

Lincoln Highway Heritage Byway Corridor Management Plan

Prepared by



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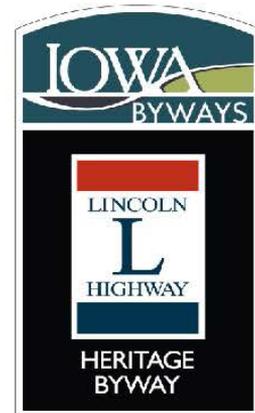
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Coordinator Letter



December 2016

To the Readers of the Corridor Management Plan:

The unique experience of researching, writing, and assembling a document of this size and one that is so important to the future the Lincoln Highway and the state of Iowa has been very interesting, rewarding, and inspiring.

The Lincoln Highway has such a unique story to tell. It was the first improved transcontinental road in the United States. It has seen changes in how roads are built, how bridges are designed, and even changes in the design of automobiles that drive on it. In the early days, to travel the length of the route, from Times Square in New York to the Legion of Honor Park in San Francisco, was quite a feat. I liken it to today's "Survivor" TV show. Many drivers had to be their own mechanic and take tires, oil, and other supplies with them. Would there be gas available along the road? Did they have enough oil to put in headlights, if needed? Would they find a place to sleep or a place to eat?

Many of these early coast-to-coast trips have been re-created 100 years later. In the summer of 2016, a group of women motorcyclists paid honor to the Van Buren sisters who rode their motorcycles from New York to California in 1916. Anita King (a Hollywood actress) drove solo in her car from California to New York on a challenge from her director Cecil B. de Mille. In honor of Anita (their great-great aunt), three sisters drove the same route 100 years later. Tribute rides like this occur quite often on the Lincoln Highway. Today, people from Europe will even ship their cars over just to drive the route and proclaim, "I drove the entire Lincoln Highway!"

As I traveled across the state visiting attractions, parks, and historical/cultural sites I met very interesting people and was rewarded with their stories about the Lincoln Highway, what early travel was like, and how the Lincoln Highway brought visitors to their communities and helped spur economic growth.

During the community input meetings that were held in 2015 and 2016, it was inspiring to hear what residents saw as a future for the Lincoln Highway and for their communities. It was through these meetings that we saw an invisible thread connecting each city along the route, yet saw the importance of each community's uniqueness.

My hope is that, as a reader, you find a section of this Corridor Management Plan that interests you. As you think about the intrinsic qualities that make a road a byway (archaeological, cultural, historical, natural, recreational, or scenic) you will incorporate portions of the spirit of the Lincoln Highway into your life. If you serve on a board, commission, council, public office, or just as a citizen, I will hope that you consider the Lincoln Highway in your conversations as you make decisions and carry out projects.

I hope you find this document informational, interesting, and inspiring. It was truly a labor of love.

A handwritten signature in blue ink that reads "Janice K. Gammon".

Janice K. Gammon, MPA
Coordinator, Iowa Lincoln Highway Heritage Byway
Manager, Corridor Management Plan

Abbreviations

A.D.= Anno domini (in the year of the Lord)

B.C.= Before Christ

CIG= Conservation Innovation Grant

CMP= Corridor Management Plan

CSR= Corn Suitability Rating

DNR= Department of Natural Resources

DOT= Department of Transportation

E= Endangered (Species)

FHWA= Federal Highway Administration

FTY= Failure to Yield

IDOT= Iowa Department of Transportation

ILHA= Iowa Lincoln Highway Association

LHA= Lincoln Highway Association

LHHB= Lincoln Highway Heritage Byway

T= Threatened (Species)

NRHP= National Register of Historic Places

RC & D= Resource Conservation and Development

REAP=Resource Enhancement and Preservation

ROW= Right of Way

TEIM= Travel Association's Economic Impact Model

TODS= Tourist-oriented directional signage

UP = Union Pacific

Honorary Chairs



Bob and Joyce Ausberger

Bob and Joyce Ausberger were chosen to serve as Honorary Advisors for the Corridor Management Plan. The Ausbergers have been a driving force for the Lincoln Highway Association at the local, state, and national level. They, and a few other individuals, formed the Greene County Lincoln Highway Association in 1991 as a result of working to save the Eureka Bridge, just west of Jefferson, Iowa.

A year later in 1992, the Ausbergers and others gathered in Ogden, Iowa to form the national Lincoln Highway Association. Bob served as the 2nd President of the national group and Joyce served as an early secretary. They both have held offices in the Iowa Lincoln Highway Association, with Joyce being the current treasurer and Greene County Consul.

Marshall County Consul and State Center Mayor, Harlan Quick, says, *“Bob and Joyce Ausberger have been unwavering in their support of the Lincoln Highway Association and the Iowa Lincoln Highway Association since its inception. They have worked tirelessly to build the organizations and to promote the Lincoln Highway. Bob and Joyce have been instrumental to the success of both organizations.”*

From LHA State Director for Iowa and Linn County Consul, Dean Parr, *“Over the last ten years of working with the Lincoln Highway Association, I have found Bob and Joyce to be a great source of encouragement. No matter what the issue is they have constructive ideas for how to solve or minimize the impact of a problem or build on an opportunity. Their leadership has made their community aware of the importance of the Lincoln Highway, not only in Greene County, but all across the United States. They have shared the message about the impact the Lincoln Highway made on local economics and the growth of towns along its pathway. Their dedication to preserve, protect, and promote is the basic mission of the Lincoln Highway Association. Bob and Joyce continue to raise the bar for all of us.”*

Kay Shelton, President of the Lincoln Highway Association, says, *“In 2017, the Lincoln Highway Association (LHA) will celebrate the 25th Anniversary of its re-founding in Ogden, Iowa. Without Bob and Joyce Ausberger, that quarter century of work reviving interest in the Lincoln Highway may not exist. They and a group of over forty historians and road enthusiasts, including the late researcher, author, and publisher Gregory Franzwa, came together for a meeting in Ogden on October 31, 1992 on the 79th anniversary of the dedication of the Lincoln Highway to plan how to organize the re-founding of the LHA. After that initial meeting, the Ausbergers did not stop working hard to preserve the history of the Lincoln Highway throughout Iowa and at the national level. Among many other leadership positions, Bob served as the National President of the Lincoln Highway Association from 1994 to 1996 and Joyce is the long-time treasurer of the Iowa Chapter. Their contributions to the Lincoln Highway over the decades became exemplary models for how other states organized their chapters, car tours, preservation efforts, local museums, and many other activities.”*

Bob and Joyce Ausberger have been valued volunteers, sharing their vast knowledge of the history of the Lincoln Highway, with the Lincoln Highway Heritage Byway. Prairie Rivers of Iowa and the Lincoln Highway Heritage Byway are fortunate to have their support in this CMP project.

The Lincoln Highway Heritage Byway Corridor Management Plan

Acknowledgements

Honorary Chairs of the Lincoln Highway Heritage Byway Corridor Management Plan

Bob and Joyce Ausberger, Lincoln Highway Members, holding many offices in the LHA , founders of the modern day Lincoln Highway Association

In Memoriam

Jeff Benson, City of Ames Planner, LHA member, Lincoln Highway Heritage Byway Advisory Board, held a wealth of road-related knowledge.

Funding

Iowa Department of Transportation

Direction and Management

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John Mazello, Lincoln Highway Heritage Byway Corridor Management Plan Project Manager
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Example CMPs:

Gold Belt Byway (CO)
Harriet Tubman Byway (MD)
Lakes to Locks Scenic Byway (NY)
Lincoln Heritage Scenic Byway (KY)
Lincoln Highway Historic Byway (OH)

Groups/Associations

Iowa Lincoln Highway Association
Lincoln Highway Heritage Byway Advisory Board: Kathy Dirks, Alan Robinson, Matt Parbs, Mitch Malcom, Bob Ausberger, Tonia McCarley
National Scenic Byways Foundation: Sally Pearce and Sharon Strouse
Prairie Rivers of Iowa Board

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Mary Stahlhut, Iowa Department of Transportation, Scenic Byways Program Manager
Scott Suhr, District 13,14,18 Planner

Locations for Surveys

Sawmill Museum, Clinton, Iowa
Belle Plaine Area Museum, Belle Plaine, Iowa
Lincoln Wine Bar, Mount Vernon, Iowa
John Ernest Winery, Tama, Iowa
King Tower, Tama, Iowa
Reed-Niland Café, Colo, Iowa
Mahanay Bell Tower, Jefferson, Iowa
Greene County Lincoln Highway Museum, Grand Junction, Iowa
Cronk's, Denison, Iowa
Harrison County Historical Village and Welcome Center, Missouri Valley, Iowa
Union Pacific Railroad Museum, Council Bluffs, Iowa

Initial Public Input Meeting Participants

Benton County: Jeff Horne (City of Belle Plaine), Mary Peck, Marcus and Kristine Pope (Herring Hotel Building Alliance), Michael Kelly (Benton County Consul for the Iowa LHA), Jeff Morrison, Judy Schlesselman (Belle Plaine City Council), Vicki Schwab (Belle Plaine Partners for Beautification/Main Street), Dennis Schwab (Business Owner/Main Street), Dan Foley, Dick Wells (Belle Plaine Partners for Beautification), Mitch Malcom (Belle Plaine Museum, Lincoln Highway Heritage Byway Advisory Board), Dan Drahos (Belle Plaine Partners for Beautification), Dora Bopp (Iowa River Valley RC &D, Iowa Valley Scenic Byway), Allan Richards (Tama County Consul for the Iowa LHA)

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Boone County: Whitney Sager (News Republican), Janet Tait (Boone Historical Society), Loren E. (Ed) Mondt, Jr. (LHA member), John Fitzsimmons (Boone County Consul for the Iowa LHA, founder of LHA), Larry Adams (Museum Curator in Okoboji), Kevin Griggs (Prairie Rivers of Iowa Board Member), Penny Brown Huber (Prairie Rivers of Iowa), Merrill Tam, Kurt Phillips (Executive Director Boone Chamber of Commerce)

Carroll County: Shirley Schirck, Sharon Halder, Barbara Hackfort (Boone Museum Director), Mark Beardmore (Carroll County Board of Supervisors), Ian Granstra, Rick Hunsaker (Region XII/RPA 12/CADC), Dennis Schirck, Cindi Van Horn, Pat Granstra, Jerry Fleshner (Carroll City Council)

Cedar County: Joe Goodlove (Cedar County Consul for the Iowa LHA), Barry Hoffmeier (Mayor of Lowden), Larry St. John (Legion Commander), Shirley Geadelmann (Vice-President Cedar County Museum), Lisa Decker (Cedar County Economic Development), Keith Whitlatch (Cedar County Historical Society, LHA member)

Clinton County: Norm Nichols, Cathie Nichols (LHA member), Jenelle Kreiling (Clinton Regional Development Corp), Carrie Donaire (Clinton Convention and Visitors Bureau), Edith Reiss Pfeffer (MRPC Commissioner, Hwy 30 Coalition), Margo Hansen (Executive Director Bickelhaupt Museum), Jill Bachus (Wheatland Public Library Director), Wayne Schoel, Lucy Schoel, Don Dethmann (Clinton County Historical Society), Gary Herrity (Catholic Historical Center at St. Boniface)

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Marshall County: Lance Renaud, Leslie Renaud, Judy Jurgensen, Mary C. Gift (Shady Oaks), John Dresser, Venita Conley, Chuck Shockly (KFJB/KXIA radio station), Jack Gethmann, Justin Nickel (Marshalltown Director of Public Works/City Engineer), Wayne Faas, Penny Brown Huber (Iowa Choice Harvest), Harley Hagen, Mike Tupper (Marshalltown Chief of Police), Bettie Bolar (Marshall County Community Foundation)

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Boone County: Janet Tait (LHA member and BCHS Volunteer), John Fitzsimmons (Boone Co. Consul for the Iowa LHA, found-

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Carroll County: Evan Sinott (Region XII Planner), Mark Beardmore (Carroll County Board of Supervisors), Jill Schweers (Carroll Chamber), Adam Schweers (Hwy 30 Coalition), Bob Kelly, Barbara Hackfort (Carroll County Historical Society/ Carroll Historical Preservation Commission/Carroll Co Consul for the Iowa LHA)

Cedar County: Joe Goodlove (Cedar Co Consul for the Iowa LHA), Rod Ness (Cedar County Economic Development Commission), Larry St. John (LHA member), Levi Van Ort (Clarence City Council), Bob Dvorsky (Iowa State Senator)

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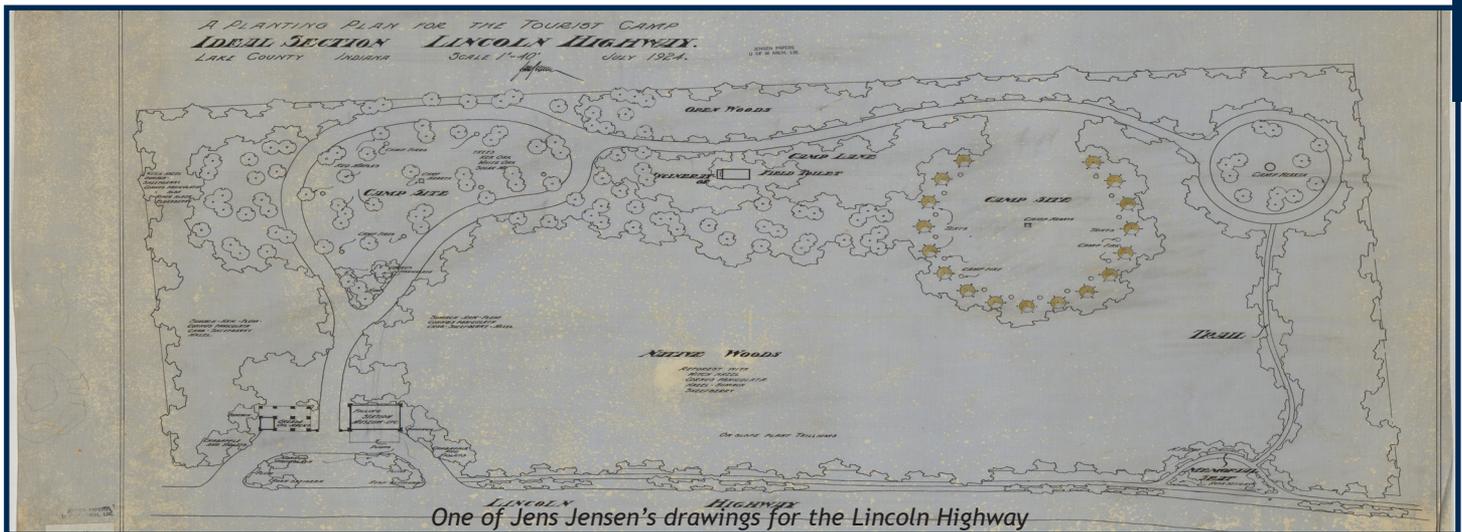
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Introduction and History of the Lincoln Highway

The Lincoln Highway plays an integral role in the history of transportation in the United States. This is especially true of the impact it had in Iowa

History

In the late 1800s and early 1900s, bicycles were still the preferred mode of transportation and the automobile was just coming onto the scene. Carl Fisher had raced and sold bicycles and he was just developing his Prest-O-Lite auto headlight business when the idea for a coast-to-coast road came to him. If people, average people, could get out and drive this new invention called the automobile, he and other auto businesses would really thrive. Fisher, always the “idea man,” created the Indianapolis 500 and would later develop Miami Beach. He died penniless in 1939 after losing his fortune in the 1929 Stock Market Crash. Fisher received his fortune as a result of connections with the owner of a U.S. Patent for acetylene headlights, which led his firm to be the supplier of almost every headlight put on early automobiles. This also led him to friendships with notable auto magnates which he would call upon to create this road he initially wanted to call the “Coast-to-Coast Rock Highway,”



Carl Fisher

One of the auto industry leaders that was on-board with Fisher’s idea was Henry Bourne Joy, President of the Packard Motor Car Company. With the help of Henry B. Joy, Fisher started looking at existing roads, wagon trails, and dirt roads to make this dream a reality. The road would begin in Times Square in New York City and end in San Francisco at the Palace of the Legion of Honor in

Lincoln Park. The route would connect main streets of communities across the nation and it was an honor to be named as a town on the route. When the Lincoln Highway was established in 1913, it was decided to name it for Abraham Lincoln, the sixteenth president, as a memorial to him. Both Fisher and Joy were admirers of President Lincoln. And by attaching Lincoln’s name to the route, it could be used as a marketing tool.



Henry B. Joy

But it was not exactly easy to come up with the route. Mr. Joy, Mr. Fisher, and others in the auto industry joined together to create the Lincoln Highway Association (LHA). Joy served as the first president of the national Lincoln Highway Association. Each community across the nation had a representative to help encourage the building and improvements to the roadways.

In Iowa, the LHA had to find good bridges to cross the Mississippi River and the Missouri River and determine how to navigate through Iowa’s very wet and swampy land, often called “gumbo.” The Union Pacific railroad had come through first and found what looked to be the most direct, most level, and driest route. Therefore, in most of Iowa, the Lincoln Highway mirrors the UP railroad tracks.

The 2005 Lincoln Highway Corridor Management Plan done by Iowa State University states,

“The Lincoln Highway in Iowa is an integral segment of the first coast-to-coast highway in the United State. Initiated at the dawn of the nation’s automotive age, the approxi-

The Lincoln Highway Heritage Byway Corridor Management Plan

mately 3,000-mile-long Lincoln Highway was developed as both a transportation corridor and an important economic development opportunity for the communities adjacent to the transcontinental route. Existing Communities began to extend beyond their traditional boundaries to take advantage of the newly designed roadway. In Iowa, the highway provided new markets for existing businesses that were already located on the route, but also provided the impetus for the development of new businesses, particularly gas filling station, tourist courts and motels, and diners and cafes that could take advantage of the growing number of motorists traveling in and through Iowa.

Extending from Times Square in New York to Lincoln Park in San Francisco, the highway was named for Abraham Lincoln, the sixteenth President of the United States. The highway, which was established in 1913, ushered in a new era that would change forever the way that Americans traveled for both work and leisure. The Lincoln brought urban travelers from both coasts through Iowa, but also made travel between Iowa's communities more efficient and convenient. The concept of the Lincoln Highway was important in national transportation and an important first step in long-distance transportation that eventually led to the designation of national and state roads as well as to the creation of a national interstate system."

Iowa was known for its "gumbo" (mud) and early travelers often complained about getting stuck in the Iowa mud. Horses were used to pull autos out of the mire and used for grading roads, also later used for incorporating gravel into the roadbed as a road improvement. The Iowa Department of Transportation (IDOT) library has an extensive collection (available on-line) containing early photos of road construction, road maintenance, and the building of road infrastructure on their website at <http://www.historical-photos.iowadot.gov/>.



Henry Joy navigating the Iowa "gumbo," 1915

The national office of the LHA decided each rural state should pave a one-mile stretch of road, called a "seedling mile", to show how concrete could be used to create an ideal, drivable road and to encourage communities to pool their money and build their own roads. In 1918, Iowa was the last state to build a "seedling mile," which is just outside of Cedar Rapids. They used train cars full of donated cement and piles of sand to make the concrete on a very muddy stretch of land in Linn County and brought residents out to witness what driving on a good road was like. The only other section of paved road for quite some time was in Greene County, where they paved a 6.5 mile section equidistant from the center of Jefferson (so as to not favor one side of the community over the other). By late 1924, Greene County had completed paving all of its 30 Lincoln Highway miles and by 1929, all of Iowa's Lincoln Highway was paved.

Professionals and the Lincoln Highway

Jens Jensen was an early landscape architect invited by the national LHA to help develop the Lincoln Highway. He had done work for many auto magnates at their homes and factories. His plans for the Lincoln Highway included walking and bike paths, lighting along the route, parking areas, and camping and picnicking areas with special attention to native prairie plantings to create a pleasant route for the traveler. Indiana's "seedling mile" used some of Jensen's ideas to create their "ideal section" - a 1.5 mile paved road between Schererville and Dyer in Indiana.



Jens Jensen

The Anderson Law was passed in 1902 and allowed for highway commissions to be formed. Iowa's State Highway Commission was at first a research entity at Iowa State College and did data collection, planning, and public education, then broke away to become its own entity. With the Anderson Law, the tradition of local control of roads was reversed. Instead of local farmers having the responsibility of roadways, counties started taking control. County engineers were hired to oversee improvements. Over time, the route in Iowa did improve. New bridges were built and the alignment of the Lincoln Highway shifted slightly to these new bridges and roads. Iowa State University Engineering Department helped develop best methods for building and maintaining roads. In the beginning, horses were used to drag the roads to level out the "gumbo" and add in coarser gravel. Eventually trucks with blades, snowplows, mowers, and other machinery were developed.

In the early 1900's, Thomas MacDonald was a graduate student studying engineering under Anson Marston at Iowa State College. MacDonald's thesis investigated the subject of road building in detail and compared different types of

The Lincoln Highway Heritage Byway Corridor Management Plan

road surfaces. He also looked at use of road taxes. When the State Highway Commission was officially formed in 1904, MacDonald was placed in charge of field operations. As Iowa's Chief Highway Engineer until 1919, he campaigned for good roads, organized a professional staff, and began to set standards for highway construction. In 1919, MacDonald was appointed director of the U.S. Bureau of Public Roads. Much of his work was evident in the Lincoln Highway improvements as well as other roads across Iowa.



Thomas MacDonald

The Lincoln Highway Today

The Lincoln Highway was eventually improved in each of the 13 states it travels through across the United States. They are:

- New York
- New Jersey
- Pennsylvania
- Ohio
- Indiana
- Illinois
- Iowa
- Nebraska
- Colorado
- Wyoming
- Utah
- Nevada
- California

In Iowa, the Lincoln Highway travels across 13 counties. From east to west they are:

- Clinton
- Cedar
- Linn
- Benton
- Tama
- Marshall
- Story
- Boone
- Greene
- Carroll
- Crawford
- Harrison
- Pottawattamie

Each of these counties will be explored in depth within the intrinsic quality context for a Scenic Byway in Chapter 3.

As the route was developed, along with it came economic development for each of the counties and communities it touched. When the LHA named the towns the Lincoln Highway would travel through, the announcement came with great celebrations, orations, and festivities on Halloween night in 1913. Communities knew they had it made. Travel-

ers would come and they would thrive.

The Lincoln Highway Association felt their job was done once the road was paved, signage was in place and the #30 assigned to the route, so they dissolved. Years passed and in 1992, the LHA was resurrected in a meeting in Ogden, Iowa. In the 2000s, the LHA submitted an application to the Iowa Department of Transportation Byway program.

Today, the Lincoln Highway route is designated as an Iowa Byway by the Iowa Department of Transportation scenic byways program with the official name of Lincoln Highway Heritage Byway. It is one of Iowa's current 11 state byways and although it is an old road, it is the most recently designated and also is the longest in the Iowa Byways collection. The Byway route is a mix of the original route and subsequent realignments, determined to provide the byway traveler with the best combination of the historical character of the road and a pleasant driving experience. Some of the other alignments over time are marked as "loops" off the main route, and these loops always return the traveler back to the main route.

The route travels through 13 counties with a population of 640,243 Iowans, or 21% percent of the entire population of Iowa. The Byway program is a Department of Transportation program and the Lincoln Highway Heritage Byway is managed by Prairie Rivers of Iowa, a Resource, Conservation, and Development (RC&D) non-profit in Ames, Iowa.

