u>FAP</u>
State Secondary Road	<u>7.5</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 6

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 20.9 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	<u>5</u>	Lakes or Ponds	_____
Rolling or Hilly	<u>30</u>	Wetlands	<u>3</u>	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>10</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>12</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 6

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	127	Thousands
Population within two hour's driving time	$\frac{3/}{}$	839	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1798	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2 %</u>
Passenger Vehicles	
Business Purposes	<u>15 %</u>
Social and Recreation Purposes	<u>85 %</u>

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Lead- tape	Comp. Facilit.
9.4 30.3	FAP	2	Intermediate	200	331,934	77,351	4,180,000	337,096	40,000	20,900	10,450	2,000
Totals					331,934	77,351	4,180,000	337,096	40,000	20,900	10,450	2,000
Combined Totals					409,285		4,557,096			33,350		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities			
0.0																	
0.9	FAP-Mun	18980	2	High	200'	140'	13847	5,035	86,539	7,553	0	1,007	347	0			
0.9																	
1.9	FAP	5040	2	High	200'	100'	15385	5,594	96,154	8,392	0	1,119	385	0			
1.9																	
9.4	FAS	830	2	Inter.	200'	100'	115388	41,955	721,155	62,940	0	8,393	2,888	0			
Totals							144620	52,584	903,848	78,885	0	10,519	3,620	0			
Combined Totals							197,204		982,733			14,139					

Percentage of Total Length of Suggested Route:
 A. Amenable to Eventual Development as Scenic Route 80%
 B. Obsolete Now 12% 1975 68% 1990 20%
 C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 20% 1975 30% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 6

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	1	20,000
Picnic Areas	0	2	10,000
Campgrounds	0	2	10,000
Cultural, Educational or Historic Sites	2	0	0
Boat Launching Facilities	0	0	0
Trails	0	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

6

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>12</u>	_____	_____	_____
Service to major population centers	_____	<u>8</u>	_____	_____
Economic feasibility	_____	<u>6</u>	_____	_____
Variety of recreation experience	<u>12</u>	_____	_____	_____
Compatibility with other recreation values	<u>14</u>	_____	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>11</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	_____	<u>9</u>	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>2</u>

LOWER AND UPPER DAM ROAD

The Lower and Upper Dam Road originates at the Siewers Springs Road in Decorah and follows the Upper Iowa River east of Decorah. The route goes through Freeport where the river valley widens and the slopes become less precipitous. A few miles farther the route goes between bold cliffs of Shakopee and Cneota dolomite. Lower and Upper Dam Road then proceeds through native stands of white pine to nearly the Allamakee County Line where it passes the lowest downstream dam. It then continues back to Decorah and ends. Throughout the route's course the bluffs are richly festooned with moss and ferns and heavily studded with timber-oak, hickory, elm, basswood, butternut, walnut, and canoe birch being among the more common native trees. The route offers many sites for camping, picnicing and scenic overlooks.

Form SR-1

State IOWA

Scenic Route Index Number 7

Priority Number 27

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Decorah (Via High Land-ville)

Parkway
Other Scenic Road

To: Siewers Springs Road

New
Existing

Route No. (s)
or Name(s) Highlandville Drive

Total length 40
(nearest mile)

County(s) traversed Winneshiek

Traffic

	1962	1975	1990
Average ADT for entire route	<u>670</u>	<u>1040</u>	<u>1240</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 7

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>4.2</u>	<u>1.0</u>	<u>FAP</u>
State Secondary Road	<u>2.3</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 7

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 32.0 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	_____	Lakes or Ponds	_____
Rolling or Hilly	<u>40</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	<u>X</u>
		Agricultural	<u>15</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>25</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other (specify)	_____	Fauna Sites	<u>X</u>
				Historic Sites	<u>X</u>
				Other Caves	_____
				(specify)	_____
				Trout Fishing	_____

Remarks _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 7

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	127	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	839	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	1798	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>15</u>	%
Social and Recreation Purposes	<u>85</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
2.0												
4.2	FAP	2	INTERMEDIATE	200	34,940	8,142	440,000	35,484	0	2,200	1,100	0
7.9												
33.2	FAP	2	INTERMEDIATE	200	401,815	93,635	5,060,000	408,064	50,000	25,300	12,650	2500
35.0												
39.5	FAP	2	INTERMEDIATE	200	71,469	16,655	900,000	72,581	0	4,500	2,250	0
Totals					508,224	118,432	6,400,000	516,129	50,000	32,000	16,000	2500
Combined Totals					626,656		6,966,129		50,500			

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities			
0.0																	
1.0	FAP-MUN	9490	2	HIGH	200	140	15385	5,594	96,154	8,392	0	1,119	385	0			
1.0																	
2.0	FAP	5230	2	HIGH	200	100	15385	5,594	96,154	8,392	0	1,119	385	0			
4.2																	
4.7	FAS	1630	2	HIGH	200	100	7693	2,797	48,077	4,196	0	560	193	0			
4.7																	
7.9	FAP	4160	2	HIGH	200	100	49232	17,901	307,693	26,854	0	3,581	1,232	0			
33.2																	
35.0	FAS	560	2	INTER.	200	100	27693	10,069	173,077	15,106	0	2,014	693	0			
Totals							115388	41,955	721,155	62,940	0	8,393	2,888	0			
Combined Totals							157,343		784,095			11,281					

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 90%
- B. Obsolete Now 54% 1975 16% 1990 30%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 20% 1975 45% 1990 35%

Form SR-4

State IOWA

Scenic Route Index Number 7

Parkway

Scenic Road

(check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	1	20,000
Picnic Areas	1	3	15,000
Campgrounds	0	3	15,000
Cultural, Educational or Historic Sites	5	0	0
Boat Launching Facilities	0	0	0
Trails	1	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

HIGHLANDVILLE DRIVE

On this route the terrain encountered varies from nearly mountainous to flat with all variations in between. It could well be one of the most scenic, as well as one of the most diversified in terrain.

Highlandville Drive begins at Siewers Springs Road in Decorah and swings south to the Open Spandrel Arch Bridge. This is one of Iowa's newest and most unusual bridges and it compliments a scenic setting. The bridge has received much publicity in midwestern papers, and is pictured on the cover of the official Iowa State Highway map for 1964. After passing the Arch Bridge the route swings northward past Twin Springs State Park where springs run down the hills into clear streams. From the state park the route continues north and then east into the unique village of Hesper. The route then continues east and south through an area with many sparkling trout streams, gurgling springs, caves, some stands of native White Pine, and remains of Indian Campsites to another unique village (Highlandville). From Highlandville the route proceeds to its termination at Siewers Springs Road passing through more scenic areas with many of the same sites as pointed out in the section from Hesper to Highlandville. Highlandville Drive provides excellent lookout sites along its entire route. The lookouts reveal the beauty of the Upper Iowa River Valley and give superb views of limestone cliffs topped with green caps of white pine trees.

Form SR-1

State IOWA

Scenic Route Index Number 8

Priority Number 7

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Anamosa

Parkway
Other Scenic Road

To: Great River Road
Near Guttenberg

New
Existing

Route No. (s)
or Name(s) State Parks Trail

Total length 221
(nearest mile)

County(s) traversed Jones, Linn, Delaware, Clayton, Fayette,
Winneshiek, Allamakee

Traffic

	1962	1975	1990
Average ADT for entire route	<u>700</u>	<u>1090</u>	<u>1300</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State Iowa
 Scenic Route Index Number 8

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>23.6</u>	<u>3.4</u>	<u>FAP</u>
State Secondary Road	<u>18.3</u>	<u>4.4</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State Iowa

Scenic Route Index Number 8

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 167.5 3.6 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	<u>31</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>221</u>	Wetlands	_____	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	<u>X</u>
		Agricultural	<u>20</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>170</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other	_____
			_____	Caves	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 8

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	512	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1562	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	3052	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3 %</u>
Passenger Vehicles	
Business Purposes	<u>20 %</u>
Social and Recreation Purposes	<u>80 %</u>

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
1.4	FAP	2	INTER	200'	87,351	20,356	1,100,000	88,710	8,000	5,500	2,750	400
6.9												
6.9	FAP	2	INTER	200'	179,467	41,821	2,260,000	182,258	2,000	11,300	5,650	100
18.2												
19.7	FAP	2	INTER	200'	166,761	38,861	2,100,000	169,355	2,000	10,500	5,250	100
30.2												
33.8	FAP	2	INTER	200'	17,470	4,071	220,000	17,742	0	1,100	550	0
34.9												
34.9	FAP	2	INTER	200'	65,116	15,174	820,000	66,129	0	4,100	2,050	0
39.0												
48.1	FAP	2	INTER	200'	95,292	22,206	1,200,000	96,774	5,000	6,000	3,000	250
54.1												
71.4	FAP	2	INTER	200'	58,763	13,694	740,000	59,677	0	3,700	1,850	0
75.1												
77.5	FAP	2	INTER	200'	111,174	25,907	1,400,000	112,903	0	7,000	3,500	0
84.5												
85.5	FAP	2	INTER	200'	31,764	7,402	400,000	32,258	0	2,000	1,000	0
87.5												
87.5	FAP	2	INTER	200'	47,646	11,103	600,000	48,387	0	3,000	1,500	0
90.5												
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
90.5												
93.6	FAP	2	INTER	200'	49,234	11,473	620,000	50,000	0	3,100	1,550	0
103.6												
12.8	FAP	2	INTER	200'	146,114	34,049	1,840,000	148,387	32,000	9,200	4,600	1600
13.1												
21.2	FAP	2	INTER	200'	128,644	29,978	1,620,000	130,645	25,000	8,100	4,050	1250
21.2												
21.8	FAP-MUN	2	HIGH	200'	9,529	2,221	120,000	9,677	0	600	300	0
23.9												
38.3	FAP	2	INTER	200'	228,701	53,294	2,880,000	232,258	165,000	14,400	7,200	8250
38.3												
39.5	FAP-MUN	2	INTER	200'	19,508	4,441	240,000	19,355	0	1,200	600	0
39.5												
55.5	FAP	2	INTER	200'	254,112	59,216	3,200,000	258,064	200,000	16,000	8,000	10,000
55.5												
56.3	FAP-MUN	2	INTER	200'	12,706	2,961	160,000	12,903	0	800	400	0
56.3												
60.3	FAP	2	INTER	200'	63,528	14,804	800,000	64,516	0	4,000	2,000	0
	STONE CITY SPUR											
0.0												
4.8	FAP	2	INTER	200'	76,234	17,765	960,000	77,419	68,000	4,800	2,400	3400
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

8

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
<u>LAKE SPUR</u>												
0.0 4.9	FAP	2	INTER	200'	77,822	18,135	980,000	79,032	2,400	4,900	2,450	120
4.9 5.0	FAP-Mun	2	INTER	200'	1,588	370	20,000	1,613	0	100	50	0
<u>TROUT STREAM SPUR</u>												
0.0 0.1	FAP-Mun	2	INTER	200'	1,588	370	20,000	1,613	0	100	50	0
0.1 9.1	FAP	2	INTER	200'	142,938	33,309	180,000	145,161	2,600	9,000	4,500	130
10.1 10.8	FAP	2	INTER	200'	11,117	2,591	140,000	11,290	1,000	700	350	50
<u>BIXBY STATE MONUMENT STUB</u>												
0.0 0.8	FAP	2	INTER	200'	12,706	2,961	160,000	12,903	0	800	400	0
<u>ECHO VALLEY STATE PARK STUB</u>												
8.9	FAP	2	INTER	200'	11,117	2,591	140,000	11,290	0	700	350	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
<u>BLOODY RUN STUB</u>												
0.0												
13.8	FAP	2	HIGH	200'	219,172	51,074	2,760,000	222,580	0	13,800	6,900	0
13.8												
14.8	FAP	2	HIGH	200'	15,882	3,701	200,000	16,129	0	1,000	500	0
14.8												
19.5	FAP	2	HIGH	200'	74,645	17,395	940,000	75,806	0	4,700	2,350	0
19.5												
37.6	FAP	2	HIGH	200'	287,464	66,988	3,620,000	291,935	0	18,100	9,050	0
37.6												
38.4	FAP -MUN	2	HIGH	200'	12,706	2,961	160,000	12,903	0	800	400	0
Totals					2,717,859	633,243	32,600,000	2,759,672	513,000	171,100	85,550	25,650
Combined Totals					3,351,102		35,872,672			282,300		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0.0															
0.2	FAP	7590	2	HIGH	200	100	3077	1,119	19,231	1,678	0	224	77	0	
0.2															
0.9	FAP-MUN	10110	2	HIGH	200	140	10770	3,916	67,308	5,874	0	783	270	0	
0.9															
1.4	FAS-MUN	1200	2	INTER.	200	140	7693	2,797	48,077	4,196	0	560	193	0	
18.2															
19.1	FAS	1370	2	INTER.	200	100	13847	5,035	86,539	7,553	0	1,007	347	0	
19.1															
19.7	FAS-MUN	1380	2	INTER.	200	140	9231	3,356	57,692	5,035	0	671	231	0	
30.2															
33.8	FAS	1090	2	INTER.	200	100	55386	20,138	346,154	30,211	0	4,028	1,386	0	
39.0															
41.0	FAP	3470	2	HIGH	200	100	30770	11,188	192,308	16,784	0	2,238	770	0	
41.0															
48.1	FAS	1200	2	INTER.	200	100	109234	39,717	682,693	59,583	0	7,945	2,734	0	
54.1															
54.8	FAS-MUN	1380	2	INTER.	200	140	10770	3,916	67,308	5,874	0	783	270	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 1975 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
54.8															
55.4	FAP-MUN	3970	2	HIGH	200	140	9231	3,356	57,692	5,035	0	671	231	0	
55.4															
57.9	FAP	2590	2	HIGH	200	100	38463	13,985	240,385	20,980	0	2,798	963	0	
57.9															
58.4	FAP-MUN	3210	2	HIGH	200	140	7693	2,797	48,077	4,196	0	560	193	0	
58.4															
65.5	FAP	1530	2	HIGH	200	100	109234	39,717	682,693	59,583	0	7,945	2,734	0	
65.5															
66.4	FAP-MUN	2250	2	HIGH	200	140	13847	5,035	86,539	7,553	0	1,007	347	0	
66.4															
71.4	FAP	1110	2	INTER.	200	100	76930	27,970	480,770	41,960	0	5,600	1,930	0	
75.1															
77.5	FAP	3930	2	HIGH	200	100	36924	13,426	230,770	20,141	0	2,686	924	0	
84.5															
85.5	FAP	1050	2	INTER.	200	100	15385	5,594	96,154	8,392	0	1,119	385	0	
93.6															
95.7	FAP	1370	2	INTER.	200	100	32309	11,747	201,923	17,623	0	2,350	809	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
95.7															
96.0	FAP-MUN	1370	2	INTER	200	140	4616	1,678	28,846	2,518	0	336	116	0	
96.0															
96.7	FAS-MUN	1200	2	INTER	200	140	10770	3,916	67,308	5,874	0	783	270	0	
96.7															
102.3	FAS	1010	2	INTER	200	100	86156	31,326	538,462	46,995	13,000	6,266	2,156	650	
102.3															
103.6	FAS-MUN	1010	2	INTER	200	140	20000	7,272	125,000	10,910	0	1,455	501	0	
112.8															
113.1	FAP	1500	2	HIGH	200	100	4616	1,678	28,846	2,518	0	336	116	0	
121.8															
122.2	FAP-MUN	2180	2	HIGH	200	140	6154	2,238	38,462	3,357	0	448	154	0	
122.2															
122.8	FAS-MUN	1660	2	HIGH	200	140	9231	3,356	57,692	5,035	0	671	231	0	
122.8															
123.9	FAS	1140	2	INTER	200	100	16924	6,153	105,769	9,231	0	1,231	424	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities
<u>TROUT STREAM SPUR</u>														
9.1 <u>10.1</u>	FAP	1830	2	HIGH	200	100	15385	5,594	96,154	8,392	0	1,119	385	0
Totals							764646	278,020	4,778,852	417,081	13,000	55,620	19,147	650
Combined Totals							1,042,666		5,208,933			75,417		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 80%
- B. Obsolete Now 14% 1975 64% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 60% 1975 5% 1990 15%

Form SR-4

State IOWA

Scenic Route Index Number 8

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	11	28	118,000
Picnic Areas	30	31	70,500
Campgrounds	9	16	275,000
Cultural, Educational or Historic Sites	15	1	50,000
Boat Launching Facilities	10	3	7,500
Trails	26	15	5,000
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>12</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	<u>10</u>	_____	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>12</u>	_____	_____	_____
Harmony with other highway users	<u>14</u>	_____	_____	_____
Harmony with other land use	<u>12</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>11</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	_____	<u>4</u>	_____	
Degree of urgency if corridor is to be protected	_____	_____	<u>2</u>	

STATE PARKS TRAIL

Many State Parks, forests, and monuments are located on or not far from this route. State parks or forests that are located on this route are Silver Lake State Park, Backbone State Park, Wapsipinicon State Park, Brush Creek Canyon State Forest, Echo Valley State Park, and Bixby State Monument Park. Others that are within a short driving distance are Yellow River State Forest, Point Ann, Pikes Peak, McGregor State Park, and Turkey River Mounds State Monument Park. It is easy to see why the name, State Parks Trail, was chosen for this route. The number of State Parks along this route indicate the route's scenic and recreational values.

State Parks Trail starts near the entrance to the Wapsipinicon State Park and proceeds northwesterly through Anamosa; then it winds along the bank of Bullalo Creek before it climbs to a ridge 200 feet above the valley. After proceeding for about two miles northwesterly on this ridge, the route crosses the deep valley of Buffalo Creek and again climbs the ridge to the junction of Stone City Spur. Stone City Spur goes south through Stone City and easterly along the south bank of the Wapsipinicon River. The valley of this river is very sharp and numerous outcrops of limestone are evident. At several locations scenic overlooks could provide views, from high bluffs, of the surrounding countryside. Stone City is of great interest, it being a limestone quarrying complex once boasting Columbia, a three story stone hotel and theater in which Jenney Lind reportedly sang, a quarrying complex that portland cement put out of business practically over night as related by one of the operators. It is also a place which gained one summer's glory through Grant Wood's artist colony and is now regaining a measure of recognition in its original roll of stone production through the operation of Weber's quarry where stone with universal properties is being produced. Stone City could be aptly called "the place that refuses to die".

From the junction of Stone City Spur, the main route proceeds northwesterly along the ridge into Linn County and by the Matsell place where

George Matsell, a former police commissioner of New York City, here established himself on a large estate and lived as a country gentleman in the grand manner. Reportedly he was guided to this location by Indians he had befriended on their visit to the city. Oak Grove Theater was located just north of the gate house for his mansion. From the Matsell place the route passes a former stage coach tavern and travels a section of road about which Jay Sigmund wrote a poem and his friend Grant Wood painted a picture. State Parks Trail then goes by J. G. Sigmund Park, along the Wapsipinicon River to Waubeek. This is a picturesque section of road, especially so where it hugs the river with limestone cliffs on the right. The route then goes through Central City and into Pinicon Ridge Park with picnicing, fishing, and camping areas. Leaving Pinicon Ridge Park the route proceeds through Paris and crosses the Wapsie at Wolf Den Crossing into Sod Town. This is not actually a town but simply an area peopled by hill folk originating in the Appalachians. The route then heads easterly to a county park along the Buffalo on which a dam is now being constructed and then north into Delaware County.

In Delaware County the route turns east and then north again to the junction of Lake Spur which leads to fishing, boating, camping, picnicing and skiing areas. From the junction of Lake spur the main route travels by a very old power plant and dam which is still in existence. This portion of the route is very beautiful in the summer. The route then proceeds northward by Silver Lake State Park, a natural lake with good fishing and picnic areas, and through Delhi northerly to the junction of Trout Stream Spur which leads to a beautiful area that has a trout stream running through it. From the junction of Trout Stream Spur the route leads to Bixby State Monument Park in Clayton County which offers picnicing and hiking besides being of geological and biological interest. From Bixby the route goes back into Delaware County to Backbone State Park, Iowa's first State Park, so named from a high ridge of rock in the approximate center of the area. It bumps along

for a quarter of a mile, closely resembling a huge backbone, with boulders and rocky humps to form its vertebra. The backbone is the highest part of Northeast Iowa. Visitors not acquainted with Iowa beauty spots are due for a considerable surprise in Backbone. After leaving Backbone the route proceeds into Fayette County.

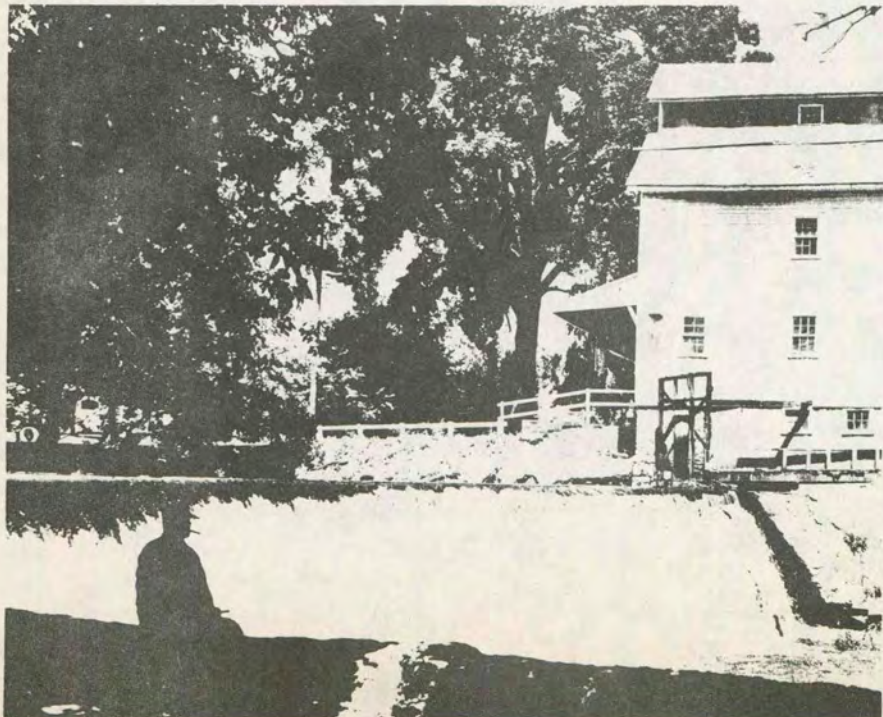
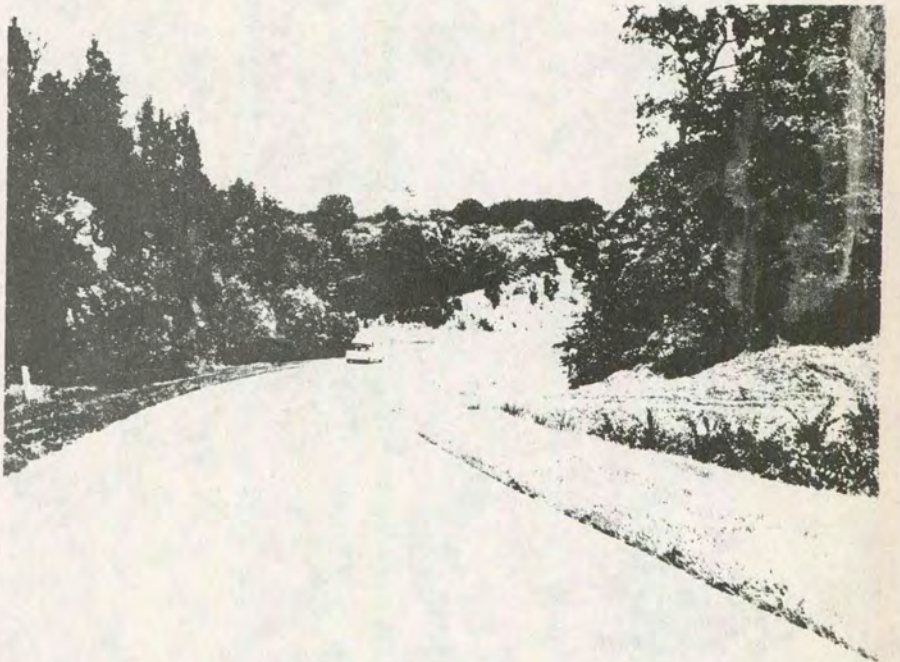
In Fayette County the route goes northward past Brush Creek Canyon State Forest Reserve. The many native oak and maple trees in the area enhance the beauty of the countryside. The route turns westward at Wadena and follows the Volga River for about 6 miles before turning north past Echo Valley State Park with its picnicing and hiking. State Parks Trail then proceeds to the junction of Bloody Run Stub which goes north through Clermont and around Postville into Clayton County and down Bloody Run to the Great River Road through some of the most beautiful scenery in the State. From the junction of Bloody Run Stub the route travels into Clayton County.

In Clayton County the route follows the Turkey River by Big Springs Fish Hatchery to Elkader. There are many opportunities for scenic overlooks and picnic areas along the way. Of interest in Elkader is the stone arch bridge which is the largest stone arch west of the Mississippi. From Elkader the route proceeds on down the Turkey River past the old village of Motor where the Motor bridge and mill are of historical interest. Still following the Turkey River the route makes its way through Garber and Osterdock to the Great River Road where it terminates.



River fishing.

Typical scene along State
Park Trail.



Example of many mills
built along rivers of
Iowa.

Form SR-1

State IOWA

Scenic Route Index Number 9

Priority Number 23

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Maquoketa Cave State Park Parkway

Other Scenic Road

To: Bellevue

New

Route No. (s)

Existing

or Name(s) Maquoketa Caves Road

Total length 26
(nearest mile)

County(s) traversed Jackson

Traffic

	1962	1975	1990
Average ADT for entire route	<u>570</u>	<u>880</u>	<u>1050</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 9

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u> <u>-</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>13.5</u>	<u>1.4</u>	<u>FAP</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 9

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 11.5 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	_____	Lakes or Ponds	_____
Rolling or Hilly	<u>26</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>6</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>20</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 9

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	361	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1518	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	3113	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>15</u>	%
Social and Recreation Purposes	<u>85</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number 9

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0 <u>11.5</u>	FAP	2	INTER.	200	83,352	11,500	1,994,675	17,250	0	14,985	1,150	0
Totals					83,352	11,500	1,994,675	17,250	0	14,985	1,150	0
Combined Totals					94,852		2,011,925			16,135		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs				
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities		
11.5																
<u>13.2</u>	FAP	1850	2	HIGH	200	100	12322	5,698	118,495	8,643	0	1,690	422	0		
13.2																
<u>13.7</u>	FAP-MUN	2420	2	HIGH	200	140	3624	1,676	34,852	2,542	0	497	124	0		
13.7																
<u>25.5</u>	FAP	1150	2	INTER.	200	100	85526	39,554	822,495	59,991	3,500	11,729	2,926	175		
25.5																
<u>26.4</u>	FAP-MUN	2420	2	HIGH	200	140	6523	3,017	62,733	4,576	0	895	223	0		
Totals							107995	49,945	1,038,575	75,752	3,500	14,811	3,695	175		
Combined Totals							157,940		1,117,827			18,681				

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 55%
- B. Obsolete Now 8% 1975 47% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 40% 1975 15% 1990 0%

Form SR-4

State IOWA

Scenic Route Index Number 9

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	1	3,500
Picnic Areas	1	0	0
Campgrounds	1	0	0
Cultural, Educational or Historic Sites	1	0	0
Boat Launching Facilities	0	0	0
Trails	6	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>12</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	<u>10</u>	_____	_____	_____
Variety of recreation experience	_____	<u>8</u>	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>10</u>	_____	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>10</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	_____	<u>4</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	_____	_____	<u>1</u>

MAQUOKETA CAVES ROAD

The Maquoketa Caves Road originates at Maquoketa Caves State Park, named for the 13 caves that honeycomb the valley's sides. Indian pottery, arrowheads, spears, etc., found in these caves show that these caverns may have been home to tribes who lived hundreds, perhaps thousands, of years ago. Some of the occupants of the caves now are wildcat, fox, and bats. Some of the rugged trails in the park lead to the overlooks on sheer cliffs that offer views of the valley that are really exciting. From these points flora and fauna unexcelled in any of our State Parks at any season of the year can be seen. Camping and picnicing can also be found in the park.

Leaving the wonderland of Maquoketa Caves State Park the route proceeds eastward to Iowa 62 where it continues northeastwardly through Andrew and to Bellevue and the junction with the Great River Road. The views on Iowa 62 are some of the best that can be had on Iowa's primary system.

Form SR-1

State IOWA

Scenic Route Index Number 10

Priority Number 19

Route Suggested for Scenic Highway and Parkway Consideration

<u>Identification</u>	<u>Type</u>
From: <u>Great River Road</u>	Parkway <input type="checkbox"/>
To: <u>Scott County Park</u>	Other Scenic Road <input checked="" type="checkbox"/>
Route No. (s) or Name(s) <u>Scott County Park Road</u>	New <input checked="" type="checkbox"/> Existing <input checked="" type="checkbox"/>
Total length <u>68</u> (nearest mile)	
County(s) traversed <u>Scott, Clinton, Cedar, Jones</u>	

Traffic

	1962	1975	1990
Average ADT for entire route	<u>850</u>	<u>1330</u>	<u>1570</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>18</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90</u> %		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 10

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 10

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

67.9

0.4

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	<u>10</u>	Lakes or Ponds	_____
Rolling or Hilly	<u>68</u>	Wetlands	_____	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>20</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>38</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	_____
		(specify)	_____	Historic Sites	_____
			_____	Other	_____
				(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 10

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{979}$	Thousands
Population within two hour's driving time	$\frac{3/}{2173}$	Thousands
	(cumulative)	
Population within three hour's driving time	$\frac{3/}{3585}$	Thousands
	(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0												
<u>26.9</u>	FAP	2	HIGH	200	194,971	26,900	4,665,805	40,350	20,000	35,051	2,690	1,000
26.9												
<u>39.5</u>	FAP	2	INTER.	200	91,325	12,600	2,185,470	18,900	0	16,418	1,260	0
39.5												
<u>43.5</u>	FAP	2	INTER.	200	28,992	4,000	693,800	6,000	0	5,212	400	0
43.5												
<u>55.6</u>	FAP	2	HIGH	200	87,701	12,100	2,098,745	18,150	0	15,766	1,210	0
55.6												
<u>56.0</u>	FAP-MUNI	2	HIGH	200	2,899	400	69,380	600	0	521	40	0
56.0												
<u>68.3</u>	FAP	2	HIGH	200	89,150	12,300	2,133,435	18,450	0	16,027	1,230	0
Totals					495,038	68,300	11,846,635	102,450	20,000	88,995	6,830	1,000
Combined Totals					563,338		11,969,085			96,825		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-4

State IOWA

Scenic Route Index Number 10

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	1	0	0
Picnic Areas	2	2	5,000
Campgrounds	1	2	11,000
Cultural, Educational or Historic Sites	1	1	3,000
Boat Launching Facilities	0	0	0
Trails	2	0	0
Rest Stops	0	0	0
Other Parking Areas Serving <u>Park</u>	0	1	1,000
Other <u>(specify)</u>	0	0	0

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>10</u>	_____	_____	_____
Service to major population centers	<u>11</u>	_____	_____	_____
Economic feasibility	<u>10</u>	_____	_____	_____
Variety of recreation experience	_____	<u>9</u>	_____	_____
Compatibility with other recreation values	_____	<u>9</u>	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>10</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>14</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

SCOTT COUNTY PARK ROAD

The Scott County Park Road traverses parts of 4 counties as it makes its way from the Great River Road to the State Parks Trail. The route offers recreation in the form of a county park, a State Park, and a beautiful wooded river drive.