From the 2005 Lincoln Highway CMP created by Iowa State University,

"The Lincoln Highway from its conception was more than just a roadway; driving it was planned to be a motoring experience. The route was marked with highway markers bearing the image of Lincoln, state-of-the-art bridges and culverts were installed along the route, and travel guidebooks published by the Lincoln Highway Association informed motorists about the route they were traveling and roadside services available in communities along the route. The Lincoln Highway Association was not only the forerunner of latter day travel clubs, but actively promoted the highway and advocated improvement of roads throughout the nation. By 1925, there were so many roadways in the United States that a national numbering system was instituted to eliminate confusion among routes bearing similar names and numbers, and the Lincoln Highway between Philadelphia and Salt Lake City became U.S. 30. With these innovations and the growing availability of roadside services, maps, and changes in commercial advertising, there was less need for the early services and promotions offered by the Lincoln Highway Association. As a result, it ceased operations in 1927, but the name Lincoln Highway has persisted in informal usage over the years and much of the original route remains in use throughout Iowa and in much of the Nation. The Lincoln Highway Association reformed in Ogden, Iowa in 1992 as part of a nationwide interest in preserving historic highways and roadside architecture."

Chapter 1: Overview of the Corridor Management Plan



Section 1: The Corridor Management Plan

What is a Corridor Management Plan?

A Corridor Management Plan (CMP) is a written plan for a byway that both defines the important assets of the byway and sets out a guide for preserving and enhancing those assets. It focuses not only on the historical aspects of the byway, but also its scenic, archeological, cultural, natural, and recreational qualities. A CMP includes plans for interpreting key sites along the byway, increasing tourism, and contributing to local economies. These plans are for the short (0-3 years), medium (3-5 years), and longer (5-10+ years) terms.

Why is a CMP important?

A CMP is important for several reasons. First, it gives everyone connected to the Lincoln Highway—community members, business leaders, attractions, and residents of Lincoln Highway towns—a chance to contribute to the guide that helps us reach our goals for the Lincoln Highway Heritage Byway in Iowa. Second, the statewide Iowa Byways program, of which the Lincoln Highway is a member, requires up-to-date CMPs for each byway in the state. Finally, the Federal Highway Administration (FHWA) requires a CMP for all byways applying to become a National Scenic Byway (right now, the Lincoln Highway is designated at the state level).

The Iowa Byways Program requirement for a Corridor Management Plan (CMP) is based on guidance from the Federal Highway Administration (FHWA). FHWA describes the scope of a CMP in detail in its interim policy for the National Scenic Byways program, published in the Federal Register on May 18, 1995.

This CMP project is being conducted to build upon and update the March 2005 CMP that was completed by the Department of Landscape Architecture, Institute for De-

sign Research and Outreach within the College of Design at Iowa State University in Ames, Iowa.

The 2005 CMP was an introduction to the road and a listing of locations that are important to the history of the road and the communities it travels through. The plans outlined in it relate more to infrastructure and history of the roadway, rather than a focus on all of the intrinsic qualities.

One of the outcomes for this 2016 CMP is to identify projects that could be undertaken all along the route to make it a more cohesive unit, while still allowing each community or location along the road keep its own identity and uniqueness. Prior to this planning process, disparate projects along the byway (related to all intrinsic qualities) were undertaken without regard for byway themes and priorities.

Another outcome is to create a more comprehensive CMP that could be used if there is another call for National Scenic Byway nominations. There are 14 points used by both the FHWA for national designation and the Iowa Department of Transportation (DOT) for the state byway program. These points will be addressed throughout this document. The FHWA also lists the requirements for a national designation on their website.



FHWA Requirements

From the FHWA website, the requirements for a national designation are:

“To be considered for national designation, your byway must have completed and adopted a Corridor Management Plan in accordance with Section 9 of the Interim Policy. In the nomination application, you will be asked to:

- **Plan Adopted.** Provide the date your CMP was adopted. Draft CMPs that have not been adopted will not be considered.
- **Plan Update.** Indicate whether your State/Indian tribe/Federal land management agency requires that CMPs be regularly updated to reflect current priorities and if so, how often.
- **Priorities for the Next Five (5) Years.** If your State/Indian tribe/Federal land management agency does not require that CMPs be regularly updated to reflect current priorities, you will be asked to describe in ten concise bullet points or less your priorities for the byway for the next five (5) years.

Your byway’s Corridor Management Plan must address each of the following points. In the nomination application, you will be asked to identify the principal pages in your document(s) that discuss this point and summarize the key findings or objectives from your plan.

1. A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their “context” (the areas surrounding them).

3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you will review the degree to which those responsibilities are being met.
5. A strategy for how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation
7. A general review of the road’s safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor’s experience of the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
12. Plans of how the byway will be marked and publicized.
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway’s intrinsic qualities.
14. A description of what you plan to do to explain and interpret your byway’s significant resources to visitors.”

Section 2: The Lincoln Highway Heritage Byway’s Unique Needs

There are also several elements to be included in the Lincoln Highway Heritage Byway CMP based on the unique needs of this historic roadway in Iowa:

- An emphasis on community priorities for the Lincoln Highway Heritage Byway developed as a result of community input and meetings across the state.
- Creation of multiple projects across the state based on these community priorities to spur community action after the CMP is adopted. The CMP process will help position communities to seek the necessary support to complete the projects.

- An Economic Impact Assessment based on byway best practices to document the role of the Lincoln Highway Heritage Byway to the state and local economies and to help increase economic development through the byway.
- A strong focus on interpretation of Lincoln Highway resources to complement the interpretive strategies of related groups, especially the Iowa Lincoln Highway Association and the Iowa Byways statewide interpretive plan.
- An emphasis on the Lincoln Highway Heritage Byway in Iowa in the context of the larger coast-to-coast Lincoln Highway, especially for building connections with other Lincoln Highway byways and building a strong heritage corridor nationwide.
- Integration with existing major information-collecting

projects including work done by Iowa State University and its affiliates prior to the Lincoln Highway being designated a state byway, the Iowa Byways statewide points of interest database, and the Iowa Byways statewide photography project.

The Lincoln Highway Heritage Byway looked at several existing CMP's to draw from for style, content, and organization. The best practices found for CMPs were Harriet Tubman, Journey through Hallowed Ground, and Loess Hills. Each had its unique strengths and our intent was to capture those in the Lincoln Highway Heritage Byway Corridor Management Plan.

Section 3: Intrinsic Qualities Defined

According to guidance from the Federal Highway Administration and the National Scenic Byway Program, intrinsic qualities are outstanding qualities that make a road worthy to be considered a Byway. Both the Iowa DOT and the National Scenic Byway adhere to these qualities when determining Byway designation.

“To be designated a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic qualities.”

Archaeological

Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

Cultural

Cultural Quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

Historic

Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

Natural

Natural Quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

Recreational

Recreational Quality involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to: downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.”

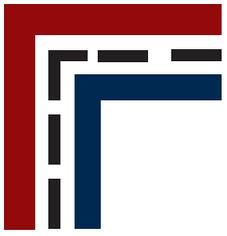
Scenic

Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and manmade development--contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

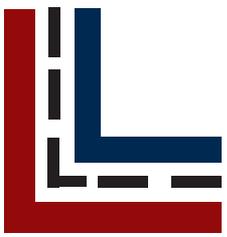
Because the Historical and Cultural Qualities have the highest significance for the Lincoln Highway, it has been deemed a “Heritage Byway.”

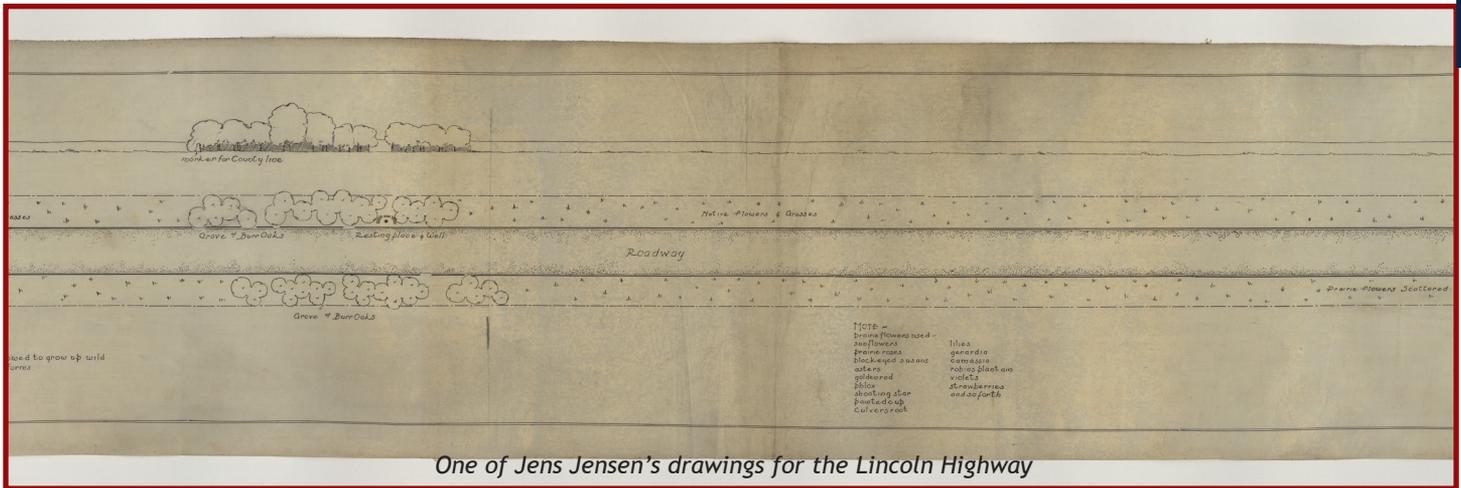


Bridges over the Des Moines River Valley, Boone County



Chapter 2: Developing a Corridor Management Plan





One of Jens Jensen's drawings for the Lincoln Highway

Section 1: Stakeholders

Lincoln Highway Association (LHA)

The Lincoln Highway Association, today, holds a national conference each June and has almost 870 members. The original papers, documents, and photographs for the Lincoln Highway Association, as well as the development of the road itself, are housed in the University of Michigan's Bentley Historical Museum and Hatcher Library. Also in the archives at the Bentley are Jens Jensen's plans. The Iowa LHA chapter is the largest and holds quarterly meetings. Each of the 13 counties the Lincoln Highway travels through is represented by a county consul, harkening back to the original structure of the LHA in the early days of the Lincoln Highway. A state director, from each of the 13 states the route travels through, reports to the national board. Each state also has a Membership Director.

Art Groups

The Lincoln Highway Heritage Byway is interested in developing art projects in the communities along the Byway. We have contacted the following groups and expressed an interest in working together:

- Ames Community Arts Council
- (Ames) City of Ames Public Art Commission
- Bluffs Art Council
- Carroll Arts Council
- (Cedar Rapids) Murals and More - Cedar Rapids Mural Trail Society
- Cedar Rapids (City of) - Visual Arts Commission
- (Council Bluffs area) Iowa West Public Art
- Crawford County Arts Council
- Iowa State University Art on Campus
- Linn County Public Art Commission
- Marion Arts Council
- Marshall County Arts and Culture Alliance
- Marshall Public Arts Committee
- Mount Vernon Area Arts Council

Planners/Administrators/Engineers

Various city, county, and state officials are keenly interested in the work being done on the Lincoln Highway Heritage Byway. The Byway has, and will continue, to build relationships with the planners, engineers, and metropolitan groups that oversee the road building and design of the Lincoln Highway Heritage Byway. Please see Appendix A of this document for a series of tables listing these partners.

Section 2: One-on-One and Small-Group

Meetings

In the spring and summer of 2014, Lincoln Highway Heritage Byway representatives held a series of one-on-one and small group meetings with key stakeholders from communities across the byway. The purpose of these meetings was to establish the Lincoln Highway Heritage Byway as a valuable partner for communities, introduce the Corridor Management Planning (CMP) process, and provide stakeholders with an opportunity to document their priorities and aspirations for the Lincoln Highway in their locations.

Target meetings were held prior to public community meetings in byway towns, in order to inform those subsequent meetings and to provide byway allies in each location with resources to support the CMP project among local residents. Byway and introductory CMP materials were prepared and distributed at this time. Byway representatives met with stakeholders from communities in Clinton, Benton, Tama, Marshall, Story, Greene, Carroll, Crawford, Harrison, and Pottawattamie Counties. Stakeholders included tourism and economic development professionals, city managers, mayors, small business owners, community volunteers and advocates, historical preservationists, and others.

In the course of meetings, local stakeholders provided

The Lincoln Highway Heritage Byway Corridor Management Plan

their perspectives on opportunities for enhancing the Lincoln Highway in their areas and for engaging with the Lincoln Highway and its resources to enhance local communities. Example of ideas discussed at these meetings include:

- Elevating Clinton as a gateway community along the Lincoln Highway, specifically from travelers from Illinois;
- Opportunities to provide an enhanced image for travelers arriving in Denison by enhancing streetscaping along the byway;
- Reconciling needs for road safety enhancements and local economic concerns in Missouri Valley; and
- Supporting local businesses, attractions, and resources along the byway in Carroll.

Throughout, stakeholders demonstrated an appreciation for the historical resources of the byway and other intrinsic qualities that were identified as the unique characteristics of the Lincoln Highway. These meetings were also valuable as they allowed stakeholders to share planned and prospective local initiatives affecting the byway corridor, including road construction, development, and preservation projects.

After these initial small group and one-on-one meetings, byway staff and volunteers developed a series of county fact sheets to guide subsequent data collection and CMP analysis for each location. Locations and resources of note based on these meetings were included, helping to inform the larger, public meetings that began shortly after these initial meetings. Targeted stakeholder meetings continued throughout the rest of the project, allowing local leaders direct input into the development of the Lincoln Highway Heritage Byway CMP and ensuring that byway planning complemented local efforts across Iowa.

Section 3: Community Meetings

Prairie Rivers of Iowa and the Lincoln Highway Byway staff held community meetings from February - September of 2015 in 15 communities along the Byway. These were:

- Clinton
- Lowden
- Mt Vernon /Lisbon (held in Lisbon)
- Marion/Cedar Rapids (held in Marion)
- Tama
- Marshalltown
- State Center/Colo (held in State Center)
- Nevada
- Ames
- Boone/Ogden (held in Boone)
- Jefferson/Scranton/Grand Junction (held in Jefferson)
- Carroll
- Denison



Meeting held Feb. 17, 2015 in Greene County

- Harrison County (held in Missouri Valley)
- Council Bluffs (two meetings)

The purpose of the meetings was to gather residents' perspectives on what the Lincoln Highway means to them, identify similar threads of themes between communities and along the Byway, and understand what each community envisions for the future of the Lincoln Highway and the Byway. Notes were taken at the meetings and shared with everyone attending. Notes were also shared publicly on Prairie Rivers of Iowa's Lincoln Highway Heritage Byway web page and the Byway's Facebook page. Feedback from these meetings will be shared later in this document under each county's intrinsic quality pages.

Another round of meetings was held in August and September of 2016 in the same communities once the Corridor Management Plan was in draft form. Residents were once again asked for their input with additions, corrections, comments to be incorporated before the final document was created and dispersed to interested parties.

Section 4: Plans Consulted

The Review of Plans

For the Lincoln Highway Heritage Byway Corridor Management Plan, many county and city plans, economic development and chamber websites, and smaller communities' website and Facebook pages were reviewed to gain insight into the plans and projects already in effect. The larger metropolitan areas had several plans such as Council Bluffs with its West Broadway Corridor Plan, Mid-City Neighborhood Plan, Playland Park Plan, Bluff Tomorrow: Pottawattamie Multi-Jurisdictional Pre-Disaster Mitigation Plan. A smaller community, like Wheatland, might have a wish for a sidewalk to the nursing home, a walk-



way around the city park, and new hanging baskets/street lights listed as their future plans.

A “Parks to People” plan is being developed in Boone County as part of the Iowa Great Places program under the Department of Cultural Affairs. The Lincoln Highway

Heritage Byway will work in concert with this program. Some early ideas are to interpret the Dragoon Trail and history along the Des Moines River.

Another project in Boone County is to develop a welcome center featuring the story of Kate Shelley, who as a teen-

A Background of Comprehensive Plans

If a city or county has zoning, by Iowa law it must have a comprehensive plan. The March 2011 Legislative Guide from the Rebuild Iowa Office gives a background into Iowa law and the development of comprehensive plans.

“The Iowa Smart Planning Act was signed into law on April 26, 2010. The legislation, found in Iowa State Code Chapter 18B: Land Use -Smart Planning, has three components:

- 1. Articulates ten Iowa Smart Planning Principles for application in local comprehensive plan development and public investment decision-making*
- 2. Provides comprehensive planning guidance for cities and counties, and*
- 3. Established the Iowa Smart Planning Task Force with various responsibilities.*

The Iowa Smart Planning Act does not mandate how communities should grow, rather it requires that communities and state agencies consider Smart Planning Principles when planning for the future and provides guidance concerning important elements local plans should include.

The first major section of the Iowa Smart Planning Act outlines ten Iowa Smart Planning Principles.

These principles must be considered and may be applied when local governments and state agencies deliberate all appropriate planning, zoning, development, and resource management decisions. The principles are: 1) Collaboration; 2) Efficiency, Transparency, and Consistency; 3) Clean, Renewable and Efficient Energy; 4) Occupational Diversity; 5) Revitalization; 6) Housing Diversity; 7) Community Character; 8) Natural Resources and Agricultural Protection; 9) Sustainable Design; 10) Transportation Diversity.

The second section outlines the 13 elements that may be included in a city or county’s comprehensive plan. 1) Public Participation Element; 2) Issues and Opportunities Element; 3) Land Use Element; 4) Housing; 5) Public Infrastructure and Utilities Element; 6) Transportation Element; 7) Economic Development Element; 8) Agricultural and Natural Resources; 9) Community Facilities Element; 10) Community Character Element; 11) Hazards Element; 12) Intergovernmental Collaboration Element; and 13) Implementation Element.

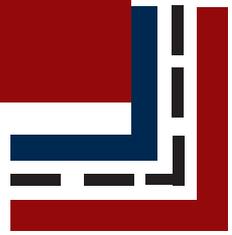
The Act stipulates that local comprehensive plans developed using the guidelines listed above shall address prevention and mitigation of, response to, and recovery from catastrophic flooding. The Act also stipulates that cities and counties shall consider and may apply Smart Planning Principles when developing or amending a comprehensive plan or developing other local land development regulations.

Iowa Code Chapters 335, County Zoning, and 414, City Zoning, already state that zoning regulations shall be made in accordance with a comprehensive plan. These two chapters, along with Chapter 329, Airport Zoning, were amended to state that zoning regulations shall be made with consideration of the Iowa Smart Planning Principles. County boards of supervisors and city councils are also directed to publish notice of meetings in which a comprehensive plan will be considered for adoption. Following adoption, copies of county comprehensive plans are to be sent or made available to neighboring counties, cities within the county, the council of governments or regional planning commission where the county is located, and public libraries within the county. Cities are to send or make available copies of comprehensive plans to the county where the city is located, neighboring counties and cities, the council of governments or local planning commission where the city located, and public libraries within the city.

Iowa Code Chapter 28I, Metropolitan or Regional Planning Commissions, was also amended to state that comprehensive plans completed under this chapter shall be made with consideration of the Iowa Smart Planning Principles.

Nothing in this bill should be read to negate local comprehensive plans already in effect prior to the Act’s passage and should not hinder cities, counties, and regions from producing innovative plans that go above and beyond the guidelines listed above.

The third section of the Act created a 33-member Iowa Smart Planning Task Force to develop recommendations to the Governor and General Assembly regarding effective implementation of the Smart Planning Act. The Iowa Department of Management (IDOM) or its designee will provide administrative support for the Task Forces’ activities and may request assistance from the Iowa Association of Regional Councils.



The Lincoln Highway Heritage Byway Corridor Management Plan

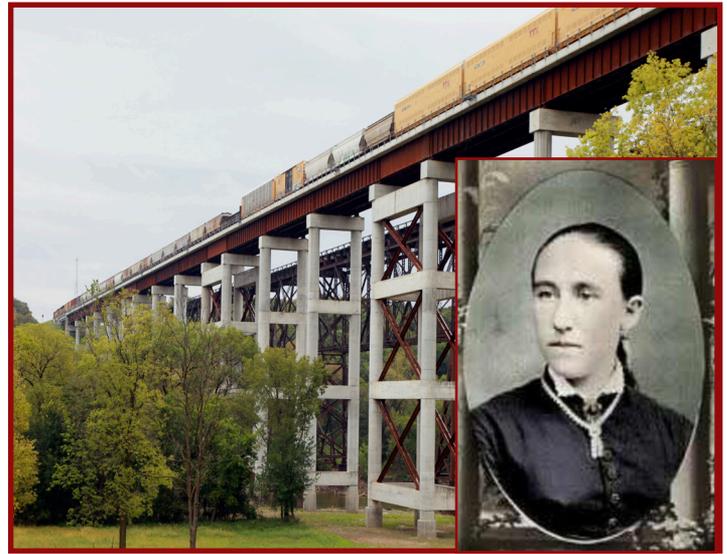
ager crawled across a high trestle train bridge during a night time thunderstorm in July 1881 to warn another train of a washout. Serving as a transportation information center, it would include not only railroad history, but the Lincoln Highway history as it passes through the area and over the Des Moines River. This center could also be used for hands-on art, history, and nature classes for both residents and visitors.

In Story County, a new initiative created through the County is the C2C (Cornerstone to Capstone) Plan. This plan takes into consideration city plans within the county, MPO (Metropolitan Planning Organizations) plans, neighboring counties, and the elements within the Iowa Smart Plan.

An example of a County and a City working together is the Ames Mobility 2040 Plan, a long-range transportation plan recently adopted by the Ames Transportation Policy Committee, of which Story County is a voting member. The plan outlines the city's vision for transportation over the next 25 years. The plan includes in-depth analysis, goals, and a project list for transportation related improvements. Proposed projects in the MPO planning area include intersection improvements, traffic signal adjustments, trail connections, pedestrian improvements, and mass transit infrastructure improvements. The majority of the LRTP proposed projects, if completed, will be done within municipal boundaries but could have unforeseen impacts on Secondary Roads in Story County.

Not all plans use all 13 elements suggested in the Iowa Smart Planning Act. Larger communities generally do, smaller communities do not. Due to the many rivers and streams in Iowa, several plans address flooding- how to mitigate floods and how to respond once they have occurred, have been made. Improving wetlands and habitats are addressed in a number of plans, with the Boone County comprehensive plan citing which plants, birds, mammals, reptiles, and amphibians are endangered or threatened on either a federal or state level. The Lincoln Highway Heritage Byway Corridor Management Plan addresses this topic in Chapter 3, Section 2.

The Pottawattamie County Comprehensive Plan specifically addresses the Lincoln Highway and Scenic Byways in part of the plan.



Kate Shelley (inset) and the bridge she crawled across

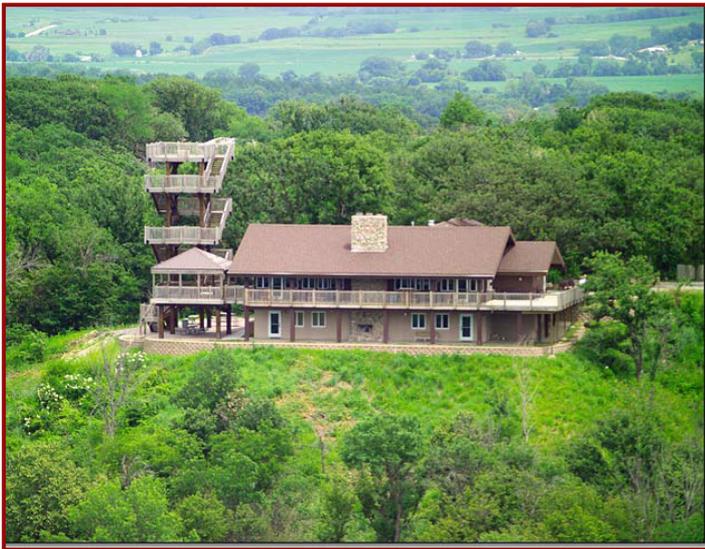
“Several sections of the scenic highways have experienced development of large concentrations of individual dwellings to the point where views of the Loess Hills’ valleys and views have been blocked from the ‘Scenic Byways’ or Highways (Old Lincoln Highway). A few multiple lot subdivisions exist within the Loess Hills region; however the vast majority of these dwellings were developed as separate parcels. In order to protect these valleys and vistas, the following policies have been developed:

LOESS HILLS DEVELOPMENT POLICIES

A variety of policies have been considered that could be utilized to limit continued development in the Loess Hills.

Policies to be considered when developing in the Loess Hills are as follows:

- *Promote preservation methods that preserve the Loess Hills region, and at the same time allow appropriate levels of development*
- *Limit the concentrations of single family dwellings along hard surfaced county roads, and State and Federal Highways. Examples currently exist where rows of dwellings along these hard surfaced roads block scenic views to the valleys and canyons beyond.*
- *Establish provisions within the Zoning and Subdivision Regulations that prevent erosion of sensitive Loess Hills soils. Changing the natural topography for dwelling sites and entire subdivisions can, and has, severely damaged the ecosystems of the hills below the development sites.*
- *Devise methods that promote the least amount of site leveling and re-grading by “incentive zoning” techniques that allow smaller lot sizes if the dwelling footprint “steps” with the natural topography to limit the need for excess excavation.*



Loess Hills Nature Center

Incorporating ideas from the plans/websites listed in Appendix B of this document and those submitted during the Lincoln Highway Heritage Byway public engagement process, a Corridor Management project plan with timeline and possible partners/lead agencies was developed (see Chapter 5, Section 7 for that listing).

Section 5: Corridor Defined

The corridor for a Byway may be more than just what a person might see on either side of the road. The road itself, locations to either side of the road, and those located within a reasonable traveling distance from the road may be included in the corridor. As amenities, attractions, and sites change from county to county, the actual boundary of the Byway may vary. Since the Lincoln Highway travels as an east/west road, the boundaries of the Byway will be to the north and south of the road.

Originally, a five-mile band was considered for the Byway corridor. It was felt that a traveler might deviate five miles to visit an awesome park, significant historical feature, or other important site. An exception to this rule is Herbert Hoover's Presidential Library and Museum in West Branch. A history buff, as one might be when traveling the Lincoln Highway, might be willing to drive 21.5 miles or 25 minutes by car to see a Presidential Library. Other sections along the Byway, like in Benton County, may only have one attraction right along the roadside (Youngville restaurant) and the corridor boundary could narrow significantly.

Following is the corridor as defined by the Byway Committee, based on input from the community input meetings held in 2015 and the open forum meetings held in 2016 which roughly a five-mile band on either side of the Lincoln Highway.

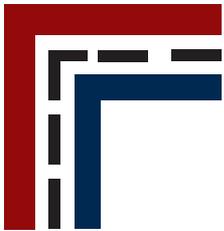
- *Clustered subdivisions should utilize the natural topography to “step” the dwellings into the hillside to retain natural grades as much as possible.*
- *The majority of development in the Loess Hills has been by individual dwellings, as opposed to multiple lot subdivisions. Establish a stringent subdivision review and compliance process that “clusters” dwellings together in regions of the Hills that are environmentally suited.*
- *Limit development along the designated roadways of the Loess Hills National Scenic Byway.*
- *Implement protective measures to limit excavation within sensitive soil areas, such as the Loess Hills region, by developing a Slope Protection Overlay District.*
- *Implement grading permits with varied standards based on the quantity of soil disturbed and establish local criteria for development and enforcement of storm water pollution prevention plans (SWPPP) and erosion control plans.*
- *Promote Loess Hills related tourism, as appropriate.”*

Another section of the Pottawattamie County Comprehensive Plan states,

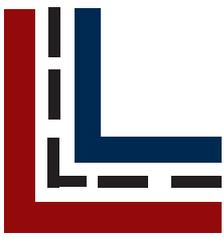
“The Loess Hills Commercial Overlay District allows for limited commercial land use that would enhance the socio-economic aspects of the Loess Hills. The district would be in close proximity to the Lincoln Highway Heritage Byway with the intent of this use to encourage limited commercial development associated with locally made or grown products that would include such types as arts, craftsmanship, foods, wine, and produce”.

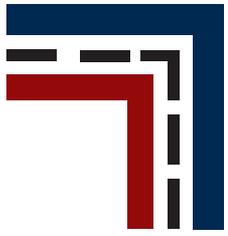


Herbert Hoover Presidential Library and Museum and the Youngville Cafe (inset)

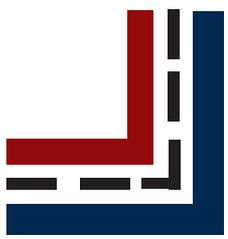


Map of Corridor Boundaries





Chapter 3: Visitor Experience





Section 1: Finding & Following the Byway

Subsection 1: Lincoln Highway Heritage Byway Signage

History

When the Lincoln Highway was developed in 1913, the Lincoln Highway Association led the way to improve the road and encourage paving the route. They developed the red, white, and blue logo with a large “L” and painted the design on rocks, fence posts, telephone poles, and anything they could to show directional change within communities or in the open land.



Original LHA sign

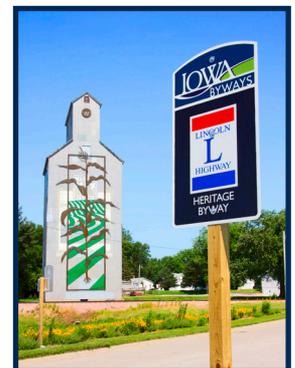
From Drake Hokanson’s book, *The Lincoln Highway: Main Street across America*,

“In 1928, Gael Hoag, the last paid representative of the LHA made notes of where directional markers should be placed. With old friends in the cement industry, some three thousand markers were cast, each with a small directional arrow and a small bronze bust of Lincoln. Around his profile were the words ‘This Highway dedicated to Abraham Lincoln.’ It was a last flourish for the Lincoln Highway Association, the last of many efforts that was to keep this highway in the minds of Americans across the nation, and it was planned accordingly. Gael Hoag arranged for the Boy Scouts to place these markers along the highway, and better yet, arranged with troops all across the country to have the signs all placed on the same day.

The markers were all shipped to towns and cities along the line, and the holes dug in preparation. Then on September 1, 1928, eight months after the active association had ceased to exist, Boy Scout troops across the country fanned out with their loads of markers. At an average of about 1 per mile, they lowered the concrete markers into the holes, leveled them, tamped the solid tight around them, and went home.”

Signage Today

Over time, some of these markers have gone missing due to road improvements, theft, or vandalism. One of the first projects of the 1992 re-formed Iowa Lincoln Highway Association was to identify where original markers are located and to make sure that there is at least one in every county along the route in Iowa.



Current signage

When the Iowa Department of Transportation developed the Lincoln Highway into the Scenic Byway program, permission was given by the LHA to use the red, white, and blue logo with the large “L.” Using as much of the original route as possible, the Iowa Department of Transportation Wayfinding signage plan was developed (sign map by jurisdiction) and a mapping system of Byway signage locations given to each Byway manager. The initial installation of signs was outsourced by the IDOT and the Lincoln Highway Heritage Byway conducted a sign inventory along the Byway in 2014. Over 120 signs of the nearly 1,150 signs were missing or needed replacing. In 2015, the Byway started to contact city or county staff to have those signs installed. Subsequent inventories will be done by driving the entire route using new DOT software. Inventories are to be done every three



to four years.

Auto tours and motorcycle groups often travel the Lincoln Highway just by following the Byway signs. Groups may travel just a portion in Iowa, across the state, through multiple states, or the entire length from Times Square to San Francisco. Europeans have also been known to ship their cars to the United States, traveling from New York to California and then shipping their cars back home. Iowa has been reported to be the best signed state by several travel groups.

The Lincoln Highway Heritage Byway submitted the first change in the signage program in October, 2016. Harlan Quick, the State Center Mayor and Marshall County LHA Consul, requested that the first route on 4th St SE be designated as a loop section of the Lincoln Highway Heritage Byway. A DOT grant helped restore a cottage-style Home Oil gas station on this stretch of city streets. The station is now used as the State Center Police Department. State Center would like visitors to the city to drive by and stop to visit this historic building. It would also be a great location for interpretation about gas stations, repair shops, and early traveling by auto. The Lincoln Highway Heritage Byway submitted this route change to the DOT for the addition of 14 city blocks as a loop in State Center.

More information on DOT signage can be found at <http://www.iowadot.gov/iowabyways/signage.html>. This site includes the byway signage manual and other resources.

Documentation

Lincoln Highway Heritage Byway signage documentation can be found in a series of different documents. All of these documents can be found in Appendix C.

Included in this series of documents is the Registration of Mark with the Iowa Secretary of State. This is for both approval of the Lincoln Highway Heritage Byway logo for transportation usage as a sign along the road way and approval to be used in advertising and business purposes.

The DOT's Lincoln Highway Heritage Byway Policy and Procedures Manual follows the Registration of Mark in Appendix D. This covers procedures regarding size, color, and logos used for Lincoln Highway Heritage Byway signs.

Finally, a spreadsheet of inventory listings taken in 2013 by the Lincoln Highway Heritage Byway Coordinator can be found in Appendix E. Maps by county follow this spreadsheet that show the location of each sign.

Subsection 2: Other Signage along the Lincoln Highway Heritage Byway

Primary Highways under DOT Control

The Office of Traffic and Safety in the Iowa Department of Transportation has an Advertising Management Section to oversee signage along the state's primary highways. The general prohibitions and signs controls through this department apply to all primary highways including signs located in:

- Cities, if they are visible from the primary highway and located within 660 feet of the highway right of way (ROW).
- Rural areas, if they are visible from the highway, regardless of their distance from the highway right of way.

The sign controls do not apply to signs on:

- City and country roads not visible from the Primary Highway System
- Interstate and freeway highways, with the exception of private directional signing. Information regarding controls on interstate highways is in the publication *Guide to Iowa Outdoor Advertising Regulations for Interstate Highways*.

General prohibitions for signage on the primary highways, except for tourist-oriented directional signs are:

1. No sign may encroach on or hang over the highway right of way.
2. No sign may be lighted so it impairs the vision of any motor vehicle driver.
3. No sign may obstruct the view of any highway or railroad to the extent it makes it dangerous to use the highway.
4. No sign may imitate or resemble an official traffic control sign, signal, or device.
5. No sign may obscure or physically interfere with an official traffic control sign, signal, or device.

The Iowa Department of Transportation also has regulations for political campaign signs; real estate signs; special event signs; official city and county signs; and church service club and cemetery signs.

Space on blue Logo Signs may be purchased and will include specific information for gas, food, lodging, camping, and tourist attractions. More information about this program is in a publication called *Logo Business Signs* through the Advertising Management Section of the Office of Traffic and Safety.

Private directional signs (located on private property along interstate, freeway primary and primary highways) are intended to inform motorists of public and privately owned sites of natural phenomena, historic, cultural, sci-



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entific, educational, religious sites, and areas of natural scenic beauty or naturally suited for outdoor recreation that are nationally or regionally known.

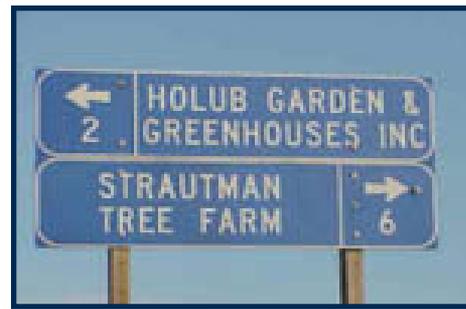
Along the primary highway, as the Lincoln Highway Heritage is in some locations, a private directional sign visible from the primary highway, an individual activity, area, or attraction must meet one of the following conditions:

- a. Have an annual visitor count of 10,000 or more.
- b. Be on the National Register of Historic Places and have an annual visitor count of 5,000 or more.
- c. Have an annual visitor count of 2,500 or more, of which at least 25 percent of the visitors must reside outside the county in which the activity, attraction, or area is located.

It is imperative for attractions, activities, and areas along the Lincoln Highway Heritage Byway to have guest books available and encourage visitors to sign-in with their residence information. As tourism grows along the Byway, more locations will qualify for these types of signs.

In addition to these above conditions,

1. A permit must be obtained prior to erecting the sign.
2. Signs along primary highways must be located within 50 air miles of the activity, attraction, or area.
 - a. No sign may be located in any publicly owned rest area, parkland, or scenic area.
 - b. No sign may be located within the adjacent area on either side of the highway within 2,000 feet of such facilities.
 - c. No sign may be located adjacent to the highway on either side within 2,000 feet of an interchange along any interstate or freeway primary highway.
3. The sign should not exceed 150 square feet, including border and trim, nor be more than 20 feet in height or length.
4. No more than three signs pertaining to the same activity, area, or attraction and facing the same direction can be erected along any one primary highway.
5. Signs facing the same direction must be a minimum of one mile apart.
6. Messages shall be limited to the identification of the activity, area, or attraction and directional information useful to the traveler in locating it. This may include mileage, route numbers, or exit numbers. The message may include current and sufficient information to inform the motorist of the hours, days, and months of operation.
7. In general, flashing, intermittent, or moving lights are prohibited.
8. Provided with the permit application, the following information must be provided:
 - a. Proof of required visitor count and visitor addresses, if necessary.



Example of a TODS sign

- b. Information concerning when the activity, area, or attraction is open to the public.
- c. Written assurance the attractions, activity, or area complies with all applicable laws concerning public accommodations, without regard to race, religion, color, sex, or national origin.

Tourist-oriented directional signage (TODS) are blue signs intended to provide the motorist with specific information about activities or sites of significant interest to the traveling public, and businesses providing motorist services. An example of this blue sign would be for an orchard with its name, a directional arrow, and the number of miles to the orchard from the sign.

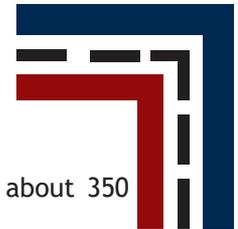
The activity or area must be open reasonable hours to the public, not in a residence (unless a separate entrance is convenient and well-marked), located in a rural area or inside a city with 5,000 or less, if the location is not adjacent to the highway or visible from the highway, it must be placed on a higher classified highway to direct motorists to a lower classified highway or a lesser traveled road.

Seasonal activity or sites must have a “closed” panel or masking attached to the TODS when they are closed for a period of time or if hours of operation decrease below the minimum requirements.

There are other special requirements for motorist services, tourist attractions, agricultural activity, and other commercial activities.

County and City (Municipality) Jurisdiction

If a county or city has zoning, which most do along the Lincoln Highway Heritage Byway, there may be ordinances that vary between county to county or by city to city. Each jurisdiction could have varying size requirements, LED restrictions, or other restrictions and fees. If an attraction, activity, or area wishes to install a sign, they should consult the appropriate jurisdiction. If unsure who to contact, a good beginning point will be the Advertising Management Section at the Iowa Department of Transportation (515-239-1296) or the contacts listed for counties and cities in Appendix F.



Section 2: Existing Visitor Attractions and Amenities

Subsection 1: Intrinsic Qualities Overview

NATURAL INTRINSIC QUALITY

The Beginning

The Earth's history is divided into three eons. The first two, the Achaean (until 2.5 billion years ago) and the Proterozoic (until .5 billion years ago) are buried under 3,500-4,000 feet of the youngest eon, the Phanerozoic. Rocks from the first two eons are only known from scattered drillings and gravity and magnetic surveys around the state. The better known Phanerozoic Eon is divided into three eras. The longest era, the Paleozoic (until 225 million years ago), is divided into seven periods. During the Paleozoic time, Iowa had alternating shallow seas that deposited sediments and uplifts that caused erosion. Gypsum deposits and coal deposits were formed.

Fossils are found in Iowa from the many Paleozoic Era periods.

- Cambrian (burrows, brachiopods)
- Ordovician (orthids, brachiopods, corals, graptolites)
- Iowa Silurian (corals, pentamerids, nautiloids)
- Devonian (spiriferid, brachiopods, corals, echinoderms, stromatoporoids)
- Mississippi (brachiopods, corals, bryozoans, pelecypods, fish teeth, gastropods)
- Pennsylvania (flora and fauna, marine fossils, brachiopods, gastropods, corals, bryozoans, fusulinids)
- Permian (large reptiles and further advancements of marine and plant life, but extinct by the next era)

During the latter half of the Paleozoic Era, parts of North America, Europe, Africa, and South America were joined in one continental mass. Seas frequently invaded the inner regions on the continent and Iowa was flooded many times. The rising and falling of water levels formed cyclic deposits of alternating shales and limestones.

One of the earliest finds from these prehistoric times was crinoids in a quarry in LeGrand, Iowa. Iowa, at that time, was located near the equator and submerged under a warm sea. Crinoids (often called "sea lilies" or "feather stars") are echinoderms (spiny-skinned animals) with skeletal parts made of calcareous (limy) plates and are related to starfish and sea urchins. Crinoids have been around since the Ordovician Period until the Mid-Cambrian and almost became extinct in the Permian period. In 1931, while blasting rock at the LeGrand Quarry, a huge rock was discovered that unveiled the remains of 183 starfish and other specimens. Many of these fossils found

in the LeGrand Quarry died on the sea floor about 350 million years ago.

After the Mesozoic Era (Triassic, Jurassic, and Cretaceous periods) came the Cenozoic Era. Deep valleys formed and mammals developed. Starting about 2.5 million years ago, the climate began a series of alternating cold and warm periods. During the cold periods, a number of glaciers advanced across Iowa from the north. Numerous layers of volcanic ash were blown in from the Yellowstone area. The last glacier to deposit till over the entire state occurred before 500,000 years ago. As the glacier retreated and the climate grew warm again, streams developed in the till.

During 300,000 to 130,000 years ago, the climate grew cold again and glaciers of the Illinoian Glacial Stage advanced to only parts of Iowa. During the ice advances, the Missouri River Valley was a large drainage way for huge columns of meltwater and sediments from the glaciers. In the winter, the melting was reduced and water volume diminished, exposing the sediments to the wind. The fine sand, silt, and clay picked up by the wind, drifted eastward across the state for thousands of years. This "loess" can be found in parts of Iowa, but is the deepest in Western Iowa, near the Missouri River thus creating the "Loess Hills" as we know it now.

Iowa, today, is a land between two rivers- the Mississippi on the east edge and the Missouri on the west. Visitors to the Iowa Lincoln Highway Heritage Byway will notice the change in landforms and topography as they travel across the state. Glaciers contributed to the land forms and rivers.

Land Forms Created by Nature

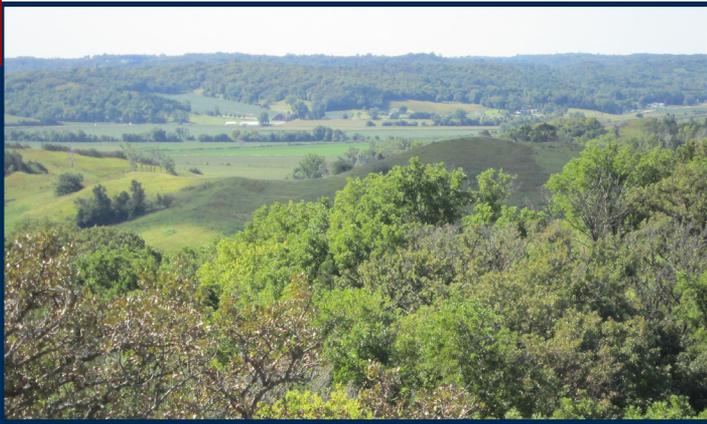
Along the Mississippi River in Clinton County, the river front is generally a level area of stream terraces, paleochannels, backwater sloughs, and oxbow lakes within the broad Mississippi River valley.

Heading west, the lowan Surface covers parts of Clinton County, Cedar, Linn, Benton, and parts of Tama County. This form is eroded Illinoian till with moderate loess formation, frequently in the form of *paha* ridges, muted relief except for steep rolling hills near river valleys, and deeper valleys. The town of Mount Vernon is situated on a *paha*. The hills east of Tama on Highway 30 and to the north are called the "Bohemian Alps" by the locals. When the Lincoln Highway route was formed, it was decided to detour around the hills and travel through the Iowa River Valley instead.

The Des Moines Lobe is often called the Prairie Pothole Region. It was glaciated up until 12,000 years ago during the Wisconsin Glaciation. The area is marked with rolling



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Loess Hills

terrain and ridges. Historically, this area was peppered with small interconnected swamps, most of which has been drained for farmland. The lobe is “tongue” shaped and covers parts of Marshall, Story, Boone, Greene, and part of Carroll County.

The Southern Iowa Drift Plain surrounds the southeast and southwest part of the Lobe and covers parts of Tama, Marshall, Carroll, Crawford, Harrison and Pottawattamie counties. In Iowa, it covers almost the whole southern half of the state and consists of rolling hills of Wisconsin-age loess on Illinoian (or earlier) till.

The western edge of the Lincoln Highway Byway, in Harrison and Pottawattamie County, has the most unique landform with the Loess Hills. It is very thick deposits of loess (wind swept soil) which was deposited during the Wisconsin and Illinoian period.

Along the very end of the Byway is the Missouri River Alluvial Plain which may be the only true flat region of Iowa. It has terraces, sloughs, and oxbows. Its valley trench is not as deep as the Mississippi River system and the Missouri River is a much narrower channel. The Missouri River is a very fast moving river.

There are many other rivers and streams throughout Iowa. They, and the landforms mentioned above, contributed to the way Eastern Europeans and others settled the land, as well as how they made a living and added to the story of the Lincoln Highway.

Vegetation and Habitats

Vegetation along the Lincoln Highway Heritage Byway includes habitat for many animals and the vegetation helps protect the streams and rivers, aiding the fish habitats. Native prairies contained very tall grasses and wildflowers. In Pottawattamie County, it is reported that grapes, gooseberries, raspberries, and crab apples grew wild. Honey Creek, also in Pottawattamie County, was named

for the many wild bees that were found in the area. Calamus in Clinton County was named for the nearby creek, which was named for the plant *Acorus calamus* or “Sweet Flag” plant that grew nearby.

Even the Lincoln Highway Association (LHA) understood the importance of vegetation along the road. They wanted to enhance natural resources while developing a road system through hills, farmland, and river valleys. The LHA hired a pioneering landscape architect, Jens Jensen, who had done work in Chicago parks and over the years collaborated with architects Louis Sullivan, Frank Lloyd Wright, George Maher, and Albert Kahn. Kahn had built several homes for the Ford family in Michigan and Maine and Jensen was called upon to create the landscape designs for them. Jensen also worked on other projects for Henry Ford including the Dearborn Inn, Henry Ford Hospital, and Henry Ford Museum. Jensen, a Danish immigrant, embraced the prairie style of landscape architecture and led the movement to conserve natural areas. He used indigenous plants, natural-looking waterways, layered stonework, meadows, and sun-openings. Jensen was not only known among the auto industry and Detroit, but in the nation as he was named “dean of American Landscape architecture” by the *New York Times*. Jensen said, “Every plant has fitness and must be placed in its proper surroundings as to bring out its full beauty. Therein lies the art of landscaping.”

For the LHA, Jensen designed an “ideal” section complete with a seating area to view the traffic on the Lincoln Highway, campgrounds, and picnic areas. A sample “ideal” mile was built in Indiana, but no others have been built to date. In another drawing of what to plant in a prairie area, he includes specific directions not to plant in formations, but to disperse them so they grow in a natural manner. He also designed a lamppost for the Lincoln Highway as the original plan was to light the entire length and include a lane for bicycles. Bicycles were important to Carl Fisher, who originally devised the plan for the Lincoln Highway. He had been a bicycle enthusiast, having raced and sold bicycles prior to the invention of the automobile.