Scott County Park Road starts at the Great River Road about 2 miles south of the Clinton County Line and proceeds west past the one-time residence of Buffalo Bill and to Scott County Park. Scott County Park offers hiking, picnicing, and camping. From the Scott County Park the route continues to the banks of the Wapsipinicon River. From here the route proceeds along the wooded western side of the river to the Clinton County Line.

From the Scott County Line the route proceeds along the river through Clinton County and a corner of Cedar County into Jones County. In Jones County the route proceeds northwesterly up the south bank of the Wapsi River. The valley of this river becomes very sharp and numerous outcrops of limestone are evident. Continuing up the river valley, there are many scenic views before entering Wapsipinicon State Park. Also, it might be added that the Wapsi River in this area has the widest variety of fishing in the State and some of the best. It has long been famous for its channel and flathead catfish, spring crappies and bullheads; other fish are largemouth bass, walleye and northern pike. Wapsipinicon State Park is high in Botanical value. The sandstone and limestone bluffs are covered with moss and columbine and there are a multitude of flowers and trees. The park boasts a pure stand of white pine, the oldest planting of white pine in Iowa. There are also splendid views, rocky staircases and caverns in the park besides an abundance of wildlife. There are deer, beaver, fox and grey and black squirrels. Just outside Wapsipinicon State Park, Scott County Park Road junctions with State Parks Trail and terminates.

Form SR-1

State IOWA

Scenic Route Index Number 11

Priority Number 17

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Great River Road

Parkway

Other Scenic Road

To: US 61 (Via Wild Cat Den State
Park)

New

Existing

Route No. (s)
or Name(s) Wild Cat Road

Total length 6 (5.6)
(nearest mile)

County(s) traversed Muscatine

Traffic

	1962	1975	1990
Average ADT for entire route	<u>400</u>	<u>620</u>	<u>740</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 11

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>2.5</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 11

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction FAP

Federal Aid Primary 3.1 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	_____	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>6</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>3</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>3</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	_____
			_____	(specify)	_____

Remarks: Dam & Grinding Mill Built in 1850 in State Park

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 11

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	979	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	2173	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	3585	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number

11

State IOWA

Parkway

Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0 3.1	FAP	2	INTER.	200	22,469	3,100	537,695	4,650	0	4,039	310	0
Totals					22,469	3,100	537,695	4,650	0	4,039	310	0
Combined Totals					25,569		542,345			4,349		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities
3.1 5.6	FAS	740	2	INTER.	200	100	18120	8,380	174,258	12,710	0	2,485	620	0
Totals							18120	8,380	174,258	12,710	0	2,485	620	0
Combined Totals							26,500		186,968			3,105		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 0% 197 50% 1990 50%
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 90% 1975 10% 1990 0%

Form SR-4

State IOWA

Scenic Route Index Number 11

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	5	0	0
Campgrounds	2	0	0
Cultural, Educational or Historic Sites	4	0	0
Boat Launching Facilities	0	0	0
Trails	5	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

11

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	<u>9</u>	_____	_____
Service to major population centers	<u>13</u>	_____	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	_____	_____	<u>5</u>	_____
Compatibility with other recreation values	_____	_____	<u>5</u>	_____
Harmony with other highway users	<u>14</u>	_____	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>4</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>2</u>

WILD CAT ROAD

Wild Cat Road starts at the Great River Road about 10 miles east of Muscatine and proceeds north to Wild Cat Den State Park, one of Iowa's most intriguing State Parks. The terrain in this State Park is so heavily timbered and filled with undergrowth that drop-offs from cliffs as high as 100 feet are apt to be completely obscured right to their precipitous edges. It is not uncommon to find pines and other trees growing out of the seemingly bare faces of rocks high on a bluff. Also, as many as 25 varieties of ferns have been found in Wild Cat Den. Of historic interest in the park is the old grist mill that was built in 1850 on Pine Creek. It's one of the few such buildings left in the country. Also, the first store and postoffice in Muscatine County were at the site of the mill.

Leaving Wild Cat Den the route continues north to U.S. #61 where it terminates.

Form SR-1

State IOWA

Scenic Route Index Number 12

Priority Number 25

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Great River Road

Parkway
Other Scenic Road

To: US 34 (Via Geode State Park)

New
Existing

Route No. (s)
or Name(s) Skunk River Drive

Total length 207
(nearest mile)

County(s) traversed Lee, Henry, Jefferson, Washington, Keokuk,
Mahaska, Marion, Jasper, Polk, Story, Des Moines

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1070</u>	<u>1790</u>	<u>2260</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17%</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 12

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u> <u>-</u>
Under State Control			
Interstate	<u>3.7</u>	<u>0</u>	<u>FAI</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township			
Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____			
_____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 12

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 102.4 0.7 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>15</u>	Waterfront	<u>15</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>192</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>130</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>62</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	_____
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	_____
			_____	(specify)	_____
			_____		_____

Remarks: Deposits of Geodes

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 12

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	286	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1144	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2690	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Shape	Comp. Facilit.
0.0												
14.0	FAP	2	HIGH	200	101,472	14,000	2,428,300	21,000	20,000	18,242	1,400	1,000
14.0												
40.4	FAP	2	HIGH	200	191,347	26,400	4,579,080	39,600	0	34,399	2,640	0
40.4												
50.4	FAP	2	HIGH	200	72,480	10,000	1,734,500	15,000	0	13,030	1,000	0
50.4												
65.0	FAP	2	INTER.	200	105,821	14,600	2,532,370	21,900	0	19,024	1,460	0
65.0												
91.2	FAP	2	INTER.	200	189,898	26,200	4,544,390	39,300	0	34,139	2,620	0
91.2												
121.5	FAP	2	HIGH	200	219,614	30,300	5,255,535	45,450	0	39,481	3,030	0
121.5												
128.4	FAP	2	HIGH	200	50,011	6,900	1,196,805	10,350	0	8,991	690	0
128.4												
145.6	FAP	2	HIGH	200	124,666	17,200	2,983,340	25,800	0	22,412	1,720	0
149.3												
155.2	FAP	2	HIGH	200	42,763	5,900	1,023,355	8,850	0	7,688	590	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Shape	Comp. Facilities
155.2	FAP	2	HIGH	200	98,250	54,208	1,310,917	145,659	0	15,366	6,550	0
168.3												
168.3	FAP	2	INTER.	200	91,500	50,484	1,220,854	135,652	0	14,311	6,100	0
180.5												
180.5	FAP-MUNI	2	INTER.	200	5,250	2,897	70,049	7,783	0	821	350	0
181.2												
181.2	FAP	2	INTER.	200	81,000	44,690	1,080,756	120,085	0	12,668	5,400	0
192.0												
GEODE STATE PARK SPUR												
0.0	FAP	2	INTER.	200	50,736	7,000	1,214,150	10,500	30,000	9,121	700	1,500
7.0												
7.0	FAP	2	INTER.	200	25,368	3,500	607,075	5,250	0	4,561	350	0
10.5												
COVERED BRIDGE SPUR												
0.0	FAP	2	INTER.	200	31,166	4,300	745,835	6,450	0	5,603	430	0
4.3												
Totals					1,481,342	318,579	32,527,311	658,629	50,000	259,857	35,030	2,500
Combined Totals					1,799,921		33,235,940			297,387		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
145.6 149.3	INT	25850	4	HIGH	315	0	0	0	0	0	0	0	0	0	0
Totals						0	0	0	0	0	0	0	0	0	0
Combined Totals						0	0	0	0	0	0	0	0	0	0

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 0% 197 0% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 100% 197 0% 1990 0%

Form SR-4

State IOWA

Scenic Route Index Number 12

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	1	4	29,000
Picnic Areas	14	2	6,000
Campgrounds	4	2	5,000
Cultural, Educational or Historic Sites	5	0	0
Boat Launching Facilities	4	3	10,000
Trails	18	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

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SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>10</u>	_____	_____	_____
Service to major population centers	<u>11</u>	_____	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	_____	<u>9</u>	_____	_____
Compatibility with other recreation values	_____	_____	<u>5</u>	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	_____	<u>8</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	_____	<u>3</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	_____	_____	<u>1</u>

SKUNK RIVER DRIVE

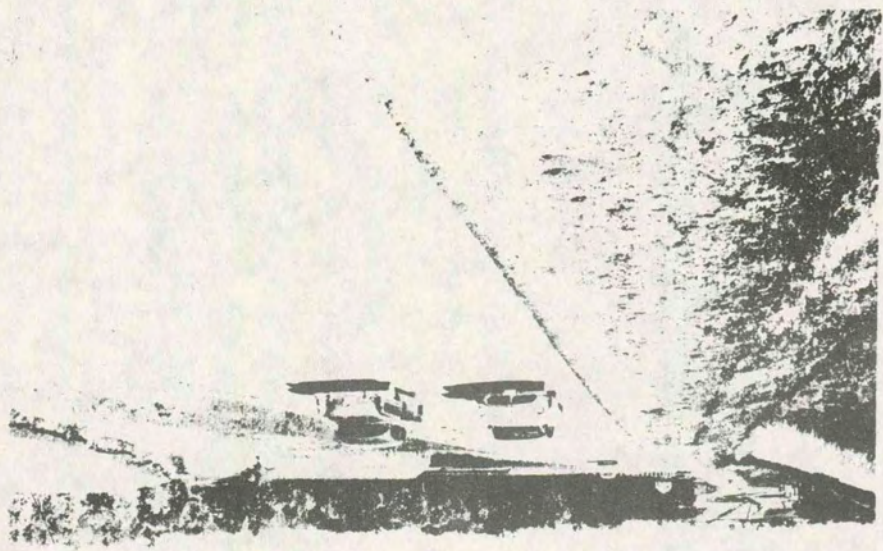
The Skunk River Drive derives its name from the river it follows. The Skunk River once carried river boats for part of its length and in places in Southeast Iowa it takes but little imagination to turn time back more than a hundred years and to hear the sound of a steamboat's whistle or the unerving cry of a wildcat. The route winds its way along the Skunk River from primitive forests in Southeast Iowa to golden corn fields and flowing wells in Central Iowa.

Skunk River Drive originates at the junction of U.S. 61 (Great River Road) just across the river from Des Moines County. The route goes northwest to the interesting early Iowa community of Augusta which is the site of a pioneer grist mill. From Augusta the route proceeds along the south bank of the river through rolling type terrain and primitive forest lands. This area of the route has many places that are suitable for outdoor recreation; it offers boating and some wonderful fishing. Skunk River Drive continues into Henry County to the junction of Geode State Park Spur. This spur route leads to Geode State Park and by the site of the Plank Road in Des Moines County. In Geode State Park there is a beautiful 205 acre lake, timber, and undergrowth of every variety found in Iowa. In the park area on the shores of the Skunk there is a stone quarry which is one source of the stone called geode that when broken open reveals a core of crystal. Of historic interest in the park is an old cemetery with epitaphs dating back as far as 1816.

From the junction of Geode State Park Spur the main route winds along the Skunk River to Oakland Mills State Park and the old river port for near by Mt. Pleasant. From Oakland Mills, Skunk River Drive proceeds along the wooded river valley to the Jefferson County Line. From the Henry County Line the Skunk River Drive continues along the Skunk River through Jefferson County and through the southwest corner of Washington County into Keokuk County. It might be noted that the route passes within a few miles of the Lake Darling State Park as it

goes through Washington County. Lake Darling boasts one of the finest campgrounds in the nation.

In Keokuk County the route proceeds through the wooded valleys of the South Skunk River to the junction of Covered Bridge Spur which, as its name implies runs to one of the few remaining covered bridges left in Iowa. From the junction of Covered Bridge Spur the main route goes into Mahaska County and by Lake Keomah State Park, one of the most popular playgrounds in Iowa. In the summer at Lake Keomah, the open water, grasslands, deep woods, and swamp-like areas offer a large variety of cover to interest all types of wildlife. In the fall the lake is surrounded by a riot of color. The route continues from Keomah along the scenic South Skunk River through a corner of Marion County and into Jasper County. In Jasper County the river valley broadens out, and the route passes through a corner of Polk County and into Story County through rich agricultural lands. In Story County the Skunk River Drive proceeds to the area of the flowing wells north of Ames and junctions with Iowa 221 where it terminates.



Upper reaches of Skunk River north of Ames, Iowa.

Form SR-1

State IOWA

Scenic Route Index Number 13

Priority Number 4

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Great River Road

Parkway
Other Scenic Road

To: Plymouth

New
Existing

Route No. (s)
or Name(s) Cedar River Road

Total length 362
(nearest mile)

County(s) traversed Muscatine, Cedar, Johnson, Linn, Benton
Blackhawk, Bremer, Butler, Floyd, Cerro Gordo,
Mitchell, Iowa, Chickasaw

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1690</u>	<u>2630</u>	<u>3120</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State Iowa
 Scenic Route Index Number 13

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>20.6</u>	<u>0</u>	<u>FAI</u>
State Primary System	<u>18.0</u>	<u>18.6</u>	<u>FAP</u>
State Secondary Road	<u>40.4</u>	<u>8.3</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>2.1</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 13

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 250.0 3.7 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>50</u>	Waterfront	<u>50</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>312</u>	Wetlands	<u>15</u>	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	<u>X</u>
		Agricultural	<u>135</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>162</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other (specify)	_____	Fauna Sites	<u>X</u>
				Historic Sites	<u>X</u>
				Other Caves	<u>X</u>
				(specify)	_____
				<u>Terminal Moraine Terrain</u>	_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 13

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	1041	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	2058	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	3629	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles 3 %

Passenger Vehicles

Business Purposes 20 %

Social and Recreation Purposes 80 %

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
2.5	FAP	2	INTERMEDIATE	200	41,314	5,700	988,665	8,550	0	7,427	570	0
8.2												
9.0	FAP	2	INTERMEDIATE	200	36,965	5,100	884,595	7,650	0	6,645	510	0
14.1												
14.1	FAP	2	INTERMEDIATE	200	27,542	3,800	659,110	5,700	0	4,951	380	0
17.9												
38.5	FAP	2	HIGH	200	7,248	1,000	173,450	1,500	0	1,303	100	0
39.5												
59.7	FAP	2	HIGH	200	26,818	3,700	641,765	5,550	0	4,821	370	0
63.4												
66.6	FAP	2	INTERMEDIATE	200	32,616	4,500	780,525	6,750	0	5,864	450	0
71.1												
71.1	FAP	2	HIGH	200	7,248	1,000	173,450	1,500	0	1,303	100	0
72.1												
80.6	FAP	2	HIGH	200	136,262	18,800	3,260,860	28,200	0	24,496	1,880	0
99.4												
99.4	FAP	2	HIGH	200	71,030	9,800	1,699,810	14,700	0	12,769	980	0
109.2												

Totals

Combined Totals

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

13

State IOWAParkway Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
113.1												
122.1	FAP	2	HIGH	200	65,232	9,000	1,561,050	13,500	0	11,727	900	0
122.1												
127.9	FAP	2	HIGH	200	92,116	21,466	1,160,000	93,548	0	5,800	2,900	0
128.7												
129.1	FAP	2	HIGH	200	6,353	1,480	80,000	6,452	0	400	200	0
130.9												
137.4	FAP	2	HIGH	200	103,233	24,057	1,300,000	104,839	0	6,500	3,250	0
138.4												
142.3	FAP	2	HIGH	200	61,940	14,434	780,000	62,903	0	3,900	1,950	0
142.3												
142.8	FAP-MUN	2	HIGH	200	7,941	1,851	100,000	8,065	0	500	250	0
162.2												
164.2	FAP	2	INTER.	200	31,764	7,402	400,000	32,258	0	2,000	1,000	0
164.2												
169.1	FAP	2	INTER.	200	77,822	18,135	980,000	79,032	0	4,900	2,450	0
169.1												
171.5	FAP	2	INTER.	200	38,117	8,882	480,000	38,710	0	2,400	1,200	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

13

State IOWAParkway Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
174.7												
192.6	FAP	2	INTER.	200	284,288	66,248	3,580,000	288,709	25,000	17,900	8,950	1,250
195.5												
200.5	FAP	2	INTER.	200	79,410	18,505	1,000,000	80,645	0	5,000	2,500	0
203.1												
209.5	FAP	2	INTER.	200	101,645	23,686	1,280,000	103,226	0	6,400	3,200	0
210.7												
210.9	FAP-MUN	2	HIGH	200	3,176	740	40,000	3,226	0	200	100	0
210.9												
218.4	FAP	2	INTER.	200	119,115	27,758	1,500,000	120,968	0	7,500	3,750	0
218.4												
225.7	FAP	2	INTER.	200	115,939	27,017	1,460,000	117,742	0	7,300	3,650	0
225.7												
226.0	FAP-MUN	2	INTER.	200	4,765	1,110	60,000	4,839	0	300	150	0
226.0												
228.5	FAP	2	INTER.	200	39,705	9,253	500,000	40,323	0	2,500	1,250	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
<u>NEW BRIDGE STUB</u>												
0.0 3.5	FAP	2	INTER.	200	25,368	3,500	607,075	5,250	0	4,561	350	0
<u>IOWA RIVER STUB (TO IOWA 149)</u>												
0.0 1.3 2.3 8.5 17.9 18.8	FAP	2	INTER.	200	9,422	1,300	225,485	1,950	0	1,694	130	0
	FAP	2	INTER.	200	44,938	6,200	1,075,390	9,300	0	8,079	620	0
	FAP	2	INTER.	200	6,523	900	156,105	1,350	0	1,173	90	0
<u>LITTLE BROWN CHURCH STUB</u>												
0.0 3.3	FAP	2	INTER.	200	52,411	12,213	660,000	53,226	0	3,300	1650	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 13

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
3.3	FAP-MUN	2	INTER.	200	3,176	740	40,000	3,226	0	200	100	0
3.5												
3.5	FAP-MUN	2	INTER.	200	14,294	3,331	180,000	14,516	0	900	450	0
4.4												
4.4	FAP	2	INTER.	200	117,527	27,387	1,480,000	119,355	0	7,400	3,700	0
11.8												
13.7	FAP	2	INTER.	200	195,349	45,522	2,460,000	198,387	0	12,300	6,150	0
26.0												
26.0	FAP	2	INTER.	200	55,587	12,954	700,000	56,452	0	3,500	1,750	0
29.5												
30.0	FAP	2	INTER.	200	58,763	13,694	740,000	59,677	0	3,700	1,850	0
33.7												
33.7	FAP	2	HIGH	200	373,227	86,974	4,700,000	379,032	0	23,500	11,750	0
57.2												
57.2	FAP	2	INTER.	200	144,526	33,679	1,820,000	146,774	0	9,100	4,550	0
66.3												
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

13

State IOWAParkway Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilities
66.3 66.9 66.9 81.7	FAP-MUNI FAP	2 2	HIGH HIGH	200 200	9,529 235,054	2,221 54,775	120,000 2,960,000	9,677 238,709	0 0	600 14800	300 7,400	0 0
<u>IOWA CITY BY-PASS STUB</u>												
0.0 17.5 17.5 23.5 23.5 26.6	FAP FAP FAP	2 2 2	HIGH HIGH HIGH	200 200 200	126,840 43,488 22,469	17,500 6,000 3,100	3,035,075 1,040,700 537,695	26,250 9,000 4,650	0 0 0	22,803 7,818 4,039	1,750 600 310	0 0 0
Totals					3,158,095	666,414	48,060,805	2,615,866	25,000	28,4273	86,040	1,250
Combined Totals					3,824,509		50,701,671			371,563		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple 5%	
															Facilities
0															
2.5	FAS	1460	2	INTER	200'	100'	18,120	8,380	174,258	12,710	0	2,485	620	0	
8.2															
9.0	FAP	4630	2	HIGH	200'	100'	5,798	2,682	55,762	4,067	0	795	198	0	
17.9	INTER-														
29.2	STATE	6180	4	HIGH	250	0	0	0	0	0	0	0	0	0	
29.2	INTER-														
38.5	STATE	5020	4	HIGH	250	0	0	0	0	0	0	0	0	0	
39.5															
52.9	FAS	3620	2	HIGH	200'	100'	97,123	44,917	934,020	68,126	0	13,320	3,323	0	
52.9															
53.2	FAS-MUN	1060	2	HIGH	200'	140'	2,174	1,006	20,911	1,525	0	298	74	0	
53.2															
54.0	FAP-MUN	6420	2	HIGH	200'	140'	5,798	2,682	55,762	4,067	0	795	198	0	
54.0															
57.5	FAP	5660	2	HIGH	200'	100'	25,368	11,732	243,961	17,794	0	3,479	868	0	
57.5															
59.7	FAP	4950	2	HIGH	200'	100'	15,946	7,374	153,347	11,185	0	2,187	546	0	
63.4															
66.6	FAP	12380	2	HIGH	200'	100'	23,194	10,726	223,050	16,269	0	3,181	794	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
72.1															
73.5	FAS-MUN	4150	2	HIGH	200'	140'	10,147	4,693	97,584	7,118	0	1,392	347	0	
73.5	CITY														
75.6	STREET	14770	2	HIGH	200'	140'	15,221	7,039	146,376	10,676	0	2,087	521	0	
75.6															
76.2	FAP-MUN	25560	2	HIGH	200'	140'	4,349	2,011	41,822	3,050	0	596	149	0	
76.2															
79.1	FAS-MUN	14920	2	HIGH	200'	140'	21,019	9,721	202,139	14,744	0	2,883	719	0	
79.1															
80.6	FAS	4310	2	HIGH	200'	100'	10,872	5,028	104,555	7,626	0	1,491	372	0	
109.2															
110.3	FAS	2750	2	HIGH	200'	100'	7,973	3,687	76,673	5,592	0	1,093	273	0	
110.3															
113.1	FAP	4880	2	HIGH	200'	100'	20,294	9,386	195,168	14,235	0	2,783	694	0	
127.9															
128.7	FAS	2350	2	HIGH	200'	100'	12,308	4,475	76,923	6,714	0	895	308	0	
129.1															
130.9	FAS	4220	2	HIGH	200'	100'	27,693	10,069	173,077	15,106	0	2,014	693	0	
137.4															
137.6	FAS	2790	2	HIGH	200'	100'	3,077	1,119	19,231	1,678	0	224	77	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple 5%	
															Facilities
137.6															
137.8	FAS-MUN	4260	2	HIGH	200'	140'	3,077	1,119	19,231	1,678	0	224	77	0	
137.8															
138.4	FAP-MUN	4260	2	HIGH	200'	140'	9,231	3,356	57,692	5,035	0	671	231	0	
142.8															
156.1	FAP-MUN	17610	2	HIGH	200'	140'	204,621	74,400	1,278,848	111,614	0	14,883	5,121	0	
156.1															
157.1	FAP	9350	2	HIGH	200'	100'	15,385	5,594	96,154	8,392	0	1,119	385	0	
157.1															
162.2	FAS	2660	2	HIGH	200'	100'	78,464	28,529	490,385	42,799	0	5,707	1,964	0	
171.5															
172.1	FAS-MUN	2140	2	HIGH	200'	140'	9,231	3,356	57,692	5,035	0	671	231	0	
172.1															
173.2	FAP-MUN	4820	2	HIGH	200'	140'	16,924	6,153	105,769	9,231	0	1,231	424	0	
173.2															
174.7	FAP	3130	2	HIGH	200'	100'	23,078	8,391	144,231	12,588	0	1,679	578	0	
192.6															
192.9	FAS	1050	2	INTER	200'	100'	4,616	1,678	28,846	2,518	0	336	116	0	
192.9															
193.8	FAP	3730	2	HIGH	200'	100'	13,847	5,035	86,539	7,553	0	1,007	347	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple5% Facilities			
															193.8		
195.1	FAP-MUN	6970	2	HIGH	200'	140'	20,001	7,272	125,000	10,910	0	1,455	501	0			
195.1																	
195.5	FAS	3800	2	HIGH	200'	100'	6,154	2,238	38,462	3,357	0	448	154	0			
200.5																	
201.6	FAS-MUN	1940	2	HIGH	200'	140'	16,924	6,153	105,769	9,231	0	1,231	424	0			
201.6																	
203.1	FAS	1500	2	HIGH	200'	100'	23,078	8,391	144,231	12,588	0	1,679	578	0			
209.5																	
209.9	FAP-MUN	4990	2	HIGH	200'	140'	6,154	2,238	38,462	3,357	0	448	154	0			
209.9																	
210.7	FAS-MUN	1900	2	HIGH	200'	140'	12,308	4,475	76,923	6,714	0	895	308	0			
228.5																	
229.3	FAS	1890	2	HIGH	200'	100'	12,308	4,475	76,923	6,714	0	895	308	0			
229.3																	
229.5	FAS-MUN	2130	2	HIGH	200'	140'	3,077	1,119	19,231	1,678	0	224	77	0			
	IOWA RIVER STUB (TO IA.149)																
1.3																	
2.3	FAS	1180	2	INTER	200'	100'	7,248	3,352	69,703	5,084	0	994	248	0			

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple 5% Facilities	
8.5															
17.9	FAS	590	2	INTER	200'	100'	68,131	31,509	655,208	47,790	0	9,344	2,331	0	
18.8															
20.4	FAP	2280	2	HIGH	200'	100'	11,597	5,363	111,525	8,134	0	1,590	397	0	
LITTLE BROWN CHURCH STUB															
11.8															
12.3	FAP-MUN	11300	2	HIGH	200'	140'	7,693	2,797	48,077	4,196	0	560	193	0	
12.3															
13.1	FAS-MUN	2260	2	HIGH	200'	140'	12,308	4,475	76,923	6,714	0	895	308	0	
13.1															
13.7	FAS	1370	2	INTER	200'	100'	9,231	3,356	57,692	5,035	0	671	231	0	
29.5															
30.0	FAP	3340	2	HIGH	200'	100'	7,693	2,797	48,077	4,196	0	560	193	0	
Totals							928853	374,348	7,052,212	564,423	0	91,415	26,653	0	
Combined Totals							1,303,201		7,616,635			118,068			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 40%
- B. Obsolete Now 0% 197 40% 1990 0
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 5% 1975 35% 1990 0

Form SR-4

State IOWA

Scenic Route Index Number 13

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	12	0	0
Picnic Areas	16	1	20,000
Campgrounds	10	0	0
Cultural, Educational or Historic Sites	12	0	0
Boat Launching Facilities	11	1	5,000
Trails	15	0	0
Rest Stops	4	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)			

13.

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	<u>13</u>	_____	_____	_____
Economic feasibility	<u>10</u>	_____	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>12</u>	_____	_____	_____
Harmony with other land use	<u>10</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	<u>5</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>4</u>	_____

CEDAR RIVER ROAD

This route follows the Cedar River to a large extent. It passes through timbered areas and prairies. Albert Pike explored the Cedar River by canoe from its mouth to its source in Minnesota. It was then known as the Red Cedar because of the prevalence of red cedar trees on its banks. He wrote glowingly about the heavy stands of timber and the lush prairies through which it flowed and reported it to be navigable to well above Waterloo for commercial water craft. A steamboat did in fact reach Waterloo and a company was formed to give sustained service from points on the Mississippi to the "rapids on the Cedar". This project was short lived. Fluctuating river stages exposing sand bars made regular schedules impossible.

Cedar River Road starts at the Great River Road just northwest of Muscatine. It then proceeds to the Cedar River Valley which it follows through Muscatine County and into Cedar County where it junctions with the Iowa City By-pass. The Iowa City By-pass follows the Cedar River through Cedar County, a corner of Johnson County, and into Jones County where it again junctions with the main Cedar River Road just north of the Johnson County Line. After leaving the junction of the Iowa City By-pass the main route continues on Interstate 80 to West Branch, the birthplace and final resting place of former President Herbert Hoover. The Hoover Library Museum containing items given him while serving his country is also located here. From West Branch the Cedar River Road proceeds on Interstate 80 to a point north of Iowa City where it leaves the interstate and goes north. Of interest at Iowa City is the Old State Capitol building built in 1842. It served as the Capitol until 1857.

After leaving the interstate the route proceeds by the Coralville Dam and Reservoir, a very popular recreational area, to the junction of New Bridge Stub which leads across the reservoir to North Liberty via the Mehaffey Bridge which will be opened in November, 1965. From the New Bridge Stub the route continues to Lake Macbride State Park where natural beauty blends with many forms of recreation created by man. Lake Macbride

is in effect a sub-impoundment of Coralville Reservoir and is the State's largest man-made lake. The State Park has picnic areas, swimming areas, campgrounds, trails, overlooks, and great fishing. Leaving the Lake Macbride State Park area, the Cedar River Road junctions with the Iowa River Stub which winds its way along scenic areas of the Iowa River to Iowa 149 and the Amana Colonies Drive. Continuing from the junction of Iowa River Stub, the route passes through Solon and heads north into Linn County.

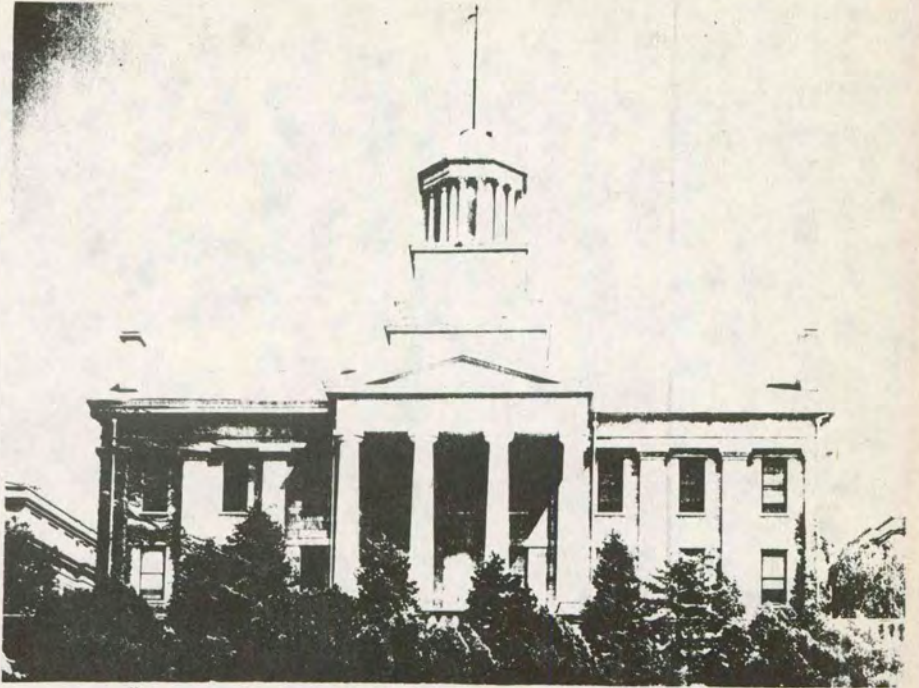
In Linn County the route again proceeds along the Cedar River to Palisades Kepler State Park, 688 acres of natural scenic beauty. The vertical cliffs on the river, with their vari-colored masses, swallow nests and fern, suggest the palisades of the Hudson River in New York, for which they are named. Numerous caves indent the palisades and Indian mounds are still very much in evidence. Men who know Palisades - Kepler best insist that every kind of fish native to Iowa has been caught here. From Palisades - Kepler the Cedar River Road crosses the river and then goes northwesterly through an area of high limestone palisades and probably the largest wooded area in the county. It then passes steep rocky wooded slopes and "High Rock", a high limestone cliff which is an old land mark along the river. The Cedar River Road then extends northwesterly along the river through Cedar Rapids and by Chain Lakes Access to the Palo Marsh Wildlife Refuge Area. From this area the route winds into the hills overlooking the densely timbered bottom lands of the Cedar, and then follows the Cedar Valley through a corner of Benton County and through Waterloo in Black Hawk County.