Today the vegetation is under county, state, or municipality jurisdiction. County engineers or cities may apply for Living Roadway Trust Fund assistance for equipment, seeds, or to create plans and take plant inventories. The 13 counties along the Byway handle vegetation differently. Linn County has applied every year for some type of funding and is the number-one funded county in Iowa. Next-door, Cedar County has not applied at all and would like assistance doing so. Carroll County has found random plantings to not be successful and does not do burns, but is spot spraying. Farmers, themselves, are burning the ditches. Greene County farmers are not excited about native plantings as it can create havoc with their tile systems. Crawford County residents dislike native plantings

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in the rural areas, as the right-of-way (ROW) is too narrow and tall plantings create obstructions when trying to view animals (deer) crossing the road. Native plantings create sod and water does not drain off the roadway effectively.

According to Iowa Code 314.17, mowing of roadside ditches is restricted until July 15th to protect young pheasants and other ground-nesting birds until they are ready to fledge. The law, which applies to county secondary roads as well as state primary and interstate highways, also protects habitat for pollinators and other beneficial insects, including crop-pest predators. The exception to this law is:

- Within 200 yards of an uninhabited dwelling
- On a right-of-way within one mile of the corporate limits of a city
- To promote native species of vegetation or other long-lived and adaptable vegetation
- To establish control of damaging insect populations, noxious weeds, and invasive plant species
- For visibility and safety reasons
- Within rest areas, weigh stations, and wayside parks
- Within 50 feet of a drainage tile or tile intake
- For access to mailbox or for other accessibility purposes
- On right-of-way adjacent to agricultural demonstration or research plots.

In addition to the land adjacent to the roadway, there are other sections of native areas that need protection and they are classified as the following:

State Preserve

Highest level of protection

- Protection, management, and use governed by Chapter 451C.1 of Code of Iowa
- Seven-person Preserves Board, appointed by the Governor and director of DNR advises DNR on acquisition, dedication, and management of State Preserves

Five Categories of Preserves

- Natural Preserve - based on biological features
- Geological Preserve
- Archaeological Preserve
- Historical Preserve
- Scenic Preserve

Only 95 dedicated State Preserves in Iowa

Little or no development on areas

May be privately owned versus publically owned

Parks

Generally selected because of unique area, but not the uniqueness of preserve

Generally intensively managed for recreation

- Usually managed for non-consumptive reasons

Generally publically owned, managed, and operated by national, state, county, or municipality entities. They can be also be privately owned.

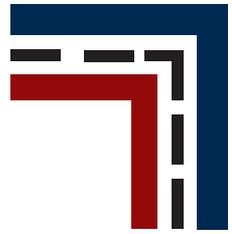
Wildlife Management Areas, State Forests, Marshes/Prairies/Wetlands

- Publically owned and managed- perpetually owned and managed
- Public use areas

Under each of these types of protection, there are different hunting and fishing regulations, including no hunting or fishing. Websites and posted signs will indicate what is allowed and what it not. In many areas along the Byway waterfowl, pheasant, quail, deer, turkey, rabbit, and squirrels may be hunted. Fish populations can include channel catfish, crappie, bluegill, largemouth bass, wall-eye, or tiger musky depending on the river, stream, lake, pond, or manmade lake.

Endangered Species

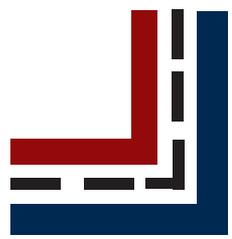
Over time, either through natural causes or manmade causes, certain species have become endangered or threatened. Species may either be on a Federal or a State Endangered (E) and Threatened (T) List. Usually the habitats near rivers or streams have been disturbed or are not connected to allow for species to travel for hunting, nesting, and reproduction. On the next page is the Federal List for the 13 counties the Lincoln Highway Heritage Byway travels through.



Threatened and Endangered Species

Type	Species	Clinton	Cedar	Linn	Benton	Tama	Marshall	Story	Boone	Greene	Carroll	Crawford	Harrison	Pott.
Bird	Piping Plover												T	T
	Lessor Tern												E	
Mammal	N. Long Eared Bat		T	T		T	T	T	T					T
	Indiana Bat					E		E						
Fish	Palid Sturgeon												E	E
	Topeka Shinner						E		E	E	E	E		
	Higgins Eye Peraly Mussel	E		E										
Insect	NONE													
Reptiles	NONE													
Snails	Iowa Pleistocene Snail	E												
Plants	W. Prairie Fringed Orchid			T	T	T		T				T		
	E. Prairie Fringed Orchid			T										
	Prairie Bush Clover			T				T						
	Meads Milkweed	T												

T = Federally Threatened Species
 E = Federally Endangered Species



ARCHAEOLOGICAL INTRINSIC QUALITY

According to the Office of the State Archaeologist housed at the University of Iowa in Iowa City, there are approximately 27,000 recorded archaeological sites in Iowa. Most people are unaware of and would pay little attention to the vast majority. Many sites are completely gone or badly disturbed by plowing, by erosion, or by roads and other development. Large rivers appear to have been the highways of prehistoric people, and similar site types often cluster along specific river systems. Archeologic sites are documented but often exact locations are not shared with the public in order to aid preservation. As river banks erode and more soil is disturbed, additional artifacts may surface. If a new, unreported site or artifact is found, please contact:

Site Records Coordinator
Office of the State Archaeologist
The University of Iowa

700 Clinton Street Building
Iowa City, IA 52242-1030
(319) 384-0732

Email: collen-eck@uiowa.edu

The term “prehistoric” is often used to describe the time prior to any contact established with European settlers (approximately 1676 AD). The time after European contact is known as “historic.” Twelve-thousand years ago, people and cultures moved about the state finding plants and animals to eat and sometimes growing their own food. They did not live within state, county, or city boundaries. Therefore, the archeologic intrinsic quality is difficult to explain by county, so the following detailed explanation is given for the state of Iowa, as a whole, but emphasizes what occurred along the Lincoln Highway. The other intrinsic qualities will be shared county-by-county.

CULTURAL INTRINSIC QUALITY

After the Blackhawk Wars, the land west of the Mississippi River opened up for settlement. Eastern Europeans and others settled in Iowa. Not only were there pockets of German and Czech towns, but a variety of religions with Quaker, Amish, and Mormons leaving their influences and creating communities along what would become the Lincoln Highway. The Meskwaki Indian tribe also came to settle near the Iowa River in Tama County. Each group brought their own celebrations, arts, foods, and way of life. Much of this is still apparent today.

HISTORICAL INTRINSIC QUALITY

The Lincoln Highway Byway is best known for its historical feature. When Henry B. Joy, President of the Packard



The Lincoln Highway mirrors the railroad tracks

Company, and Carl Fisher first set out to create the first coast-to-coast highway, they looked for the most direct route. In Iowa, they needed to cross two major rivers—the Mississippi and the Missouri. It is no coincidence that the Lincoln Highway in Iowa runs beside the Union Pacific Railroad. The railroad came through first and found the flattest, less swampy areas to lay their track. The Lincoln Highway mirrors the train track and in many parts of the state, runs just within feet of the railroad.

Now that is not to say that automobiles had an easy time traveling through Iowa. The Des Moines Lobe area, known for its swampland, proved to be a challenge to travelers. As road improvements were made and technology developed on how to build roads, bridges, culverts, etc., travel became more common.

To accommodate these travelers, gas stations, restaurants, repair shops, and tourist cabins opened up. Some of these are still open for business, others are now museums, some are unoccupied, and some have met the wrecking ball.

There are other historical features, museums, and places of interest along the Lincoln Highway Heritage Byway related to the railroad, the settling of the land west of the Mississippi River, and the residents. This Byway story is more than the evolution of transportation, but that is a large share of the story.

RECREATIONAL INTRINSIC QUALITY

Along the many rivers and natural areas, the land offers diverse recreational activities. In the warmer months—camping, swimming, hiking, biking, fishing, and birding are some of the activities. In the colder months, hunting, ice fishing, skiing, snowshoeing are offered. Other recreational activities include: golfing, bowling, basketball, and many others. Often these are privately owned as compared to the natural environments that are managed by the State of Iowa, County Conservation Commissions, or the Department of Natural Resources (DNR).

SCENIC INTRINSIC QUALITY

Travelers will find several scenic places along the Lincoln Highway Heritage Byway. From high bluffs overlooking the Mississippi River, to the Loess Hills overlooking the Missouri River; from the hills near Tama to the many river valleys, there are diverse locations along the way to stop and enjoy the sights.

Subsection 2: Details of Archaeological Intrinsic Quality for the Lincoln Highway Heritage Byway

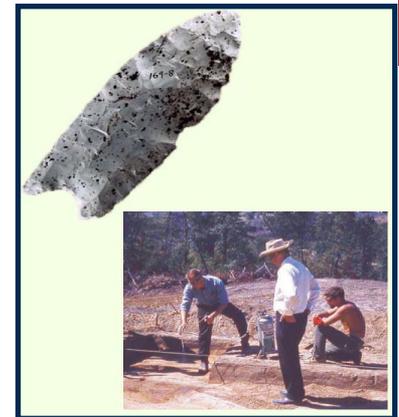
The story of Iowa, her land, and her people stretches back into some of the farthest reaches of human history. The story of this state can be said to start during what is referred to as the Paleo-Indian time period which dates back to 20,000 years ago. Current archaeological theories promote the idea that colonization first occurred during the last Ice Age (known as the Pleistocene epoch) when glaciers covered much of North America, Europe, and Asia. Water levels would have dropped and land may have been exposed in which people, plants, and animals may have used to migrate between continents. Evidence of these early people and their descendants is scarce in Iowa, but what archaeologists do know stems predominantly from Clovis and Folsom sites that are typically found close to running water and have abundant flint in nearby areas. The earliest remaining evidence of the Paleo-Indian period is dated to approximately thirteen thousand years ago.

This evidence is in the form of projectile points, called Clovis or Folsom points respectively, which are representative of the unique construction for this particular time period. A Clovis point may be identified as such if it three to six inches long, thin, laurel-leaf shaped and shows evidence of fine chipping. Furthermore, these points also have fluting that runs from the base of the point up towards the center and may have made it easier to attach the point to the wooden shaft that comprises the entire weapon. Although these points may be found all across the state of Iowa, one of the largest caches was found at the Rummels-Maske site in Cedar County near Hare Run. In 1965, Wayne Rummels and Richard Maske contacted the Office of the State Archaeologist concerning a few stone spear points they had discovered in a cornfield. At this particular archaeological site, more than 20 complete and fragmented points were discovered in a plow zone that was being worked over in a farming operation. The points were all made of a rock called Burlington chert, which was a considered a quality material by the Paleo-Indian people. The chert is a stone that is found embedded in limestone deposits throughout southeastern Iowa and evidence suggests that early inhabitants placed high value on the stone and would travel or trade to procure it.

Unfortunately, many historical artifacts do not withstand the test of time particularly well and as such, we know very little or nothing at all about how these early Iowa people arranged their societies, what they wore, or how they made their homes. It is assumed that these were a nomadic people that moved with herds of

wild game such as mammoths, horses, bison, and even camels. As such, it is likely that these earliest inhabitants traveled and lived in groups large enough to effectively hunt and kill the big game that seems to have formed a significant part of their diet. Additionally, working on the supposition that tribes were nomadic, archaeologists have proposed that homes were presumably created with ease of traveling in mind. A frame may have been created from flexible branches or bones and then been covered with animal skins or woven mats. Clothing is likewise thought to have been made of animal skins that were tanned, stretched, and possibly decorated with items such as feathers. These suppositions along with the physical evidence that has lasted thousands of years form the foundation for all that archaeology knows about the people who first called Iowa home.

The Archaic period follows the Paleo-Indian prehistoric time period and is generally demarcated between 10,000 and 3,000 years ago. Archaeological remains from the Archaic period are scattered throughout the state of Iowa and the most commonly found remnant is a characteristic type of stone point that would have been attached to a wooden shaft for hunting purposes. However, additional stone artifacts are found more often than in the earliest era of Iowa's history and the remains discovered include items such as drills, scraping stones, and blades made from stone. First emerging during this Archaic period were stone tools constructed by pecking and abrading rather than the former traditional method of chipping away at the stone. This new technique was an important advancement that allowed native people to begin to work with harder stones, such as granite and quartzite. Consequently, tools were increasingly durable and could be used to grind, crush, and chop more efficiently. Stone tools regularly found that date to the Iowa Archaic period are abraders, axes, manos, and metates. According to the Office of the State Archaeologist of Iowa, manos were stones that were used by early natives to grind seeds and nuts by a crushing or rubbing them against a stone base that is known as a metate.



Rummels-Maske site

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The Iowa Archaic period ushered in additional technological advances, including new hunting techniques. One such advancement was the use of the bannerstone as a weight on the atlatl or spear thrower. The atlatl is a multi-component tool that typically consists of a wooden shaft, roughly two feet in length, which was fitted with hook, typically made of antler bone, and finally a handle at the opposite end. A bannerstone is heavy, polished stone that was perforated and created to resemble boats, birds, and other animals. The bannerstone weights were fitted onto the wooden shaft of the atlatl and are responsible for changing the way natives hunted. The ramifications of this advancement were enormous as it would have allowed Archaic hunters to hurl their spears further and with greater force. This meant safer hunting for the men because the distance between hunter and hunted increased as well as the increased number of successful kills. The kill provided families with fresh meat for cooking, bones for tools and decoration, and skins for clothing and housing.

In addition to new stone artifacts, archaic people in Iowa also created a range of bone and copper products. Bone awls have been discovered across the state and were most likely used in the creation of baskets to work the necessary fibers as well as to pierce the tough hides of animals. Another tool used to work animal skins during the Archaic period are bone scrapers that were utilized in the preparation and dressing of hides. In Cherokee County, a unique archaeological find was discovered: a hollow bird bone that had been carved into a whistle. It is believed to be the earliest artifact of its kind ever discovered in North America. Furthermore, it is during this archaic period that native people began to work with raw copper that was primarily mined in the Great Lakes region and then transported throughout eastern North America.

Hunting was of crucial importance to the people of this time period. Bison were hunted and killed in large numbers at sites such as Pisgah, in Harrison County (13HR2). In addition to these large animals, people hunted smaller prey such as deer and elk, caught turtles, fish, and birds, and collected wild plants for nuts, berries, and seeds. Approximately 1,000 years ago, natives began to specifically cultivate certain plants; this was a crucial innovation that paved the way for current agriculture. We know about the diets of Archaic Iowans because of the middens (garbage heaps) that have been excavated across the state. Also found in the middens are a variety of stone artifacts, flint shards, and bone tools. It appears that the majority of the tools found were used for butchering animals like bison, and dressing the hides of those animals to be used for clothing, shelter, and possibly cooking.

There is no archaeological evidence of pottery during the Archaic Era, which has led many archaeologists to speculate that cooking was done by lining dug-out pits with animal hides that were filled with water and surrounded

by hot stones. Meat and possibly edible roots were placed in the pit with hot water and then cooked. Another possibility involves using hot stones in bags made from animal hides and then placing them along with meat and tubers into a tightly woven basket, which allowed the meat to cook. There is evidence, however, of roasting pits and earth ovens that indicate a variety of cooking practices were used by the Archaic people of Iowa.

These early people lived in small groups consisting of a few families that were highly mobile and likely moved in accordance with the different seasons and followed their primary food sources such as bison. As such, temporary housing was an imperative. It seems likely that these migratory people would erect a type of tent with wooden or bone poles and cover it with animal skins or thick, tightly woven mats. Similarly to the tent coverings, clothing was also most likely created by sewing together hides or textiles created by plant material into wearable items. Sewing was done using copper or bone needles.

Death is an inevitable part of life and the native Iowans had rituals and burial practices to celebrate the life and death of their people. During this time period, communal graves were common and one such example is the Lewis Central School site located in Pottawattamie County. Human remains are often found covered in red ochre, but archaeologists have no idea what this could be indicating. Bodies were buried with care, typically lying on their side with knees raised to the chest. Personal and oftentimes valuable artifacts such as shell necklaces or projectile points have been found to be buried with these long deceased humans. It is interesting to note that many of these burials mirror what has been found by archaeologists working in Europe or the Near East during the same time period. This suggests that perhaps there was a global connection between peoples living in different areas of the world.

Three thousand years ago, native Iowans underwent a change and lifestyle and cultural practices transitioned from the Archaic period into what is known as the Woodland period. The Iowa Woodland period is primarily characterized by the appearance of pottery, the presence of burial mounds, and the cultivation of formerly wild plants. Archaeologists traditionally split the Woodland period into three distinct phases aptly named the early, middle, and late Woodland periods. The advent of pottery is of utmost importance to archaeologists; although the ceramics are highly susceptible to breaking, the pottery shards are practically indelible. The nature of these pottery shards gives scientists an unprecedented glimpse into what life may have been like for Iowans living during both the Woodland period and thereafter.

Pottery tells archaeologists about the tangible, practical aspects of native life, but it also provides insight into the

artistic traditions and preferences of these early people. There is great variety in the patterns that have been found on pottery shards across the state of Iowa; these artistic differences have allowed archaeologists to trace their origins, determine the popularity of the design, and then witness it morph into newer designs and styles. It appears that the earliest pots were designed based on the woven baskets or leather pouches that had been used by earlier people. Early ceramics were created using a coiling method to build the pot and then padded to create smooth, straight walls with flat bottoms. Archaeologists have found significant amounts of grit (pulverized stone and shells, sand, or plant material) in early ceramic ware. It is likely that this grit was intentionally added to the wet clay in order to prevent cracks in the pottery as it was dried and fired. A notable example of pottery during this early time period comes from the Spring Hollow site in Linn County, in which people began to use wooden or bone tools to incise designs on the clay. Pottery designs continued to morph and become more elaborate as geometric patterns were etched into the clay pots.

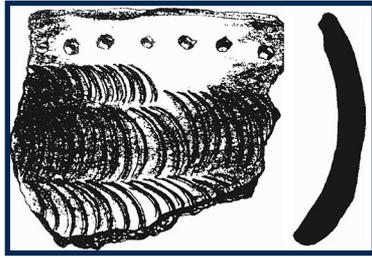


Illustration of Woodland pottery

The year 200 B.C.E. typically serves as the delineating time in which the Early Woodland period ends and the Middle Woodland period begins. This middle era is differentiated by the presence of what is known as Havana style pottery and large burial mounds that represent the prominently recognized Hopewellian complex. The term “hopewell” is used to describe one of several burial customs that was present, predominantly in eastern portions of America, from approximately 3,000 B.C.E. and the time at which the first European explorers arrived on the shores of the New World. Hopewellian sites are typically funerary grounds that contain a multitude of burial mounds. Archaeologists have discovered that native people practiced cremation, as well as inhumation to mark the passing of their loved ones. The tombs frequently contain unexpectedly rare artifacts and materials, such as: conch shells from the Gulf region, volcanic glass from the Rocky Mountains, and copper from the Great Lakes region. The presence of these goods indicates two significant archaeological revelations. First, it seems probable that the items reveal the respective social standing of the individual with whom they are buried. Second, it also demonstrates that a widespread network for trade existed across the United States with people moving and exchanging goods across broad stretches of land.

The demarcation between the Middle Woodland period and the Late Woodland period is the year 500 A.D. There are several noticeable changes in culture and lifestyle

that differentiate the two eras of time. The larger, more permanent villages that characterized the middle period gave way to smaller, temporary camps that allowed the people to migrate with the seasons. Mound building continued in honor of the dead, but the size and shape shifted dramatically. Tall, conical mounds are the hallmark of Middle Woodland burial mounds, but the Late Woodland people preferred mounds that were linearly oblong. In Northeastern Iowa, natives created burial mounds in the shape of animals, such as birds and bears. Furthermore, these burial mounds typically lack the “luxury” items, such as copper and obsidian, which were prominent during the Middle Woodland period. Pottery styles also shifted during this time period. Pots became more rounded in shape, openings at the top narrowed, and the decorations were relatively simple.

Social groups during the Woodland period were likely small and consisted primarily of immediate family members. It is, however, thought that larger groups may have formed at certain times during the year to cooperate in hunting ventures or the gathering of bountiful fruits and plants. Burial mounds may have served a number of purposes for the Woodland people including marking tribal boundaries and serving as a gathering place for larger numbers of people to celebrate or mourn. The Woodland period is when archaeologists begin to note the first, true and purposeful cultivation of plants such as squash, sunflowers, and tobacco. The earliest evidence of cultivated tobacco in Iowa comes from the M.A.D. site in Crawford County. In the Late Woodland period, corn became a solid staple in the diet of many native Iowans. Hunters continued to utilize spears or darts up until the Late Woodland period, when the bow and arrow were becoming increasingly prevalent, as the projectile points discovered suggested.

Great Oasis is a sub-culture in the Late Woodland period and is thought to have developed from the Woodland culture around 900 A.D.. Archaeological excavations indicate that Great Oasis people chose to construct their homes on low ground, typically on terraces above river floodplains. Some of the best examples of these building sites were found in Boone County, Iowa at the Hubby, Meehan-Schell, and Old Moser Villages. These excavations have provided insight into the construction of houses as well as the towns as a whole. Houses were “wattle and daub” construction, in which wooden posts were erected and then flexible sticks were woven between the main posts and then coated with a mud mixture. The homes were fairly long and rectangular and likely had an entryway that was covered and extended outwards from the main section of the home in which families resided. Inside the home, archaeologists have found a central fireplace and numerous cache hollows in which perishable food items were stored. If the food rotted or was unearthed by rodents, the hollow was filled dirt and debris. The cache pits provide valuable insight into the diets of Iowans during this

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time. Archaeologists have unearthed large quantities of both deer and elk bones, which speaks to the importance of these two animals in the hunting and gathering lifestyle of native people. It is possible that deer and elk eclipsed even bison as a food source during the Great Oasis time period. The findings in cache pits suggest that Great Oasis people occupied a single site throughout the fall, winter, and spring months and only migrated during the summer months.

Archaeological excavations in the city of Des Moines, Iowa have shown that Great Oasis people cared deeply about their dead. In this single cemetery, nearly one hundred individual remains were discovered and all were positioned similarly with their knees drawn up and tucked close to the chest. The graves also included a multitude of intact pots and numerous small beads that were created from the shells of a freshwater snail that inhabits the Eastern portion of the United States. At the Des Moines burial site, archaeologists also discovered cross shaped relics that were created using a specific variety of clam shells. It is not clear what purpose these artifacts served either in life or after death.

The next segment in the archaeological story of Iowa is the Mill Creek culture that primarily developed along the western edge of Iowa on lands near the Missouri River and its tributaries. Houses were constructed in a similar manner to those of the Great Oasis people, being “wattle and daub” and containing several cache pits for perishable food items. When individuals have conducted archaeological excavations, a plethora of gardening tools and plant remnants have been uncovered at Mill Creek sites. This indicates the importance of horticulture to these native people. They grew maize, a variety of squashes and beans, as well as sunflowers and tobacco. The prairie sod grasses would have been nearly impossible to farm and as such, river bottomlands were farmed instead. These dark, rich soils would have been far easier to plow using the handmade tools that were available to these early farmers. Hoes were made from the shoulder blades or skulls of large animals such as bison. Knives, fishhooks, and awls were also manufactured from the bones of various animals.

The presence of so many bone tools, implements, and artifacts tells archaeologists that hunting was another crucial activity in the lives of the Mill Creek people. It is posited that men hunted and fished throughout the year to provide meat for their families, but during certain seasons, larger groups of hunters would gather and work together to bring down bison. A large portion of this meat would be dried and used during the scarcer winter months. Native Americans let little to nothing of their hunts go to waste. The bones were utilized to make tools, but the skins and feathers of animals were also important. Skins were used to make clothing, provide shelter, and keep warm. Feath-



Illustration of a Great Oasis house

ers were used decoratively on ceremonial implements.