North of Waterloo the route passes through George Wyth Memorial State Park, a favorite recreational area of people living in the Waterloo area. The route then proceeds to the junction of the Cedar and Shell Rock Rivers, which is also the location of the junction of the Little Brown Church Stub. This stub route follows the Cedar River through scenic areas in Bremer, Chickasaw, Floyd, and Mitchell Counties to the Minnesota State Line. As might be guessed from its name, this stub

route passes "The Church in the Wildwoods" memorialized in the familiar hymn "The Little Brown Church". From the Little Brown Church Stub the main route travels up the Shell Rock River to Butler County.

In Butler County the route winds through country typical to north central Iowa. It is generally flat to slightly rolling with many areas at Shell Rock, Heery Woods State Park, Camp Comfort, and Greene. Dams at these points on the Shell Rock River insure enough water for river recreation. In the area of Heery Woods State Park and Clarksville, big boulders are evident which indicates the glacial, Terminal Moraine, type of terrain. After leaving Butler County, the route follows the picturesque Shell Rock River through a corner of Floyd County and to Plymouth in Cerro Gordo County where it terminates.

Old Capitol Bldg.
University of Iowa used
as Capitol of Iowa from
1842 to 1857 located at
Iowa City.



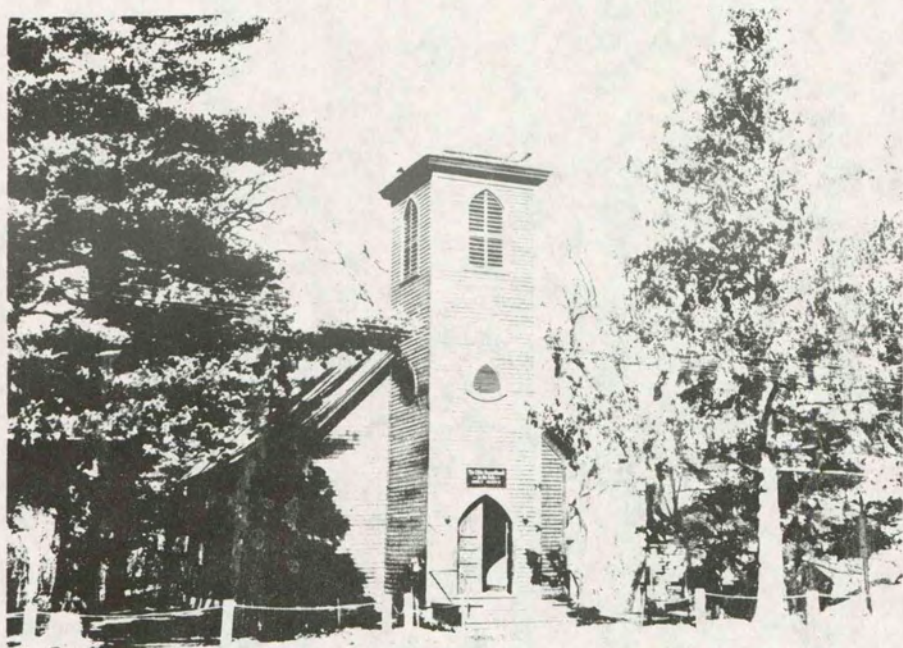
Coralville Dam on
Iowa River.



Cedar River near
Cedar Rapids.



Little Brown Church at Nashua.



Form SR-1

State IOWA

Scenic Route Index Number 14

Priority Number 24

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: I-80

Parkway
Other Scenic Road

To: Ia 149 via West Amana

New
Existing

Route No. (s)
or Name(s) Amana Colonies Drive

Total length 22
(nearest mile)

County(s) traversed Iowa

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1590</u>	<u>2480</u>	<u>2950</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20</u>		%
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>70</u>		%

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 14

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>15.2</u>	<u>0</u>	<u>FAP</u>
State Secondary Road	<u>5.4</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 14

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction FAP

Federal Aid Primary 1.6 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	_____	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>22</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>22</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	_____	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual	_____	Archeology Sites	_____
		Topography	_____	Fauna Sites	_____
		Other	_____	Historic Sites	<u>X</u>
		(specify)	_____	Other	_____
			_____	(specify)	_____
			_____		_____

Remarks _____

Form SR-1 (continued)

State Iowa
Scenic Route Index Number 14

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	290	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1085	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2326	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>8</u>	%
Passenger Vehicles		
Business Purposes	<u>40</u>	%
Social and Recreation Purposes	<u>60</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number

14

State IOWAParkway Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit.
1.0 2.0	FAP	2	INTER	200'	7,248	1,000	173,450	1,500	0	1,303	100	0
SOUTH AMANA STUB												
0 0.6	FAP	2	INTER	200'	4,349	600	104,070	900	0	782	60	0
Totals					11,597	1,600	277,520	2,400	0	2,085	160	0
Combined Totals					13,197		279,920			2,245		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0															
1.0	FAS	520	2	INTER.	200'	100'	7248	3,352	69,703	5,084	0	994	248	0	
2.0															
6.4	FAS	560	2	INTER.	200'	100'	31891	14,749	306,693	22,370	0	4,374	1,091	0	
6.4															
21.6	FAP	4030	2	HIGH	200'	100'	110170	50,950	1,059,486	77,277	0	15,109	3,770	0	
Totals							149309	69,051	1,435,882	104,731	0	20,477	5,109	0	
Combined Totals							218,360		1,540,613			25,586			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 20% 197 60% 1990 20%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 60% 1975 20% 1990 20%

Form SR-4

State IOWA

Scenic Route Index Number 14

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	0	0	0
Campgrounds	0	0	0
Cultural, Educational or Historic Sites	7	0	0
Boat Launching Facilities	0	0	0
Trails	0	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	<u>7</u>	_____	_____
Service to major population centers	<u>12</u>	_____	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	_____	<u>9</u>	_____	_____
Compatibility with other recreation values	_____	<u>9</u>	_____	_____
Harmony with other highway users	_____	<u>8</u>	_____	_____
Harmony with other land use	_____	<u>9</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	<u>5</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>3</u>	_____

AMANA COLONIES DRIVE

This route starts at Interstate 80 and leads north through the Amana Colonies. In one of the garden spots of Iowa there is a charming little valley from which the surrounding hills recede like the steps of a Greek theater. Through this valley the historic Iowa River flows peacefully to the eastward and in this valley are seven old-fashioned villages nestling among the trees or sleeping on the hillsides. The Amana Colonies Drive makes its way through these villages, letting the traveler enjoy this quaint picture of Amana. About these seven villages stretch twenty-six thousand goodly acres clothed with fields of corn, pastures, meadows, vineyards, and seas of waving grain. Beyond and above, surrounding the little valley are richly timbered hills.

Nowhere in America do the habitations of men seem to merge so naturally into their physical environment as do the villages of Amana. They give the impression of a permanency that is beyond the reach of a changing world.

The Amana Colonies were established in 1855 by a group of immigrants. Amana is a Biblical term signifying "believe faithfully." The immigrants came to America to escape persecutions of the new sect which were known as "Community of True Inspiration." The Amana Colonies was first a communal enterprise and remained so until 1932 when there was a change in their constitution and the residents became individualistic rather than community minded. They are fine workers in wood, and the pure wool blankets which they make are famous.

The Amana Colonies Drive, leading through six of the seven villages (Homestead, Amana, Middle Amana, High Amana, West Amana, and South Amana) is an interesting and unique scenic route. Other interesting features of the colonies are their Amana style homes and their barns which reflect the Pennsylvania Dutch influence. The Amana Home in Homestead, built with brick of native clay and timbers hewed from trees in local forests, reflects the old Amana spirit both in its construction and its furnishings. Nowhere else in the country is there anything quite like the Amana Colonies.

Form SR-1

State IOWA

Scenic Route Index Number 15

Priority Number 14

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Tama

Parkway
Other Scenic Road

To: Lake Cornelia

New
Existing

Route No. (s)
or Name(s) Iowa River Road

Total length 118
(nearest mile)

County(s) traversed Tama, Marshall, Hardin, Franklin, Wright

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1100</u>	<u>1660</u>	<u>1940</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>18</u>		%
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85</u>		%

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 15

Administrative or legal classification ^{1/}

	<u>Rural</u> (miles)	<u>Municipal</u> <u>Extensions</u> (miles)	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>6.5</u>	<u>1.6</u>	<u>FAP</u>
State Secondary Road	<u>14.1</u>	<u>6.4</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>2.2</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State Iowa

Scenic Route Index Number 15

Administrative or legal classification (continued)

New Facility

Recommended
Jurisdiction

FAP 84.1 3.3 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat		Waterfront	<u>5</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>118</u>	Wetlands	<u>30</u>	Reservoirs	<u>X</u>
Mountainous		Desert		Rivers or Streams	<u>X</u>
		Grassland or Range		Rapids or Falls	
		Agricultural	<u>20</u>	Springs	<u>X</u>
		Brushland		Canyons	
		Woodland or Forest	<u>63</u>	Buttes	
		Tundra or Alpine		Shorefronts	<u>X</u>
		Unusual Topography		Archeology Sites	
		Other		Fauna Sites	<u>X</u>
		(specify)		Historic Sites	
				Other Terminal Moraine	
				(specify) Terrain	

Remarks: _____

Form SR-1 (continued)

State Iowa

Scenic Route Index Number 15

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{3/}$	356	Thousands
Population within two hour's driving time	$\frac{3/}{3/}$	1527	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{3/}$	2582	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple-mentary Facilities Cost	Annual Maint. Cost		
		No. Traf-fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit
10.3												
12.1	FAP	2	HIGH	200'	13,046	1,800	312,210	2,700	0	2,345	180	0
12.1												
13.1	FAP	2	HIGH	200'	7,248	1,000	173,450	1,500	0	1,303	100	0
13.3												
18.5	FAP	2	HIGH	200'	37,690	5,200	901,940	7,800	0	6,776	520	0
18.5												
20.0	FAP-MUN	2	HIGH	200'	10,872	1,500	260,175	2,250	0	1,955	150	0
23.4												
36.3	FAP	2	HIGH	200'	93,499	12,900	2,237,505	19,350	0	16,809	1,290	0
37.4												
38.0	FAP-MUN	2	INTER	200'	4,349	600	104,070	900	0	782	60	0
38.0												
38.7	FAP	2	INTER	200'	5,074	700	121,415	1,050	0	912	70	0
38.7												
42.2	FAP	2	INTER	200'	55,587	12,954	700,000	56,452	0	3,500	1,750	0
43.3												
52.0	FAP	2	INTER	200'	138,173	32,199	1,740,000	140,322	0	8,700	4,350	0
53.0												
58.0	FAP	2	INTER	200'	79,410	18,505	1,000,000	80,645	35,000	5,000	2,500	1,750
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit
58.0												
58.3	FAP-MUN	2	INTER	200'	4,765	1,110	60,000	4,839	0	300	150	0
58.8												
59.1	FAP-MUN	2	HIGH	200'	4,765	1,110	60,000	4,839	0	300	150	0
59.1												
74.6	FAP	2	INTER	200'	246,171	57,366	3,100,000	250,000	45,500	15,500	7,750	2,275
78.5												
81.2	FAP	2	HIGH	200'	42,881	9,993	540,000	43,548	14,500	2,700	1,350	725
83.0												
83.2	FAP-MUN	2	INTER	200'	3,176	740	40,000	3,226	0	200	100	0
83.2												
85.8	FAP	2	HIGH	200'	41,293	9,623	520,000	41,935	0	2,600	1,300	0
85.8												
89.3	FAP	2	HIGH	200'	55,587	12,954	700,000	56,452	0	3,500	1,750	0
89.3												
89.7	FAP-MUN	2	INTER	200'	6,353	1,480	80,000	6,452	0	400	200	0
90.2												
94.7	FAP	2	INTER	200'	71,469	16,655	900,000	72,581	0	4,500	2,250	0
94.7												
96.6	FAP	2	INTER	200'	15,200	1,754	151,441	11,309	0	1,900	1,131	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 15

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp 5% Facilit.
100.8 109.9 112.7 118.2	FAP	2	INTER	200'	72,800	8,399	725,325	54,163	0	9,100	5,415	0
	FAP	2	INTER	200'	44,000	5,077	438,383	32,736	0	5,500	3,273	0
Totals					1,053,408	213,619	14,865,914	895,049	95,000	94,582	35,789	4,750
Combined Totals					1,267,027		15,855,963			135,121		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0	City														
0.4	Street	5770	2	HIGH	200'	140'	2,899	1,341	27,881	2,034	0	398	99	0	
0.4															
1.4	FAS-MUN	5770	2	HIGH	200'	140'	7,248	3,352	69,703	5,084	0	994	248	0	
1.4															
7.8	FAS	4620	2	HIGH	200'	100'	46,387	21,453	446,099	32,538	0	6,362	1,587	0	
7.8															
8.1	FAS-MUN	4670	2	HIGH	200'	140'	2,174	1,006	20,911	1,525	0	298	74	0	
8.1	City														
8.4	Street	4120	2	HIGH	200'	140'	2,174	1,006	20,911	1,525	0	298	74	0	
8.4															
8.8	FAP-MUN	3840	2	HIGH	200'	140'	2,899	1,341	27,881	2,034	0	398	99	0	
8.8															
10.3	FAP	3690	2	HIGH	200'	100'	10,872	5,028	104,555	7,626	0	1,491	372	0	
13.1															
13.3	FAS	2120	2	HIGH	200'	100'	1,450	670	13,941	1,017	0	199	50	0	
20.0															
21.2	FAS-MUN	4450	2	HIGH	200'	140'	8,698	4,022	83,644	6,101	0	1,193	298	0	
21.2															
21.9	FAP-MUN	1760	2	HIGH	200'	140'	5,074	2,346	48,792	3,559	0	696	174	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASSEO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap	Comple Facilities
21.9	FAS-MUN	3220	2	HIGH	200'	140'	4349	2,011	41,822	3,050	0	596	149	0
22.5														
23.4	FAS	2770	2	HIGH	200'	100'	6523	3,017	62,733	4,576	0	895	223	0
36.3	FAS	3220	2	HIGH	200'	100'	3624	1,676	34,852	2,542	0	497	124	0
36.8														
37.4	FAS-MUN	3470	2	HIGH	200'	140'	4349	2,011	41,822	3,050	0	596	149	0
42.2	FAS	1810	2	HIGH	200'	100'	16924	6,153	105,769	9,231	0	1,231	424	0
43.3														
52.0	FAP	2030	2	HIGH	200'	100'	15385	5,594	96,154	8,392	0	1,119	385	0
53.0														
58.3	FAS-MUN	1160	2	INTER	200'	140'	4616	1,678	28,846	2,518	0	336	116	0
58.6														
58.8	FAP-MUN	1160	2	INTER	200'	140'	3077	1,119	19,231	1,678	0	224	77	0
74.6	FAS	3200	2	HIGH	200'	100'	12308	4,475	76,923	6,714	0	895	308	0
75.4														
76.5	FAS-MUN	3650	2	HIGH	200'	140'	16924	6,153	105,769	9,231	0	1,231	424	0
Totals														
Combined Totals														

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 197 1990 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 1975 1975 1990 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
76.5															
76.8	FAP-MUN	11210	2	HIGH	200'	140'	4,616	1,678	28,846	2,518	0	336	116	0	
76.8															
77.0	FAS-MUN	4620	2	HIGH	200'	140'	3,077	1,119	19,231	1,678	0	224	77	0	
77.0	City														
78.5	Street	4620	2	HIGH	200'	140'	23,078	8,391	144,231	12,588	0	1,679	578	0	
81.2															
81.4	FAP	6640	2	HIGH	200'	100'	3,077	1,119	19,231	1,678	0	224	77	0	
81.4															
82.4	FAS	1380	2	INTER.	200'	100'	15,385	5,594	96,154	8,392	0	1,119	385	0	
82.4															
83.0	FAS-MUN	1630	2	HIGH	200'	140'	9,231	3,356	57,692	5,035	0	671	231	0	
89.7															
90.2	FAS-MUN	1380	2	INTER.	200'	140'	7,693	2,797	48,077	4,196	0	560	193	0	
96.6															
99.8	FAS	1200	2	INTER.	200'	100'	17,776	3,555	307,693	17,776	0	566	355	0	
99.8															
100.8	FAP	1730	2	HIGH	200'	100'	5,555	1,111	96,154	5,555	0	177	111	0	
109.9															
112.7	FAP	6860	2	HIGH	200'	100'	15,554	3,111	269,231	15,554	0	496	311	0	
Totals							282996	107,283	2,564,779	188,995	0	25,999	7,665	0	
Combined Totals							390,279		2,753,774			33,664			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 95%
- B. Obsolete Now 60% 197 40% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 5% 1975 50% 1990 45%

Form SR-4

State IOWA

Scenic Route Index Number 15

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	2	30,000
Picnic Areas	16	7	20,000
Campgrounds	5	2	5,000
Cultural, Educational or Historic Sites	11	0	0
Boat Launching Facilities	4	0	0
Trails	5	3	10,000
Rest Stops	5	7	30,000
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

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SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	<u>9</u>	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	<u>12</u>	_____	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	_____	<u>9</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>4</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

THE IOWA RIVER ROAD

The State of Iowa received her name directly from the Iowa River which earlier had been named for the Ioway Indians, a wandering tribe which settled the Iowa valley.

From its origin near Crystal Lake in Hancock County, the rugged Iowa River flows 329 miles merging with the Cedar River which empties into the Mississippi River.

Just west of the town of Tama is an Indian reservation established in 1856 when the Meskwaki Indians set up their small village of wickiups on the Iowa River. Each year, thousands of Iowans and upper midwest tourists visit the colorful and exciting Indian powwow on the wooded lowlands of the reservation.

Following the Iowa River northwest through Marshalltown and north to the Eldora area, the motorist is invited to spend a few hours or a few days in Pine Lake State Park. The picturesque setting of Pine Lake offers a variety of activities including camping, swimming, boating, golf, picnicing, hiking and fishing. Additional facilities are available at nearby Steamboat Rock State Park which offers fishing and picnicing.

The State Conservation Commission maintains fish rearing ponds near Eldora. A variety of game fish are raised which are used in stocking Iowa's rivers and lakes for the enjoyment of the State's numerous anglers.

In 1853, John Ellsworth discovered gold flecks in the Iowa River near Eldora which triggered a gold rush attracting from 2000 to 3000 miners.

At Alden in Hardin County, circuitous rock gorge carries the river for 40 miles through limestone walls near Iowa Falls and sandstone bluffs at Eldora.

Form SR-1

State Iowa

Scenic Route Index Number 16

Priority Number 18

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: County Road "T"

Parkway

Other Scenic Road

To: Beeds Lake (Via Co. Pk.)

New

Existing

Route No. (s)
or Name(s) Franklin Co. Road

Total length 19
(nearest mile)

County(s) traversed Franklin

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1060</u>	<u>1650</u>	<u>1960</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>25</u>	%	
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90</u>	%	

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 16

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>3.3</u>	<u>0</u>	<u>FAP</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Local</u> _____ (specify)	<u>0.3</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 16

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

15.2

0

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	<u>5</u>	Lakes or Ponds	_____
Rolling or Hilly	<u>19</u>	Wetlands	_____	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>5</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>9</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
			(specify)	Historic Sites	<u>X</u>
				Other	_____
				(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 16

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	167	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	859	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	1949	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>25</u>	%
Social and Recreation Purposes	<u>75</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp Facil...
0												
3.3	FAP	2	INTER	200'	52,411	12,213	660,000	53,226	0	3,300	1,650	0
<u>3.5</u>												
10.4	FAP	2	INTER	200'	109,586	25,537	1,380,000	111,290	0	6,900	3,450	0
<u>13.5</u>												
18.5	FAP	2	INTER	200'	79,410	18,505	1,000,000	80,645	0	5,000	2,500	0
Totals					241,407	56,255	3,040,000	245,161	0	15,200	7,600	0
Combined Totals					297,662		3,285,161		22,800			

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities
3.3 3.5	FAP	3560	2	HIGH	200	100	3077	1,119	19,231	1,678	0	224	77	0
10.4 13.5	FAP	7330	2	HIGH	200	100	47694	17,341	298,077	26,015	0	3,469	1,194	0
18.5 18.8	LOCAL ROAD	830	2	INTER.	200	100	4616	1,678	28,846	2,518	0	336	116	0
Totals							55387	20,138	346,154	30,211	0	4,029	1,387	0
Combined Totals							75,525		376,365			5,416		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 80%
- B. Obsolete Now 50% 197 40% 1990 10%
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASRO Geometric Design Now 10% 1975 50% 1990 40%

Form SR-4

State IOWA

Scenic Route Index Number 16

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	3	0	0
Campgrounds	2	0	0
Cultural, Educational or Historic Sites	1	0	0
Boat Launching Facilities	1	0	0
Trails	3	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

16

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	<u> 9 </u>	_____	_____
Service to major population centers	<u> 10 </u>	_____	_____	_____
Economic feasibility	<u> 13 </u>	_____	_____	_____
Variety of recreation experience	_____	<u> 9 </u>	_____	_____
Compatibility with other recreation values	<u> 12 </u>	_____	_____	_____
Harmony with other highway users	<u> 12 </u>	_____	_____	_____
Harmony with other land use	<u> 10 </u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u> 13 </u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u> 3 </u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u> 0 </u>

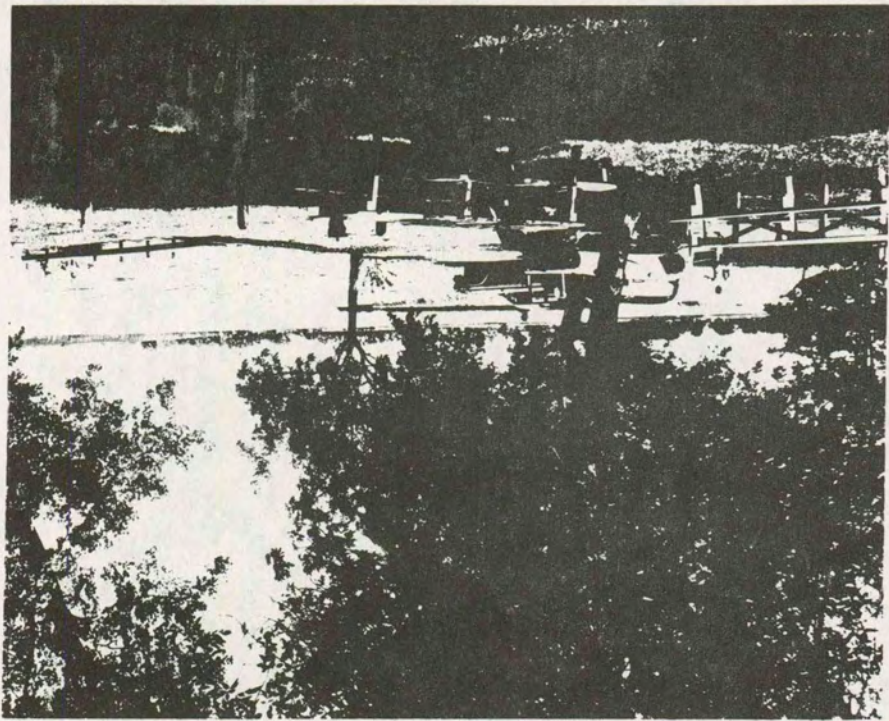
FRANKLIN COUNTY ROAD

Starting at county road "T" approximately two miles north of Bradford, this route winds in a northeasterly direction to west of Geneva where it goes north to Hampton, then west on Iowa 3 and then north to Beeds Lake. Just north from Bradford is Mallory Park, managed by the Franklin County Conservation Board. A popular place for camping and fishing, the park is equipped with electricity, water, toilets, picnic tables, fireplaces and swings.

West of Geneva is the Burkley Park Game Management Area. Camping is permitted and accommodations include a shelter house, picnic tables, fireplaces and electric lights. The entire route is through rolling terrain with timbered hills and typical Iowa farm scenes.

Maynes Creek adds scenic beauty and the land along the creek was a favorite spot for the earlier settlers who came to Franklin County.

Hampton, population 4500, at the junction of U.S. 65 and Iowa 3 is the county seat of Franklin County. It was founded by Job Garner and George Ryan in 1856. A large granite boulder marks the site of the Garner cabin. As a village, Hampton was first named Benjamin. Three and one-half miles north of Hampton is Beeds Lake with a park area of 291 acres and a lake area of 130 acres. An interesting rock constructed dam impounds the water of a small creek to make this artificial lake. A large picnic area and adequate beach are the main attractions of the park. It is a favorite spot for boating and fishing.



Lake shore picnic area.

Form SR-1

State IOWA

Scenic Route Index Number 17

Priority Number 12

Route Suggested for Scenic Highway and Parkway Consideration

<u>Identification</u>	<u>Type</u>
From: <u>Iowa 107</u>	Parkway <input type="checkbox"/>
To: <u>Elk Creek Dams</u>	Other Scenic Road <input checked="" type="checkbox"/>
Route No. (s)	New <input checked="" type="checkbox"/>
or Name(s) <u>Elk-Creek- Clear Lake Road</u>	Existing <input checked="" type="checkbox"/>
Total length <u>51</u> (nearest mile)	
County(s) traversed <u>Worth, Winnebago, Hancock, Cerro Gordo</u>	

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1030</u>	<u>1600</u>	<u>1900</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>80</u> %		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 17

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>6.2</u>	<u>0</u>	<u>FAP</u>
State Secondary Road	<u>12.0</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Local</u> _____ (specify)	<u>0.5</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 17

Administrative or legal classification (continued)

New Facility

Recommended
Jurisdiction

FAP 32.1 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>	<u>Land Types</u>	<u>Special Features</u>
Miles	Miles	Check if applicable
Flat	Waterfront	Lakes or Ponds <u>X</u>
Rolling or Hilly <u>51</u>	Wetlands <u>36</u>	Reservoirs <u>X</u>
Mountainous _____	Desert _____	Rivers or Streams <u>X</u>
	Grassland or Range _____	Rapids or Falls _____
	Agricultural <u>15</u>	Springs _____
	Brushland _____	Canyons _____
	Woodland or Forest _____	Buttes _____
	Tundra or Alpine _____	Shorefronts _____
	Unusual _____	Archeology Sites _____
	Topography _____	Fauna Sites <u>X</u>
	Other _____	Historic Sites _____
	(specify) _____	Other _____
		(specify) _____

Remarks: The Area being Developed to Wild Life Habitat.
Waterfowl, Deer, Fox and other.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 17

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{3/}$	<u>225</u>	Thousands
Population within two hour's driving time	$\frac{3/}{3/}$	<u>920</u>	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{3/}$	<u>2669</u>	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>25</u>	%
Social and Recreation Purposes	<u>75</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

Form SR-2

Scenic Route Index Number

17

State

IOWA

Parkway

Scenic Road

<input type="checkbox"/>
<input checked="" type="checkbox"/>

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
3.5												
5.5	FAP	2	HIGH	200'	31,764	7,402	400,000	32,258	0	2,000	1,000	0
5.8												
7.0	FAP	2	HIGH	200'	19,058	4,441	240,000	19,355	0	1,200	600	0
7.0												
8.0	FAP	2	HIGH	200'	8,000	923	79,706	5,952	0	1,000	595	0
11.0												
18.9	FAP	2	INTER	200'	63,200	7,292	629,677	47,021	0	7,900	4,700	0
18.9												
19.9	FAP	2	INTER	200'	8,000	923	79,706	5,952	0	1,000	595	0
29.6												
30.0	FAP	2	INTER	200'	3,200	369	31,882	2,381	0	400	238	0
30.0												
31.6	FAP	2	INTER	200'	25,411	5,922	320,000	25,806	0	1,600	800	0
33.8												
50.8	FAP	2	INTER	200'	269,994	62,917	3,400,000	274,193	150,000	17,000	8,500	7,500
Totals					428,627	90,189	5,180,971	412,918	150,000	32,100	17,028	7,500
Combined Totals					518,816		5,743,889			56,628		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0.0	LOCAL														
0.5	ROAD	5630	2	HIGH	200	100	7693	2,797	48,077	4,196	0	560	193	0	
0.5	FAP	5710	2	HIGH	200	100	46155	16,782	288,462	25,176	0	3,357	1,155	0	
5.5	FAS	3480	2	HIGH	200	100	4616	1,678	28,846	2,518	0	336	116	0	
8.0	FAS	1770	2	HIGH	200	100	16665	3,333	16,665	5,331	0	531	333	0	
19.9	FAP	3820	2	HIGH	200	100	5555	1,111	5,555	1,777	0	177	111	0	
20.9	FAS	1510	2	HIGH	200	100	48329	9,666	48,329	15,460	0	1,540	966	0	
31.6	FAP	2650	2	HIGH	200	100	33847	12,307	211,539	18,462	0	2,462	847	0	
Totals							162860	47,674	647,473	72,920	0	8,963	3,721	0	
Combined Totals							210,534		720,393			12,684			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 15% 1975 80% 1990 5%
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 10% 1975 40% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 17

Parkway

Scenic Road

(check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	1	34	51,000
Picnic Areas	17	18	27,000
Campgrounds	3	8	40,000
Cultural, Educational or Historic Sites	2	0	0
Boat Launching Facilities	8	0	0
Trails	11	14	7,000
Rest Stops	0	2	5,000
Other Parking Areas Serving _____	0	0	0
Other <u>Ski & Ice Skating</u> (specify)	0	4	20,000

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	_____	<u>7</u>	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	<u>14</u>	_____	_____	_____
Compatibility with other recreation values	<u>14</u>	_____	_____	_____
Harmony with other highway users	_____	<u>9</u>	_____	_____
Harmony with other land use	<u>10</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>11</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>4</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>2</u>

ELK CREEK-CLEAR LAKE ROAD

This route leads through one of the most popular recreational areas in Iowa. Originating at Iowa 107, the route proceeds westward along the south shore of Clear Lake, Iowa's second largest natural lake. Clear Lake is without doubt the most popular state park for camping, with two beautiful, wooded campgrounds on opposite corners of the lake. Continuing Elk Creek-Clear Lake Road passes by Mc Intosh Woods State Park, a lovely place of gently sloping woods and meadows where visitors can camp and play and picnic. A peninsula sends a long finger out into the lake with boat launching ramps and rush-grown foliage (excellent duck blind material.) The route then leads into Hancock County through the waterfront and marsh areas.

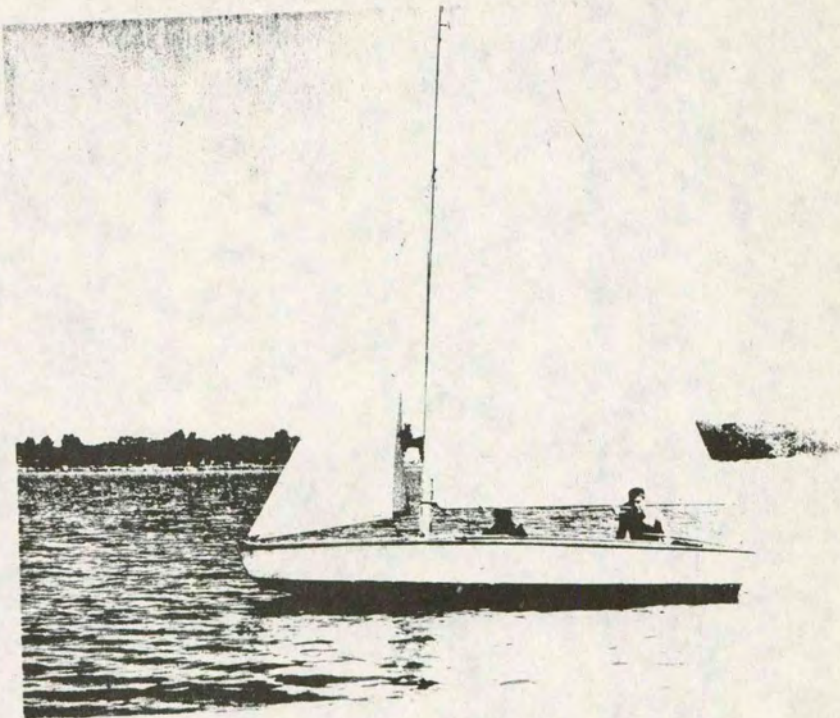
In Hancock County the route proceeds north to Pilot Knob State Park. "Pilot Knob" the highest peak in the park (1,500 feet) is approximately three hundred feet above the valley which it overlooks. A larger area of fertile land may be seen from the tower than from anywhere else in this state. Dead Man's Lake in the park is a favorite place of botanists in search of rare specimens of plants and shells. From Pilot Knob the route leads through a part of Winnebago County and into Worth County and the Elk Creek Area.

The route in the Elk Creek Area is a circuitous one paralleling both sides of Elk Creek and terminating at Iowa 379. Along Elk Creek the Iowa State Conservation Commission is constructing a series of dams to impound water to aid in waterfowl propagation and to improve upland game hunting. The upper pool was complete in 1962-63 and the middle pool is now under construction, with most of the land acquisition and preliminary engineering design for the lower pool practically completed.

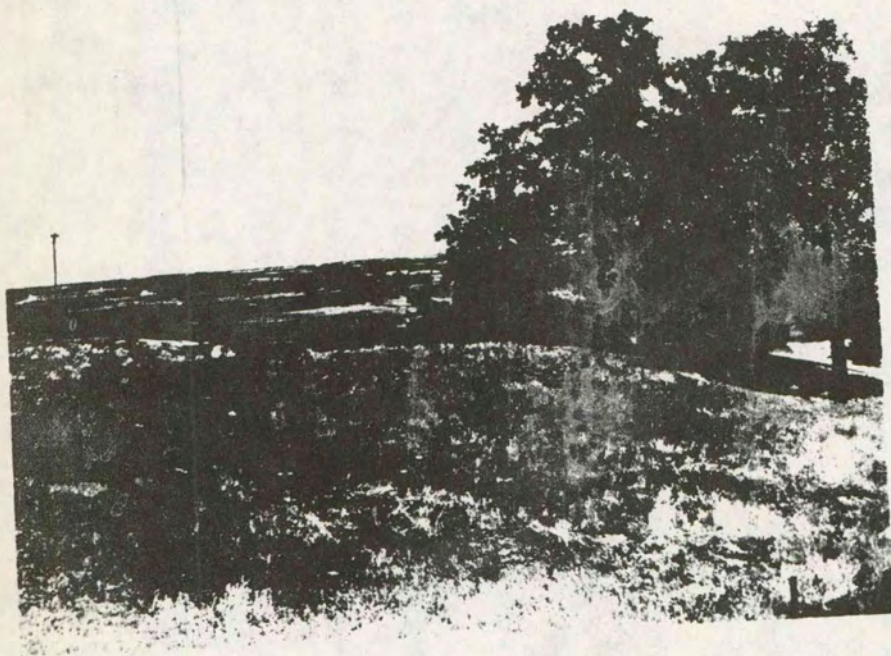
When these pools have been completed they will form a continuous body of water for over seven and one-half miles. As the work is completed, the Conservation Commission has been planting trees and shrubs to further enhance the natural beauty of the area and to provide additional cover for wildlife.

As one official of the Commission stated, "The waterfowl produced in this area may very well be the only such life that our grandchildren will be able to hunt and our great grandchildren to see."

Sailing on Clear Lake



View from Pilot Knob
State Park in late
spring.



Form SR-1

State IOWA

Scenic Route Index Number 18

Priority Number 29

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Burt

Parkway

Other Scenic Road

To: US 169 (Via Union Slough)

New

Existing

Route No. (s)
or Name(s) Union Slough Drive

Total length 20
(nearest mile)

County(s) traversed Kossuth

Traffic

	1962	1975	1990
Average ADT for entire route	<u>520</u>	<u>810</u>	<u>960</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>75</u> %		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 18

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> ^{2/} <u>(FAP, FAS)</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>7.0</u>	<u>0.7</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Farm to Mkt</u> <u>(specify)</u>	<u>1.0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ <u>(specify)</u>	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ <u>(specify)</u>	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ <u>(specify)</u>	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 18

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 11.5 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>20</u>	Waterfront	_____	Lakes or Ponds	<u>X</u>
Rolling or Hilly	_____	Wetlands	<u>17</u>	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	_____
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>3</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	_____	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
			(specify) _____	Historic Sites	_____
			_____	Other	_____
			_____		(specify) _____
			_____		_____

Remarks: National Wild Life Refuge

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 18

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	140	Thousands
Population within two hour's driving time	$\frac{3/}{}$	706	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1720	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>30</u>	%
Social and Recreation Purposes	<u>70</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp Facilit.
2.0												
7.7	FAP	2	INTER	200'	45,600	5,261	454,324	33,926	0	5,700	3,392	0
7.9												
12.2	FAP	2	INTER	200'	34,400	3,969	342,736	25,594	0	4,300	2,559	0
14.2												
15.7	FAP	2	INTER	200'	12,000	1,385	119,559	8,928	0	1,500	893	0
Totals					92,000	10,615	916,619	68,448	0	11,500	6,844	0
Combined Totals					102,615		985,067			18,344		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap.	Comple Facilities	
0															
0.7	FAS-MUN	1850	2	HIGH	200	140	3889	778	3,889	1,244	0	124	78	0	
0.7															
1.0	FAS	1310	2	INTER	200	100	1667	333	1,667	533	0	53	33	0	
1.0															
2.0	LOCAL	1010	2	INTER	200	100	5555	1,111	5,555	1,777	0	177	111	0	
7.7															
7.9	FAS	1380	2	INTER	200	100	1111	222	1,111	355	0	35	22	0	
12.2															
14.2	FAS	1010	2	INTER	200	100	11110	2,222	11,110	3,554	0	354	222	0	
15.7															
20.2	FAS	1010	2	INTER	200	100	24998	5,000	24,998	7,997	0	797	500	0	
Totals							48330	9,666	48,330	15,460	0	1,540	966	0	
Combined Totals							57,996		63,790			2,506			

Percentage of Total Length of Suggested Route:
 A. Amenable to Eventual Development as Scenic Route 100%
 B. Obsolete Now 3% 197 90% 1990 7%
 C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASFO Geometric Design Now 90% 1975 10% 1990 0%

Form SR-4

State IOWA

Scenic Route Index Number 18

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	0	0	0
Campgrounds	0	0	0
Cultural, Educational or Historic Sites	0	0	0
Boat Launching Facilities	0	0	0
Trails	0	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

18

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	<u>8</u>	_____	_____
Service to major population centers	_____	<u>7</u>	_____	_____
Economic feasibility	<u>14</u>	_____	_____	_____
Variety of recreation experience	_____	_____	<u>5</u>	_____
Compatibility with other recreation values	_____	_____	<u>5</u>	_____
Harmony with other highway users	_____	<u>7</u>	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>12</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>0</u>

THE UNION SLOUGH DRIVE

This route penetrates and circles the Union Slough area. This area was developed by the Federal Government as a national wildlife area. The area was established in 1938. This area is located in the Watershed divide between the Des Moines River and the Blue Earth River in Minnesota. The high water at the north and in the area flows north by the Blue Earth River to the Mississippi River at the Twin Cities of Minneapolis and St. Paul. The normal water level flows south by the Des Moines River joining the Mississippi at Keokuk, Iowa several hundred miles to the south from the Twin Cities.

The area provides fishing, picnicking and outstanding bird watching. The area of course has fox, deer and other wildlife animals. The water area provides breeding grounds for the waterfowl during the summer. The young ducks can be frequently seen alongside the roads penetrating the area, and during the spring and fall, migrations of the ducks. The area provides a resting stop. The surrounding bean and corn fields providing plenty of feed and the ponds plenty of water to cause the ducks to linger until late fall.

The roads in the area cross the ponds enough to provide very good viewing, yet not so frequently as to destroy the area for the wildlife. The area covers over 2,000 acres of marsh and river valley. Dams have been constructed that hold water in numerous pools throughout. The short drive provides a welcome change of pace when traveling in North Iowa. The area provides a unique opportunity to view the teaming life that goes on in the sloughs of the plains.

Form SR-1

State IOWA Scenic Route Index Number 19
Priority Number 15

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Lake Wapello State Park

Parkway

Other Scenic Road

To: Red Haw Lake State Park

New

Existing

Route No. (s)
or Name(s) Rathbun Dam Road

Total length 65
(nearest mile)

County(s) traversed Appanoose, Wayne, Lucas, Davis

Traffic

	1962	1975	1990
Average ADT for entire route	<u>550</u>	<u>850</u>	<u>1000</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>25</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90</u> %		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 19

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>=</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 19

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

64.5

0

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	<u>15</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>65</u>	Wetlands	_____	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>20</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>30</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other	_____
			_____	(specify)	_____
			_____		_____

Remarks: Fish Hatchery Lake Wapello

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 19

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	160	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	905	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	1886	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>15</u>	%
Social and Recreation Purposes	<u>85</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season
of greatest use

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit
00.0												
12.0	FAP	2	INTER	200'	86,976	12,000	2,081,400	18,000	0	15,636	1,200	0
12.0												
48.2	FAP	2	INTER	200'	262,378	36,200	6,278,890	54,300	0	47,169	3,620	0
48.2												
50.7	FAP	2	INTER	200'	18,120	2,500	433,625	3,750	0	3,258	250	0
50.7												
64.5	FAP	2	INTER	200'	100,022	13,800	2,393,610	20,700	0	17,981	1,380	0
Totals					467,496	64,500	11,187,525	96,750	0	84,044	6,450	0
Combined Totals					531,996		11,284,275			90,494		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-4

State IOWA

Scenic Route Index Number 19

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	0	0
Picnic Areas	9	0	0
Campgrounds	3	0	0
Cultural, Educational or Historic Sites	1	0	0
Boat Launching Facilities	4	0	0
Trails	12	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>11</u>	_____	_____	_____
Service to major population centers	_____	<u>7</u>	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	<u>11</u>	_____	_____	_____
Compatibility with other recreation values	<u>12</u>	_____	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>12</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>10</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

RATHBUN DAM ROAD

The Rathbun Dam Road begins at Lake Wapello State Park, which is located in northwest Davis County. Lake Wapello could be called the country club of State Parks. Its buildings, hard-topped roads, neatly trimmed foliage and picnic areas hold a quiet elegance that compares favorably with the better private hunting and fishing clubs of the nation.

In 1961, over 150,000 vistors drove to Lake Wapello to fish, picnic or camp. The park has a land area of 1,130 acres, and 285 acres of blue sparkling water. It possesses seven miles of shore, a beautiful rough stone and hewn timber bath house, and adequate parking for all areas.

The road leaves Lake Wapello State Park and passes through the wooded hills and bluegrass fields of western Davis County.

The route enters Appanoose County southeast of Moulton and extends westerly to the Chariton River. Following the Chariton River the route passes Sharon Bluffs State Park located 3½ miles southeast of Centerville, the county seat of Appanoose County. Sharon Bluffs offers the traveler a shelter, picnic facilities and many trails for hiking or just enjoying the beautiful scenery. The route continues up the Chariton River Valley to the Rathbun Dam area north of Centerville.

The proposed Rathbun Dam will create a lake which will be the largest body of water in the State of Iowa. This lake will provide southern Iowa with an attractive recreational area consisting of fishing, boating, swimming, hiking and camping.

Leaving the Rathbun area the route follows the Chariton River valley through northwest Appanoose County, and the northeast corner of Wayne County.

Entering Lucas County the route passes Browns Slough (an area of approximately 2 square miles) and continues northwesterly through the southeast Lucas County hills to Red Haw Lake State Park where the route ends.

Red Hawk Lake State Park is so named for the many red haw trees growing naturally in the area. Stands of oak, elm, maple and pine trees add to the beauty of this 420 acre park. The 76 acre lake is inhabited by panfish, particularly bass and crappies. No motors are allowed on Red Haw Lake making it especially popular for fishermen and sailboaters.

Form SR-1

State IOWA

Scenic Route Index Number 20

Priority Number 10

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: US 69 (S. of Leon)

Parkway

Other Scenic Road

To: US 69 (S. of Osceola) via
Nine Eagles St. Pk. & Whitebreast

New

Route No. (s)

Lake

Existing

or Name(s) Grand River Road

Total length 87
(nearest mile)

County(s) traversed Decatur, Clarke

Traffic

	1962	1975	1990
Average ADT for entire route	<u>330</u>	<u>520</u>	<u>620</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>19</u>	%	
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85</u>	%	

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 20

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0.8</u>	<u>0.3</u>	<u>FAP</u>
State Secondary Road	<u>0.4</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Local</u> _____ (specify)	<u>2.2</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 20

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 82.6 0.6 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	<u>7</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>87</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>10</u>	Rapids or Falls	_____
		Agricultural	<u>10</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>60</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other	_____
			_____	(specify)	_____
			_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 20

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	140	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	970	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2482	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
2.2												
15.5	FAP	2	INTER	200'	99,750	55,035	1,330,931	147,883	0	15,601	6,650	0
16.2												
16.8	FAP-MUNI	2	INTER	200'	4,500	2,483	60,042	6,671	0	704	300	0
16.8												
29.4	FAP	2	INTER	200'	94,500	52,139	1,260,882	140,099	22,525	14,780	6,300	1,126
30.2												
52.8	FAP	2	INTER	200'	169,500	93,519	2,261,582	251,289	32,785	26,510	11,300	1,639
52.8												
82.9	FAP	2	INTER	200'	225,750	124,554	3,012,107	334,682	5,000	35,307	15,050	250
WHITEBREAST STUB												
0.0												
4.0	FAP	2	INTER	200'	30,000	16,552	400,280	44,476	0	4,692	2,000	0
Totals					624,000	344,282	8,325,824	925,100	60,310	97,594	41,600	3,015
Combined Totals					968,282		9,311,234			142,209		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities
0.0 2.2	LOCAL	830	2	INTER	200	100	12221	2,444	125,701	3,909	0	389	244	0
15.5 15.9	FAS	830	2	INTER	200	100	2222	444	22,855	711	0	71	44	0
16.2 29.4	FAP-Mun	1110	2	INTER	200	140	1667	333	17,141	533	0	53	33	0
30.2	FAP	1730	2	HIGH	200	140	4444	889	45,710	1,422	0	142	89	0
Totals							20554	4,110	211,407	6,575	0	655	410	0
Combined Totals							24,664		217,982			1,065		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 95%
- B. Obsolete Now 70% 1975 20% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASSEO Geometric Design Now 0% 1975 40% 1990 60%

Form SR-4

State IOWA

Scenic Route Index Number 20

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	12	5,400
Picnic Areas	10	6	23,000
Campgrounds	4	3	6,800
Cultural, Educational or Historic Sites	2	3	6,260
Boat Launching Facilities	1	0	0
Trails	7	2	1,650
Rest Stops	1	6	7,200
Other Parking Areas Serving _____	0	0	0
Other <u>Natural Area</u> (specify)	0	0	10,000

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>11</u>	_____	_____	_____
Service to major population centers	_____	<u>8</u>	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	_____	<u>9</u>	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>14</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>14</u>	_____	_____	_____
		Above Average	Average	Below Average
Popular demand for development of the scenic road	<u>5</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	_____	_____	_____	<u>1</u>

GRAND RIVER ROAD

The route begins approximately 3 miles south of Leon, the county seat of Decatur County, and winds through the wooded hills to Nine Eagles State Park located southeast of Davis City. The wooded hills make Nine Eagles one of Iowa's most scenic parks. Most of the park is woodland with many oaks lining the hillsides and lake shore. In the fall, the hills are aglow with shades of brown, gold and red intermingled with greens. These colors against the blue of the sky, reflecting into the sparkling water of the 56 acre lake combine to make Nine Eagles a site well worth driving to see. The park has many camping and picnic areas, a beach, swimming area, boat dock, sanitary facilities and a concession stand.

The route leaves Nine Eagles and winds along the Grand River Valley to north of the town of Grand River. The route then winds through the wooded hills of northwest Decatur County and passing through the town of Van Wert and on into Clarke County.

The route enters Clarke County west of the town of Weldon and passes through the wooded hills of southeast Clarke County to the proposed Whitebreast Lake area.

The Whitebreast Lake Project is the proposed creation of a 9,500 acre recreational area including a 2,700 acre lake. This project when completed will include wildlife preserves, nature museum, camping and picnic facilities, winter sports facilities, tennis courts, golf course, Boy Scout Camp and residential areas.

Leaving the Whitebreast Lake area the route extends in a westerly direction, passing through some of the most rugged and picturesque terrain in south central Iowa, to the end of the route at U.S. 69, approximately 3 miles south of Osceola, Iowa.

Form SR-1

State IOWA

Scenic Route Index Number 21

Priority Number 22

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Winterset

Parkway
Other Scenic Road

To: Winterset (via Reservoir,
St. Pk. & Covered Bridges

New
Existing

Route No. (s)
or Name(s) Covered Br. Trail

Total length 71
(nearest mile)

County(s) traversed Madison

Traffic

	1962	1975	1990
Average ADT for entire route	<u>690</u>	<u>1070</u>	<u>1270</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 21

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>12.9</u>	<u>0.9</u>	<u>FAP</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 21

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 57.4 0.1 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	_____	Waterfront	_____	Lakes or Ponds	_____
Rolling or Hilly	<u>71</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>21</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>50</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	_____
			_____	(specify)	_____
			_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 21

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	331	Thousands
Population within two hour's driving time	$\frac{3/}{}$	807	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1964	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>4</u>	%
Passenger Vehicles		
Business Purposes	<u>30</u>	%
Social and Recreation Purposes	<u>70</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Shoulder	Comp. Facilities
1.4	FAP	2	INTER	200'	102,000	56,277	1,360,952	151,218	10,000	15,953	6,800	500
15.0												
16.2												
24.5	FAP	2	INTER	200'	62,250	34,345	830,581	92,288	5,000	9,736	4,150	250
30.9												
42.5	FAP	2	INTER	200'	87,000	48,001	1,160,812	128,980	5,000	13,607	5,800	250
IMES STUB												
0.0	FAP	2	INTER	200'	52,500	28,966	700,490	77,833	0	8,211	3,500	0
7.0												
CUTLER STUB												
0.0	FAP	2	INTER	200'	126,750	69,932	1,691,183	187,911	0	19,824	8,450	0
16.9												
16.9	FAP	2	INTER	200'	750	414	10,007	1,112	0	117	50	0
17.0												
Totals					431,250	237,935	5,754,025	639,342	20,000	67,448	28,750	1,000
Combined Totals					669,185		6,413,367			97,198		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
0.0															
0.3	FAP-MUN	4390	2	HIGH	200	140	1667	333	17,141	533	0	53	33	0	
0.3															
1.4	FAP	4320	2	HIGH	200	100	6111	1,222	62,851	1,955	0	195	122	0	
15.0															
16.2	FAP	2080	2	HIGH	200	100	6666	1,333	68,564	2,132	0	212	133	0	
24.5															
30.9	FAP	4030	2	HIGH	200	100	35552	7,110	365,677	11,373	0	1133	710	0	
42.5															
46.7	FAP	2300	2	HIGH	200	100	23331	4,666	239,975	7,463	0	743	466	0	
46.7															
47.3	FAP-MUN	8920	2	HIGH	200	140	3333	667	34,282	1,066	0	106	67	0	
Totals							76660	15331	788,490	24,522	0	2442	1531	0	
Combined Totals							91,991		813,012			3,973			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 97% 197 3% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 30% 1975 20% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 21

Parkway

Scenic Road

(check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	7	4	20,000
Campgrounds	1	0	0
Cultural, Educational or Historic Sites	11	0	0
Boat Launching Facilities	1	0	0
Trails	4	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORM

<u>Extent to Which Highway Meets Criteria</u>	<u>Check One</u>			
	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	_____	<u>9</u>	_____	_____
Variety of recreation experience	_____	<u>7</u>	_____	_____
Compatibility with other recreation values	_____	<u>7</u>	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	_____	<u>9</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>10</u>	_____	_____	_____
		<u>Above Average</u>	<u>Average</u>	<u>Below Average</u>
Popular demand for development of the scenic road	<u>5</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	<u>5</u>	_____	_____	_____

COVERED BRIDGES TRAIL

The Covered Bridges Trail is located in Madison County which is located in south central Iowa.

The covered wooden bridge has for some time been an antique as well as a rarity. There are seven covered wooden bridges within a few miles of Winterset, all in use on graveled country roads. They're all painted barn red and they're a sight to see against a background of new-fallen snow or summer greenery.

They are all that remains of 16 or more covered bridges that Madison County had built between 1855 and 1884. Oldest of the remaining seven are the Imes and the Cutler bridges, completed in 1871.

The Covered Bridges Trail originates in Winterset, the county seat of Madison County, and proceeds southeast for approximately 5 miles. At this point the Imes Stub continues in an easterly direction to the Imes covered bridge southwest of St. Charles. This bridge was completed in 1871 and still has the original pitched roof.

The Covered Bridges Trail continues from the Imes Stub in a northwesterly direction and crosses the Holliwell covered bridge which is the longest of the spans. It was built in 1880 and spans the middle River southeast of Winterset.

The Trail continues in a northwesterly and northerly direction, passing just east of Winterset and the Winterset Reservoir where it crosses the Cedar Covered Bridge.

The Cutler Stub begins just north of the Winterset Reservoir and passes through the Mc Bride and Cutler Covered Bridges and ends in the town of Bevington.

Continuing from the Winterset Reservoir the Trail passes through the Hogback Covered Bridge northwest of Winterset and continues in a southerly direction to Pammel State Park southwest of Winterset. The Park consists of 225 acres of timbered hills and valleys. The Devil's Backbone, a high, steep ridge, is the commanding feature of the park. The highway pierces the Backbone via a tunnel, which was first built in 1855-58 by William Harmon, to divert river water for his grist mill.

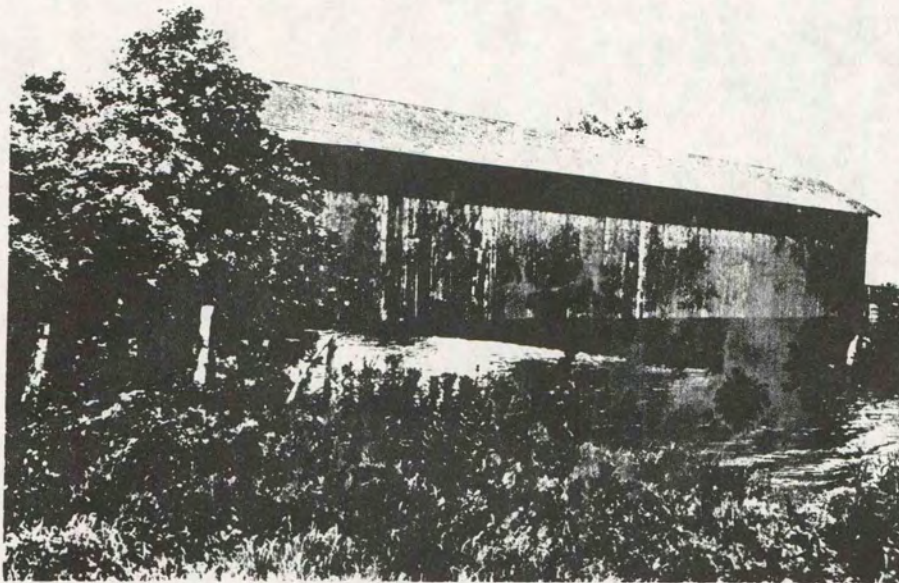
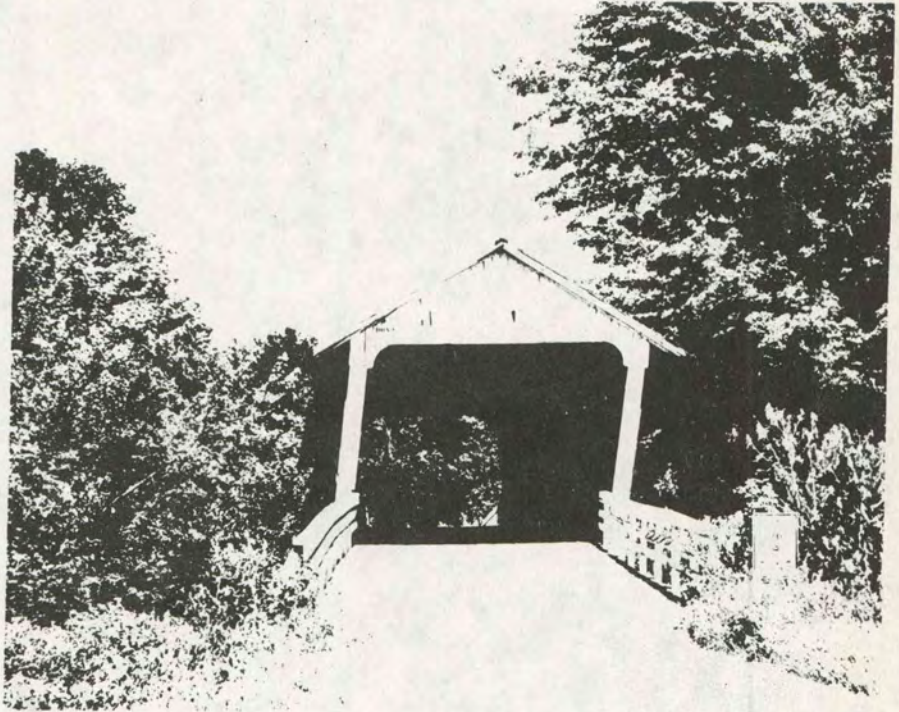
The trail continues westerly from Pammel State Park for about 5 miles where it crosses Roseman Covered Bridge, which is considered to be the

most attractive.

The Trail Continues back to Winterset where it ends.

In Winterset is the quaint Madison County Courthouse. It was built of native limestone in 1876. The solid walnut stairs and other interior woodwork are beautiful. The old-fashioned home is a land mark in southern Iowa. Winterset also has one of the most beautiful city parks in the midwest. It consists of 115 acres with many scenic drives that take the tourist to all corners of the park.

Covered Bridges in
daily use today.



Form SR-1

State IOWA

Scenic Route Index Number 22

Priority Number 28

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Prairie Rose Lake

Parkway
Other Scenic Road

To: Des Moines River Road

New
Existing

Route No. (s)
or Name(s) Coon River Drive

Total length 149
(nearest mile)

County(s) traversed Shelby, Carroll, Guthrie, Dallas, Polk

Traffic

	1962	1975	1990
Average ADT for entire route	<u>970</u>	<u>1600</u>	<u>2000</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>18 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>90 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 22

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>5.0</u>	<u>1.4</u>	<u>FAP</u>
State Secondary Road	<u>5.5</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 22

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

129.8

7.3

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	_____	Waterfront	<u>10</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>149</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or		Rapids or Falls	_____
		Range	<u>15</u>	Springs	_____
		Agricultural	<u>15</u>	Canyons	_____
		Brushland	_____	Buttes	_____
		Woodland or		Shorefronts	<u>X</u>
		Forest	<u>109</u>	Archeology Sites	_____
		Tundra or		Fauna Sites	<u>X</u>
		Alpine	_____	Historic Sites	<u>X</u>
		Unusual		Other	_____
		Topography	_____		(specify)
		Other	_____		_____
			(specify)		_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 22

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{3/}$	394	Thousands
Population within two hour's driving time	$\frac{3/}{3/}$	954	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{3/}$	2089	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>2</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scrape	Comp. Facilit.
0.0												
20.7	FAP	2	INTER	200'	155,250	85,657	2,071,449	230,163	0	24,281	10,350	0
20.7												
57.1	FAP	2	INTER	200'	273,000	150,623	3,642,548	404,732	0	42,697	18,200	0
57.1												
69.4	FAP	2	INTER	200'	92,250	50,897	1,230,861	136,764	0	14,428	6,150	0
70.6												
71.4	FAP	2	INTER	200'	6,000	3,310	80,056	8,895	0	938	400	0
77.6												
77.7	FAP-MUNI	2	INTER	200'	750	414	10,007	1,112	0	117	50	0
77.7												
96.1	FAP	2	INTER	200'	138,000	76,139	1,841,288	204,590	0	21,583	9,200	0
96.1												
118.1	FAP	2	INTER	200'	165,000	91,036	2,201,540	244,618	0	25,806	11,000	0
118.1												
118.9	FAP-MUNI	2	INTER	200'	6,000	3,310	80,056	8,895	0	938	400	0
118.9												
128.7	FAP	2	INTER	200'	73,500	40,552	980,686	108,966	0	11,495	4,900	0
128.7												
128.9	FAP-MUNI	2	HIGH	200'	1,500	828	20,014	2,224	0	235	100	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
129.9												
130.8	FAP-MUNI	2	HIGH	200'	6,750	3,724	90,063	10,007	0	1,056	450	0
130.8												
135.0	FAP	2	HIGH	200'	31,500	17,380	420,294	46,700	0	4,927	2,100	0
135.0												
140.3	FAP-MUNI	2	HIGH	200'	39,750	21,931	530,371	58,931	0	6,217	2,650	0
	SHEEDER PRAIRE	STUB										
0.0												
5.2	FAP	2	INTER	200'	39,000	21,518	520,364	57,819	0	6,100	2,600	0
Totals					1,028,250	567,319	13,719,597	1,524,416	0	160,818	68,550	0
Combined Totals					1,595,569		15,244,013			229,368		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs				
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities		
69.4																
<u>70.6</u>	FAP	1010	2	INTER	200	100	6666	1,333	68,564	2,132	0	212	133	0		
71.4																
<u>76.9</u>	FAS	1010	2	INTER	200	100	30553	6,111	314,254	9,774	0	974	611	0		
76.9																
<u>77.2</u>	FAP	1630	2	HIGH	200	100	1667	333	17,141	533	0	53	33	0		
77.2																
<u>77.6</u>	FAP-MUN	1730	2	HIGH	200	140	2222	444	22,855	711	0	71	44	0		
128.9																
<u>129.9</u>	FAP-MUN	2590	2	HIGH	200	140	5555	1,111	57,137	1,777	0	177	111	0		
	SHEEDER PRAIRIE STUB															
5.2																
<u>8.7</u>	FAP	1390	2	INTER	200	100	19443	3,889	199,980	6,220	0	620	389	0		
Totals							66106	13,221	679,931	21,147	0	2107	1321	0		
Combined Totals							79,327		701,078			3,428				

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 70%
- B. Obsolete Now 90% 197 10% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 10% 1975 10% 1990 80%

Form SR-4

State IOWA

Scenic Route Index Number 22

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	10	0	0
Campgrounds	7	0	0
Cultural, Educational or Historic Sites	2	0	0
Boat Launching Facilities	3	0	0
Trails	11	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor

_____ 8 _____ _____Service to major population
centers11 _____ _____ _____

Economic feasibility

12 _____ _____ _____

Variety of recreation experience

_____ _____ 5 _____Compatibility with other
recreation values_____ _____ 5 _____Harmony with other highway
users13 _____ _____ _____

Harmony with other land use

_____ 9 _____ _____Access from existing or planned
major highways and to parks
and other recreation areas10 _____ _____ _____

Above Average Average Below Average

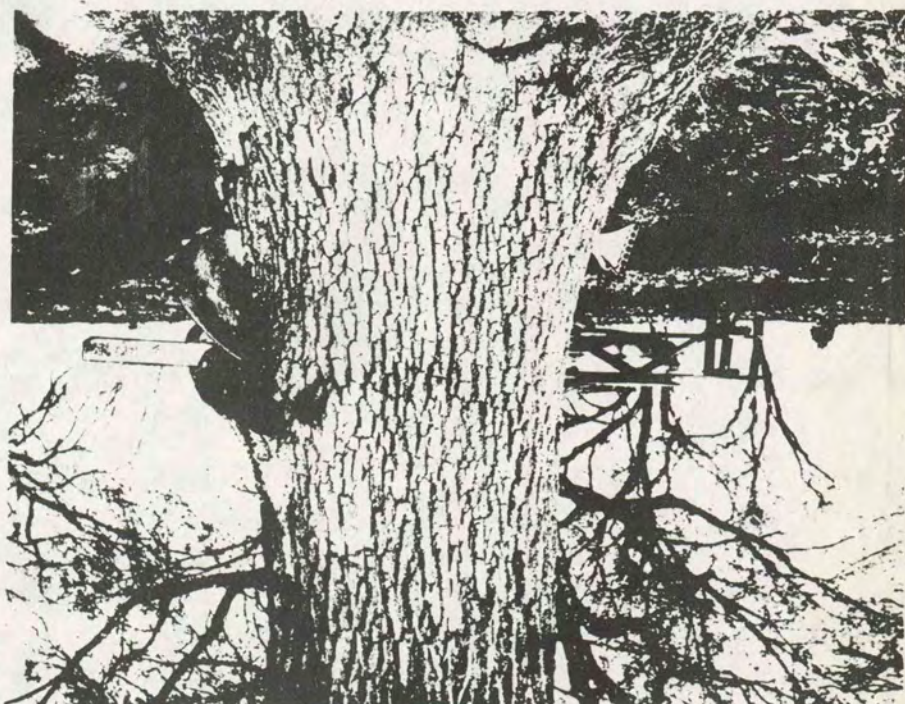
Popular demand for development
of the scenic road_____ _____ 2 _____Degree of urgency if corridor
is to be protected_____ _____ 0 _____

COON RIVER DRIVE

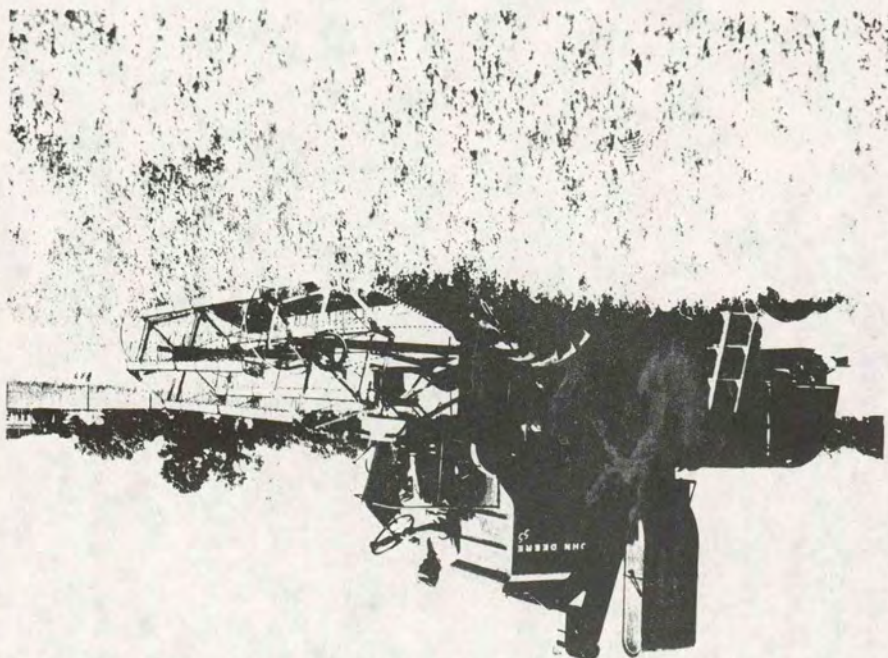
This route begins at an artificial lake in Shelby County called Prairie Rose. The route then proceeds north and east. In the east Nishnabotna River Valley the route leaves the east Nishnabota River Valley and heads north and east to Swan Lake State Park. Between these points it crosses the Iowa divide. This divide separates the drainage into the Missouri and the Mississippi River. The route leaves Swan Lake and heads southeasterly along the Middle Racoon River valley to Springbrook State Park. There is a short stub at this point that passes Sheeder Prairie Preserve. The route then proceeds on south and east past Lennon Mills area, the site of the Mill at the north, and on east joining the Des Moines River Road, at the junction of the Racoon River and the Des Moines River and Des Moines, Iowa.