Further findings at Mill Creek sites indicate that these people may not have been peaceful hunter gatherers or were surrounded by tribes that wanted to expand. Many of the sites have deep ditches dug around them on three sides which suggest a defensive purpose. It is entirely possible that the disappearance of Mill Creek culture was due to outside pressures that were exerted by neighboring nations that rivaled Mill Creek people. Another possibility is that the changing climate along with depleted resources, such as timber, played a role in the decline. Climatologists have posited that there was an approximately 50 year span (1200-1250 A.D.) in which weather patterns changed and the lands became increasingly dry, which made horticultural efforts difficult.

In the same era that Mill Creek culture flourished in the northwestern portions of Iowa, the Glenwood culture was established in southwestern Iowa along the famous loess hills. Of particular interest to many archaeologists are the earth lodges that were constructed during this time period. Glenwood people built houses that were rectangular in shape, but had rounded edges and an opening that faced to the south. What is unique about the construction is that these homes were built within a partial subterranean pit, hence the name “earth lodges.” The inside of these dwellings is similar to what has been found in earlier homes with a central firepit and a number of cache pits to store food items. Unlike their neighbors in the north, archaeologists have found no evidence of any fortifications or defenses surrounding the homes or villages. This suggests that the Glenwood people lived peacefully with each other and with surrounding tribes of people.

There is little doubt that agriculture was of great importance to the Glenwood people. Homes were built on land that was relatively easy to till and there are charred remnants of foods like corn and beans. Furthermore, a great many of the tools found at Glenwood sites would have been used in farming, including bone hoes made from the scapula of large mammals (i.e. bison and elk.) Mussel shells were also used for hoes and possibly to shell corn.

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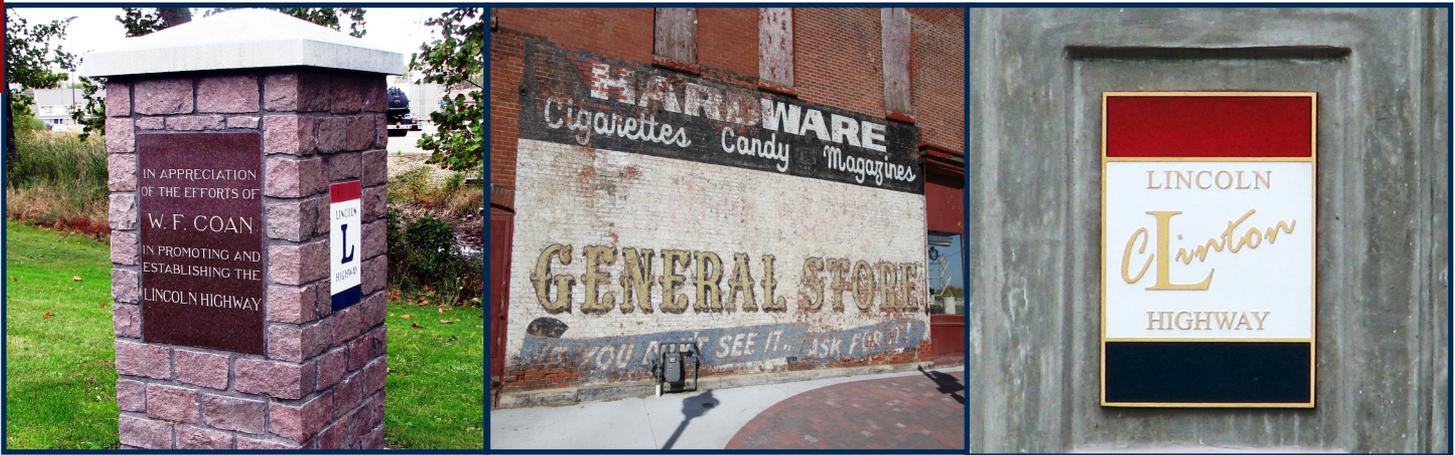
Hunting was as important as always, but the hunting habits and rituals changed with the people and their environment. Archaeologists find little evidence of bison being used as a food source and instead have found significant quantities of deer and elk which could be found in the forests or grasslands. These animals were hunted using the bow and arrow with small projectile points that were notched to fit snugly on the shaft of the arrow.

The final portion of Iowa's archaeological past, (after this point when contact was established with European settlers, it is deemed "historical") chronicles the culture of the Oneota who inhabited the vast majority of Iowa between 1200 and 1700 A.D.. Oneota sites are large (typically around one hundred acres) and are predominantly located along the many great waterways that flow through Iowa. Unfortunately, archaeologists know very little about the housing structure of the Oneota people as very few have ever been excavated. But, it is thought that the homes were likely long, rectangular dwellings with the quintessential central fire pit and a number of cache pits. Archaeologists know far more about the death and burials of the Oneota people than they do the housing arrangements as a large number of Oneota burial sites have been excavated. The deceased are laid out in an extended position, rather than curled up as was common earlier. Bodies were accompanied to the grave by a plethora of objects that must have had personal, cultural, or religious significance. Items include whistles crafted from bone, ceramic pottery, and jewelry created using copper, brass, shells, and beads. One of the most noticeable and remarkable features of the Oneota culture is their widespread use of red pipestone which was obtained from a mine source in southwestern Minnesota. Artisans used the pipestone to craft items such as pipes that were used in ceremonies where tobacco was smoked. Various plaques were also crafted and depicted animal and nature scenes as well as geometric patterns.

The Oneota people appeared to have spent relatively equal amounts of time in agricultural efforts and hunting. It is likely that these people were semi-sedentary and lived in more permanent residences during certain seasons, but at other times traveled to follow the bison. The hunting tools and an abundance of bison bones indicate that the bison had become increasingly important to the Oneota as time passed. Some of the latest Oneota sites have shown evidence of the earliest interactions with European settlers which includes the presence of glass beads and various cooking utensils that had never been seen before. The very first recorded contact occurred in 1676 at an Oneota site between French fur trappers/traders and the native Iowa people.



An earth lodge built by the Glenwood people



Subsection 3: Clinton County

In Clinton County, the Lincoln Highway travels through five communities: Clinton, DeWitt, Grand Mound, Calamus, and Wheatland.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The Mississippi River, on the east side of the county, forms the border between Iowa and Illinois and gives Clinton County its irregular shape on the east and is known today as Ol' Man River, The Big Muddy, Old Blue, The Gathering of Waters, and other nicknames. The name "Mississippi" comes from either the Ojibwe or Algonquin word "misi-zibi," meaning "great river." The Mississippi River, beginning in Lake Itasca MN, runs 2,341 miles to the Gulf of Mexico.

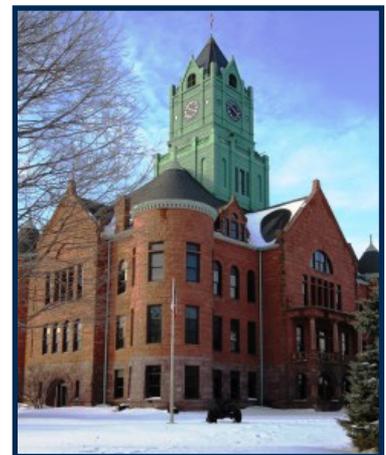
The Wapsipinicon River flows to the south on the western side of the county and then in a zig-zagged, almost directly east direction. This river gives the county its non-uniform southern border. Most counties in Iowa are rectangular in shape and only have irregular shapes due to either the Mississippi or Missouri River. Clinton County has both an east and southern non-uniform shape.

According to archeologists, the Oneota culture inhabited vast portions of Eastern, Central, and Northwestern Iowa from 1200-1700 A.D. It is possible to find their human remains in Clinton County buried with whistles crafted from bone, ceramic pottery, and jewelry made from copper, brass, shells, and beads. In September 2015, while preparing a site for a parking lot and retaining wall near the Clinton County Administration building, a human skeleton was unearthed and sent to the State Archaeology Office for analysis. Tradition indicates that this could possibly be a Native American burial ground. In the 1960's, two boys found two or more skeletons in the same location.

Clinton County had some of the earliest settlers in Iowa after the land west of the Mississippi opened up for settlement. There are 23 pioneer cemeteries in the county, which can attest to that fact.

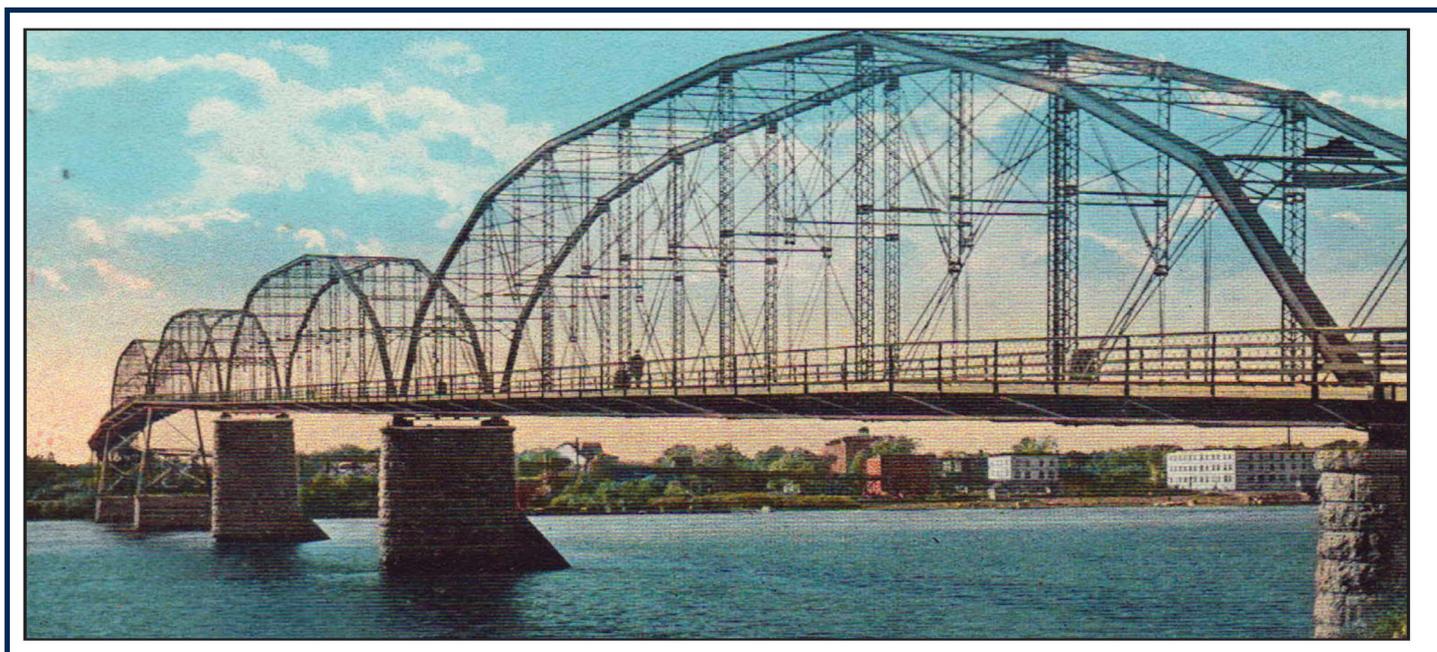
The original Clinton county seat was the town of Camanche. In 1841, it moved to the city of Vandenburg. By 1841-42, that town petitioned to change its name to DeWitt to further honor DeWitt Clinton, Governor of New York, the driving force behind the Erie Canal. As the population grew more rapidly along the river, the towns of Lyons and Clinton fought for the right to become the new county seat. Clinton won out and the citizens of DeWitt, not wanting to lose the distinction of being the county seat, hid the bell from their courthouse by burying it in the Elmwood Cemetery. Later, when a bell was needed for the Christian Chapel (now Grace Evangelical Lutheran Church), the same people retrieved the bell from the graveyard. The town of Lyons is now part of Clinton, which is now known as the Lyons District, and is on the north edge of Clinton.

In 1878 and again in 1897, new courthouses were built in Clinton. The location for the 1897 building had some construction problems due to quicksand. After some delays and additional costs, the new Romanesque-style courthouse was built of granite and Red Indian Pipestone from Minnesota, and its large central tower of copper has weathered to a bright green color. It still stands today.



Clinton County Courthouse

Traveling to the western part of the county and away from the Mississippi River, the landscape changes to agricultur-



The Lyons-Fulton Bridge

al with fields of row crops, mostly corn and soybeans.

Clinton County, Nature, and the Lincoln Highway

As the railroad came through Iowa first and laid its rails, it formed towns, caused towns to move, or even to fail. Often towns were named by railroad officials or after these officials. Two communities in Clinton County did not follow that rule. Calamus is named for the nearby creek that received its name for the *Acorus calamus* or Sweet Flag plant that grew nearby. German settlers from Wunderhausen named Wheatland after President Buchanan's estate.

The railroad became successful in Iowa over a few years and the Chicago Northwestern Roundhouse was once the largest of its kind in the nation. The railroad built bridges and found the flattest and driest path to lay their rail lines. Years later, the Lincoln Highway faced some of the same challenges as it navigated alongside the rail line in Iowa. How and where was the best place to cross the Mississippi River? The Lyons (Iowa)-Fulton (Illinois) Bridge was determined to be the best place to enter Iowa from the east. The Lyons-Fulton Bridge, built in 1891, has now been removed and a newer one built to the south. Prior to bridges all trains, horses, wagons, and people crossed by ferry. Bridges simplified crossing a large river such as the Big Muddy (Mississippi River).

The Lincoln Highway was developed in 1913, with the route created by existing roads, dirt roads, and wagon trails. In 1919, an Army truck convoy tested out the Lincoln Highway from Gettysburg to San Francisco. Eighty vehicles loaded with 300 men made the trip. In several

locations, it was found bridges were not sturdy enough to carry this load. Many bridges collapsed, but the Lyon-Fulton Bridge survived.

In the early days of the Lincoln Highway, one newspaper counted 400 cars passing the Clinton Courthouse in one hour one evening. Traveling the Lincoln Highway was a popular thing to do. By 1923, there were 38 miles of paved Lincoln Highway from the city of Clinton to Lowden.

At the intersection of US 30 and 67, there stands an original Lincoln Highway marker and a brick pillar with a limestone capstone with the red, white, and blue Lincoln Highway Association logo, and a plaque to honor W. F. Coan, the initial consul of the Lincoln Highway Association for the State of Iowa.

The town of DeWitt is at the intersection of the Blues Highway (#61) and the Lincoln Highway (#30) at 10th St and 6th Ave.

Just outside of Wheatland are three historic bridges. One is completely blocked off from traffic and the other two are need of attention. Clinton County may sell these bridges to neighbors and discontinue their public use. The area is abundant with wildlife and the remains of an earlier Lincoln Highway alignment is seen deep in the woods that has grown around it.

Wildlife/Natural Areas

The largest natural area in part of Clinton County and managed federally is the Upper Mississippi Wildlife Refuge and includes parts of four states: Wisconsin, Illinois, Iowa,

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and Minnesota. It was established in 1924 with 240,000 acres as a refuge for fish, wildlife, and plants. It serves as a breeding place for migrating birds, with wooded islands, waters and marshes. The Mississippi River bottom is two to five miles wide. Primitive camping is allowed but for no longer than 14 days. Equipment left unattended over 24 hours is subject to impoundment. Campfires are permitted, but no tree cutting, littering, collecting, controlled substances, private structures, and no firearms or fireworks (except for arms used by a licensed hunter or trapper during the season) are allowed. Alcoholic beverages are permitted except while hunting. Public assemblies permitted with special permission from Refuge Manager. The refuge is for the benefit of migratory birds, fish, plants and animals. Visitors should avoid disturbing Heron and Egret rookeries, eagle nests, ducks, young wildlife, turtle nests, snakes and other animals that share the refuge with humans as it is their home. (42.8488956,-91.895438)

Two other federally managed areas are Bulger's Hollow Recreational Area in the northeast section of the county (41.9364756,-90.1846048) and Lock and Dam #13 in Clinton on the Mississippi River (41.5353,-90.0921).

Syracuse Wildlife Area (41.8297139,-90.7958897) is 538 acres managed by the DNR for hunting in lowland and timber for waterfowl, deer, and turkey. It has primitive camping, hiking, fishing, horseback riding, cross-country skiing, snowmobiling. Three other state managed areas are Barber Creek Wildlife Area (41.7714297,-90.6202366), Goose Lake Wildlife Area (41.9611224,-90.3982162), and Wapsi Wildlife Area (41.7679715,-90.5669804).

Clinton County Conservation manages 2,030 acres of parks, wildlife areas, preserves, and marinas. A few along or near the Lincoln Highway are:

- Killdeer Recreation Area is 16 acres (including a 12-acre lake) with picnicking, fishing, ice fishing, boating and pit toilets (41.8126942,-90.4655089).
- Syracuse Access is one acre and has access to the Wapipinicon River for fishing, boating, and has a boat ramp. This area is subject to flooding and may be closed periodically (41.831624,-90.794641).
- Grand Mound Conservation Area is 16 acres of undeveloped habitat area, just south of the Lincoln Highway, near the town of Grand Mound (41.825243,-90.6252546).
- Malone Park is a 30 acre park with a nine-acre fishing and swimming pond. It has picnicking areas, beach area, boating, shelter, prairie restoration, disc golf, and pit toilets (41.813185,-90.5669804).

Fishing Access, Marinas, and Boat Ramps

A new fishing access between 5th and 6th Ave., north



Upper Mississippi Wildlife Refuge

on Riverview Dr., just south of the Showboat Theater is handicapped accessible. There is also fishing accessibility along the Discovery Trail which begins at Riverview Dr and 9th Ave. North. The indigenous fish found in the Mississippi River are Bluegill, Sunfish, Crappie, Largemouth Bass, Channel Cat, Walleye, Sauger, Bullhead, Smallmouth Bass, Northern Pike, Flathead Catfish, and Yellow Bass.

The riverfront area where the Lincoln Highway crosses the Mississippi and enters Iowa has been renovated and the marina at 511 Riverview Dr. contains 150 slips from 20-50 feet. They welcome transients, but reservations are recommended. The marina has full service amenities including shower rooms, laundry, gas and diesel, pump-out station, 4-lane boat launch and boater's store. The Candlelight Inn on the second floor of marina offers dining inside or on the deck. There are courtesy slips for dining, but it is suggested to call ahead.

Another marina is in Camanche, called the Rock Creek Marina at 3942 291st St. and is located on the backwaters of the Mississippi River. It offers camping, paddle boat, canoe, boat and cabin rentals, marina, and camp store (41.7583137,-92.8395849).

Public boat ramps are located at:

- 30th Ave. North and McKinley
- 25th Ave. North and Harding St.
- 9th Ave. North on Riverview Dr.
- 19th Ave. South and 5th Ave.

Other Locations of Note

The Lincoln Highway Heritage Byway Corridor Management Plan

- Discovery Trail is a 14 mile trail starting at Eagle Point Park, through downtown Clinton and ending in the town of Camanche. It is dedicated to three Clinton County Astronauts: Commander Dale A. Gardner (US Navy), Dr. George D. (Pinky) Nelson, Col David C. Hilmers (US Marine Corp). It has tennis courts, swimming, a minor league baseball park, and camping along the trail (41.8976584,-90.1752079).
- The Bickelhaupt Arboretum, 340 S 14th St., Clinton, is a nationally recognized 14-acre outdoor museum of shrubs, ground covers, perennials, and annuals. There is also a Monarch butterfly watch station, bird haven, and herb garden.
- The Soaring Eagle Nature Center, privately-owned at 4201 N. 3rd St., Clinton, offers hiking trails, natural prairie, one-room schoolhouse, nature center, and a butterfly garden (41.8921122, -90.1821292).
- Blue Heron Eco Cruises are given by the Clinton County Conservation Board at Rock Creek Marina and Campground, south of Camanche on Thursday evenings and led by a naturalist (41.7684321,-90.329636).
- The Mississippi River Eco Tourism Center, 3942 291st St., Camanche, houses a 9,000 gallon aquarium with species from the Mississippi River along with wetland displays, highlighting reptiles, amphibians, water fowl, and other species that call the backwaters and sloughs of the area home. It also has a large collection of replicas of State of Iowa record fish species (41.7503285,-90.3302446).
- Lyons Four Square Park, at Main Ave. and Roosevelt St. in the Historic Lyons District, has a gazebo and bandshell.



Blue Heron Eco-Cruise

Other Recreational Opportunities

- Canyon Creek Golf, 1871 420th Ave., Clinton
- DeWitt Aquatic Center, 1000 14th St., is on the north side of town and has a zero depth entry and waterlides.
- Emma Young Park, 11th Ave. N and N. 14th St., in Clinton has ball fields, tennis courts, cross-country skiing, hiking and biking trails, playground equipment, concessions, picnic tables, restrooms and shelters, lake area, and a golf hitting area.
- Felix Adler Children's Discovery Center, 332 8th Ave. S, is named for world-famous clown and Clinton native, Felix Adler. It has 20 permanent and traveling interactive exhibits.
- Imperial Lanes, 823 S. Washington Blvd., Camanche.

- Legends Sports Bar and Grill (for billiards), 2118 Harrison Dr., Clinton.
- There are many smaller neighborhood parks managed by the City of Clinton and offer playgrounds and other opportunities for recreation.
- The Oaks Golf and Dining, 3330 Harts Mill Rd., Clinton.
- Plaza Bowl of Clinton, 1119 North 2nd St., Clinton.
- Prairie Pastures Dog Park on N. 3rd St. in Clinton is on a site of a former zoo, so it offers 8 acres of off-leash adventures for dogs of all ages, including unusual structures, varied terrain, and a swimming pond (41.7503285,-90.1821292).
- Riverview Swimming Pool, 101 S. 1st Ave., in Clinton offers lap swimming and a water slide.
- Wild Rose Casino, 777 Wild Rose Dr., Clinton

Scenic Views

The Eagle Point Park, 3900 N. 3rd St., was established in 1937 on 200 acres and has a rustic lodge with large glass windows. The park offers panoramic views of the Mississippi River and the birds, plants, and animals that call the area home. The area is home to migrating bald eagles, wild geese, ducks, turtles, and cranes. Nearby lily pads, when in bloom, are spectacular. Watching barges and other water craft travel through the Lock and Dam #13 is a favorite activity for both residents and visitors.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

Perhaps because of the proximity to the Mississippi River and the east/west railroad line, the cities of Clinton, DeWitt, and Low Moor were considered three of the strongest points along the Underground Railroad system, which in the 1850s spirited slaves out of the south.



View from Eagle Point Park

The Lincoln Highway Heritage Byway Corridor Management Plan

Between 1850 and 1900, the towns of Lyons and Clinton became the center of the lumber industry and the area was known as the “Lumber Capitol of the World.” Huge log rafts floated down from Wisconsin and Minnesota bringing logs to be cut into lumber to Clinton and then shipped by rail or by river. Between 1850 and 1890, Clinton boasted 13 resident millionaires - more millionaires per capita than any other town or city in the nation. A typical saw mill employed 300 men and boys who worked 10 hour days, six days a week. Clinton and Lyons hosted three steamboats per day, or 1200 per year. By 1900, the northern forests were depleted and mills closed.



Curtis Mansion

Large homes or mansions were built in Lyons and Clinton for the many lumber barons, like the Curtis Mansion at 420 5th Ave. S, home now to the Clinton’s Women’s Club. The Randall House was a plush 300-room hotel which never opened its doors for business. Completed in the depth of financial panic in 1857, no one could be found to lease or operate it. A group of Lyons investors traded the building for land in South Dakota. In 1880, the Randall House was dismantled and shipped by rail to South Dakota.