The area from Prairie Rose Lake to Carroll covers the cattle country of Iowa with its rolling hills and wild flowers. Row crop farming is not large in this part of the State. Fields of cattle roam up and down the steep hills of the river vallys. The prairie flowers are in bloom in the spring of the year along the country roads and the railroad right of ways in this area. Prairie Rose Lake is a new artificial lake recently created to serve the people of this area. Swan Lake at Carroll has been developed over the years with picnicking, swimming, and fishing available. Once the divide is crossed, and the rolling hills become less steep and more farming takes place we begin to make the transition between treeless prairies of the west and the trees, the forest, the wooded areas of the east. The Mississippi Watershed having more trees, more native trees and wider variety. The western slopes of Iowa are predominately covered with cottenwood trees. The Sheeder Prairie Stub gives an excellent chance to see the prairie flowers in their full glory in the spring of the year. This prairie is one of several that are in the State that are being preserved in their natural state. Spring Lake area has fishing and swimming. The lake is fed by the spring, which provides a constant flow of clear fresh water. The duck hunting along the Racoon River in the fall of the year in Bays Branch is some of the better that exists in Iowa and central Iowa. The route ends at the historic Fort Des Moines area where the two rivers, the Racoon and the Des Moines join. The City of Des Moines at the present time is making plans to reconstruct the original Fort on this site.

Plow in Tree Roadside
Park.



Combining oats.



Form SR-1

State IOWA

Scenic Route Index Number 23

Priority Number 30

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Missouri River Rd

Parkway
Other Scenic Road

To: Lake of Three Fires

New
Existing

Route No. (s)
or Name(s) Adams Road

Total length 174
(nearest mile)

County(s) traversed Montgomery, Adams, Union, Fremont, Page,
Ringgold, Taylor, Cass

Traffic

	1962	1975	1990
Average ADT for entire route	<u>750</u>	<u>1170</u>	<u>1390</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 23

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>1.8</u>	<u>0</u>	<u>FAP</u>
State Secondary Road	<u>6.0</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 23

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

166.2

0

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>50</u>	Waterfront	<u>12</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>124</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>24</u>	Rapids or Falls	_____
		Agricultural	<u>88</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>50</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
			(specify)	Historic Sites	<u>X</u>
			_____	Other	_____
			_____		(specify)
			_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 23

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	178	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1270	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2378	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3 %</u>
Passenger Vehicles	
Business Purposes	<u>25 %</u>
Social and Recreation Purposes	<u>75 %</u>

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit.
0.0												
19.5	FAP	2	INTER	200'	146,250	80,691	1,951,365	216,821	0	22,874	9,750	0
19.5												
29.4	FAP	2	HIGH	200'	74,250	40,966	990,693	110,078	0	11,613	4,950	0
29.4												
59.8	FAP	2	INTER	200'	228,000	125,795	3,042,128	338,018	0	35,659	15,200	0
59.8												
83.8	FAP	2	INTER	200'	180,000	99,312	2,401,680	266,856	0	28,152	12,000	0
83.8												
87.9	FAP	2	INTER	200'	30,750	16,966	410,287	45,588	0	4,809	2,050	0
87.9												
91.7												
93.7	FAP	2	HIGH	200'	15,000	8,276	200,140	22,238	0	2,346	1,000	0
93.7												
96.7												
113.3	FAP	2	INTER	200'	124,500	68,691	1,661,162	184,575	0	19,472	8,300	0
113.3												
115.8	FAP	2	INTER	200'	11,250	6,207	150,105	16,679	0	1,760	750	0
115.8												
143.7	FAP	2	INTER	200'	209,250	115,450	2,791,953	310,220	0	32,727	13,950	0
143.7												
155.9	FAP	2	INTER	200'	91,500	50,484	1,220,854	135,652	0	14,311	6,100	0
155.9												
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scape	Comp. Facilit.
COLD SPRINGS STUB												
0.0												
5.7	FAP	2	INTER	200'	42,750	23,587	570,399	63,378	0	6,686	2,850	0
5.7												
18.1	FAP	2	HIGH	200'	93,000	51,311	1,240,868	137,876	0	14,545	6,200	0
Totals					1,246,500	687,736	16,631,634	1,847,979	0	194,954	83,100	0
Combined Totals					1,934,236		18,479,613			278,054		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs			Differential Improvement Costs			Differential Maint Costs				
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp	Comple Facilities			
87.9																	
89.7	FAP	3930	2	HIGH	200	100	9999	2,000	102,847	3,199	0	319	200	0			
89.7																	
91.7	FAS	1850	2	HIGH	200	100	11110	2,222	114,274	3,554	0	354	222	0			
93.7																	
96.7	FAS	1200	2	INTER	200	100	16665	3,333	171,411	5,331	0	531	333	0			
113.3																	
114.3	FAS	1200	2	INTER	200	100	5555	1,111	57,137	1,777	0	177	111	0			
Totals							43329	8,666	445,669	13,861	0	1381	866	0			
Combined Totals							51,995		459,530			2,247					

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 70%
- B. Obsolete Now 90% 197 10% 1990 0%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 50% 1975 30% 1990 20%

Form SR-4

State IOWA

Scenic Route Index Number 23

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	9	0	0
Campgrounds	5	0	0
Cultural, Educational or Historic Sites	3	0	0
Boat Launching Facilities	4	0	0
Trails	8	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

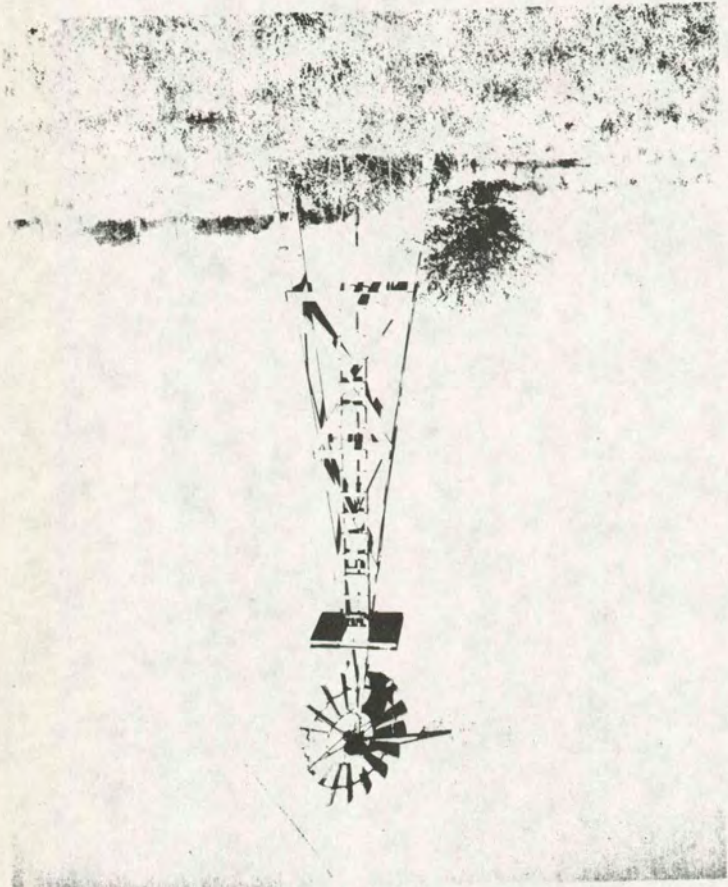
	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	_____	<u>9</u>	_____	_____
Service to major population centers	_____	<u>6</u>	_____	_____
Economic feasibility	<u>10</u>	_____	_____	_____
Variety of recreation experience	_____	_____	<u>5</u>	_____
Compatibility with other recreation values	_____	_____	<u>5</u>	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>11</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	_____	_____	<u>2</u>	
Degree of urgency if corridor is to be protected	_____	_____	<u>0</u>	

ADAMS ROAD

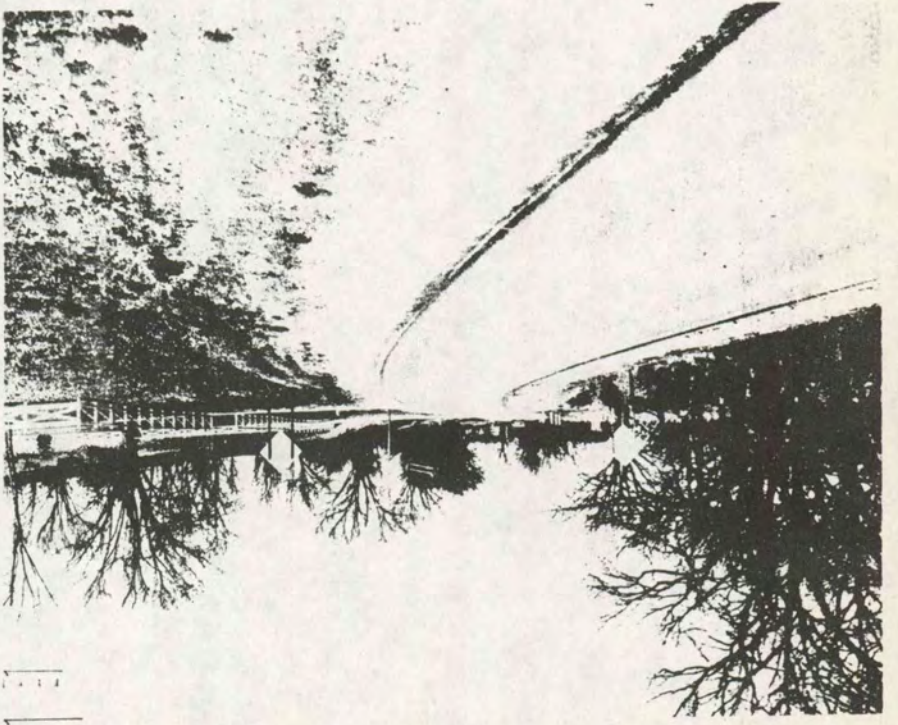
The Adams Road originates at the Missouri River Road near Hamburg. It then proceeds up the Nishnabotna River Valley to Shenandoah, so named because of the resemblance between the Nishnabotna River Valley and the beautiful Shenandoah River Valley. The route then continues up the picturesque Nishnabotna River through a corner of Page County into Montgomery County.

In Montgomery County the route turns east to Viking Lake an artificial impoundment whose water is sparkling clear. Minnows and bluegills can be seen five or six feet below the surface. The "arms" of the lake, winding through timbered shore line, reminds one of Canadian Lakes. Of historic significance is the fact the hills and valleys in the neighborhood were once favored as campsites by Indian tribes. Many artifacts were dug up when the dam was being constructed and at least one Indian burial ground is known to be under water at the northeast corner of the lake. From Viking Lake, Adams Road leads to the junction of Cold Springs Stub. Cold Springs Stub leads to Cold Springs State Park with boating, fishing, and swimming and to U.S. 6 west of Lewis. Near Lewis is an old farm house that was used for the "Underground Railroad". There are rooms, etc. under the house used for hiding the escaping slaves. From the Cold Springs Stub the route proceeds into Adams County where it follows close to one of Iowa's old stagecoach lines. This stage route had an influx of travelers on their way to the goldfields of California, as well as many Mormons enroute to Utah. There are many tales of stage robbers operating in this area. The route also runs along the north side of the 700 acre lake of the Walters Creek Watershed which is in the development stage. This lake will have facilities for boating, camping and hiking. Also in Adams County the route passes within a short distance of Icarian Schoolhouse, a completely restored schoolhouse used by the communist Icarian Society in the 19th century. The route then goes into Union County to Summit and Green Valley Lakes which offer picnicking, boating, and fishing.

From Green Valley the route goes south by the State Fish Hatchery in Ringgold County to Lake of Three Fires in Taylor County. Lake of Three Fires, 125 acres of beautiful, blue water, is more than a mile long and half a mile wide, extending into scenic inlets ideal for fishing and boating. In the 265 acres surrounding the lake are picturesque woodlands for hiking, bird watching, photography etc., and three areas for camping and picnicking, nested beneath shady oaks and elms.



Vanishing implement from the prairies.



Southwest Iowa country.

Form SR-1

State IOWA

Scenic Route Index Number 24

Priority Number 21

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Missouri River Road

Parkway

Other Scenic Road

To: Blackhawk Lake

New

Existing

Route No. (s)
or Name(s) Blackhawk Lake Road

Total length 77
(nearest mile)

County(s) traversed Harrison, Monona, Crawford, Sac

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1220</u>	<u>1900</u>	<u>2250</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85</u> %		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 24

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>15.7</u>	<u>2.0</u>	<u>FAP</u>
State Secondary Road	<u>4.6</u>	<u>0.3</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 24

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP

52.8

1.1

FAP

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>20</u>	Waterfront	<u>5</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>57</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>20</u>	Rapids or Falls	_____
		Agricultural	<u>52</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	_____	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual	_____	Archeology Sites	_____
		Topography	_____	Fauna Sites	<u>X</u>
		Other	_____	Historic Sites	_____
		(specify)	_____	Other	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 24

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	396	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	1234	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2358	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>3</u>	%
Passenger Vehicles		
Business Purposes	<u>25</u>	%
Social and Recreation Purposes	<u>75</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Shoulder	Comp. Facilit.
0.0												
1.0	FAP	2	HIGH	200'	7,500	4,138	100,070	11,119	0	1,173	500	0
4.5												
6.8	FAP	2	HIGH	200'	17,250	9,517	230,161	25,574	0	2,698	1,150	0
6.8												
13.0	FAP	2	HIGH	200'	46,500	25,656	620,434	68,938	0	7,273	3,100	0
23.7												
29.2	FAP	2	HIGH	200'	41,250	22,759	550,385	61,155	0	6,452	2,750	0
29.2												
32.2	FAP	2	HIGH	200'	22,500	12,414	300,210	33,357	0	3,519	1,500	0
35.1												
45.9	FAP	2	HIGH	200'	96,000	52,966	1,280,896	142,323	0	15,014	6,400	0
45.9												
46.2	FAP-MUNI	2	HIGH	200'	2,250	1,241	30,021	3,336	0	352	150	0
52.1												
52.6	FAP	2	INTER	200'	3,750	2,069	50,035	5,560	0	587	250	0
54.2												
62.7	FAP	2	INTER	200'	63,750	35,173	850,595	94,512	0	9,971	4,250	0
62.7												
70.0	FAP	2	INTER	200'	58,400	6,738	581,854	43,450	0	7,300	4,344	0

Totals

Combined Totals

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Road- ape	Comp. Facilit.
70.0												
70.3	FAP-MUNI	2	HIGH	200'	6,400	738	63,765	4,762	0	800	476	0
70.8												
76.5	FAP	2	HIGH	200'	45,600	5,261	454,324	33,926	0	5,700	3,392	0
Totals					411,150	178,670	5,112,750	528,012	0	60,839	28,262	0
Combined Totals					589,820		5,640,762			89,101		

If a new highway along this route is not included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint. Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscap	Comple Facilities	
1.0															
1.3	FAP	3210	2	HIGH	200	100	1667	333	17,141	533	0	53	33	0	
1.3															
2.1	FAP-MUN	3330	2	HIGH	200	140	4444	889	45,710	1,422	0	142	89	0	
2.1															
2.4	FAS-MUN	2980	2	HIGH	200	140	1667	333	17,141	533	0	53	33	0	
2.4															
4.5	FAS	2760	2	HIGH	200	100	11666	2,333	119,988	3,732	0	372	233	0	
13.0															
17.4	FAP	2860	2	HIGH	200	100	24442	4,888	251,403	7,819	0	779	488	0	
17.4															
18.0	FAP-MUN	3430	2	HIGH	200	140	3333	667	34,282	1,066	0	106	67	0	
18.0															
23.7	FAP	3330	2	HIGH	200	100	31664	6,333	325,681	10,129	0	1,009	633	0	
32.2															
33.1	FAS	2380	2	HIGH	200	100	5000	1,000	51,423	1,599	0	159	100	0	
46.2															
46.8	FAP-MUN	5370	2	HIGH	200	140	3333	667	34,282	1,066	0	106	67	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp	Comple Facilities	
46.8															
52.1	FAP	3970	2	HIGH	200	100	29442	5,888	302,826	9,418	0	938	588	0	
52.6															
54.2	FAS	1050	2	INTER	200	100	8888	1,778	91,419	2,843	0	283	178	0	
Totals							125546	25,109	1,291,296	40,160	0	4,000	2,509	0	
Combined Totals							150,655		1,331,456			6,509			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 88%
- B. Obsolete Now 40% 197 40% 1990 20%
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 10% 197 10% 1990 80%

Form SR-4

State IOWA

Scenic Route Index Number 24

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	7	0	0
Campgrounds	3	0	0
Cultural, Educational or Historic Sites	5	0	0
Boat Launching Facilities	10	0	0
Trails	7	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORM

<u>Extent to Which Highway Meets Criteria</u>	<u>Check One</u>			
	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>11</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	<u>11</u>	_____	_____	_____
Variety of recreation experience	_____	<u>9</u>	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>11</u>	_____	_____	_____
Harmony with other land use	<u>10</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____
		Above Average	Average	Below Average
Popular demand for development of the scenic road	_____	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	_____	<u>1</u>

BLACK HAWK LAKE ROAD

The route originates west of the town Little Sioux in Harrison County and follows the Little Sioux River through the town of Little Sioux and on northerly into Monona County. The route continues northeasterly through southeastern Monona County passing Preparation Canyon State Park. This park was the site where early Morman groups settled on their trek to Utah, and the village they established was named Preparation. This park gives a commanding view of the rolling loess bluffs and the Missouri River flood plains. Picnic areas are maintained atop the loess hills within the park.

The route continues in an easterly direction through hills of Soldier River valley passing just south of the town of Soldier and easterly into Crawford County.

The route continues in an easterly direction through hills of western Crawford County, passing Washington Park and up the Boyer River valley to Denison.

In Denison, not far from the courthouse square is a granite block marking the site of Fort Purdy built by the settlers at the time of the Indian scare in May 1856.

The route continues up the Boyer River valley to Wall Lake and on to Black Hawk Lake, the end of the route.

The state owns 226 acres around the 957 acre lake ranging from 6 feet to 200 feet of lakeshore. The state park on the southeast side has camping, picnicking, boating and unsupervised swimming. At the campground, there is a shower building, modern rest room facilities and electrical hookups.

Form SR-1

State IOWA

Scenic Route Index Number 25

Priority Number 6

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Missouri River Road

Parkway
Other Scenic Road

To: W. of US 59 (via Okoboji)

New
Existing

Route No. (s)
or Name(s) Great Lakes Drive

Total length 288
(nearest mile)

County(s) traversed Cherokee, O'Brien, Osceola, Dickinson, Emmet,
Palo Alto, Clay, Buena Vista, Woodbury

Traffic

	1962	1975	1990
Average ADT for entire route	<u>970</u>	<u>1510</u>	<u>1790</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20</u>	%	
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>80</u>	%	

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 25

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>34.2</u>	<u>5.9</u>	<u>FAP</u>
State Secondary Road	<u>27.6</u>	<u>1.4</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 25

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 216.0 3.3 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>20</u>	Waterfront	<u>25</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>268</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>15</u>	Rapids or Falls	_____
		Agricultural	<u>185</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>63</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other <u>Native Prairie</u>	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 25

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{419}$	Thousands
Population within two hour's driving time	$\frac{3/}{1433}$	Thousands
	(cumulative)	
Population within three hour's driving time	$\frac{3/}{2474}$	Thousands
	(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>4</u>	%
Passenger Vehicles		
Business Purposes	<u>25</u>	%
Social and Recreation Purposes	<u>75</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-Shape	Comp. Facilities
0.0												
2.0	FAP	2	INTER	200'	16,000	1,846	159,412	11,904	0	2,000	1,190	0
<u>23.6</u>												
31.2	FAP	2	INTER	200'	60,800	7,015	605,766	45,235	0	7,600	4,522	0
<u>31.2</u>												
31.8	FAP-MUNI	2	HIGH	200'	4,800	554	47,824	3,571	0	600	357	0
<u>38.2</u>												
45.3	FAP	2	HIGH	200'	56,800	6,553	565,913	42,259	0	7,100	4,225	0
<u>45.3</u>												
52.3	FAP	2	HIGH	200'	56,000	6,461	557,942	41,664	0	7,000	4,165	0
<u>53.2</u>												
61.3	FAP	2	HIGH	200'	64,800	7,476	645,619	48,211	0	8,100	4,820	0
<u>63.2</u>												
64.4	FAP-MUNI	2	HIGH	200'	9,600	1,108	95,647	7,142	0	1,200	714	0
<u>64.4</u>												
78.9	FAP	2	HIGH	200'	116,000	13,384	1,155,737	86,304	0	14,500	8,628	0
<u>78.9</u>												
107.9	FAP	2	HIGH	200'	232,000	26,767	2,311,474	172,608	0	29,000	17,255	0
<u>107.9</u>												
126.8	FAP	2	HIGH	200'	151,200	17,445	1,506,443	112,493	0	18,900	11,246	0

Totals

Combined Totals

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASMO Design			Land Cost		Highway Cost	Landscaping Cost	Comple-mentary Facilities Cost	Annual Maint. Cost		
		No. Traf-fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-sc-ape	Comp. Facilit.
126.8												
137.0	FAP	2	HIGH	200'	81,600	9,415	813,001	60,710	0	10,200	6,069	0
145.6												
147.2	FAP	2	INTER	200'	12,800	1,477	127,530	9,523	0	1,600	952	0
148.8												
149.4	FAP	2	HIGH	200'	4,800	554	47,824	3,571	0	600	357	0
149.4												
149.9	FAP-MUNI	2	INTER	200'	4,000	462	39,853	2,976	0	500	298	0
151.8												
161.6	FAP	2	INTER	200'	78,400	9,045	781,119	58,330	0	9,800	5,831	0
161.6												
162.6	FAP	2	HIGH	200'	8,000	923	79,706	5,952	0	1,000	595	0
163.8												
182.8	FAP	2	INTER	200'	152,000	17,537	1,514,414	113,088	0	19,000	11,305	0
188.6												
191.1	FAP	2	INTER	200'	20,000	2,308	199,265	14,880	0	2,500	1,488	0
191.1												
192.0	FAP	2	HIGH	200'	7,200	831	71,735	5,357	0	900	536	0
196.9												
200.4	FAP	2	INTER	200'	28,000	3,231	278,971	20,832	0	3,500	2,083	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Shape	Comp. Facilities
200.9												
201.9	FAP	2	HIGH	200'	8,000	923	79,706	5,952	0	1,000	595	0
202.9												
212.9	FAP	2	INTER	200'	80,000	9,230	797,060	59,520	0	10,000	5,950	0
213.9												
214.8	FAP	2	HIGH	200'	7,200	831	71,735	5,357	0	900	536	0
216.8												
223.8	FAP	2	HIGH	200'	56,000	6,461	557,942	41,664	0	7,000	4,165	0
227.8												
229.5	FAP	2	HIGH	200'	15,600	1,569	135,500	10,118	0	1,700	1,012	0
230.1												
237.6	FAP	2	HIGH	200'	60,000	6,923	597,795	44,640	0	7,500	4,463	0
238.0												
244.1	FAP	2	HIGH	200'	48,800	5,630	486,207	36,307	0	6,100	3,630	0
244.1												
248.3	FAP	2	INTER	200'	33,600	3,877	334,765	24,998	3,500	4,200	2,499	175
248.3												
249.9	FAP	2	INTER	200'	12,800	1,477	127,530	9,523	0	1,600	952	0
249.9												
251.1	FAP	2	INTER	200'	9,600	1,108	95,647	7,142	0	1,200	714	0
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 25

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit.
251.1												
251.8	FAP-MUNI	2	INTER	200'	5,600	646	55,794	4,166	0	700	417	0
251.8												
255.8	FAP	2	INTER	200'	32,000	3,692	318,824	23,808	6,500	4,000	2,380	325
255.8												
256.9	FAP	2	INTER	200'	8,800	1,015	87,677	6,547	0	1,100	655	0
259.4												
261.5	FAP	2	INTER	200'	18,400	2,123	183,324	13,690	0	2,300	1,369	0
261.5												
265.1	FAP	2	INTER	200'	28,800	3,323	286,942	21,427	4,500	3,600	2,142	225
266.3												
272.8	FAP	2	INTER	200'	52,000	6,000	518,089	38,688	15,000	6,500	3,868	750
274.1												
283.0	FAP	2	HIGH	200'	71,200	8,215	709,383	52,973	0	8,900	5,296	0
WANATA STUB												
0.0												
0.3	FAP-MUNI	2	INTER	200'	2,400	277	23,912	1,786	0	300	179	0

Totals

Combined Totals

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number 25State IOWAParkway
Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scapes	Comp. Facilities
0.3												
1.1	FAP	2	INTER	200'	6,400	738	63,765	4,762	0	800	476	0
1.1												
5.4	FAP	2	INTER	200'	34,400	3,969	342,736	25,594	134,000	4,300	2,559	6,700
Totals					1,754,400	202,419	17,479,528	1,305,272	163,500	219,300	130,493	8,175
Combined Totals					1,956,819		18,948,300			357,968		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs			Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities		
2.0																
2.5	FAS	830	2	INTER.	200	100	2778	556	2,778	889	0	89	56	0		
2.5																
9.7	FAP	2890	2	HIGH	200	100	39996	7,999	39,996	12,794	0	1,274	799	0		
9.7																
9.8	FAPMUN	2590	2	HIGH	200	140	556	111	556	178	0	18	11	0		
9.8																
18.1	FAP	2200	2	HIGH	200	100	46107	9,221	46,107	14,749	0	1,469	921	0		
18.1																
18.8	FAP-MUN	2210	2	HIGH	200	140	3889	778	3,889	1,244	0	124	78	0		
18.8																
22.7	FAP	920	2	INTER.	200	100	21665	4,333	21,665	6,930	0	690	433	0		
22.7																
23.6	FAP-MUN	1330	2	INTER.	200	140	5000	1,000	5,000	1,599	0	159	100	0		
31.8																
32.2	FAP-MUN	1200	2	INTER	200	140	2222	444	2,222	711	0	71	44	0		
32.2																
38.2	FAP	1040	2	INTER	200	100	33330	6,666	33,330	10,662	0	1,062	666	0		
Totals																
Combined Totals																

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap	Comple Facilities	
52.3															
53.2	FAS	1830	2	HIGH	200	100	5000	1,000	5,000	1,599	0	159	100	0	
61.3															
62.7	FAS-MUN	5930	2	HIGH	200	140	7777	1,555	7,777	2,488	0	248	155	0	
62.7															
63.2	FAP-MUN	9620	2	HIGH	200	140	2778	556	2,778	889	0	89	56	0	
137.0															
142.5	FAP	4850	2	HIGH	200	100	30553	6,111	30,553	9,774	0	974	611	0	
142.5															
142.8	FAP-MUN	13950	2	HIGH	200	140	1667	333	1,667	533	0	53	33	0	
142.8															
143.1	FAP	13950	2	HIGH	200	100	1667	333	1,667	533	0	53	33	0	
143.1															
145.0	FAP-MUN	14590	2	HIGH	200	140	10555	2,111	10,555	3,376	0	336	211	0	
145.0															
145.3	FAP	13590	2	HIGH	200	100	1667	333	1,667	533	0	53	33	0	
145.3															
145.6	FAS	1290	2	INTER.	200	100	1667	333	1,667	533	0	53	33	0	

Totals

Combined Totals

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASFO Geometric Design Now _____ 1975 _____ 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
147.2															
148.8	FAS	830	2	INTER.	200	100	8888	1,778	8,888	2,843	0	283	178	0	
149.9															
150.2	FAP	7660	2	HIGH	200	100	1667	333	1,667	533	0	53	33	0	
150.2															
151.8	FAS	2080	2	HIGH	200	100	8888	1,778	8,888	2,843	0	283	178	0	
162.6															
163.8	FAS	1900	2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0	
182.8															
188.6	FAS	1400	2	INTER.	200	100	32219	6,444	32,219	10,307	0	1,027	644	0	
192.0															
196.9	FAS	1534	2	HIGH	200	100	27220	5,444	27,220	8,707	0	867	544	0	
200.4															
200.9	FAS	1550	2	HIGH	200	100	2778	556	2,778	889	0	89	56	0	
201.9															
202.9	FAS	1140	2	INTER.	200	100	5555	1,111	5,555	1,777	0	177	111	0	
212.9															
213.9	FAS	1550	2	HIGH	200	100	5555	1,111	5,555	1,777	0	177	111	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs					
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities			
214.8																	
216.8	FAS	1950	2	HIGH	200	100	11110	2,222	11,110	3,554	0	354	222	0			
223.8																	
227.8	FAS	1730	2	HIGH	200	100	22220	4,444	22,220	7,108	0	708	444	0			
229.5																	
230.1	FAS	2420	2	HIGH	200	100	3333	667	3,333	1,066	0	106	67	0			
237.6																	
238.0	FAS	1850	2	HIGH	200	100	2222	444	2,222	711	0	71	44	0			
256.9																	
258.1	FAP	1850	2	HIGH	200	100	6666	1,333	6,666	2,132	0	212	133	0			
258.1																	
259.2	FAP-MUN	2300	2	HIGH	200	140	6111	1,222	6,111	1,955	0	195	122	0			
265.1																	
266.3	FAP	1310	2	INTER.	200	100	6666	1,333	6,666	2,132	0	212	133	0			
272.8																	
274.1	FAS	2300	2	HIGH	200	100	7222	1,444	7,222	2,310	0	230	144	0			
Totals							383860	76,770	383,860	122,790	0	12230	7,670	0			
Combined Totals							460,630		506,650			19,900					

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 95%
- B. Obsolete Now 25% 1975 35% 1990 30%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 35% 1975 15% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 25

Parkway

Scenic Road

(check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	3	9	4,000
Picnic Areas	51	3	1,500
Campgrounds	16	2	12,000
Cultural, Educational or Historic Sites	14	0	0
Boat Launching Facilities	16	5	10,000
Trails	28	3	1,000
Rest Stops	0	2	1,000
Other Parking Areas Serving _____	0	0	0
Other <u>Ski Lift</u> (specify)	1	0	0
Dev. of 25 Acre Lake	0	1	134,000

25.

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>11</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	<u>12</u>	_____	_____	_____
Compatibility with other recreation values	<u>11</u>	_____	_____	_____
Harmony with other highway users	<u>13</u>	_____	_____	_____
Harmony with other land use	<u>13</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>14</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

GREAT LAKES DRIVE

This route, besides leading through some of Western Iowa's most beautiful scenery, leads through Iowa's Great Lakes Region which is probably Iowa's most popular recreational area. The route also has many items of historical interest.

Originating at the Missouri River Road in southern Woodbury County the route leads eastward from the fertile Missouri River lowlands into the rugged loess hills. In these hills some of the best scenery in the northwestern part of the state is offered. There are beautiful vistas overlooking the flat Missouri River Valley. The route then proceeds to Smithland where it begins to follow the Little Sioux River Valley north-eastward. The Little Sioux could well be the most scenic river in northwestern Iowa. Besides being scenic the Little Sioux has some of the best catfish fishing in the state. The Great Lakes Drive proceeds along the Little Sioux to Cherokee. At Cherokee is the Sanford Museum and Planetarium with Indian artifacts, rare minerals, fossil remains, and stuffed birds. North of Cherokee the route goes by a huge boulder deposited by ice age glaciers. This is the largest boulder of Sioux Falls quartzite in the state. The route then continues into O'Brien County to Mill Creek State Park which has a lake with swimming and picnic facilities. From Mill Creek the route leads into Osceola County and by Ocheyedan Mound, the highest point in Iowa at 1673 feet above sea level. Ocheyedan Mound is an Indian burial mound. The route then proceeds into Dickinson County.

In Dickinson County the route passes Cayler Prairie. This prairie tract, representative of vegetation of hilly morainal areas, is of special interest for its rich, varied flora and the number and diversity of its flowers and grasses. From Cayler the route leads to the Iowa Great Lakes Region, where relaxation and recreation are paramount. The thrill of anticipation that comes with the first sight of the natural blue waters of West Okoboji or the broad expanse of Spirit Lake is greater than any other. There are all types of water sports, excellent roads and trails for driving or hiking, deluxe restaurants, inns, golf courses, and drive-in movies for summer fun. Fishing is great anytime, but autumn is when the big ones--walleyes, king-sized perch, big bull bass and northerns seem hungriest. The many sloughs and marshes make magnificent waterfowl,

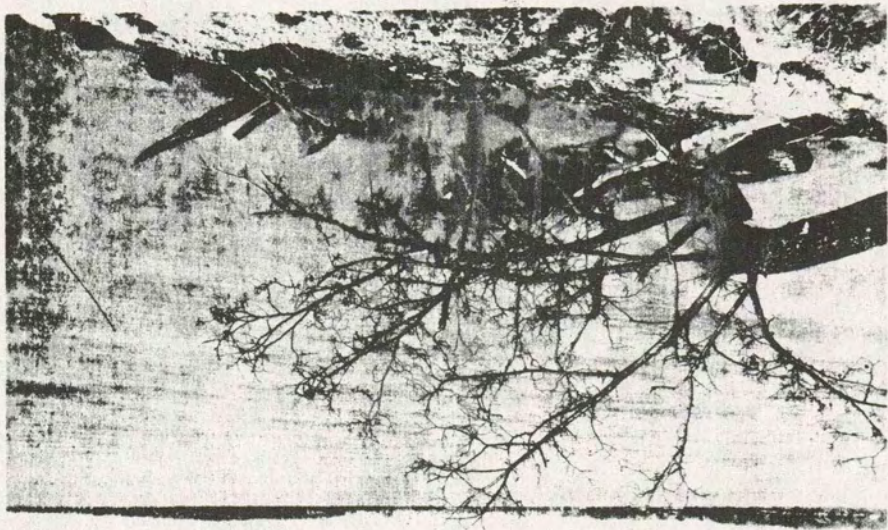
hunting and for the bow hunter and shotgun hunter there are herds of deer. In winter there is ice fishing, as fine as you'll find anywhere. State parks in the region include Gull Point on the west shore of West Okoboji offering everything from two-week camping to a lodge that serves meals and snacks, Pikes Point on the east shore of West Okoboji where you can swim, picnic and boat with one of the best views of the lake and Mini-Wakan on the north shore of Spirit Lake providing a rustic shelter for family reunions and picnicing. At Arnold's Park is the Gardner Sharp Cabin which is of historical interest. This is a restored log cabin at the site of the Great Spirit Lake Indian Massacre of 1857 which cost 41 lives. One of the most interesting places in the lakes area is the State Fish Hatchery on the isthmus between East Okoboji and Spirit Lake. As soon as the ice starts to break up, about March 15, the northern pike spawning run begins and ripe adult fish are collected from fish traps and brought to the hatchery.

Leaving Dickinson County, the Great Lakes Drive proceeds to Ft. Defiance State Park in Emmet County. This state park is at the site of Ft. Defiance, a military post built to protect settlers from Indian raids. The route then leads to the Swan Lake, Ingham Lake, and High Lake region. These lakes have an abundance of waterfowl. Continuing the drive leads to Five Island Lake north of Emmetsburg, a lovely lake that offers fishing and boating. The route then proceeds by Lost Island State Park and into Clay County.

In Clay County Great Lakes Drive proceeds south until it once again follows the picturesque Little Sioux River. Following the Little Sioux the route goes through Clay County Park, a fine recreational area and proceeds to Linn Grove, called by some the "Catfish Capital of Iowa." There is a picturesque 12 acre park at Linn Grove with a dam. The route then proceeds to the junction of Wanata Stub which leads through Wanata State Preserve to a large heavily wooded county park in Buena Vista County. The route then leads by the Peterson Log Cabin, an old log cabin on property owned by descendants of the original settlers, to O'Brien County.

In O'Brien County the route continues into an area known as the "Switzerland of O'Brien County." Parts of the terrain are very hilly while other parts, through the creek and river bottoms, are flat. The route passes through areas under a high state of cultivation as well as through hills

and bottom land where an occasional deer, fox, wild turkey or pheasant might be seen. The route also passes points of historical interest before terminating just north of Mill Creek State Park. It passes Indian Village State Monument Park, Indian Campsites, and the route taken by the Indians to the Spirit Lake Massacre.



Spirit Lake

Form SR-1

State IOWA

Scenic Route Index Number 26

Priority Number 5

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Lost Island Lake

Parkway

Other Scenic Road

To: Iowa 32

New

Existing

Route No. (s)
or Name(s) Lost Island Trail

Total length 38
(nearest mile)

County(s) traversed Clay Dickinson

Traffic

	1962	1975	1990
Average ADT for entire route	<u>400</u>	<u>620</u>	<u>740</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>20</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85</u> %		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 26

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>12.2</u>	<u>0</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other <u>Local</u> _____ (specify)	<u>3.5</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 26

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP 22.6 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>5.0</u>	Waterfront	<u>5.0</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>33.3</u>	Wetlands	<u>20.0</u>	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>13.3</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	_____	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	_____
			_____	Other Native Sloughs	_____
			_____	(specify)	_____
			_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 26

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	194	Thousands
Population within two hour's driving time	$\frac{3/}{}$	691	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	2016	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles 3 %

Passenger Vehicles

Business Purposes 20 %

Social and Recreation Purposes 80 %

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHTO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Road-ape	Comp. Facilities
1.2	FAP	2	INTER	200'	24,800	2,861	247,089	18,451	0	3,100	1,845	0
4.3												
7.1												
20.3												
20.3	FAP	2	INTER	200'	105,600	12,184	1,052,119	78,566	0	13,200	7,854	0
21.8												
25.3												
27.0	FAP	2	INTER	200'	13,600	1,569	135,500	10,118	0	1,700	1,012	0
MUD LAKE STUB												
0.0	FAP	2	INTER	200'	7,200	831	71,735	5,357	0	900	536	0
0.9												
STATE PRESERVE STUB												
0.0	FAP	2	INTER	200'	11,200	1,292	111,588	8,333	0	1,400	833	0
1.4												
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-2

Scenic Route Index Number

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0 0.8	TRUMBULL LAKE STUB FAP	2	INTER	200'	6,400	738	63,765	4,762	0	800	476	0
Totals					180,800	20,860	1,801,355	134,515	0	22,600	13,449	0
Combined Totals					201,660		1,935,870			36,049		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities
0.0 1.2	FAS	830	2	INTER.	200'	100'	6,666	1,333	6,666	2,132	0	212	133	0
4.3 7.1	FAS	1200	2	INTER.	200'	100'	15,554	3,111	15,554	4,976	0	496	311	0
21.8 25.3	LOCAL	650	2	INTER.	200'	100'	19,443	3,889	19,443	6,220	0	620	389	0
27.0 28.0	FAS	1380	2	INTER.	200'	100'	5,555	1,111	5,555	1,777	0	177	111	0
MUD LAKE STUB														
0.9 8.1	FAS	650	2	INTER.	200'	100'	39,996	7,999	39,996	12,794	0	1,274	799	0
Totals							268014	38,303	1,888,569	162,414	0	25,379	15,192	0
Combined Totals							306,317		2,050,383			40,571		

Percentage of Total Length of Suggested Route.

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 5% 1975 40% 1990 55%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 60% 1975 20% 1990 20%

Form SR-4

State IOWA

Scenic Route Index Number 26

Parkway

Scenic Road (check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	3	0	0
Campgrounds	0	0	0
Cultural, Educational or Historic Sites	0	0	0
Boat Launching Facilities	1	0	0
Trails	3	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

26.

SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>11</u>	_____	_____	_____
Service to major population centers	_____	<u>8</u>	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>13</u>	_____	_____	_____
Harmony with other highway users	<u>14</u>	_____	_____	_____
Harmony with other land use	<u>14</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>11</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>4</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

LOST ISLAND TRAIL

The route passes through part of the area of Iowa which has a great concentration of lakes and sloughs. The first lake that is encountered is Lost Island Lake. This lake has a State Park and a wide shore line for fishing and swimming. The term "Lost Island Lake" comes from the history of the lake that in the early days there were islands of rushes floating in the lake and as the wind would blow, these would disappear and they would loose their island. The island finally anchored on the northeast shore of the lake and that became part of the permanent shore line. The road then divides, one spur going to Round Lake and the other spur passing up through Mud Lake and Trumbull Lake. Trumbull Lake also has a State Park picnicking and fishing. Between all of these lakes there are numerous sloughs which have been open for public shooting during the duck hunting season during the fall of the year. This area is also a nesting area for ducks in the spring, particularly some of the Teal, Blue Wings and Mallards. They will stop at this point instead of proceeding further north for breeding.

Once we leave these lake areas, the route then passes an area known as Dan Green Slough. This slough is now State owned and in the years past attempts were made to drain this slough. None of these were ever successful. This slough of course is excellent for duck hunting. The route turns west at Dan Green Slough and passes through excellent farm land with its fields of corn for miles. Northwest of Spencer the route swings to the north and heads for the Great Lakes Area. Joining the Great Lakes Drive near Garlock Slough south of West Okoboji Lake.

This drive being relatively short provides a pleasant contrast from the lakes to the farming area and as mentioned in the spring of the year and through the summer, the wild ducks can be seen paddling on the lakes on the sloughs. The high concentration of ducks or waterfowl, appears in the fall with all breeds common to the Mississippi flyway resting on their way south. The geese particularly find this area attractive as water and corn fields are near for feeding.

Form SR-1

State IOWA

Scenic Route Index Number 27

Priority Number 3

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Hamburg

Parkway

Other Scenic Road

To: Gitchie Manitou

New

Existing

Route No. (s)
or Name(s) Missouri River Road

Total length 311
(nearest mile)

County(s) traversed Fremont, Mills, Pottawattamie, Harrison, Monona
Woodbury, Plymouth, Sioux, Lyon

Traffic

	1962	1975	1990
Average ADT for entire route	<u>1120</u>	<u>1790</u>	<u>2180</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>18</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>95</u> %		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 27

Administrative or legal classification ^{1/}

	<u>Rural (miles)</u>	<u>Municipal Extensions (miles)</u>	<u>If also Federal aid, identify system, (FAP, FAS) ^{2/}</u>
Under State Control			
Interstate	<u>0.6</u>	<u>7.0</u>	<u>FAI</u>
State Primary System	<u>29.4</u>	<u>9.1</u>	<u>FAP</u>
State Secondary Road	<u>3.4</u>	<u>1.1</u>	<u>FAS</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>6.4</u>	<u>0</u>	<u>-</u>
Other <u>Local</u> _____ (specify)	<u>1.1</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ <u>Mormon Bridge Comm</u> <u>0.5</u> (specify)	<u>0.5</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 27

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

FAP _____ 251.5 1.2 _____ FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>50</u>	Waterfront	<u>15</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>261</u>	Wetlands	<u>36</u>	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>25</u>	Rapids or Falls	<u>X</u>
		Agricultural	<u>160</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>25</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	_____
		Unusual Topography	<u>50</u>	Archeology Sites	<u>X</u>
		Other <u>Loess Hills</u>	_____	Fauna Sites	<u>X</u>
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other _____	_____
			_____	(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 27

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	902	Thousands
Population within two hour's driving time	$\frac{3/}{}$	1423	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	1773	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>1</u>	%
Passenger Vehicles		
Business Purposes	<u>10</u>	%
Social and Recreation Purposes	<u>90</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scapes	Comp. Facilities
0.0												
17.9	FAP	2	INTER	200'	134,250	74,070	1,791,253	199,030	17,000	20,997	8,950	850
19.0												
25.0	FAP	2	INTER	200'	45,000	24,828	600,420	66,714	8,000	7,038	3,000	400
25.0												
48.7	FAP	2	INTER	200'	177,750	98,071	2,371,659	263,520	35,900	27,800	11,850	1,795
48.7												
50.3	FAP	2	INTER	200'	12,000	6,621	160,112	17,790	0	1,877	800	0
51.0												
54.0	FAP	2	INTER	200'	22,500	12,414	300,210	33,357	0	3,519	1,500	0
56.7												
57.2	FAP	2	HIGH	200'	3,750	2,069	50,035	5,560	0	587	250	0
59.6												
60.0	FAP-MUNI	2	HIGH	200'	3,000	1,655	40,028	4,448	0	469	200	0
67.7												
68.5	FAP-MUNI	2	HIGH	200'	6,000	3,310	80,056	8,895	0	938	400	0
68.5												
74.3	FAP	2	HIGH	200'	43,500	24,000	580,406	64,490	80,000	6,803	2,900	4,000
74.8												
82.0	FAP	2	HIGH	200'	54,000	29,794	720,504	80,057	15,000	8,446	3,600	750
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple-mentary Facilities Cost	Annual Maint. Cost		
		No. Traf-fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-ape	Comp. Facilit.
82.5												
91.3	FAP	2	HIGH	200'	66,000	36,414	880,616	97,847	70,000	10,322	4,400	3,500
91.7												
97.4	FAP	2	HIGH	200'	42,750	23,587	570,399	63,378	0	6,686	2,850	0
97.4												
128.9	FAP	2	INTER	200'	236,250	130,347	3,152,205	350,249	0	36,950	15,750	0
128.9												
160.2	FAP	2	INTER	200'	234,750	129,519	3,132,191	348,025	0	36,715	15,650	0
160.2												
178.5	FAP	2	INTER	200'	146,400	16,891	1,458,620	108,922	5,900	18,300	10,889	295
208.5												
211.9	FAP	2	INTER	200'	27,200	3,138	271,000	20,237	0	3,400	2,023	0
223.5												
250.6	FAP	2	INTER	200'	216,800	25,013	2,160,033	161,299	100,000	27,100	16,125	5,000
250.6												
264.8	FAP	2	INTER	200'	113,600	13,107	1,131,825	84,518	90,000	14,200	8,449	4,500
265.8												
277.5	FAP	2	INTER	200'	93,600	10,799	932,560	69,638	90,000	11,700	6,692	4,500
OAK GROVE STATE PARK STUB												
Totals												
Combined Totals												

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scrape	Comp. Facilit.
0.0 1.1	FAP	2	INTER	200'	8,800	1,015	87,677	6,547	0	1,100	655	0
ROCK RAPIDS STUB												
0.0 17.0	FAP	2	HIGH	200'	136,000	15,691	1,355,002	101,184	0	17,000	10,115	0
17.0 31.6	FAP	2	HIGH	200'	116,800	13,476	1,163,708	86,899	0	14,600	8,687	0
DE SOTO BEND STUB												
0.0 1.1	FAP	2	INTER	200'	8,250	4,552	110,077	12,231	0	1,290	550	0
Totals					1,948,950	700,381	23,100,596	2,254,835	511,800	277,837	136,555	25,590
Combined Totals					2,649,331		25,867,231		439,982			

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
17.9															
19.0	FAS-MUN	1110	2	INTER	200'	140'	6,111	1,222	62,851	1,955	0	195	122	0	
50.3															
51.0	FAP	5720	2	HIGH	200'	100	3,889	778	39,996	1,244	0	124	78	0	
54.0															
56.4	FAS	2280	2	HIGH	200'	100	13,332	2,666	137,129	4,265	0	425	266	0	
56.4															
56.7	FAP	4720	2	HIGH	200'	100	1,667	333	17,141	533	0	53	33	0	
57.2															
58.3	LOCAL	2200	2	HIGH	200'	100	6,111	1,222	62,851	1,955	0	195	122	0	
58.3															
58.5	FAP	3450	2	HIGH	200'	100	1,111	222	11,427	355	0	35	22	0	
58.5															
59.6	FAP-MUN	24920	2	HIGH	200'	140	6,111	1,222	62,851	1,955	0	195	122	0	
60.0															
66.4	CITY	2300	2	HIGH	200'	140	35,552	7,110	365,677	11,373	0	1,133	710	0	
66.4															
67.7	FAP-MUN	12920	2	HIGH	200'	140	7,222	1,444	74,278	2,310	0	230	144	0	
74.3															
74.8	TOLL	3600	2	HIGH	200'	100	2,778	556	28,569	889	0	89	56	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 1990

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
82.0															
82.5	FAP	2290	2	HIGH	200'	100	2,778	556	28,569	889	0	89	56	0	
91.3															
91.7	FAP	3290	2	HIGH	200'	100	2,222	444	22,855	711	0	71	44	0	
178.5															
179.1	INTER	11000	4	HIGH	295'	0	0	0	0	0	0	0	0	0	
179.1															
186.1	INT-MUN	18700	4	HIGH	250'	0	0	0	0	0	0	0	0	0	
186.1															
190.6	FAP-MUN	7680	2	HIGH	200'	140	24,998	5,000	24,998	7,997	0	797	500	0	
190.6															
206.0	FAP	1760	2	HIGH	200'	100	85,547	17,109	85,547	27,366	0	2,726	1,709	0	
206.0															
206.3	FAP-MUN	2250	2	HIGH	200'	140	1,667	333	1,667	533	0	53	33	0	
206.3															
208.5	FAP	3470	2	HIGH	200'	100	12,221	2,444	12,221	3,909	0	389	244	0	
211.9															
212.8	FAP-MUN	3110	2	HIGH	200'	140	5,000	1,000	5,000	1,599	0	159	100	0	
212.8															
218.1	FAP	1950	2	HIGH	200'	100	29,442	5,888	29,442	9,418	0	938	588	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
218.1															
219.1	FAP-MUN	1730	2	HIGH	200'	140	5,555	1,111	5,555	1,777	0	177	111	0	
219.1															
223.5	FAP	1850	2	HIGH	200'	100	24,442	4,888	24,442	7,819	0	779	488	0	
264.8															
265.8	FAP	700	2	INTER	200'	140	5,555	1,111	5,555	1,777	0	177	111	0	
Totals							283311	56,659	1,108,621	90,629	0	9,029	5,659	0	
Combined Totals							339,970		1,199,250			14,688			

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 100%
- B. Obsolete Now 50% 197 40% 1990 10%
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now 10% 1975 40% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 27

Parkway

Scenic Road (check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	15	34	156,750
Picnic Areas	29	24	175,750
Campgrounds	8	11	53,000
Cultural, Educational or Historic Sites	17	3	10,000
Boat Launching Facilities	6	9	14,000
Trails	35	11	40,900
Rest Stops	5	26	56,400
Other Parking Areas Serving _____	0	0	0
Other <u>Develop of Springs</u> (specify)	1	1	5,000

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SR-A

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>13</u>	_____	_____	_____
Service to major population centers	<u>13</u>	_____	_____	_____
Economic feasibility	<u>12</u>	_____	_____	_____
Variety of recreation experience	<u>14</u>	_____	_____	_____
Compatibility with other recreation values	<u>12</u>	_____	_____	_____
Harmony with other highway users	<u>15</u>	_____	_____	_____
Harmony with other land use	_____	<u>9</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	<u>5</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>4</u>	_____

MISSOURI RIVER ROAD

The Missouri River Road proceeds northward along the Missouri and Big Sioux Rivers. Many sites along this route are much the same as they were in 1804 when Lewis and Clark saw them. The route passes along and through scenic bluffs, forests, and lowlands.

In Fremont County the Missouri River Road mounts the ridge of the loess bluffs constituting the watershed divide between the Missouri and Nishnabotna Rivers and proceeds to Waubonsie State Park, Iowa's most scenic part for all year-round recreation. This magnificent land of hills, ravines, woods, flowers and shrubs has been left largely as it was when Indians held their councils. Three bluffs, with naturally open pavillions, command a view of the corners of four states, Iowa, Nebraska, Missouri, and Kansas across a plain where the Missouri River flows like a ribbon of silver. From Waubonsie the route follows down a long ridge to some unusually beautiful springs and by an Indian Campsite. Continuing northward the route follows ridges and valleys, by ponds and Indian Campsites to the early settlement of Thurman. North of Thurman the route would pass scenic vistas, not only of the bottom lands, the river, and the opposite hills but also views to the east, practically across the entire county. The route would also pass Forney's Lake, a large Pitt-Robinson waterfowl area, noted particularly for the Spring goose flight. Continuing north the Missouri River Road passes into Mills County.

In Mills County the route continues on high ground, which lends itself well to the viewing of the surrounding area. The land remains in much the same condition as it was when the Indians roamed it in the past. A mixture of medium-sized trees interspersed with brush describes the cover of the area. They provide a rich green texture for the landscape during the summer months and a golden-yellow color throughout the fall. Indian camps and burial mounds are found in the area along the route. Proceeding, the route goes through the Pony Creek Watershed, a United States Soil Conservation Service project

consisting of thirty dams with lakes ranging up to eighty acres in size. The route follows the ridge line into Pottawattamie County.

In Pottawattamie County the route swings past Lake Manawa, a popular recreational area of western Iowa, into Council Bluffs. In Council Bluffs the route passes through two scenic city parks. Directly north of Council Bluffs the route makes an abrupt climb to a spot providing a panoramic view of the River Valley, Omaha, Carter Lake, and the Omaha Airport. The route then proceeds to the Lewis and Clark Monument which also provides a majestic view of the River Valley. This is the spot near which Lewis and Clark pow-wowed with the Indians on their way to the exploration of the Pacific Northwest. Lewis and Clark named the place Council Bluffs. After leaving the Lewis and Clark Monument the route descends to the river plain providing beautiful views to the east of the rugged hills characteristic of that area, as well as the more distant hills on the Nebraska side of the river. The route again enters into the interior of the hills north of Honey Creek and proceeds on the ridge line again. After a couple of miles the route undulates up and down until it makes an emergence onto another panoramic view of the Missouri River bottom. The Missouri River Road then descends and strikes out across the flood plain to the junction with DeSoto Bend Stub which leads to DeSoto Bend and Wilson Island where picnicing facilities, boating, fishing, and hunting are available. From DeSoto Bend Stub the route proceeds into Harrison County.

The route stays close to the river throughout Harrison County providing the motorist with an opportunity of viewing Iowa agriculture besides giving excellent river and bluff views. Continuing the route proceeds to Lewis and Clark State Park on beautiful Blue Lake in Monona County. Lewis and Clark State Park provides picnicing, camping, and excellent fishing. From here the route goes into Woodbury County.

In Woodbury County the Missouri River Road passes Brown's Lake State Park a popular recreational area and proceeds by the Sioux City

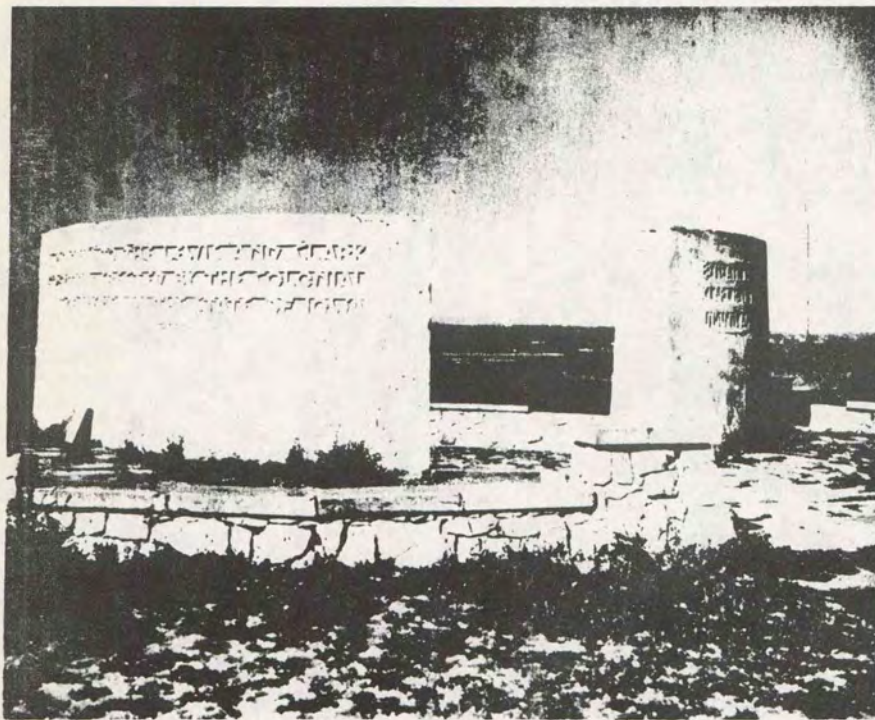
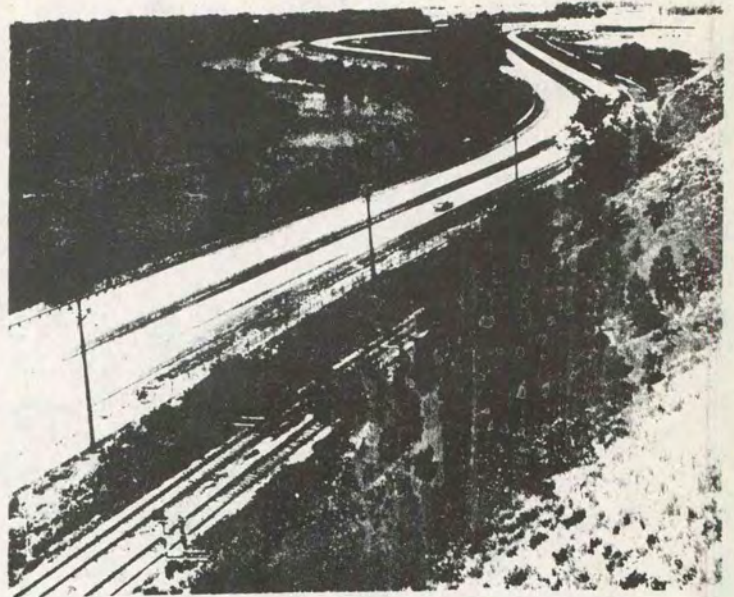
Air Base, which has an interesting Air Museum. The route follows Interstate 29 into Sioux City to the junction of Iowa 12. On the Interstate the route passes the Floyd Monument which is near the site where Sergeant Floyd was buried. Sargeant Floyd's was the only death that occurred during the two years of the Lewis and Clark Expedition. The route also passes beneath the bluff on which Chief War Eagle is buried. There are scenic views of the city and river, especially at night with the lights reflecting off the water. The joining of the Big Sioux & Missouri Rivers along with the steep bluffs also provide interesting sites. There is a noted difference in the color of the two streams as they come together and the current of the Big Sioux can be followed out into the Missouri. From the junction of the Interstate 29 and Iowa 12 the route proceeds by Riverside Park, with its many picnic facilities, along the Big Sioux River to Stone State Park with its superb scenic views. At one point views may be had of three states, Nebraska, Iowa and South Dakota and at Stony Point there is a magnificent view, stretching 15 miles into the distance. More than 70 species of wild flowers have been recorded in Stone Park. Most unusual perhaps is the yucca which grows on the loess hills of the region. From Stone Park, Missouri River Road continues northward along the picturesque Big Sioux River through Plymouth County into Sioux County.