The Sawmill Museum, 2231 Grant St in the Lyons District, pays tribute to this history and has a recreated 1888 lumberjack camp for kids to explore, a Struve mill where a piece of lumber can be followed from rough cut slab to a smooth chair leg, and a restored 1920s sawmill in action. The newest exhibit is an animated “Meet the Lumber Barons” display.

The Clinton County Historical Society and Museum, 601 S. 1st St., is housed in a building built in 1858 as the Commission House for Steamboat. It was sold to the Oakes family for their lumberyard, which operated until 1983. In 1995, the Society bought it and made it into a museum.

The town of Clinton offers a walking tour which starts at Clinton County Museum and goes to the Lafayette Hotel, the Moeszinger-Marwes Building, and Carnegie Library.



German Hausbarn in DeWitt

The town of DeWitt, a former Clinton County seat, has

an 1878 Opera House, Central Community Historical Museum at 628 6th Ave., and a 1727 German Hausbarn from Schleswig-Holstein brought over from central Germany and re-assembled in 2008. The Hausbarn is located at 1010 6th St. and is used as a museum and as the Chamber of Commerce office.

The post office in DeWitt has a mural painted in 1938 called *Shucking Corn* by John Bloom.



The Shucking Corn mural in the DeWitt Post Office

Wineries and Breweries

Wide River Winery, 1776 E. Deer Creek Rd., is along the bluffs of the Mississippi River at its widest point. Visitors can visit the tasting room, picnic on the deck, or hike the bluff trail for striking views of the Mississippi River and the six acres of vineyards (41.91892,-90.18454177).

Tycoga Vineyard and Winery, 2585 195th St. in DeWitt, opened in 2014 and has an event center, tasting room, and production room (41.8933344,-90.5925965).

Events

- The Lumberjack Festival is held every June at the Sawmill Museum with world class competitors showing their lumberjack skills.
- The Clinton Area Showboat Theater is a professional reparatory theater that performs musical and comedies on a restored old river paddle boat. It is located in the Riverview Park area.
- Clinton Symphony Orchestra concerts are held at the Riverview band shell as well as Juneteenth and the Clinton 4th of July celebrations.
- The Gateway Contemporary Ballet is a pre-professional ballet group that performs at open air concerts and festivals, as well as introducing ballet into schools.
- Felix Adler Days is held every June, complete with a circus.
- Lyons Farmer’s Market is held May-November on Wednesday afternoons and Saturday mornings.
- DeWitt holds “Tunes in Town” every Tuesday from June to August in Lincoln Park, between two alignments of the Lincoln Highway.
- Grand Mound’s Steam Thresher Show and Car Show are held every July.



Sports Teams

- Clinton is home to the Clinton LumberKings, a Class 1A Baseball team. They are an affiliate of the Seattle Mariners. Games are held April to September at the Ashford University Field.
- The Muddy River Rugby Football Team plays August to November at the George O'Morris Park as part of the USA Rugby Division III Men's Competition.

Colleges and Universities

- The Lyons Female College was the state's first educational institution for young ladies, opening in 1858. In 1872, it metamorphosed into Our Lady of Angels Seminary and operated until 1965. The aging buildings were razed in 1969.
- In 1875, the Riverside Institute opened in the empty Randall House and was affiliated with the Protestant Episcopal Church, though not under its control. It went down in the 1880s as other institutions sprung up.
- Wartburg, a Lutheran college, was founded in 1868 in Galena, Illinois, moving to Mendoata, Illinois in 1874; then again to Waverly, Iowa in 1885; and to Clinton, Iowa in 1894. Instruction was given half in English and half in German. In 1935, the college moved back to Waverly where it found its permanent home.
- Clinton Community College was founded in 1946 as World War II veterans returned from the service. It is now a 2-year college offering Associate in Arts (AA) and Associate in Science (AS) degrees and is part of the Eastern Iowa Community Colleges along with Muscatine and Scott County Community Colleges.



The LumberKings were 2016 Western Division Champions

Famous People Along the Lincoln Highway

- Duke Slater, All-American football player who played at University of Iowa and professionally for 10 years. He is enshrined in the College Football Hall of Fame.
- Marcus Childs, a Pulitzer winning author.
- Lillian Russell, Comic Opera and Vaudeville singer and actress. Born Helen Louise Leonard in 1861 in Clinton, moved to Chicago at age 5 and eventually to New York City.
- Felix Adler, famous circus clown.
- Ruby Bell Rickoff, "Madame Coretta," a world famous little person, who at age 13 was 30 inches tall and weighed 19 lbs.
- First triplets born in Iowa (names not found).



Duke Slater



Lillian Russell



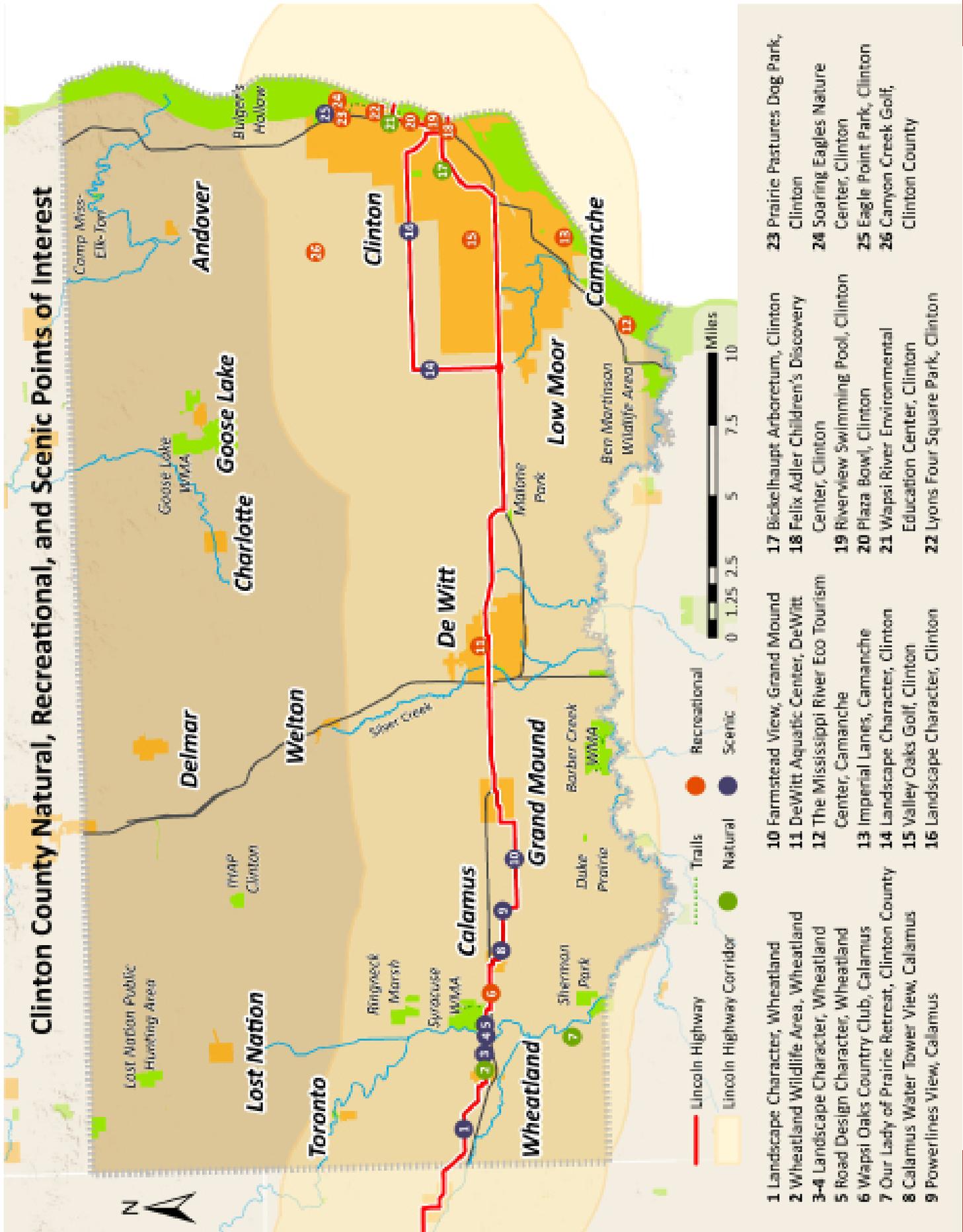
Van Allen Building, Clinton



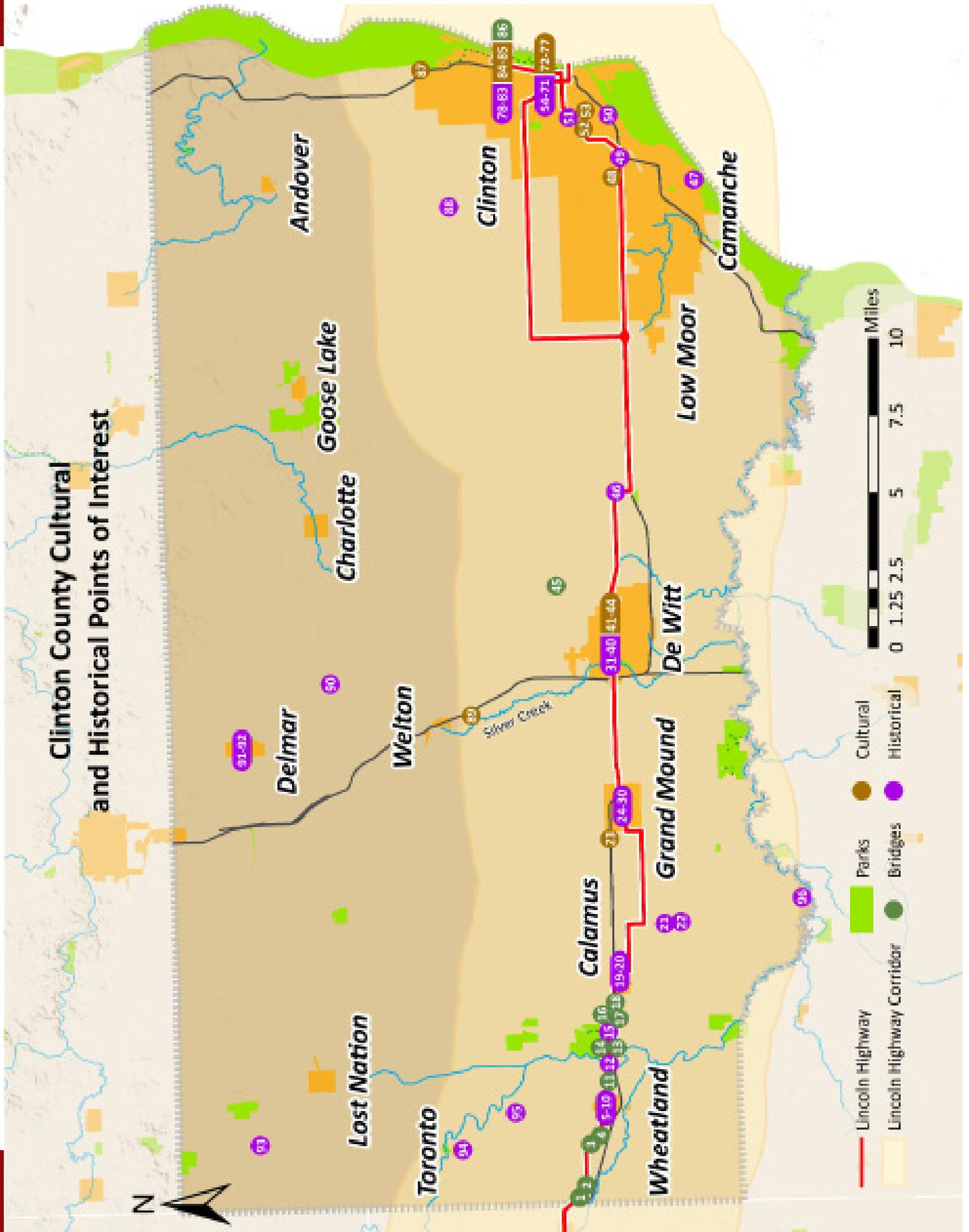
The Lincoln Highway Heritage Byway Corridor Management Plan

National Register of Historic Places (NRHP)

County	City	Name	Location
Clinton	DeWitt	Ames Creek Bridge	300th St. over Ames Cr.
Clinton	Clinton	Ankeny Building	201 5th Ave. South
Clinton	Camanche	Horace Anthony House	1206 Anthony Pl.
Clinton	Clinton	Castle Terrace Historic District	Roughly along jct. of Terrace Dr. and Caroline Ave.
Clinton	Clinton	Cherry Bank Chicago, Milwaukee, St. Paul & Pacific Depot	1458 Main Ave. West of Main St., between Railroad St. & Clinton Ave.
Clinton	Wheatland	City Hotel	214 South Main St.
Clinton	Clinton	Clinton County Courthouse	Between 6th & 7th Aves.
Clinton	Clinton	Clinton High School & Public Library	600 South 4th St.
Clinton	Clinton	Clinton Public Library	306 8th Ave. South
Clinton	Clinton	George M. Curtis House	420 South 5th Ave.
Clinton	Delmar	Delmar Calaboose	Vane St.
Clinton	Clinton	Peter Dierks House	IA 136, 5 mi. west of Clinton
Clinton	Grand Mound	Dugan's Saloon	516 Smith St.
Clinton	Grand Mound	Farmers and Merchants Savings Bank	601 Smith St.
Clinton	Clinton	First National Bank	226 5th Ave. South
Clinton	Grand Mound	Grand Mound Town Hall and Water- works Historic District	613-615 Clinton St.
Clinton	Grand Mound	Helvig-Olson Farm Historic District	2008 260th St.
Clinton	Clinton	Howes Building	419-425 2nd St. South
Clinton	Calamus	George Johnson House	2566 190th Ave.
Clinton	Calamus	Kvindherred Lutheran Church, School, and Cemetary	2589 190th Ave.
Clinton	Clinton	Lamb-Lafayette House	317 7th Ave. South
Clinton	Clinton	Moeszinger-Marquis Hardware Co.	721 2nd St. South
Clinton	Clinton	Saint Boniface Church	2500 North Pershing Blvd.
Clinton	Clinton	Saint Irenaeus Church	2811 North 2nd St.
Clinton	Lost Nation	Sharon Methodist Episcopal Church	1223 125th St.
Clinton	Clinton	Van Allen Store	5th Ave. & South 2nd St.
Clinton	Clinton	Wilson Buildings	211-219 5th Ave. South
Clinton	Delmar	Wilson District #7 School	1507 270th Ave.



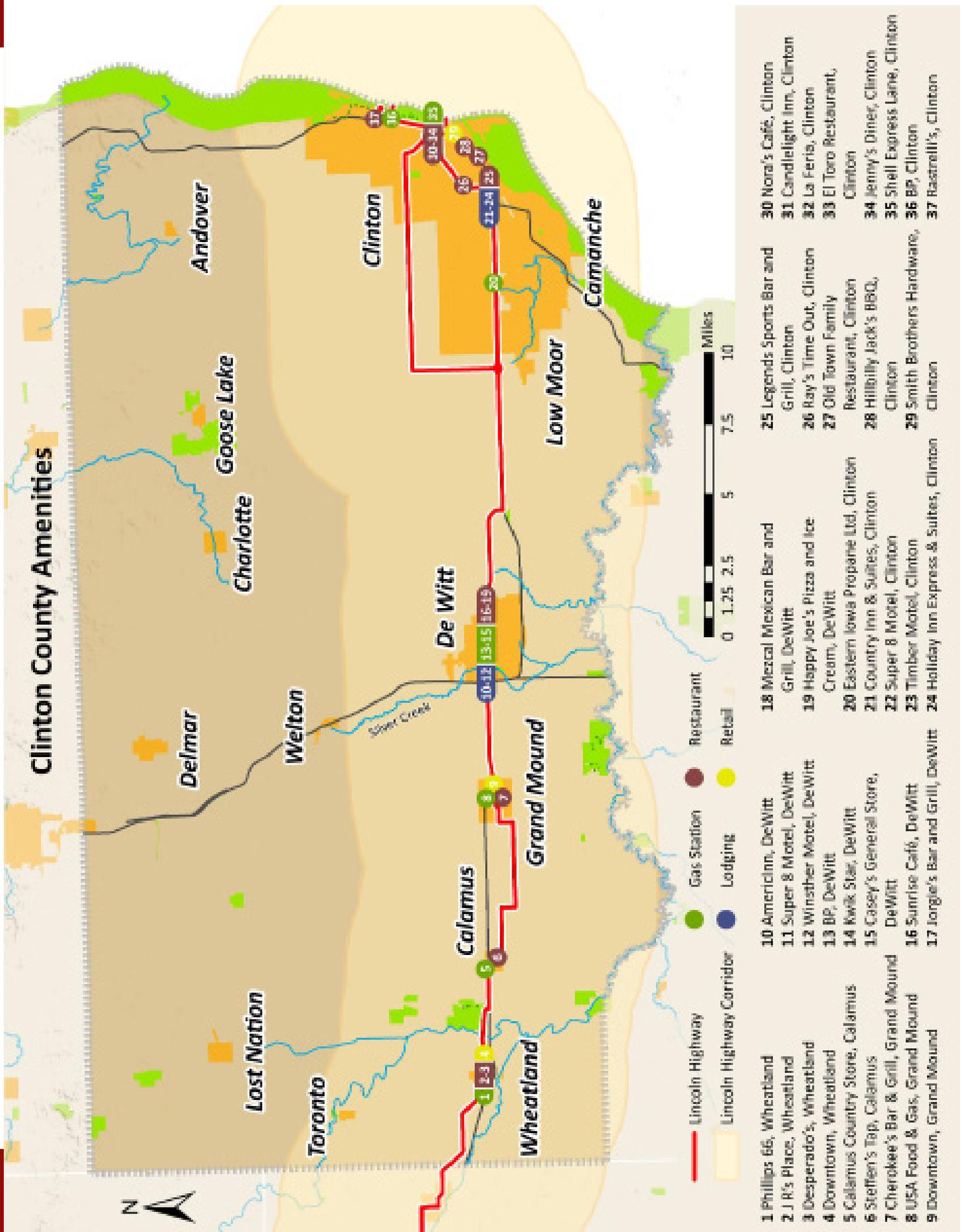
The Lincoln Highway Heritage Byway Corridor Management Plan

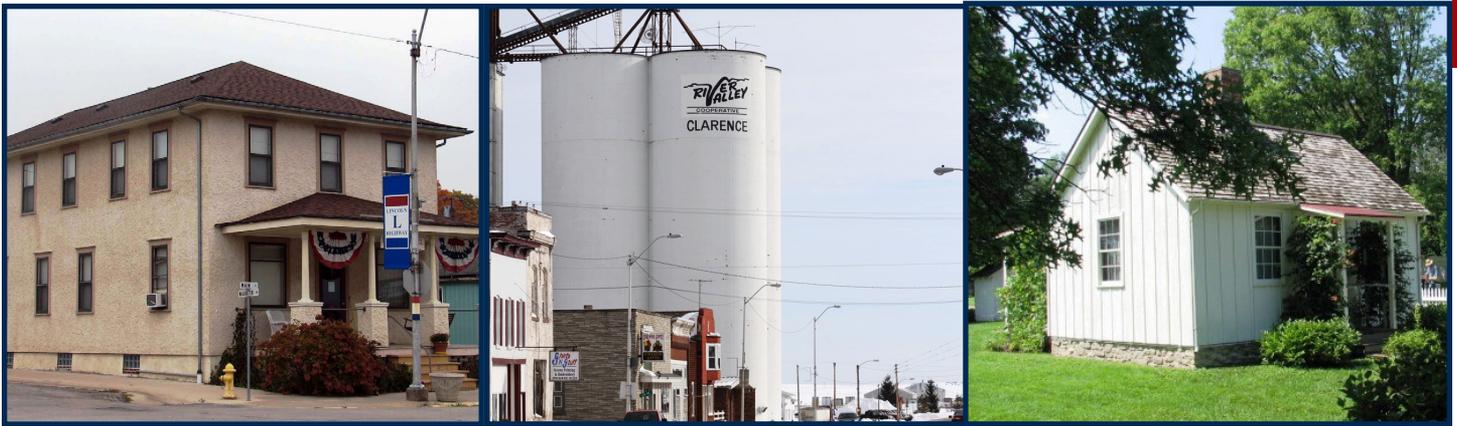


Clinton County Cultural and Historical Points of Interest

- 1 Concrete Culvert, Clinton County
- 2-4 Concrete Culvert and Headwalls, Clinton County
- 5 Roadway Grade, Wheatland
- 6 Road Design, Wheatland
- 7 City Hotel, Wheatland
- 8 Curtis Memorial Library, Wheatland
- 9 Old Cemetery, Wheatland
- 10 Downtown, Wheatland
- 11 Lake Bridge, Wheatland
- 12 Original Guard Rail Detail, Wheatland
- 13 I-Beam Bridge, Wheatland
- 14 Third Wapsipinicon Bridge, Wheatland
- 15 Original Guard Rail Detail, Calamus
- 16 Old Wapsi Overflow Bridge, Calamus
- 17 Second Wapsipinicon Bridge, Calamus
- 18 Syracuse Pony Truss Bridge, Calamus
- 19 Lincoln Highway Marker, Calamus
- 20 Canopy Gas Station, Calamus
- 21 George Johnson House, Clinton County
- 22 Kwindherred Lutheran Church, School, and Cemetery, Clinton County
- 23 Steam Thresher Show & Car Show (July Event), Grand Mound
- 24 Railroad Crossing, Grand Mound
- 25 Evergreen Cemetery, Grand Mound
- 26 Grand Mound Town Hall and Waterworks Historic District, Grand Mound
- 27 Dugan's Saloon, Grand Mound
- 28 Farmers and Merchants Savings Bank, Grand Mound
- 29 Grand Mound Fire & Rescue (Fire Station Restored), Grand Mound
- 30 Downtown, Grand Mound
- 31 Cottage Style Gas Station, DeWitt
- 32 Lincoln Park, DeWitt
- 33 Carnegie Library, DeWitt
- 34 City Hall (Old Post Office), DeWitt
- 35 German Hausbarn Museum, DeWitt
- 36 Lincoln Highway Plaque, DeWitt
- 37 DeWitt Chamber of Commerce, DeWitt
- 38 1878 Opera House, DeWitt
- 39 Central Community Historical Museum, DeWitt
- 40 Winsther Motel, DeWitt
- 41 Shucking Corn Mural by John Bloom in DeWitt City Hall, DeWitt
- 42 Tunes in Town, DeWitt
- 43 John Bloom Mural in City Hall, DeWitt
- 44 John Bloom Statues in Downtown, DeWitt
- 45 Lincoln Highway Bridge Site, Clinton County
- 46 Detoured Corner, Clinton County
- 47 Horace Anthony House, Camanche
- 48 Wild Rose Casino & Resort, Clinton
- 49 Coan Marker, Clinton
- 50 Lincoln Highway Sign, Clinton
- 51 Castle Terrace Historic District, Clinton
- 52 George O'Morris Park (Muddy River Rugby Football Team), Clinton
- 53 Clinton Community College, Clinton
- 54 Lincoln Highway Marker, Clinton
- 55 Van Allen Store, Clinton
- 56 First National Bank, Clinton
- 57 George M. Curtis House, Clinton
- 58 Union Pacific Depot, Clinton
- 59 Smit Brothers Hardware, Clinton
- 60 Lafayette Hotel, Clinton
- 61 Concrete Lincoln Highway Marker, Clinton
- 62 Clinton County Courthouse, Clinton
- 63 Clinton County Historical Society Museum and Library, Clinton
- 64 Ankeny Building, Clinton
- 65 Clinton Public Library, Clinton
- 66 Howes Building, Clinton
- 67 Lafayette Lamb House, Clinton
- 68 Moeszinger-Marquis Hardware Co. (Clinton Convention and Visitors Bureau), Clinton
- 69 Clinton High School and Public Library, Clinton
- 70 Washington Junior High School and Jefferson Grade School, Clinton
- 71 Wilson Buildings, Clinton
- 72 Clinton Lumber Kings, Clinton
- 73 River Arts Center, Clinton
- 74 Clinton Area Showboat Theater, Clinton
- 75 Clinton Symphony Orchestra Concerts, Clinton
- 76 Ashford University Field (Clinton LumberKings), Clinton
- 77 Ashford University Clinton Campus (CLOSED), Clinton
- 78 Cherry Bank, Clinton
- 79 Site of the Fulton and Lyons Bridge Ramp, Clinton
- 80 McEleney Motors, Clinton
- 81 Saint Boniface Church, Clinton
- 82 Saint Irenaeus Church, Clinton
- 83 The Sawmill Museum, Clinton
- 84 The Lumberjack Festival (Held at the Sawmill Museum), Clinton
- 85 Lyons Farmers Market, Clinton
- 86 Lincoln Highway Bridge Site, Clinton
- 87 Wide River Winery, Clinton
- 88 Peter Dierks House, Clinton County
- 89 Tycoga Vineyard & Winery, DeWitt
- 90 Wilson District No. 7 School, Clinton County
- 91 Chicago, Milwaukee, St. Paul & Pacific Depot, Delmar
- 92 Delmar Calaboose (One-Room Jail), Delmar
- 93 Sharon Methodist Episcopal Church, Lost Nation
- 94 St. James Cemetery ('Farmer Brown' Burial Grounds), Toronto
- 95 Indian Mound (Mary Stephenson's Farm), Clinton County
- 96 Helvig-Olson Farm Historic District, Clinton County

The Lincoln Highway Heritage Byway Corridor Management Plan





Subsection 4: Cedar County

The Lincoln Highway in Cedar County travels through four communities: Lowden, Clarence, Stanwood, and Mechanicsville.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The largest cache of Clovis points, from the PaleolIndian time was found in Cedar County at the Rummells-Maske site near Hare Run. Twenty complete points and many fragments were discovered as well as some Gainey points, which are an intermediary between Clovis and Folsom points. This is the earliest verification of life in Cedar County.