In Sioux County the route proceeds to Oak Grove State Park Stub which goes to Oak Grove State Park which is partly on the bluffs with scenic turn outs and partly on the Big Sioux River. From Oak Grove State Park Stub the route goes through woods and meadows, which have been virtually undisturbed by man, to the Rock Rapids Stub which follows the Scenic Rock River to Rock Rapids. Continuing from the Rock Rapids Stub the route rises from the river area, where deer are not uncommon, on higher to the habitat of Bluebirds (400 pair have been counted) and to the highest hills where the Prairie Wind Flower blooms in the spring and where there are glorious views of the entire Big Sioux River Valley.

The route then proceeds along the river directly opposite Newton Hills State Park in South Dakota and through a portion of the old prairie which is covered with the original buffalo grass to the Lyon County Line.

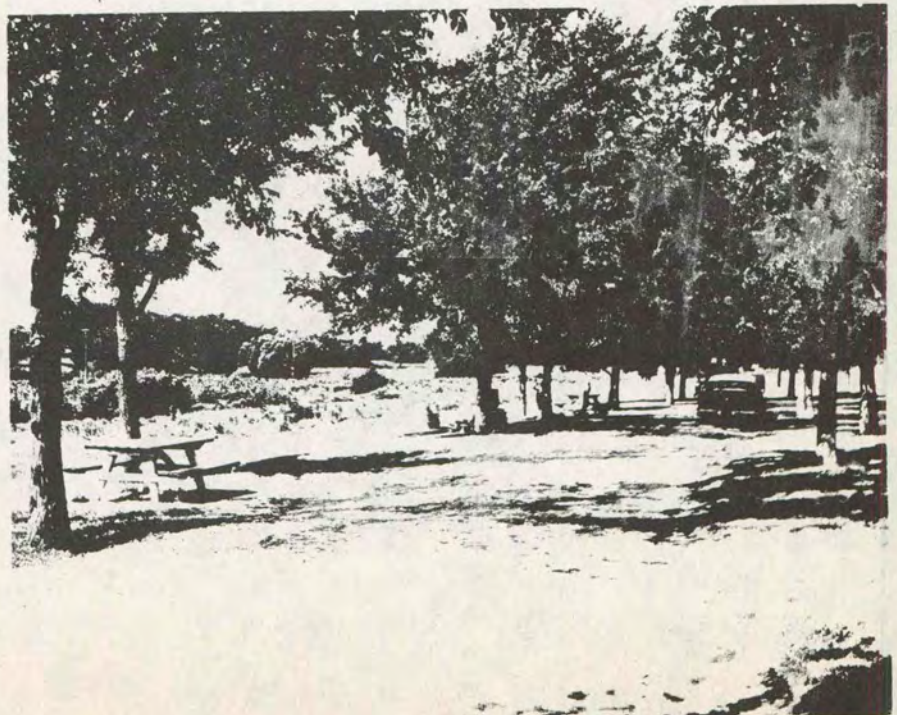
In Lyon County the route continues to County Park "C" with its timbered loess hills, recreational facilities, and old stage route. Missouri River Road then proceeds through the Pioneer Watershed area (currently under development by the State and Federal Governments) to Klondike where an old mill and dam are located. The route then goes through County Park A with its Indian Cemetery to Gitchie Manitou State Park where it terminates. Gitchie Manitou is one of the most unusual areas in Iowa. The oldest known rock which outcrops in Iowa is Sioux quartzite of the Pre-cambrian Age. Erosion exposes this hard pink rock only throughout this corner of Iowa. Geology isn't the only interest Gitchie Manitou holds. Desert plants such as prickly pear cactus, found growing in the rocks, mark the transition from lush prairie land to the semi-arid condition of the western prairie.

Big Sioux River at
Sioux City, just before
joining the Missouri River.



Lewis & Clark Monument
at Council Bluffs.

Roadside Park, western
Iowa.



Form SR-1

State IOWA

Scenic Route Index Number 28

Priority Number 31

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Spring Lake

Parkway
Other Scenic Road

To: Storm Lake

New
Existing

Route No. (s)
or Name(s) Storm Lake Trail

Total length 85
(nearest mile)

County(s) traversed Greene, Carroll, Calhoun, Sac, Buena Vista

Traffic

	1962	1975	1990
Average ADT for entire route	<u>800</u>	<u>1250</u>	<u>1480</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17</u>	%	
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>80</u>	%	

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 28

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system</u> <u>(FAP, FAS)</u> ^{2/}
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 28

Administrative or legal classification (continued)

New Facility

Recommended
Jurisdiction _____

FAP 85.4 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>10</u>	Waterfront	<u>5</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>75</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	<u>10</u>	Rapids or Falls	_____
		Agricultural	<u>50</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>20</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other (specify)	_____	Fauna Sites	<u>X</u>
				Historic Sites	_____
				Other (specify)	_____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 28

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	208	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	950	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	2278	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>4</u>	%
Passenger Vehicles		
Business Purposes	<u>35</u>	%
Social and Recreation Purposes	<u>65</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mileage Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Complementary Facilities Cost	Annual Maint. Cost		
		No. Traffic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land-scapes	Comp. Facilities
0.0												
25.6	FAP	2	INTER	200'	192,000	105,933	2,561,792	284,646	0	30,029	12,800	0
25.6												
37.9	FAP	2	INTER	200'	92,250	50,897	1,230,861	136,764	0	14,428	6,150	0
37.9												
47.5	FAP	2	INTER	200'	76,800	8,861	765,178	57,139	0	9,600	5,712	0
47.5												
74.1	FAP	2	HIGH	200'	212,800	24,552	2,120,180	158,323	0	26,600	15,827	0
74.1												
85.4	FAP	2	HIGH	200'	90,400	10,430	900,678	67,258	0	11,300	6,724	0
Totals					664,250	200,673	7,578,689	704,130	0	91,957	47,213	0
Combined Totals					864,923		8,282,819		139,170			

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-4

State IOWA

Scenic Route Index Number 28

Parkway

Scenic Road

(check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	0	0	0
Picnic Areas	4	0	0
Campgrounds	0	0	0
Cultural, Educational or Historic Sites	0	0	0
Boat Launching Facilities	3	0	0
Trails	2	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORM

Extent to Which Highway Meets Criteria

Check One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	_____	6 _____	_____	_____
Service to major population centers	_____	8 _____	_____	_____
Economic feasibility	11 _____	_____	_____	_____
Variety of recreation experience	_____	7 _____	_____	_____
Compatibility with other recreation values	_____	7 _____	_____	_____
Harmony with other highway users	11 _____	_____	_____	_____
Harmony with other land use	_____	9 _____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	12 _____	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	_____	2 _____
Degree of urgency if corridor is to be protected	_____	_____	0 _____

STORM LAKE TRAIL

This route originates at Spring Lake, a sizeable lake and recreation area in Greene County. Spring Lake offers some fine fishing and its bathing beach is a popular place during Iowa's hot summer days. Spring Lake was formed by removal of a gravel deposit and runoff from the nearby fields. The lake is quite clear. From Spring Lake the Storm Lake Trail proceeds west to the Raccoon River. The route then follows the Raccoon River northwestward passing through wooded hills and ravines and some county parks offering fishing and picnicking.

Proceeding into the area of US 20, the route crosses one of the Western Stage Company's routes. In this area, the stage route was a tricky one. It was a region where, in early days, a wayfarer could easily get lost, and there was apt to be danger from hostile Indians. Anyone reaching this region after dark, was likely to undergo some desolate, if not desperate hours. The route then continues to Storm Lake, where it terminates. Storm Lake is an attractive lake, with picnic areas that afford a restful place for those who come to enjoy the lake. A dredging operation at Storm Lake has made islands and added to the attractiveness of the lake.

Form SR-1

State IOWA

Scenic Route Index Number 29

Priority Number 26

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Great River Road

Parkway
Other Scenic Road

To: Cascade

New
Existing

Route No. (s)
or Name(s) Maquoketa River Drive

Total length 52
(nearest mile)

County(s) traversed Jackson, Jones

Traffic

	1962	1975	1990
Average ADT for entire route	<u>750</u>	<u>1160</u>	<u>1380</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>19 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>85 %</u>		

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 29

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS) ^{2/}</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>0</u>	<u>0</u>	<u>-</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township	<u>0</u>	<u>0</u>	<u>-</u>
Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State Iowa
Scenic Route Index Number 29

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction

FAP 51.5 0 FAP
(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>	<u>Land Types</u>	<u>Special Features</u>
Miles	Miles	Check if applicable
Flat _____	Waterfront <u>20</u>	Lakes or Ponds _____
Rolling or Hilly <u>51.5</u>	Wetlands _____	Reservoirs _____
Mountainous _____	Desert _____	Rivers or Streams <u>X</u>
	Grassland or Range _____	Rapids or Falls _____
	Agricultural _____	Springs <u>X</u>
	Brushland _____	Canyons _____
	Woodland or Forest <u>31.5</u>	Buttes _____
	Tundra or Alpine _____	Shorefronts <u>X</u>
	Unusual _____	Archeology Sites _____
	Topography _____	Fauna Sites _____
	Other _____	Historic Sites <u>X</u>
	(specify) _____	Other Caves _____
		(specify) _____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 29

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{}$	361	Thousands
Population within two hour's driving time	$\frac{3/}{}$	1518	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{}$	3113	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>4</u>	%
Passenger Vehicles		
Business Purposes	<u>20</u>	%
Social and Recreation Purposes	<u>80</u>	%

$\frac{3/}{}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

TOTAL COST OF NEW SCENIC ROUTE

Mile- age Log	Recommended System Classification	1990 AASHO Design			Land Cost		Highway Cost	Landscaping Cost	Comple- mentary Facilities Cost	Annual Maint. Cost		
		No. Traf- fic Lanes	Surface Type	Ruling R/W Width	R/W	Corridor Protection				Highway	Land- scape	Comp. Facilit.
0.0												
41.9	FAP	2	INTER	200'	303,691	41,900	7,267,555	62,850	0	54,596	4,190	0
41.9												
51.5	FAP	2	INTER	200'	69,581	9,600	1,665,120	14,400	0	12,509	960	0
Totals					373,272	51,500	8,932,675	77,250	0	67,105	5,150	0
Combined Totals					424,772		9,009,925			72,255		

If a new highway along this route is now included in a currently authorized program, give complete description, total estimated cost, and proposed method of financing as it has been planned up until now.

Form SR-4

State IOWA

Scenic Route Index Number 29

Parkway

Scenic Road (check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	2	0	0
Picnic Areas	0	0	0
Campgrounds	0	0	0
Cultural, Educational or Historic Sites	0	0	0
Boat Launching Facilities	0	0	0
Trails	0	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

Excellent Good Fair Does Not Apply

Scenic quality of the corridor	<u>12</u>	_____	_____	_____
Service to major population centers	<u>10</u>	_____	_____	_____
Economic feasibility	_____	<u>8</u>	_____	_____
Variety of recreation experience	_____	<u>8</u>	_____	_____
Compatibility with other recreation values	<u>10</u>	_____	_____	_____
Harmony with other highway users	<u>11</u>	_____	_____	_____
Harmony with other land use	<u>12</u>	_____	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>10</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	_____	<u>3</u>	_____
Degree of urgency if corridor is to be protected	_____	_____	<u>1</u>

MAQUOKETA RIVER DRIVE (NORTH FORK)

The North Fork of the Maquoketa River rises in a rugged section of northwest Dubuque County near Holy Cross. Flowing southwesterly, it threads its way through wooded, rustic hills to the towns of Dyersville and Cascade to just east of Maquoketa on Iowa 62 where it merges with the main stream.

The region of the Maquoketa River Valley lies almost entirely within the original Black Hawk purchase and its history is as stirring as the beautifully scenic bluffs, woodlands, and hills.

Early inhabitants of the area were as able at leadership as they were at developing the fertile lands around their valley. First Governor of the newly accepted State of Iowa in 1846 was Ansel Briggs. The cemetery at Andrew, Iowa, Briggs home, contains a monument honoring the first chief executive of Iowa.

The rugged topography of the region did not deter agricultural achievement. Grain crops are still an important source of income for farmers. In more recent years, industrial development has grown.

Commercial river travel on the Maquoketa added many interesting incidents to the already colorful history of the valley, but after several years including one period of boat manufacturing, the attempts to navigate the stream diminished.

The many picturesque attractions of the Maquoketa River Drive, from the rich farmlands to the rugged scenic hills and recreation spots, are beckoning to motorists to enjoy one of our nation's few remaining natural beauty spots.

Form SR-1

State IOWA

Scenic Route Index Number 30

Priority Number 11

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Illinois

Parkway
Other Scenic Road

To: Bellevue (via Ames)

New
Existing

Route No. (s)
or Name(s) Southern Hiawatha
Pioneer Trail

Total length 559
(nearest mile)

County(s) traversed Lee, Van Buren, Henry, Jefferson, Monroe,
Wapello, Marion, Jasper, Polk, Story, Marshall, Tama, Poweshiek,
Iowa, Benton, Linn, Johnson, Jones, Cedar, Scott, Jackson

Traffic

	1962	1975	1990
Average ADT for entire route	<u>4310</u>	<u>6530</u>	<u>9100</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17</u> %		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>48</u> %		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 30

Administrative or legal classification ^{1/}

	<u>Rural (miles)</u>	<u>Municipal Extensions (miles)</u>	<u>If also Federal aid, identify system, (FAP, FAS) ^{2/}</u>
Under State Control			
Interstate	<u>98.5</u>	<u>0</u>	<u>FAI</u>
State Primary System	<u>396.6</u>	<u>64.0</u>	<u>FAP</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>
Toll Facility			
Jurisdiction _____ _____ (specify)	<u>0</u>	<u>0</u>	<u>-</u>

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 30

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles		Check if applicable
Flat	<u>100</u>	Waterfront	<u>100</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>459</u>	Wetlands	_____	Reservoirs	<u>X</u>
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>350</u>	Springs	_____
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>109</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	<u>X</u>
		Other	_____	Fauna Sites	_____
			(specify)	Historic Sites	<u>X</u>
				Other	_____
				(specify)	_____

Remarks: _____

Form SR-1 (continued)

State IOWA
Scenic Route Index Number 30

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	2066	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	3779	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	6066	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>12</u>	%
Passenger Vehicles		
Business Purposes	<u>60</u>	%
Social and Recreation Purposes	<u>40</u>	%

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap.	Comple Facilities	
0.0	FAP														
2.4	MUN	15750	2	HIGH	200	80	17395	8,045	500,000	12,202	0	NEG	1,200	0	
2.4															
20.7	FAP	5560	2	HIGH	200	80	132638	61,342	1335,300	93,037	0	NEG	9,150	0	
20.7	FAP														
21.2	MUN	3860	2	HIGH	200	80	3624	1,676	NEG	750	0	NEG	250	0	
21.2															
29.8	FAP	2280	2	HIGH	200	80	62333	28,827	NEG	12,900	0	NEG	4,300	0	
29.8															
30.8	FAP	2040	2	HIGH	200	80	7248	3,352	NEG	1,500	0	NEG	500	0	
30.8	FAP														
31.9	Mun	4930	2	HIGH	200	80	7973	3,687	NEG	1,650	0	NEG	550	0	
31.9															
48.0	FAP	2470	2	HIGH	200	80	116693	53,967	132,900	81,852	0	NEG	8,050	0	
48.0	FAP														
49.6	MUN	5430	2	HIGH	200	80	11597	5,363	NEG	2,400	0	NEG	800	0	
49.6															
66.0	FAP	1950	2	HIGH	200	80	118867	54,973	888,000	83,378	0	NEG	8,200	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 1990

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

2.

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap.	Comple Facilities	
66.0															
73.3	FAP	980	2	INTER	200	80	52910	24,470	1,135,300	37,113	0	NEG	3,650	0	
73.3	FAP-														
73.9	MUN	2020	2	HIGH	200	80	4349	2,011	82,800	3,050	0	NEG	300	0	
73.9															
77.9	FAP	3460	2	HIGH	200	80	28992	13,408	565,100	20,336	0	NEG	2,000	0	
77.9															
87.8	FAP	3860	2	HIGH	200	80	71755	33,185	274,500	50,332	0	NEG	4,950	0	
87.8	FAP-														
89.0	MUN	9090	2	HIGH	200	80	8698	4,022	NEG	1,800	0	NEG	600	0	
89.0															
97.3	FAP	7540	2	HIGH	200	80	60158	27,822	NEG	12,450	0	NEG	4,150	0	
97.3															
109.3	FAP	5850	2	HIGH	200	80	86976	40,224	NEG	18,000	0	NEG	6,000	0	
109.3	FAP-														
111.1	MUN	13160	2	HIGH	200	80	13046	6,034	NEG	2,700	0	NEG	900	0	
111.1															
121.2	FAP	7580	2	HIGH	200	80	73205	33855	NEG	15,150	0	NEG	5,050	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

A. Amenable to Eventual Development as Scenic Route _____

B. Obsolete Now _____ 1975 _____ 1990

C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

3

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
121.2	FAP-														
121.7	Mun	7640	2	HIGH	200	80	3624	1,676	NEG	750	0	NEG	250	0	
121.7															
122.0	FAP	6270	2	HIGH	200	80	2174	1,006	NEG	450	0	NEG	150	0	
122.0															
128.3	FAP	710	2	INTER	200	80	45662	21,118	NEG	9,450	0	NEG	3,150	0	
128.3	FAP-														
129.1	Mun	11150	2	HIGH	200	80	5798	2,682	NEG	1,200	0	NEG	400	0	
129.1															
132.4	FAP	10820	2	HIGH	200	80	23918	11,062	NEG	4,950	0	NEG	1,650	0	
132.4	FAP-														
137.3	MUN	17760	2	HIGH	200	80	35515	16,425	NEG	7,350	0	NEG	2,450	0	
137.3															
147.1	FAP	4400	2	HIGH	200	80	71030	32,850	NEG	14,700	0	NEG	4,900	0	
147.1															
156.0	FAP	3740	2	HIGH	200	80	64507	29,833	NEG	13,350	0	NEG	4,450	0	
156.0	FAP-														
158.9	MUN	6550	2	HIGH	200	80	21019	9,721	NEG	4,350	0	NEG	1,450	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1975 1990 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

4

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp	Comple Facilities	
158.9															
<u>166.6</u>	FAP	3480	2	HIGH	200	80	55810	25,810	NEG	11,550	0	NEG	3,850	0	
166.6	FAP-														
<u>167.7</u>	MUN	4010	2	HIGH	200	80	7973	3,687	NEG	1,650	0	NEG	550	0	
167.7															
<u>169.0</u>	FAP	3040	2	HIGH	200	80	9422	4,358	NEG	1,950	0	NEG	650	0	
169.0															
<u>169.3</u>	FAP	3240	2	HIGH	200	80	2174	1,006	NEG	450	0	NEG	150	0	
169.3	FAP-														
<u>169.4</u>	MUN	3240	2	HIGH	200	80	725	335	NEG	150	0	NEG	50	0	
169.4															
<u>184.2</u>	FAP	3200	2	HIGH	200	80	107270	49,610	NEG	22,200	0	NEG	7,400	0	
184.2	FAP-														
<u>186.4</u>	MUN	11720	2	HIGH	200	80	15946	7,374	NEG	3,300	0	NEG	1,100	0	
186.4															
<u>199.0</u>	FAP	2820	2	HIGH	200	80	91325	42,235	NEG	18,900	0	NEG	6,300	0	
199.0															
<u>199.5</u>	FAP	2560	2	HIGH	200	80	3624	1,676	NEG	750	0	NEG	250	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASCO Geometric Design Now 1975 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

5

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap	Comple Facilities	
199.5	FAP-														
200.6	MUN	5870	2	HIGH	200	80	7973	3,687	NEG	1,650	0	NEG	550	0	
200.6															
208.8	FAP	5350	2	HIGH	200	80	59434	27,486	NEG	12,300	0	NEG	4,100	0	
208.8	FAP-														
209.5	MUN	6260	2	HIGH	200	80	5074	2,346	NEG	1,050	0	NEG	350	0	
209.5															
214.0	FAP	4620	2	HIGH	200	80	32616	15,084	NEG	6,750	0	NEG	2,250	0	
214.0															
224.4	FAP	5080	2	HIGH	200	80	57772	11,554	NEG	15,600	0	NEG	5,200	0	
224.4	FAP-														
230.6	MUN	28230	2	HIGH	200	80	34441	6,888	NEG	9,300	0	NEG	3,100	0	
230.6															
236.4	FAP	4970	2	HIGH	200	80	32219	6,444	NEG	8,700	0	NEG	2,900	0	
236.4	FAP-														
237.4	MUN	4860	2	HIGH	200	80	5555	1,111	NEG	1,500	0	NEG	500	0	
237.4															
246.2	FAP	3260	2	HIGH	200	80	48884	9,777	NEG	13,200	0	NEG	4,400	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route
- B. Obsolete Now 1975 1990
- C. Sufficiently Well Sited in Location that Landscaping and Complimentary Facilities Could Proceed Without Waiting for Eventual Development as Scenic Route 1975 1990

State IOWA

Parkway
Scenic Road

6

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities	
246.2															
248.1	FAP	2980	2	HIGH	200	80	10555	2,111	NEG	2,850	0	NEG	950	0	
248.1	FAP-														
248.8	MUN	3610	2	HIGH	200	80	3889	778	NEG	1,050	0	NEG	350	0	
248.8															
255.9	FAP	3240	2	HIGH	200	80	39441	7,888	NEG	10,650	0	NEG	3,550	0	
255.9	FAP-														
257.9	MUN	5560	2	HIGH	200	80	11110	2,222	NEG	3,000	0	NEG	1,000	0	
257.9															
265.0	FAP	11040	2	HIGH	200	80	39441	7,888	NEG	10,650	0	NEG	3,550	0	
265.0	FAP-														
266.4	MUN	16820	2	HIGH	200	80	7777	1,555	NEG	2,100	0	NEG	700	0	
266.4															
276.9	FAP	8590	2	HIGH	200	80	58328	11,666	NEG	15,750	0	NEG	5,250	0	
276.9															
280.3	FAP	7540	2	HIGH	200	80	24643	11,397	NEG	5,100	0	NEG	1,700	0	
280.3	FAP-														
281.4	MUN	8210	2	HIGH	200	80	7973	3,687	NEG	1,650	0	NEG	550	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

7

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
281.4															
300.7	FAP	10640	2	HIGH	200	80	139886	64,694	2,607,072	98,121	0	NEG	9,650	0	
300.7	FAP-														
301.7	MUN	11370	2	HIGH	200	80	7248	3,352	217,256	5,084	0	NEG	500	0	
301.7															
310.8	FAP	9530	2	HIGH	200	80	65957	30,503	1,977,030	46,264	0	NEG	4,550	0	
310.8	FAP-														
313.3	MUN	10930	2	HIGH	200	80	18120	8,380	543,140	12,710	0	NEG	1,250	0	
313.3															
327.0	FAP	8000	2	HIGH	200	80	99298	45,922	2,976,407	69,651	0	NEG	6,850	0	
327.0															
350.9	FAP	10510	2	HIGH	200	80	173227	80,113	5,192,418	121,508	0	NEG	11,950	0	
350.9															
356.2	FAP	13410	2	HIGH	200	80	38414	17,766	1,151,457	26,945	0	NEG	2,650	0	
356.2	FAP-														
368.4	MUN	30990	2	HIGH	200	80	88426	40,894	NEG	18,300	0	NEG	6,100	0	
368.4															
373.6	FAP	7600	2	HIGH	200	80	37690	17,430	NEG	7,800	0	NEG	2,600	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 197 _____ 1990 _____

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

8

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
373.6	FAP-														
373.8	MUN	7120	2	HIGH	200	80	1450	670	NEG	300	0	NEG	100	0	
373.8															
374.0	FAP	7600	2	HIGH	200	80	1450	670	NEG	300	0	NEG	100	0	
374.0	FAP-														
374.4	MUN	7050	2	HIGH	200	80	2899	1,341	NEG	600	0	NEG	200	0	
374.4															
378.3	FAP	6040	2	HIGH	200	80	28267	13,073	NEG	5,850	0	NEG	1,950	0	
378.3															
383.2	FAP	7080	2	HIGH	200	80	35515	16,425	NEG	7,350	0	NEG	2,450	0	
383.2	FAP-														
384.9	MUN	9570	2	HIGH	200	80	12322	5,698	NEG	2,550	0	NEG	850	0	
384.9															
397.5	FAP	3000	2	HIGH	200	80	91325	42,235	2,457,000	64,058	0	NEG	6,300	0	
397.5	FAP-														
398.6	MUN	4250	2	HIGH	200	80	7973	3,687	214,500	5,592	0	NEG	550	0	
398.6															
404.3	FAP	1990	2	HIGH	200	80	41314	19,106	1,111,500	28,979	0	NEG	2,850	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

9

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscap	Comple Facilities	
404.3															
404.8	FAP	2170	2	HIGH	200	80	3624	1,676	97,500	2,542	0	NEG	250	0	
404.8	FAP-														
405.6	MUN	3150	2	HIGH	200	80	5798	2,682	156,000	4,067	0	NEG	400	0	
405.6															
407.1	FAP	3050	2	HIGH	200	80	10872	5,028	292,500	7,626	0	NEG	750	0	
407.1	FAP-														
407.9	MUN	3370	2	HIGH	200	80	5798	2,682	156,000	4,067	0	NEG	400	0	
407.9															
416.2	FAP	3880	2	HIGH	200	80	60158	27,822	1,618,500	42,197	0	NEG	4,150	0	
416.2	FAP-														
418.4	MUN	3980	2	HIGH	200	80	15946	7,374	NEG	3,300	0	NEG	1,100	0	
418.4															
424.7	FAP	2230	2	HIGH	200	80	45662	21,118	NEG	9,450	0	NEG	3,150	0	
424.7	FAP-														
425.2	MUN	2410	2	HIGH	200	80	3624	1,676	NEG	750	0	NEG	250	0	
425.2															
437.0	FAP	1160	2	INTER	200	80	85526	39,554	NEG	17,700	0	NEG	5,900	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 1975 1990

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

10

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
437.0	FAP														
437.9	MUN	2410	2	HIGH	200	30	6523	3,017	NEG	1,350	0	NEG	450	0	
	DAVENPORT SPUR														
0.0	FAP-														
2.8	MUN	7880	2	HIGH	200	80	20294	9,386	336,000	14,235	0	NEG	1,400	0	
2.8															
9.1	FAP	2480	2	HIGH	200	80	45662	21,118	756,000	32,029	0	NEG	3,150	0	
9.1															
21.5	FAP	3570	2	HIGH	200	80	89875	41,565	960,000	63,042	0	NEG	6,200	0	
21.5	FAP-														
22.5	MUN	3880	2	HIGH	200	80	7248	3,352	NEG	1,500	0	NEG	500	0	
22.5															
22.7	FAP	2540	2	HIGH	200	80	1450	670	NEG	300	0	NEG	100	0	
22.7															
35.7	INTER	18210	4	HIGH	315	0	0	0	NEG	0	0	NEG	0	0	
35.7															
60.1	INTER	17860	4	HIGH	315	0	0	0	NEG	0	0	NEG	0	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990

State

IOWA

Parkway

Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

11

Mile- Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp	Comple Facilities	
60.1															
84.8	INTER	19540	4	HIGH	315	0	0	0	NEG	0	0	0	NEG	0	0
84.8															
109.3	INTER	23340	4	HIGH	280	0	0	0	NEG	0	0	0	NEG	0	0
109.3															
121.2	INTER	24720	4	HIGH	314	0	0	0	NEG	0	0	0	NEG	0	0
Totals						3	231939	1402975	27,734,180	1,417,017	0	0	230,300	0	
Combined Totals							4,634,914		29,151,197				230,300		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 65%
- B. Obsolete Now 60% 1975 40% 1990 0
- C. Sufficiently Well Fitted in Location that Landscaping and Complementary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 15% 1975 40% 1990 45%

Form SR-4

State IOWA

Scenic Route Index Number 30

Parkway

Scenic Road (check one)

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	1	0	0
Picnic Areas	8	0	0
Campgrounds	3	0	0
Cultural, Educational or Historic Sites	17	0	0
Boat Launching Facilities	1	0	0
Trails	14	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>10</u>	_____	_____	_____
Service to major population centers	<u>14</u>	_____	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	<u>13</u>	_____	_____	_____
Compatibility with other recreation values	<u>12</u>	_____	_____	_____
Harmony with other highway users	_____	_____	<u>4</u>	_____
Harmony with other land use	_____	<u>7</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____
	Above Average	Average	Below Average	
Popular demand for development of the scenic road	<u>6</u>	_____	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>4</u>	_____	_____

THE SOUTHERN HIAWATHA PIONEER TRAIL

The Southern Route of the Hiawatha Pioneer Trail begins at Keokuk and proceeds northwest to the historic town of Bentonsport.

A hundred years and more ago, Bentonsport was a thriving town of 2,500 person, a main port for river steamers plying the busy Des Moines River.

Today Bentonsport is a living replica of its pioneering past, but the once thriving port of call is now a ghost town offering "spooky adventure" for those wishing to inspect her buildings.

Continuing north to Mt. Pleasant, Harlan House has been preserved as the home of the Civil War Iowa Senator whose daughter married Robert Todd Lincoln. Near Ottumwa is the grave of Chief Wapello. The historical area was the site of an Indian agency from 1839 to 1892.

Marion County offers a variety of historic and modern sights. Covered bridges, relics of the past, can be viewed in the Knoxville area. The Red Rock Dam, seven miles northeast of Knoxville on the Des Moines River, is a Federal flood control project. An overlook area has been provided from which to view the construction of the dam. A 5,000 acre wildlife and waterfowl preserve will be created. Lake Red Rock will soon become one of Iowa's top recreational areas.

Des Moines is the state capitol of Iowa and the site of the world renowned State Fair of motion picture fame. Sights in the area include the capitol building, historical building and museum, art center, Salisbury House, and Drake University.

Proceeding north to Ames on Interstate 35, a tourist on the southern Hiawatha Pioneer Trail may wish to visit Iowa State University, the Atomic Energy Commission Laboratory, the Iowa Highway Commission central offices, or the U.S. Animal Disease Laboratory.

From Ames, the southern route takes you east on US 30 to the Tama Indian Reservation where annually a colorful Pow-Wow attracts many Iowa and upper midwest travelers for a display of Indian costumes and dancing. The motorist is guided through the reservation by following trails marked with arrowheads.

Traveling east on US 30 the next stop is Cedar Rapids, a thriving industrial community of over 92,000 people. A few miles southeast

is Palisades-Kepler State park with cabins, camping, boating, fishing and a lodge.

Wasipinicon State Park near Anamosa features rocky cliffs, meadow, streams, caves, ledges and dens. Camping, fishing and golf course are available.

The town of Maquoketa was founded in 1838. Its name was taken from the Maquoketa River which flows north of town and means "Bear River" after the great bear population that once inhabited timbered valleys.

Some points of interest in the Maquoketa area include the Maquoketa Caves State Park, Joinerville Park and several trout streams in the area that are stocked regularly by the Conservation Commission.

Going further east through the scenic, wooded hills of eastern Jackson County, the motorist will want to enjoy the excellent view of the mighty Mississippi River at Bellevue. The State Park located just south of town provides camping, picnicking, hiking, historic interest, and a nine hole golf course. At Bellevue the Southern Route terminates at the Great River Road.

The Davenport Spur of the Southern Hiawatha Pioneer Trail extends from Davenport to Tama. Originating at Davenport the motorist is directed west on Interstate highway 80 to West Branch.

This is the birthplace of Herbert Clark Hoover, 31st President of the United States and the first President born west of the Mississippi River. The original Hoover home, a memorial library, one of only four in the nation, and the grave of President Hoover are all located here in a beautifully developed 26 acre park. A replica of the family blacksmith shop has also been restored.

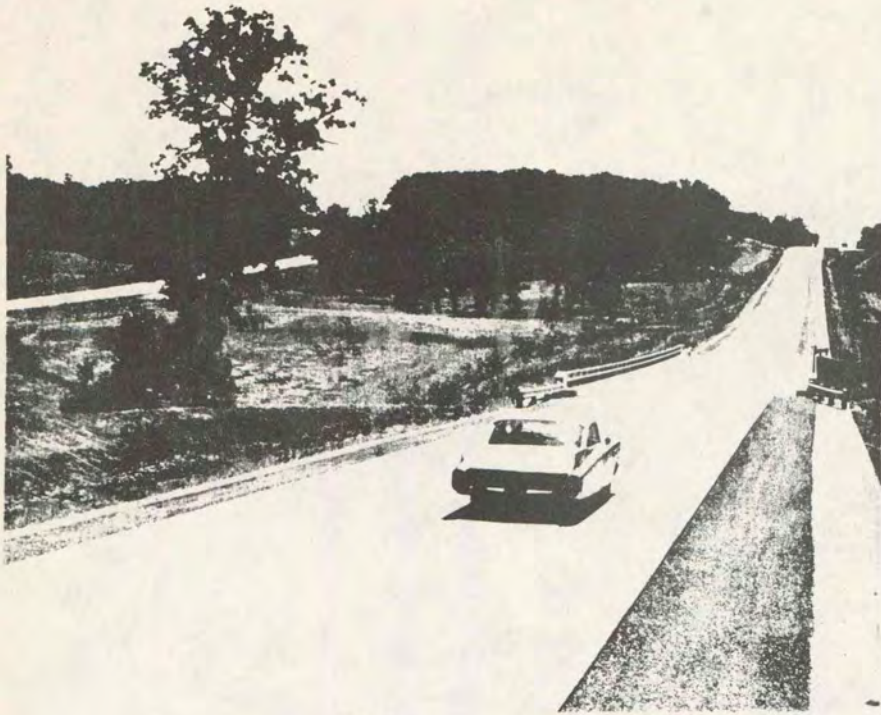
Just eight miles west of the Hoover park is Iowa City. The Old Capitol Building on the campus of the University of Iowa is the state's most historic building. It stands as a testimony to the pioneers of the prairie who with foresight and ingenuity simultaneously founded a frontier state and a state university. The building is located high on a bluff of the Iowa River overlooking the campus of the University. It is open daily to visitors.

A companion attraction to the Old Capitol Building is Plum Grove the restored home of Robert Lucas, territorial governor of Iowa.

A plaque just west of Iowa City at Coralville marks the starting point of the famous Mormon handcart expedition of 1856.

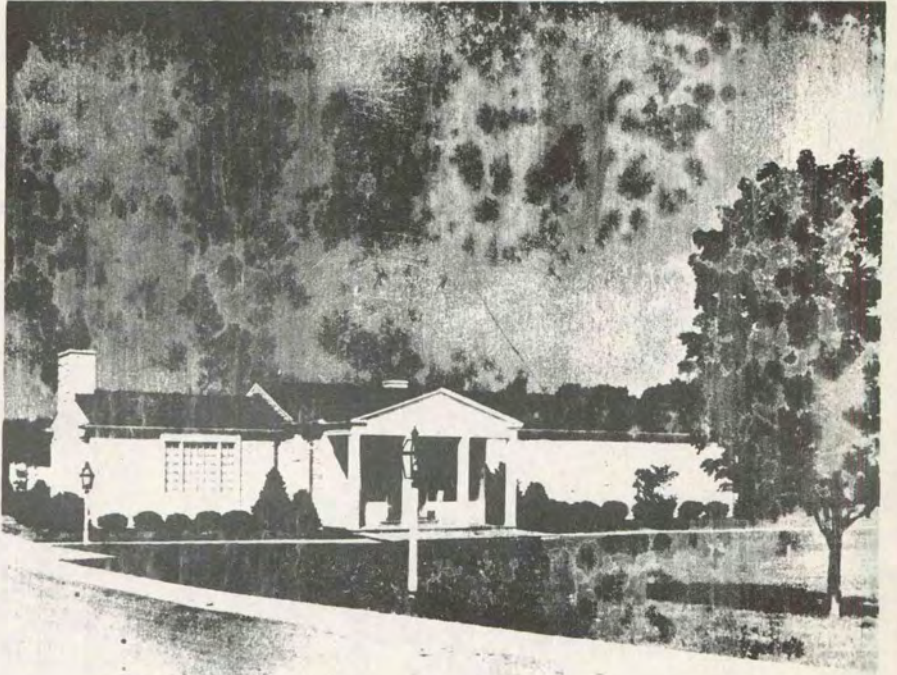
While touring the historical site of Iowa City, the motorist may enjoy visiting recreational spots as well. Popular with outdoor enthusiasts are the 17-mile-long Coralville Reservoir immediately north of Iowa City, and adjoining Lake Macbride State Park.

Twenty miles west of Iowa City are the famed Amana Colonies. These seven villages have maintained the customs of their German heritage. Thousands of visitors each year have been served the delicious food which has marked hospitality of these people for generations. Other attractions of the colonies include furniture factories, woolen mills and a winery. This stub route then connects with the Southern Hiawatha Pioneer Trail at Tama.



Part of route location on
Interstate 80 East of
West Branch.

Herbert Hoover Memorial



Plum Grove School Iowa City

Form SR-1

State IOWA

Scenic Route Index Number 31

Priority Number 8

Route Suggested for Scenic Highway and Parkway Consideration

Identification

Type

From: Dubuque

Parkway

Other Scenic Road

To: Minnesota State Line (via
Clear Lake & Great Lakes)

New

Existing

Route No. (s)

or Name(s) The Northern Hiawatha
Pioneer Trail

Total length 470
(nearest mile)

County(s) traversed Dubuque, Delaware, Clayton, Allamakee, Winneshiek,
Chickasaw, Floyd, Cerro Gordo, Hancock, Wright, Hamilton, Webster,
Calhoun, Pocahontas, Humboldt, Kossuth, Palo Alto, Clay, Dickinson

Traffic

	1962	1975	1990
Average ADT for entire route	<u>2640</u>	<u>3660</u>	<u>4840</u>
Proportion of average week's traffic carried on Sundays (1962)	<u>17 %</u>		
Proportion of peak season traffic (9 to 12 best weeks) estimated to be recreational (1962)	<u>48 %</u>		

Form SR-1 (continued)

State IOWA
 Scenic Route Index Number 31

Administrative or legal classification ^{1/}

	<u>Rural</u> <u>(miles)</u>	<u>Municipal</u> <u>Extensions</u> <u>(miles)</u>	<u>If also Federal aid,</u> <u>identify system,</u> <u>(FAP, FAS) ^{2/}</u>
Under State Control			
Interstate	<u>0</u>	<u>0</u>	<u>-</u>
State Primary System	<u>414.2</u>	<u>56.1</u>	<u>FAP</u>
State Secondary Road	<u>0</u>	<u>0</u>	<u>-</u>
County	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Local Control			
County Road	<u>0</u>	<u>0</u>	<u>-</u>
Town and Township			
Road	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Under Federal Control			
National Forest	<u>0</u>	<u>0</u>	<u>-</u>
Other _____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			
Toll Facility			
Jurisdiction _____			
_____	<u>0</u>	<u>0</u>	<u>-</u>
(specify)			

^{1/} System classification is the same as in Table M-1, Highway Statistics, 1962, U. S. Department of Commerce, BPR, except for toll roads.

^{2/} If both FAP and FAS, show mileage in each.

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 31

Administrative or legal classification (continued)

New Facility

Recommended

Jurisdiction _____

(specify)

Remarks: (Explain any overlapping jurisdiction) _____

Predominate Characteristics

<u>Terrain</u>		<u>Land Types</u>		<u>Special Features</u>	
	Miles		Miles	Check if applicable	
Flat	<u>150</u>	Waterfront	<u>50</u>	Lakes or Ponds	<u>X</u>
Rolling or Hilly	<u>320</u>	Wetlands	_____	Reservoirs	_____
Mountainous	_____	Desert	_____	Rivers or Streams	<u>X</u>
		Grassland or Range	_____	Rapids or Falls	_____
		Agricultural	<u>200</u>	Springs	<u>X</u>
		Brushland	_____	Canyons	_____
		Woodland or Forest	<u>220</u>	Buttes	_____
		Tundra or Alpine	_____	Shorefronts	<u>X</u>
		Unusual Topography	_____	Archeology Sites	_____
		Other	_____	Fauna Sites	_____
		(specify)	_____	Historic Sites	<u>X</u>
			_____	Other Caves	<u>X</u>
			_____	(specify)	_____
			_____		_____

Remarks: _____

Form SR-1 (continued)

State IOWA

Scenic Route Index Number 31

Proximity of Highway to People (Use 1960 Population)

Population within one hour's driving time	$\frac{3/}{-}$	969	Thousands
Population within two hour's driving time	$\frac{3/}{-}$	2958	Thousands
		(cumulative)	
Population within three hour's driving time	$\frac{3/}{-}$	5510	Thousands
		(cumulative)	

Road Use Characteristics (1962)

Commercial Vehicles	<u>8 %</u>
Passenger Vehicles	
Business Purposes	<u>60 %</u>
Social and Recreation Purposes	<u>40 %</u>

$\frac{3/}{-}$ Estimated average travel time in the 9 to 12 week season of greatest use.

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mileage Log	Existing System Classification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Ruling R/W		R/W	Corridor Protection	Highway Cost	Landscaping Cost	Complementary Facilities Cost	Hiway	Landscap	Comple Facilities	
0.0	FAP-														
0.2	MUN	5120	2	HIGH	200	80	3077	1,119	15,600	1,678	0	NEG	100	0	
0.2															
3.1	FAP	4600	2	HIGH	200	80	44617	16,223	226,200	24,337	0	NEG	1,450	0	
3.1	FAP-														
3.5	MUN	4640	2	HIGH	200	80	6154	2,238	31,200	3,357	0	NEG	200	0	
3.5															
20.2	FAP	3770	2	HIGH	200	80	256930	93,420	1,302,600	140,146	0	NEG	8,350	0	
20.2	FAP-														
20.7	MUN	2560	2	HIGH	200	80	7693	2,797	39,000	4,196	0	NEG	250	0	
20.7															
23.5	FAP	1770	2	HIGH	200	80	43078	15,663	218,400	23,498	0	NEG	1,400	0	
23.5															
39.5	FAP	1900	2	HIGH	200	80	246160	89,504	567,000	134,272	0	NEG	8,000	0	
39.5	FAP-														
40.4	MUN	4660	2	HIGH	200	80	13847	5,035	56,700	7,553	0	NEG	450	0	
40.4															
43.3	FAP	3850	2	HIGH	200	80	44617	16,223	182,700	24,337	0	NEG	1,450	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs				Differential Maint Costs				
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp	Comple Facilities			
43.3																	
48.3	FAP	3960	2	HIGH	200	80	76925	27,970	NEG	7,500	0	NEG	2,500	0			
48.3	FAP-																
49.8	MUN	6990	2	HIGH	200	80	23078	8,391	NEG	2,250	0	NEG	750	0			
49.8																	
63.8	FAP	2370	2	HIGH	200	80	215390	78,316	2,492,000	117,488	0	NEG	7,000	0			
63.8	FAP																
65.0	MUN	7010	2	HIGH	200	80	18462	6,713	213,600	10,070	0	NEG	600	0			
65.0																	
82.3	FAP	3260	2	HIGH	200	80	266161	96,776	2,990,342	145,182	0	NEG	8,650	0			
82.3	FAP-																
83.6	MUN	5800	2	HIGH	200	80	20000	7,272	203,835	10,910	0	NEG	650	0			
83.6																	
86.0	FAP	4600	2	HIGH	200	80	36924	13,426	376,310	20,141	0	NEG	1,200	0			
86.0	FAP-																
87.3	MUN	5390	2	HIGH	200	80	20000	7,272	203,835	10,910	0	NEG	650	0			
87.3																	
92.8	FAP	4120	2	HIGH	200	80	84618	30,767	862,378	46,156	0	NEG	2,750	0			
Totals																	
Combined Totals																	

Percentage of Total Length of Suggested Route:

- A. Amenable to eventual development as Scenic Route _____
- B. Obsolete Now 197 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities could Proceed Without
 Waiting for Upgrading Highway to 1990 AASAO Geometric Design Now _____ 1975 _____ 1990

State

IOWA

Parkway

Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap.	Comple Facilities	
92.8	FAP														
93.5	MUN	6310	2	HIGH	200	80	10770	3,916	NEG	1,050	0	NEG	350	0	
93.5															
110.8	FAP	1450	2	INTER	200	80	266161	96,776	1,643,500	145,182	0	NEG	8,650	0	
110.8	FAP-														
111.9	MUN	10500	2	HIGH	200	80	16924	6,153	NEG	1,650	0	NEG	550	0	
111.9															
119.6	FAP	2540	2	HIGH	200	80	118465	43,074	960,000	64,618	0	NEG	3,850	0	
119.6															
129.8	FAP	2080	2	HIGH	200	80	156927	57,059	1,325,653	85,598	0	NEG	5,100	0	
129.8	FAP														
132.0	MUN	9810	2	HIGH	200	80	33847	12,307	194,947	18,462	0	NEG	1,100	0	
132.0															
141.2	FAP	4470	2	HIGH	200	80	141542	51,465	NEG	13,800	0	NEG	4,600	0	
141.2	FAP-														
142.5	MUN	3880	2	HIGH	200	80	20000	7,272	NEG	1,950	0	NEG	650	0	
142.5															
146.4	FAP	2120	2	HIGH	200	80	60002	21,817	NEG	5,850	0	NEG	1,950	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
146.4	FAP-														
146.8	MUN	3220	2	HIGH	200	80	6154	2,238	NEG	600	0	NEG	200	0	
146.8															
152.0	FAP	1910	2	HIGH	200	80	80002	29,089	NEG	7,800	0	NEG	2,600	0	
152.0	FAP-														
155.0	MUN	1900	2	HIGH	200	80	46155	16,782	NEG	4,500	0	NEG	1,500	0	
155.0															
155.5	FAP	2040	2	HIGH	200	80	7693	2,797	NEG	750	0	NEG	250	0	
155.5															
158.9	FAP	1950	2	HIGH	200	80	52309	19,020	NEG	5,100	0	NEG	1,700	0	
158.9	FAP-														
159.5	MUN	3500	2	HIGH	200	80	9231	3,356	NEG	900	0	NEG	300	0	
159.5															
167.1	FAP	3050	2	HIGH	200	80	116926	42,514	NEG	11,400	0	NEG	3,800	0	
167.1	FAP-														
168.9	MUN	3130	2	HIGH	200	80	27693	10,069	NEG	2,700	0	NEG	900	0	
168.9															
178.4	FAP	3640	2	HIGH	200	80	146158	53,143	582,000	79,724	0	NEG	4,750	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs		
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap	Comple Facilities
178.4 178.7	FAP- MUN	3570	2	HIGH	200	80	4616	1,678	20,400	2,518	0	NEG	150	0
178.7														
180.8	FAP	3480	2	HIGH	200	80	32309	11,747	377,000	17,623	0	NEG	1,050	0
180.8														
185.8	FAP	4380	2	HIGH	200	80	76925	27,970	NEG	7,500	0	NEG	2,500	0
185.8	FAP-													
188.1	MUN	11130	2	HIGH	200	80	35386	12,866	NEG	3,450	0	NEG	1,150	0
188.1														
192.7	FAP	6880	2	HIGH	200	80	70771	25,732	NEG	6,900	0	NEG	2,300	0
192.7	FAP-													
193.0	MUN	4690	2	HIGH	200	80	4616	1,678	NEG	450	0	NEG	150	0
193.0														
200.5	FAP	5450	2	HIGH	200	80	115388	41,955	NEG	11,250	0	NEG	3,750	0
200.5	FAP-													
201.2	MUN	5130	2	HIGH	200	80	10770	3,916	NEG	1,050	0	NEG	350	0
201.2														
205.8	FAP	5940	2	HIGH	200	80	70771	25,732	NEG	6,900	0	NEG	2,300	0
Totals														
Combined Totals														

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap	Comple Facilities	
205.8	FAP-														
207.4	MUN	8210	2	HIGH	200	80	24616	8,950	NEG	2,400	0	NEG	800	0	
207.4															
214.4	FAP	7360	2	HIGH	200	80	107695	39,158	NEG	10,500	0	NEG	3,500	0	
214.4	FAP-														
218.5	MUN	14240	2	HIGH	200	80	63079	22,935	NEG	6,150	0	NEG	2,050	0	
218.5															
224.5	FAP	12310	2	HIGH	200	80	92310	33,564	NEG	9,000	0	NEG	3,000	0	
224.5	FAP-														
226.8	MUN	11740	2	HIGH	200	80	35386	12,866	NEG	3,450	0	NEG	1,150	0	
226.8															
228.6	FAP	8370	2	HIGH	200	80	27693	10,069	NEG	2,700	0	NEG	900	0	
228.6	FAP-														
231.2	MUN	8110	2	HIGH	200	80	40001	14,544	NEG	3,900	0	NEG	1,300	0	
231.2															
231.7	FAP	6750	2	HIGH	200	80	7693	2,797	NEG	750	0	NEG	250	0	
231.7															
250.2	FAP	1840	2	HIGH	200	80	102768	20,554	NEG	27,750	0	NEG	9,250	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
250.2	FAP-														
250.7	MUN	1380	2	HIGH	200	80	2778	556	NEG	750	0	NEG	250	0	
250.7															
251.5	FAP	1690	2	HIGH	200	80	4444	889	NEG	1,200	0	NEG	400	0	
251.5															
255.4	FAP	5370	2	HIGH	200	80	21665	4,333	NEG	5,850	0	NEG	1,950	0	
255.4	FAP-														
256.4	MUN	9030	2	HIGH	200	80	5555	1,111	NEG	1,500	0	NEG	500	0	
256.4															
276.7	FAP	4860	2	HIGH	200	80	112767	22,553	NEG	30,450	0	NEG	10,150	0	
276.7															
290.8	FAP	5370	2	HIGH	200	80	78326	15,665	NEG	21,150	0	NEG	7,050	0	
290.8	FAP-														
293.5	MUN	16580	2	HIGH	200	80	14999	3,000	NEG	4,050	0	NEG	1,350	0	
293.5															
299.4	FAP	7180	2	HIGH	200	80	32775	6,555	NEG	3,850	0	NEG	2,950	0	
299.4															
310.8	FAP	7230	2	HIGH	200	80	63327	12,665	NEG	17,100	0	NEG	5,700	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
Waiting for Upgrading Highway to 1990 AASHO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscap.	Comple Facilities	
310.8	FAP														
313.3	MUN	22780	2	HIGH	200	80	13888	2,778	NEG	3,750	0	NEG	1,250	0	
313.3															
318.4	FAP	7420	2	HIGH	200	80	28331	5,666	NEG	7,650	0	NEG	2,550	0	
318.4	FAP-														
320.1	MUN	5580	2	HIGH	200	80	9444	1,889	NEG	2,550	0	NEG	850	0	
320.1															
325.3	FAP	5230	2	HIGH	200	80	28886	5,777	NEG	7,800	0	NEG	2,600	0	
325.3															
336.3	FAP	4890	2	HIGH	200	80	61105	12,221	NEG	16,500	0	NEG	5,500	0	
336.3	FAP-														
338.3	MUN	7820	2	HIGH	200	80	11110	2,222	NEG	3,000	0	NEG	1,000	0	
338.3															
349.9	FAP	2830	2	HIGH	200	80	64438	12,888	NEG	17,400	0	NEG	5,800	0	
349.9	FAP														
350.1	MUN	4530	2	HIGH	200	80	1111	222	NEG	300	0	NEG	100	0	
350.1															
350.5	FAP	2320	2	HIGH	200	80	2222	444	NEG	600	0	NEG	200	0	
Totals															
Combined															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now 197 197 1990 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASFO Geometric Design Now _____ 1975 _____ 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landscp.	Comple Facilities	
350.5															
362.3	FAP	2820	2	HIGH	200	80	65549	13,110	NEG.	17,700	0	NEG.	5,900	0	
362.3															
363.2	FAP-MUN	7530	2	HIGH	200	80	5000	1,000	NEG.	1,350	0	NEG.	450	0	
363.2															
375.1	FAP	4210	2	HIGH	200	80	66105	13,221	NEG.	17,850	0	NEG.	5,950	0	
375.1															
376.4	FAP-MUN	3790	2	HIGH	200	80	7222	1,444	NEG.	1,950	0	NEG.	650	0	
376.4															
385.3	FAP	1050	2	INTER.	200	80	49440	9,888	NEG.	13,350	0	NEG.	4,450	0	
385.3															
387.0	FAP	1070	2	INTER.	200	80	9444	1,889	NEG.	2,550	0	NEG.	850	0	
387.0															
390.0	FAP	1490	2	INTER	200	80	18665	3,333	NEG.	4,500	0	NEG.	1,500	0	
390.0															
391.0	FAP-MUN	2300	2	HIGH	200	80	5555	1,111	NEG.	1,500	0	NEG.	500	0	
391.0															
399.2	FAP	1840	2	HIGH	200	80	45551	9,110	NEG.	12,300	0	NEG.	4,100	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete for _____ 1975 _____ 1990
- C. Sufficiently Well Fixed in Location that Landscaping and Complimentary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscap.	Comple Facilities	
399.2															
404.4	FAP	4550	2	HIGH	200	80	28886	5,777	NEG.	7,800	0	NEG.	2,600	0	
404.4															
404.9	FAP-MUN	5120	2	HIGH	200	80	2778	556	NEG.	750	0	NEG.	250	0	
404.9															
412.1	FAP	5520	2	HIGH	200	80	39996	7,999	NEG.	10,800	0	NEG.	3,600	0	
412.1															
414.1	FAP-MUN	11790	2	HIGH	200	80	11110	2,222	NEG.	3,000	0	NEG.	1,000	0	
414.1															
425.6	FAP	4930	2	HIGH	200	80	63883	12,777	1,274,000	20,436	0	NEG.	5,750	0	
425.6															
436.9	FAP	4770	2	HIGH	200	80	62772	12,554	899,000	20,080	0	NEG.	5,650	0	
436.9															
440.0	FAP-MUN	17130	4	HIGH	200	80	17221	3,444	147,200	5,509	0	NEG.	1,550	0	
440.0															
441.5	FAP	12240	4	HIGH	200	80	8333	1,667	NEG.	2,250	0	NEG.	750	0	
441.5															
445.4	FAP	9640	2	HIGH	200	80	21665	4,333	847,298	6,930	0	NEG.	1,950	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 197 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No. Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complementary Facilities Cost	Hiway	Landscp.	Comple Facilities	
445.4															
445.5	FAP-MUN	6970	2	HIGH	200	80	556	111	21,726	178	0	NEG.	50	0	
445.5															
446.5	FAP	9570	2	HIGH	200	80	5555	1,111	217,256	1,777	0	NEG.	500	0	
446.5															
450.9	FAP	9660	2	HIGH	200	80	24442	4,888	955,926	7,819	0	NEG.	2,200	0	
450.9															
451.7	FAP-MUN	13400	2	HIGH	200	80	4444	889	173,805	1,422	0	NEG.	400	0	
451.7															
453.1	FAP	13630	2	HIGH	200	80	7777	1,555	304,158	2,488	0	NEG.	700	0	
453.1															
453.4	FAP-MUN	13910	2	HIGH	200	80	1667	333	65,177	533	0	NEG.	150	0	
453.4															
453.7	FAP	13620	2	HIGH	200	80	1667	333	65,177	533	0	NEG.	150	0	
453.7															
455.6	FAP-MUN	14280	2	HIGH	200	80	10555	2,111	412,786	3,376	0	NEG.	950	0	
455.6															
459.1	FAP	10410	2	HIGH	200	80	19443	3,889	760,396	6,220	0	NEG.	1,750	0	
Totals															
Combined Totals															

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route _____
- B. Obsolete Now _____ 1975 _____ 1990 _____
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASFO Geometric Design Now _____ 1975 _____ 1990 _____

State IOWA

Parkway
 Scenic Road

DIFFERENTIAL COST OF IMPROVING EXISTING HIGHWAY SUGGESTED AS SCENIC ROUTE

Mile- age Log	Existing System Class- ification	1990 ADT	1990 AASHO Design			Additional R/W Width required for Scenic Route	Differential Land Costs		Differential Improvement Costs			Differential Maint Costs			
			No Traffic Lanes	Surface Type	Rul- ing R/W		R/W	Corridor Protection	Highway Cost	Land- scaping Cost	Complimentary Facilities Cost	Hiway	Landsep.	Comple Facilities	
459.1															
460.1	FAP-MUN	10950	2	HIGH	200	80	5555	1,111	217,256	1,777	0	NEG.	500	0	
460.1															
470.3	FAP	4970	2	HIGH	200	80	56661	11,332	1,889,731	18,125	0	NEG.	5100	0	
Totals						4890151	1561,215		23,336,092	1,655,159	0	0	235,150	0	
Combined Totals							6,451,366		24,991,251				235,150		

Percentage of Total Length of Suggested Route:

- A. Amenable to Eventual Development as Scenic Route 75%
- B. Obsolete Now 50% 197 40% 1990 10%
- C. Sufficiently Well Fixed in Location that Landscaping and Complementary Facilities Could Proceed Without
 Waiting for Upgrading Highway to 1990 AASPO Geometric Design Now 20% 1975 30% 1990 50%

Form SR-4

State IOWA

Scenic Route Index Number 31

Parkway (check one)

Scenic Road

Complementary Facilities Along Suggested Scenic Route

Type	Existing	Proposed	
	Number	Number	Cost
Scenic Overlooks	6	0	0
Picnic Areas	59	0	0
Campgrounds	24	0	0
Cultural, Educational or Historic Sites	38	0	0
Boat Launching Facilities	17	0	0
Trails	39	0	0
Rest Stops	0	0	0
Other Parking Areas Serving _____	0	0	0
Other _____ (specify)	0	0	0

SR-A

PRIORITY RATING FORMExtent to Which Highway Meets CriteriaCheck One

	Excellent	Good	Fair	Does Not Apply
Scenic quality of the corridor	<u>12</u>	_____	_____	_____
Service to major population centers	<u>12</u>	_____	_____	_____
Economic feasibility	<u>13</u>	_____	_____	_____
Variety of recreation experience	<u>14</u>	_____	_____	_____
Compatibility with other recreation values	<u>12</u>	_____	_____	_____
Harmony with other highway users	_____	<u>7</u>	_____	_____
Harmony with other land use	_____	<u>8</u>	_____	_____
Access from existing or planned major highways and to parks and other recreation areas	<u>13</u>	_____	_____	_____

Above Average Average Below Average

Popular demand for development of the scenic road	<u>5</u>	_____	_____
Degree of urgency if corridor is to be protected	_____	<u>3</u>	_____

THE NORTHERN HIAWATHA PIONEER TRAIL

The northern route of the Hiawatha Pioneer Trail through this "Beautiful Land" of the upper midwest, offers scenic variety designed to attract and captivate the tourist.

As you travel northwest, the scenic rolling hills of Luxemburg provide a graphic explanation of why this area is known as "Little Switzerland."

McGregor provides a scenic outlook at Point Ann State Park and on the Great River Road leading to Effigy Mound National Monument.

Strawberry Point is the gateway to Backbone State Park offering a sandy beach, cabins, camping, trout streams, river fishing, boating and outstanding scenic views.

Near Decorah is the Norwegian American Historical Museum. The village of Spillville houses two attractions--a memorial to Anton Dvorak, the composer, and Bily Clock Museum with fascinating intricately carved mechanical timepieces.

Fort Atkinson State Park is of unique historic interest. The partially restored fort and barracks was the only fort on the western frontier that was built to protect one Indian tribe from another.

Nashua is the mecca of thousands who want to visit the "Church in the Wildwood" memorialized in the hymn "The Little Brown Church."

Charles City, birthplace of the tractor industry in the early 1900's, has a display of these early vintage tractors on the courthouse lawn. The Oliver Corporation tractor plant, Floyd County Historical Museum and Carrie C. Catt home are other attractions in the area.

Clear Lake is Iowa's popular north central resort area with fishing, boating and swimming. Clear Lake State Park has a lodge and camping facilities, and newly developed McIntosh Woods has doubled the recreation facilities of the area with modern camping and outdoor attractions.

Near the community of Fort Dodge, a replica of the historic old fort that once stood on the banks of the Des Moines River has been restored.

Kalsow Prairie near Manson is one of the few remaining original plots of prairie ground that has not been touched by a plow. Hundreds of grasses and other plants grow in the area protected by the state. It appears now as it did when the pioneers crossed this land on their way west.

The West Bend Grotto of the Redemption is a block square representation of scenes from the life of Christ. Made from rocks, precious and semi-precious stones from every state and nearly every country in the world, the Grotto is an annual destination or stopping point for many travelers in northwest Iowa.

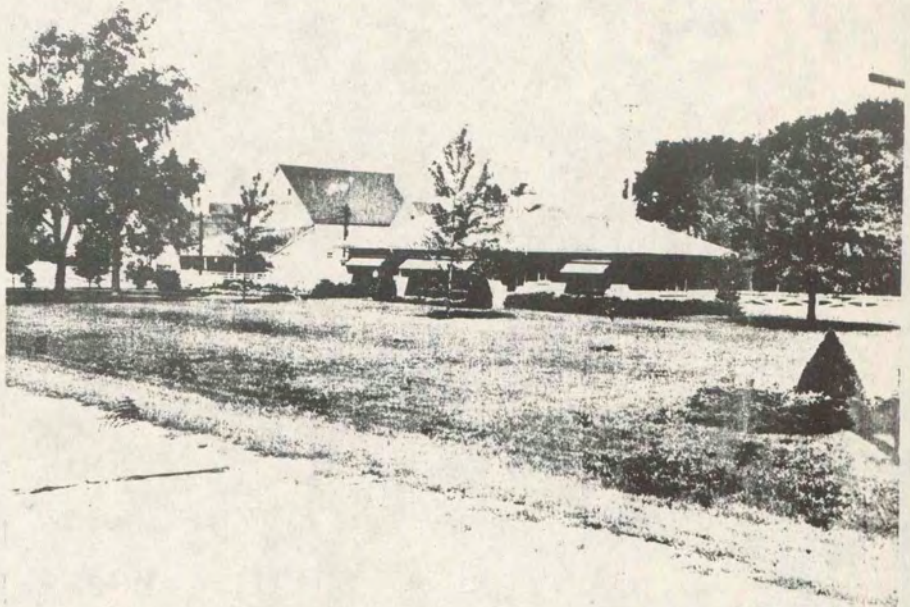
The tourist's finale of attractions on the northern route of the Hiawatha Pioneer Trail reaches a peak at the Iowa Great Lakes Region in northwest Iowa.

This popular resort area abounds with historic, recreational and entertainment spots. The restored Abbie Gardner Cabin marks the spot of the last Indian uprising in Iowa at the Spirit Lake Massacre. State Parks and commercial developments on the lakes provide a variety of public and private recreational facilities.



Iowa River Valley
North Iowa

Farmstead in Central Iowa



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