In 1884, The Bealer Quarries operated in Cedar County, finding limestone, sandstone, and magnesia stone some 90 feet below the surface of the Cedar River. The two quarries owned by the Bealer family are now popular fishing spots in Cedar Valley Park.

The city of Clarence was once called “Onion Grove” because of wild onions growing nearby. When the railroad laid its line, the city moved closer to the rail and changed its name to Clarence.

Cedar County, Nature, and the Lincoln Highway

The Lincoln Highway runs along the very upper northern part of the county with the county seat, Tipton, to the south, near the center of the county.

Cedar County was the last county in Iowa to be paved and a sign proclaiming “where MUD begins and ends” once greeted the traveler.

The Lincoln Highway route travels in a “stair steps” fashion on the east side of Lowden, just after the Clinton/

Cedar County line.

An abandoned section of the Lincoln Highway to the west of Lowden would need a bridge, but would make an excellent walking trail.

Presidents Hoover and Truman both rode the train and got off the train in Lowden.

Wildlife/Natural Areas

The Cedar County Conservation manages several parks. Because the Lincoln Highway travels across the northern part of the county, many residents cross into Jones County to enjoy their wildlife and natural areas. Those nearest the Lincoln Highway in Cedar County are:

- Massillon Park is 20 acres of bottomland and upland timber. It offers camping, drinking water, picnicking, stream fishing, boating, winter sports, log cabins, and pit toilets. The lower campground and boat ramp are subject to flooding (**Hoover Hwy, 41.8880371, -90.9591696**).
- Red Oak Park, a 7-acre Oak and Hickory forest has drinking water available, a picnic area, and pit toilets (**41.8337698, -91.646956**).
- Rock Creek Timber is open for hunting, in season (**41.8392427, -91.1904904**).
- Townsend Wildlife Area is 178 acres open for hunting, in season (**41.8151126, -90.9591696**).
- Mink Run Wildlife Area is 75 acres of upland timber and native grasses, managed by the DNR (**41.881956, -91.3487777**).

Lakes/Ponds

The Cedar and Rock Rivers are the main fishing areas in the county. The Wapsipicon River briefly runs through the northeast corner of the county. Fish species that can be caught are: Bream, Bluegill, Catfish, Largemouth Bass, Crappie, Smallmouth Bass, Flathead Catfish, Carp, Blue

The Lincoln Highway Heritage Byway Corridor Management Plan

Catfish, Bullhead, Sunfish, Pumpkinseed Sunfish, and Sunfish.

Other Locations of Note

On the northwest corner of Tipton (the county seat) and not on the Lincoln Highway, is the Hardacre Community Garden located on the former Jacob Hardacre farm. Produce grown here by the community and county residents is distributed all across Cedar County.

Other Recreational Opportunities

3/30 Golf and Country Club, 101 Country Club Lane, a nine-hole privately owned course with clubhouse and swimming pool is located on the east side of Lowden (41.8576761,-90.9185868).

Scenic Views

Scenic views identified in community meetings were at Tipton's Hardacre Community Garden, and the "stair step" section of the Lincoln Highway outside of Lowden.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

Herbert Hoover was the 31st President of the United States and was born in West Branch, Iowa in 1874 in a two-room cottage. West Branch is not on the Lincoln Highway, but is in the southwest corner of Cedar County. Hoover was orphaned at age nine and left the area, never to return again. However, his Presidential Library and Museum is located in West Branch at the Herbert Hoover National Historic Site, 201 Parkside Dr. Included are his birthplace cottage, Friend's Meetinghouses, Presidential Museum and Library, blacksmith shop, schoolhouse, and his gravesite.

The Herbert Hoover Highway travels from West Branch westward into Iowa City, just to the north of Interstate 80 in the southern tier of Cedar County.

As the Lincoln highway developed, many businesses sprang up to accommodate the traveler. Cedar County was no exception to this. In Lowden, the Lincoln Hotel is still in operation as a bed and breakfast (but the owners are retiring and wishing to sell). There are old gas stations in Lowden and Stanwood. The one in Stanwood is the last canopy station in Iowa. The Cor-



The Lincoln Hotel in Lowden



The historic Stanwood gas station

ner Café in Lowden, truly is located on a corner, with the entrance facing the intersection. Buildings were often designed that way at to not favor one side of the building over the other.

In Clarence, the Wendt Realty building was once a gas station. Today, the Mill Creek Café operates along the Lincoln Highway. Clarence also has several murals on buildings downtown including a Grant Wood mural.

Tipton's Carnegie Library, 206 Cedar St., was built in 1903 has displays of original Grant Wood art, including 17 lithographs, and oil by Marvin Cone, and an original oil naif and two prints by Polly Kemp. The Cedar County Historical Society Museum and Prairie Village, 1094 IA38, is located in Tipton as is the 1898 Queen Anne home of Alex and Harriet Fulwider Spear, now known as the Spear Bed and Breakfast at 120 E. 9th St. The Old Cedar County Jail, 711 E. South St., Tipton is the last standing "mom and pop" jail in the country (41.761805, -91.1263454).



Old Cedar Jail

Cultural Groups

Early settlers had many battles to overcome- harsh winters, floods, droughts, and disease. One such incident happened in Cedar County when Elliott Parr returned from the war 1848 to help build houses. In 1867, he succumbed to the smallpox epidemic and the residents did not want him buried in the Van Horn cemetery (the only one in the area). His father, Old Billy, said he had enough land and his son had been a good soldier. So he deeded a quarter acre to Cedar County and buried his son. Today, just off the Hoover Highway (3 miles south of Lowden) is a lone grave surrounded by a high wire fence and a flag. The government placed a marker at his grave years ago (41.8446017,-90.9544769).

Many Quakers settled in Cedar County. In 1890, the Iowa Wilburite Quakers founded the Scattergood's Friends School. Today, at 1951 Delta Ave., it is still in operation as a grade 9-12 college prep school. It has an organic farm and raises 200 animals per year and 140 varieties of produce (41.66493083,-91.3092479).

During the depression, farmers in eastern and southeast-



ern Iowa rose up in a violent protest against a state policy they felt interfered in their farming operation. This protest became known as the Cedar County Cow War of 1931.

Colleges and Universities

Kirkwood Community College, in Cedar Rapids, operates a Cedar County Center in Tipton. There are no other colleges or universities in Cedar County.

Famous People Along the Lincoln Highway

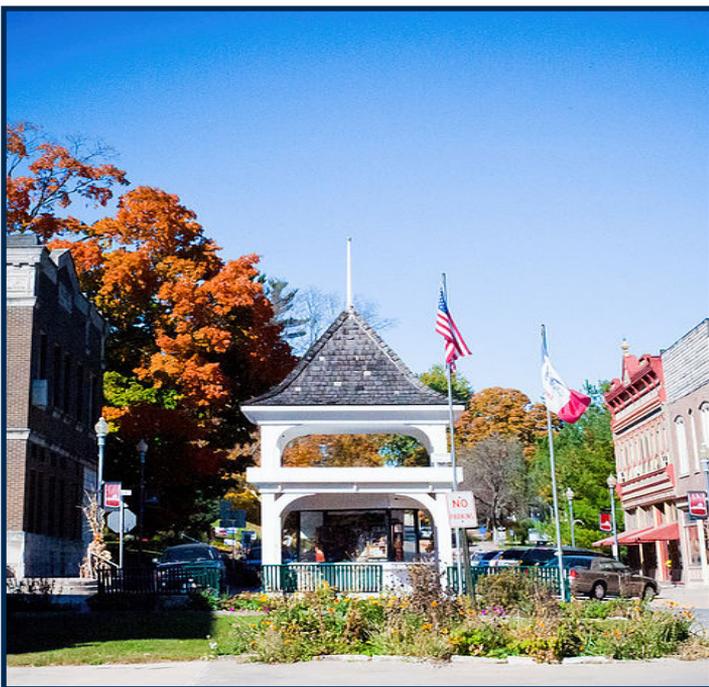
- Herbert Hoover (1874-1964), 31st President of the United States, was born in West Branch, (southwestern Cedar County).
- John Brown (1800-1859), abolitionist who maintained his headquarters at Springdale, just east of West Branch, while planning his Harpers Ferry raid.
- Lawrie (1822-1900), an Indian Agent to the Kiowa and Camanche tribes, and beginning in 1884, became the guardian to the future President Herbert Hoover.



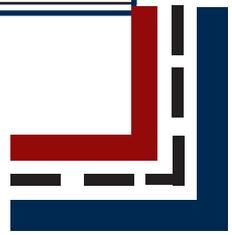
Herbert Hoover

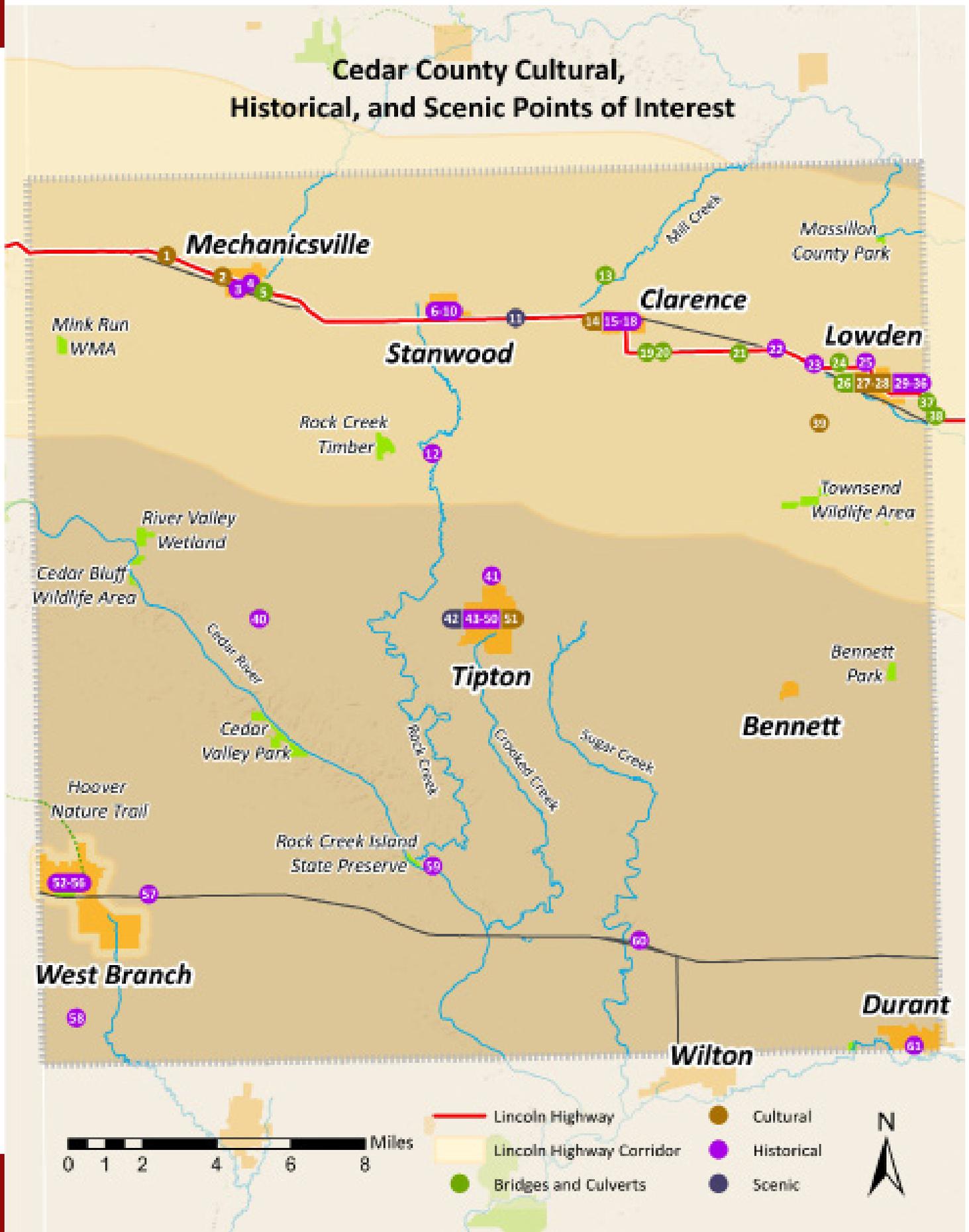
National Register of Historic Places

County	City	Name	Location
Cedar	Downey	Downey Savings Bank	Front St.
Cedar	Tipton	Floral Hall	W of Tipton on Cedar County Fair Grounds
Cedar	Rochester	Green, William, House	1709 Madison St.
Cedar	West Branch	Gruwell and Crew General Store	109 W. Main St.
Cedar	Buchanan	Hall, Hannah Morse Fowler, House	1285 Garfield Ave.
Cedar	West Branch	Herbert Hoover National Historic Site	Off I-80
Cedar	West Branch	Herbert Hoover National Historic Site (Boundary Increase)	110 Parkside Dr.
Cedar	Tipton	Hotel Tipton	524-527 Cedar St.
Cedar	Lowden	Kreinbring Phillips 66 Gas Station	200 Main St.
Cedar	Lowden	Lincoln Hotel	408 Main St.
Cedar	Clarence	Mill Creek Bridge	Plum St. over Mill Cr.
Cedar	Tipton	Red Oak Grove Presbyterian Church and Cemetery	751 King Ave.
Cedar	Tipton	Reichert, John Christian and Bertha Landrock, House	508 E. Fourth St.
Cedar	Durant	St. Paul's Episcopal Church and Parish Hall	206 6th Ave.
Cedar	Tipton	Tipton State Bank	501 Cedar St.
Cedar	West Branch	West Branch Commercial Historic District	W. Main and N. Downey Sts
Cedar	West Branch	West Branch Commercial Historic District (Boundary Increase)	N. Downey and E. and W. Main Sts.
Cedar	West Branch	West Branch Commercial Historic District (Boundary Increase)	124 W. Main St.



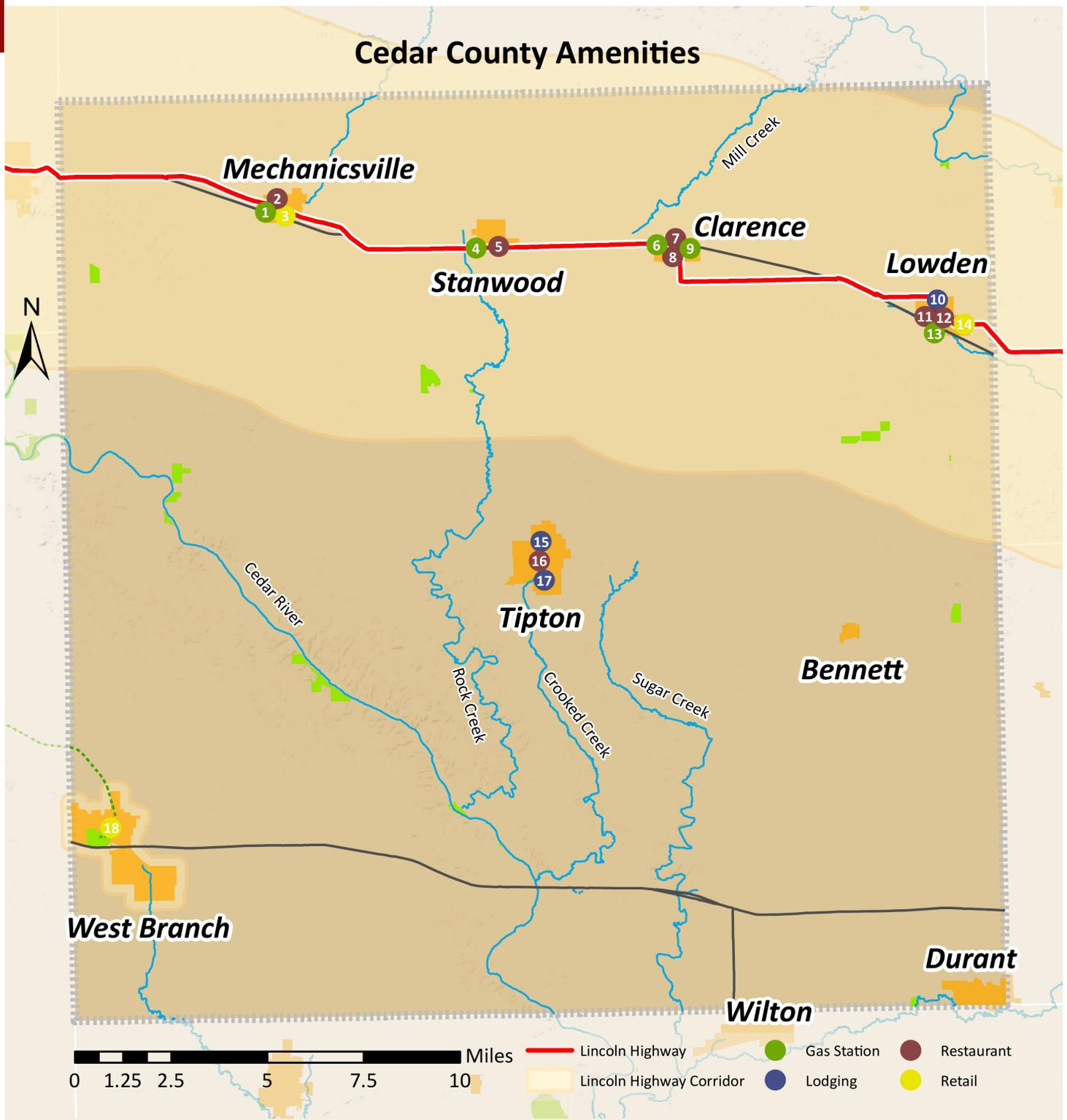
West Branch Commercial Historic District



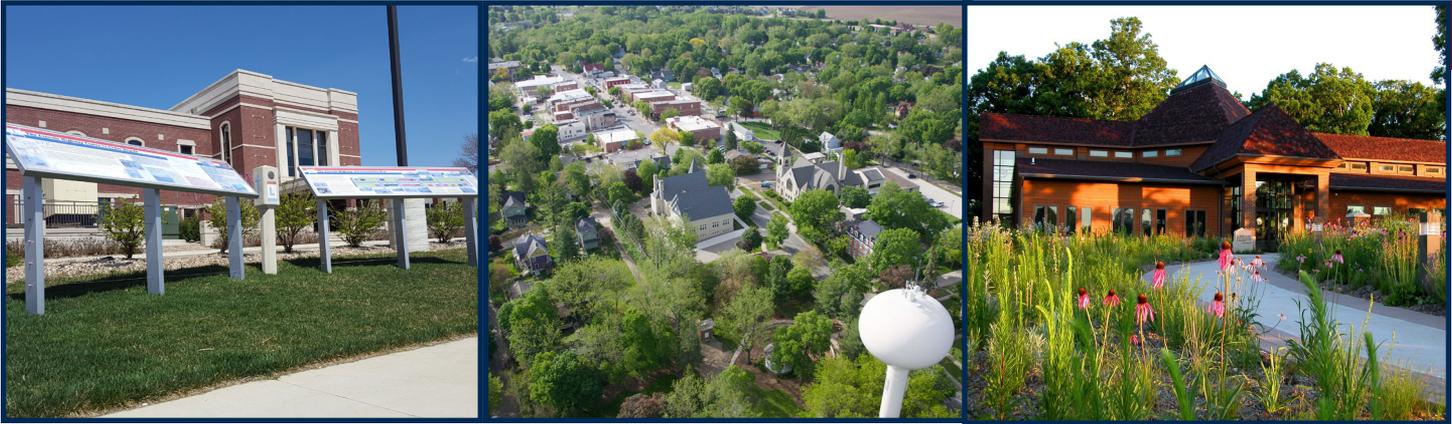


Cedar County Cultural, Historical, and Scenic Points of Interest

- 1 Architectural Character, Mechanicsville
- 2 Architectural Character, Mechanicsville
- 3 Downtown, Mechanicsville
- 4 Lowden Hotel, Mechanicsville
- 5 Concrete Culvert, Mechanicsville
- 6 Former Location of Highway Gardens, Stanwood
- 7 Frontage Road, Stanwood
- 8 Industrial Entry, Stanwood
- 9 Motel, Stanwood
- 10 Single Post Canopy Gas Station, Stanwood
- 11 Landscape Character, Stanwood
- 12 Red Oak Grove Presbyterian Church and Cemetery, Stanwood
- 13 Mill Creek Bridge, Clarence
- 14 Modern Lincoln Highway Mural, Clarence
- 15 Clarence Motor Co., Clarence
- 16 Wendt Realty, Clarence
- 17 Lincoln Highway Marker and Veterans Park, Clarence
- 18 Mill Creek Café, Clarence
- 19 Concrete Bridge, Clarence
- 20 Concrete Bridge, Clarence
- 21 Concrete Bridge, Lowden
- 22 Abandoned Section of Lincoln Highway (West), Lowden
- 23 Abandoned Section of Lincoln Highway, Lowden
- 24 Wooden Rail Culvert, Lowden
- 25 Lowden Cemetery, Lowden
- 26 Concrete Bridge, Lowden
- 27 3/30 Golf and Country Club, Lowden
- 28 American Legion Mural, Lowden
- 29 Lincoln Hotel, Lowden
- 30 Kreinbring Phillips 66 Gas Station, Lowden
- 31 Kemmann Chevrolet (CLOSED), Lowden
- 32 Herbert Hoover Highway Marker, Lowden
- 33 Lowden Historical Society Museum (Lowden Depot), Lowden
- 34 Corner Café (CLOSED), Lowden
- 35 Good Times LLC (Former Opera House), Lowden
- 36 Visible Curb, Lowden
- 37 Concrete Bridge, Lowden
- 38 Concrete Culvert, Lowden
- 39 Elliott Parr Marker & Flag by Grave, Lowden
- 40 Hannah Morse Fowler Hall House, Buchanan
- 41 Cedar County Historical Society Museum and Prairie Village, Tipton
- 42 Hardacre Community Garden Scenic Area, Tipton
- 43 Spear Bed and Breakfast, Tipton
- 44 Old Cedar County Jail, Tipton
- 45 Carnegie Library, Tipton
- 46 Floral Hall, Tipton
- 47 John Christian and Bertha Landrock Reichert House, Tipton
- 48 Cedar County Sheriff's House and Jail, Tipton
- 49 Tipton State Bank, Tipton
- 50 Hardacre Theater, Tipton
- 51 Tiffany's Tipton Bakery, Tipton
- 52 Gruwell and Crew General Store, West Branch
- 53 Herbert Hoover Presidential Library and Museum, West Branch
- 54 President Hoover Birthplace, West Branch
- 55 President Hoover Grave Site, West Branch
- 56 West Branch Commercial Historic District, West Branch
- 57 Scattergood Friends School, West Branch
- 58 Downey Savings Bank, Downey
- 59 William Green House, Cedar County
- 60 Mormon Handcart Trail Historical Marker, Cedar County
- 61 St. Paul's Episcopal Church and Parish Hall, Durant



- | | | |
|---|--|---|
| <p>1 Casey's General Store, Mechanicsville</p> <p>2 Bubba's Sports Bar and Grill, Mechanicsville</p> <p>3 Downtown, Mechanicsville</p> <p>4 Fast Stop, Stanwood</p> <p>5 Ditto's Family Restaurant, Stanwood</p> <p>6 Casey's General Store, Clarence</p> | <p>7 Mill Creek Café, Clarence</p> <p>8 The Onion Grove Bar and Grill, Clarence</p> <p>9 River Valley Co-Op, Clarence</p> <p>10 Lincoln Hotel, Lowden</p> <p>11 Corner Café (CLOSED), Lowden</p> <p>12 Schneids Bar and Grill, Lowden</p> <p>13 Lowden Fast Stop (CLOSED), Lowden</p> | <p>14 Lincolnway Flower Farm (CLOSED), Lowden</p> <p>15 Spear Bed and Breakfast, Tipton</p> <p>16 Tiffany's Tipton Bakery, Tipton</p> <p>17 Tipton Motel, Tipton</p> <p>18 West Branch Commercial Historic District, West Branch</p> |
|---|--|---|



Subsection 5: Linn County

The Lincoln Highway travels through four communities in Linn County: Lisbon, Mount Vernon, Marion, and Cedar Rapids. When Mount Vernon Road was paved, the Lincoln Highway was realigned and Marion was no longer on the route. It is, however, on a loop of the Lincoln Highway Heritage Byway.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The town of Lisbon is in the lowan Surface region as it intersects with the Southern Iowa Drift Plain and is characterized by level to gently rolling terrain with stepped topography towards drainage divides and well-established dendritic drainage systems. Scattered areas of large fieldstones or glacial erratics across the ground surface are typical. Lisbon is in a broad, nearly level upland interfluvium in-between two stream valleys that flow into the Cedar River. Mount Vernon's main street is atop a *Paha*, which is erosional remnants of the once higher and older Pre-Illinoian glacial plain and preserved by thick wind-blown Loess deposits.

A variety of Pleistocene sediments, including Wisconsin-age loess, mantles the near surface limestone bedrock of the region. Stone quarrying was an early industry in the Mount Vernon-Lisbon area and it was mostly used for foundations and railroad ballast. Clay deposits were used to make bricks. The local clay and sand from the Red Cedar River was used to make bricks and were often baked on site. The reddish-orange soft brick was suitable for chimneys and wall construction, but bricks made in the area were mostly used for building façade. Bricks used for paving would have likely been made in higher quality brick manufacturing facilities like those in St. Louis or other parts of Missouri and shipped to the area.

Fossils from the Silurian Epoch (425 million years ago)

have been found in the Kepler-Palisades State Park when the area was a shallow sea in southern tropics. The vertical cliffs (palisades) have a maximum height of 89 feet and were originally created with lime mud deposits with crinoids (sea lilies) debris and locally common coral. These deposits went through dolomitization, which is a chemical change from the lime originally deposited to dolomite. Today dolomite comprises virtually all the exposed bedrock. Because of molar volume decrease during replacement, some sediment was dissolved and not replaced, creating void spaces. Over time, some of the dolomite dissolved due to modern weathering processes such as rain water, which is slightly acidic and will slowly dissolve the dolomite bedrock. This process has created solutionally enlarged fractures, rock shelters (overhanging rock ledges), and small caves and other openings in the park.

Findings of early civilizations date back to the Paleoindian Period with just a few fluted spear points have been found on the uplands along the margins of the Cedar River valley. This period was 11,000-11,500 years ago when the land had spruce and larch trees and the climate was colder and wetter. Mastodons, mammoths, giant bison, camels, and horses shared the land with the early peoples. A molar from a Mastodon was found in the Palisades-Kepler State Park area.

Pottery from the Early Woodland Period (500-100BC) was found at the Spring Hollow site. Wood or bone tools were used to incise designs on the clay.

A number of Woodland-age sites (500BC-1000AD) have been recorded in the Mount Vernon-Lisbon area, particularly in the Palisades-Kepler State Park. A mound group located just inside the entrance to the campgrounds is marked by an interpretive sign and was first examined by Charles Keyes. He was a professor at Cornell College and founder of the Iowa Archaeological Survey, who was responsible for the recording of most of the known burial mound groups in Iowa.

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Fragments or sherds of shell-tempered pottery and small triangular points were found from the Late Prehistoric Period near the Pleasant Creek reservoir. They are characteristic of Oneota artifact assembly. A single sherd of shell-tempered pottery was found near the Wickiup Hill Outdoor Learning Center on the east side of the river. Another site in southeast Linn County, near Mount Vernon-Lisbon appears to show the Oneota used temporary camp sites there on a seasonal or sporadic basis.

The Protohistoric Period (1640-1700 AD) found Native America tribes along the major river valleys. They included the Ioway, Oto, Omaha, Dakota, and Missouri. During this time, European influence started trickling into the area in the form of gunflints, metal trinkets, and glass beads. Evidence of this period in Linn County is sparse. Perhaps the Ioway and Oto used the Cedar Valley occasionally while living to the north where there is evidence of their cultures.

By the late 1700s, the Meskwaki (originally called the Sac and Fox) had moved into the area. There is evidence the Sac and Fox encamped near Marion as they journeyed to trading points and to hunting grounds. Arrowhead Road area was once the site of an Indian village. It has been noted in early pioneer history that the area experienced friendly relations between Indians and the early settler groups.

Linn County has several creeks and rivers running through it. The Cedar River enters diagonally from the northwest from Cedar Falls and travels southeasterly towards the corner of the county and into Cedar County. The Cedar River floods in 2008 damaged much of Cedar Rapids' business and commercial districts. Big Creek travels through Marion and into Bertram, where flooding has also occurred and a historic bridge was lost. The Wapsipinicon River and Buffalo Creek travel through the northeast corner of the county and then into Jones County.

These rivers and creeks brought opportunities for sawmills and grain mills to flourish in the area. The area was also home for wildlife in the area. Bald eagles are often seen today along the rivers.

Marion was the first county seat, being laid out in 1838.



2008 flooding in Cedar Rapids

Cedar Rapids was not laid out until 1841. Mount Vernon was founded in 1847 along the Military Road (now Highway 1) at a point on the road where the route had to climb a steep hill (Paha) to avoid low marshy areas on both sides. First a well was dug to water the horses and soon a saloon and stores followed. In 1851, Lisbon was laid out just one mile to the east. It is unusual for two towns so close in proximity to both survive and one not overtake the other. Cedar Rapids became the Linn County seat in 1919.

The railroad is important to Linn County as several lines travel from east to west and north to south and intersect within Cedar Rapids. They include the Iowa Northern Railroad (IANR), the Canadian National (CN), the Union Pacific (UP), Iowa Interstate Railroad (IAIS), and the Cedar Rapids and Iowa City Railway Company (CRANDIC) or (CIC).

Due to the Cedar River, rail lines, Interstate 380 connecting to Interstate 80 (which goes to the east and west coast), Cedar Rapids has flourished as a leading region for food processing. A number of companies including General Mills, Quaker Oats, PepsiCo Company, H.J. Heinz, and Ralston Foods serve North America from Cedar Rapids.

Linn County, Nature, and the Lincoln Highway

The Military Road was formed in 1839 by Lyman Dillon, hired by the government to lay out a road by digging a furrow between Iowa City and Dubuque. The Bloomington Road connected the river port of Bloomington (later called Muscatine) and Marion in Linn County. Joe Goodlove, the Cedar County LHA Consul, says his relative created a furrow with a plow to form Bloomington from Muscatine to Marion. Bloomington Road later became part of the Lincoln Highway. Both roads became important post and stage roads.

Linn County does have some hills that proved to be challenges for the automobile. Lincolnshire Road on what was often called Snake Hill, proved to be one. Historic stories are that early automobiles needed to go up the hill backwards to keep the fuel flowing to the engine. Fuel pumps had not been created at that point in time.

Wildlife/Natural Areas

- Chain-O-Lakes Wildlife Area is 612 acres managed by the DNR with hunting and river fishing. The bottomland river floodplains is 1/3 oxbows and marshes, 1/3 timber, and 1/3 open land is home to waterfowl, turkey deer, squirrel, and pheasant (42.0739899, -91.7893928).
- Hanging Bog is 16 acres of wooded hillsides (42.0374977, -91.7682367).
- Highway 13/30 is 130 acres of bottomland timber flood plain managed by the DNR. Hunting is allowed.
- Indian Creek Nature Center, 6665 Otis Rd., has four



Chain-O-Lakes Wildlife Area

miles of trails winding through 210 acres of wetlands, riparian forests, maple sugar bush, tallgrass prairies, and oak savanna. The land is in various stages of ecological and restoration with hiking, birdwatching, cross country skiing, and fishing available (41.966973, -91.5823637).

- Matsell Bridge Natural Area, Matsell Park Rd., near Central City (not on the Lincoln Highway), has a shooting range and hiking, equestrian trails, and groomed ski trails (42.1280972, -91.374435).
- Morgan Creek Park, 7517 Worchester Rd., is 230 acres with camping (30 amp electric hookups), drinking water, showers, pit toilets, picnicking, hiking trails, cross country ski trails, and facilities for the handicapped (41.989106, -91.7697042).
- Palisades-Dows Preserve is 330 acres of mature hardwood timber (41.9016501, -91.5618132).
- Palisades-Kepler State Park, 700 Kepler Dr., is 840 acres created in 1922 and has modern camping (26 electric campsites, 18 non-electric campsites), hiking trails, boat ramp, lodge, ranger, stream fishing, and rental cabins (41.9110261, -91.504686).
- Squaw Creek County Park is 662 acres south of Marion with camping (50 amp electric hookups), drinking water, flush toilets, picnicking, hiking, bridle and cross-country ski trails, winter sports, and facilities for the handicapped (42.0069568, -91.5613324).
- Vecny Woods is 28 acres of massive hardwood trees stewarded by the neighboring Indian Creek Nature Center (41.966973, -91.5823637).
- Wakpicada Natural Area is 352 acres of oxbow wetlands and several ponds remaining from sand quarrying that took place with the 4-lane construction of Highway 13 in the 1970s. This natural area is just south of Central City near the Linn County Fairgrounds. There is Wapsipinicon River access, no water or electricity, primitive camping and restrooms, hunting, and hiking/equestriand trails (42.1957599, -91.5370346).

Lakes/Ponds

Pleasant Creek Lake is located four miles north of Palo on the northwest corner of Cedar Rapids and is inside the Pleasant Creek State Park (42.1217313, -91.8168875).

Between the Chain Lakes County Park and the Chain-O-Lakes Wildlife Management Area, there are several smaller lakes, including Mud Lake (42.0652882, -91.7777164).

The Cedar Lake is inside the city of Cedar Rapids, between the Cedar River and Interstate 380 (41.9902559, -91.6772461).

Other Locations of Note

- Chain Lakes County Park, NE of town, 4200-4300 Chain Bridge Rd., (42.0604182, -91.7819255).
- Farmers Markets are held in many communities during the summer and fall months.
 - Cedar Rapids, Green Square Park, 5th St. SE and 3rd Ave. SE, Wednesdays and Saturdays
 - Cedar Rapids, New Bo area, 1100 3rd St. SE, Saturday and Sunday
 - Cedar Rapids, Noelridge (42.0204049, -91.6620073), Monday, Wednesday, and Friday
 - Marion, City Park, 2200 31st St., Wednesdays and Saturdays
 - Mount Vernon, Community Center, 221 1st St. NE, Thursdays
- Palisades Natural Area is 89 acres managed by the DNR with camping, picnicking, pit toilets, fishing, boat ramp, and hunting (subject to flooding), (41.916085, -91.572475).
- Palo Marsh Natural Area is 144 acres with pit toilets, hiking and cross-country ski trails, stream fishing, and hunting (42.074380, -91.796053).
- Rock Island Preserve is 20 acres with hiking and cross country ski trails (42.026346, -91.725759).
- South Cedar Natural Area, S. Cedar Park Lane and Cedar Park Rd., Mt Vernon, is 162 acres with camping, drinking water, pit toilets, picnicking, hiking and bridle trails, stream fishing, boating, and hunting (41.8728566, -91.94480107).
- Wickiup Hill Natural Area, 10260 Morris Hills Rd., Todville, has an education center, hiking and cross-country ski trails, pit and flush toilets, stream fishing, and hunting (42.0830333, -91.7671741).

Other Recreational Activities

- Cedar Rapids has a professional minor league baseball team, the Cedar Rapids Kernels and a professional hockey team, the Roughriders.
- Cedar Rapids College Community Schools Disc Golf Course, on 76th Ave., flows through abandoned little league ball diamonds (41.9025037, -91.736004).



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- Hawkeye Downs, 4400 6th St. SW in Cedar Rapids, is a speedway for stock cars, motor cross, and other races. It also has a bingo hall, concessions, and a campground.
- Jones Park Disc Golf on Wilson Ave. in Cedar Rapids has rolling grass and water hazards (41.9505,-91.6532).
- K9 Acres Dog Park, 5200 Golf Course Rd., in Squaw Creek Park, Marion, allows dogs to run off-leash, but a permit is required (42.0125438,-91.5539772).
- Legion Park Disc Golf, 343 Marion Blvd., is at the rear of Thomas Park in Marion, secluded in a natural setting of open and wooded holes (42.0262881,-91.612735).
- Lisbon City Park and City Park Wading Pool, South Jackson St.
- Lincoln Square Park, on Main St. in Lisbon.
- Mount Trashmore is the site of the former Otis Quarry which, in 1965, became "Site 1 Landfill." It is on the south side of Cedar Rapids on C St. SW, between 22nd Ave. SW and Summit Ave. SW. The landfill was capped in 2006, but with the floods of 2008, it was reopened to accommodate all the flood damaged/destroyed building material. It was capped again for good in 2013. The original 200-foot mound of trash covers 65 acres and it has lost about 30 feet of height due to settling. In 2014, the city hired an outside agency to create a plan for the site. The mound was seeded and has been used for 5K runs, offering great views of the city and



Cedar Rapids is home to the Kernels (above) and the Roughriders



Mount Trashmore

land below. In 2014, a classic car show was allowed to drive to the top. Mount Trashmore might also have hiking trails added in the future, but downhill skiing is unlikely (41.9622384,-91.6538742).

- Mount Vernon Road is popular for the bicyclist as is many gravel roads like Bloomington Road heading to the Big Creek area.
- Shaver (Titan) Park Disc Golf on Shaver Rd. and J Ave. in Cedar Rapids is a very technical course with a wood chip path in a wooded area and tight fairways. Whitetail deer can often be seen here (42.001437,-91.676075).
- Thomas Park, 343 Marion Blvd., is Marion's largest park with volleyball courts, horseshoes, ice rink, bike trail, tennis, disc golf course, and a sledding hill.
- Cedar Rapids, Marion, and the outlying areas have many bike trails.
 - Bowling Street, neighborhoods and industrial areas (41.955856,-91.657544)
 - Boysen Trail, connects North Crosstown and Marion system (42.0352601,-91.6148602)
 - Cedar Lake Trail, loop around Cedar Lake (41.995672,-91.674410)
 - Cedar Rapids Bikeways – longest section (41.995672,-91.674410)
 - Cedar River Trail – North connects to downtown, South connects to Hoover Trail. Center point (41.980123,-91.666435)
 - Cedar Valley Nature Trail, connects to Linn County Metro area with Waterloo (42.0475002,-91.6545975)
 - CEMAR Trail, from Cedar Lake Trail to Boysen Trail in Marion (42.00692,-91.6545975)
 - County Home Road Trail, between I-380 and Hwy 13 (42.093817,-91.550974)
 - Ellis Trail, downtown along west banks of Cedar River (42.005089,-91.707650)
 - Grant Wood Trail, Hwy 13 to Oxley Rd., then to Jones County (42.027606,-91.617947)
 - Groomed cross country ski trails
 - Morgan Creek Park, 7515 Worcester Rd., Palo (41.98911,-91.7697042)
 - Wickiup Hill Outdoor Learning Center, 10260 Morris Hills Rd., Toddville (42.0830333,-91.7671741)
 - Squaw Creek Park, 4305 Squaw Lane (42.0126814,-91.5635368)
 - Matsell Bridge Natural Area
 - Pinicon Ridge Park
 - Hoover Trail, connects Cedar River Trail to Wright Brothers Blvd. and to Ely (41.904276,-91.617947)
 - Kirkwood Trail, C St. SW from Cedar River Trail to Kirkwood Community College (41.923182,-91.637688)
 - Lindale Trail, connects C Ave. and Blairsferry Rd. to Boysen Trail in Marion (42.035829,-91.636084)
 - Marion Bikeways, lanes on 7th, 8th, 29th Avenues



- and 15th, 31st, 35th Streets
- Pinicon Ridge – Central City Trail (42.2155015, -91.537652)
- Prairie Park Trail, loops around Prairie Park Fishery, 2125 Otis Rd. SE (41.952265, -91.633798)
- Robins Trail
- Sac and Fox Trail, follows Indian Creek and Cedar River (41.948389, -91.624310)

Scenic Views

With the rolling hills in Linn County, there are many places that offer scenic views. The approach to Mount Vernon from the Lincoln Highway, the views from the “seedling mile” and within Mount Vernon are among some of the most spectacular views. A hill to the north of Mount Vernon on Springville Road is the highest point in the county and offers a sweeping view. Linn County landscape looks like that in a Grant Wood painting.

The view from the old Bloomington Road Bridge lent itself to art classes and photographers, but the new bridge in 2016 with its concrete sides will not allow the same view. Towards Bertram, there is a low boggy area that allows a great view of the lowlands.

As in most of Iowa, the changing of seasons brings vibrant colors. Linn County has a very strong roadside vegetation plan and in the spring as plants emerge, the greens take over and wild flowers can be seen along the Lincoln Highway and other roads in Linn County. With harvest season, the grasses and crops turn a golden yellow, which give way to the brilliant white of fresh snow in the winter months.



The Abbe Creek School in Linn County has an original Lincoln Highway marker just outside its doors.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

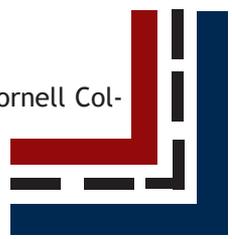
Lisbon:

- Lisbon History Center, 102 E. Main St., has a military display, research library, taped interviews and family history books.
- Many historic interpretive panels have been installed in Lisbon. One is just outside the Lisbon History Center.
- Heritage Hall is in the second floor of the Lisbon Public Library (Wink and Hauser Building) at 101 E. Main. Built in 1875, the second floor was originally used as a meeting area, concert hall, and theatre hall. It was renovated in 1997 and some of the graffiti and signatures on the walls were covered up, but some panels were left exposed. Some of the graffiti dates back to 1875. Today, because of the great acoustics, string quartets and other musical groups perform here. The Heritage Hall also brings in poetry readings and other top flight entertainment.
- The Lisbon Opera House, 122 Main St., is a three-story brick building built in 1893 with the opera house on the first floor also used for school activities and as a gymnasium. The upper floor was used by the Oddfellows fraternal group.
- The bank in Lisbon donated old doors and a safe to Cornell College, but residents are unsure what happened to them.
- There is a Lincoln Highway-era gas station at 502 E. Main Street and a Lincoln Highway-era service garage at 422 E. Main St. in Lisbon.
- One former gas station in Lisbon has been converted into a private residence and is almost a museum in its own right.
- A *Planning for Preservation Project* was conducted by Tallgrass Historians in 2007 for the City of Lisbon and many historic buildings were identified.
- In 1916 the Women’s Relief Corps obtained a large boulder from Gettysburg and placed it in the Lisbon Cemetery. It is five feet tall and is sheltered from the elements. A bronze plaque shares this information. A few feet away is a concrete triangular base that perhaps held cannon balls like seen in many military displays.



Cornell College:

- Bowman-Carter Hall on the campus of Cornell Col-



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lege in Mount Vernon is a prime example of an 1880s women's dormitory.

- The finest example of steamboat gothic architecture is at Cornell College.
- Peter Paul Luce Art Gallery, McWethy Hall, 600 1st St. SW, has rotating displays.
- The Cornell College Theater Department gives three or four main productions every year in the Kimmel Theatre, 601 1st St. SW, and teaches students in performance, management, directing, research, analysis, design, and opportunities to study in Chicago and New York.
- Cornell College was the first Iowa College to establish a Geology Department. The Norton Museum Geology Center and Anderson Museum was built in the Carnegie Library-style and houses geology books, maps, periodicals, and over 20,000 specimens of rocks, minerals, and fossils.



Peter Paul Luce Gallery, Cornell College

Mount Vernon:

- Downtown Mount Vernon could qualify for listing on the National Register of Historic Places with its many historic and well-kept buildings.
- Mount Vernon has many art studios and art galleries.
 - East End Art on Main, 221 1st St. NE, classes and over 50 juried local and regional artists work displayed.
 - Fuel Art and Espresso, 103 1st St. NE, has art and antiques gathered from around the world.
 - First Brick Art Gallery, 224 1st St. SW, located in The Shops at First Brick features many of the area's finest artists' work.
 - Iron Leaf Press, 102 1st St. SW, offers letterpress paper goods using three antique printing presses.
 - Liberty Iron Works, 117 1st Ave. NW, creates custom spiral staircases and stainless steel cable railing for home owners.
 - One Tree Wood Coop, under the Lincoln Wine Bar on 2nd Ave., offers unique wood furniture in natural form.
 - Ruth's Twig Room, 221 1st St. NE, has art inspired by nature and teaches classes in twig chairs and other twig items.
- In downtown Mount Vernon, there is a sign with a sun on it and a description of the solar system. Further west is another sign about the planet, *Mercury* and further west, other signs about each planet in the solar system. The signs are placed by the Mount Vernon Solar Tourist Society and the distance between the signs are in scale with the entire solar system. The

Asteroid Crossing sign is located several blocks from the *Sun* and *Pluto* is six miles away, out in the country.

- A mural on the side of the building at 101 1st St. NE (Skillet Café) welcomes visitors to Mount Vernon.
- Many Lincoln Highway-era buildings have gone by the wayside. Foundations of old gas stations can still be seen like the Happy Valley Station and restaurant at the end of the Seedling Mile and an old cabin site southeast of Ballard on Mount Vernon Road. Tourist cabins in Lisbon (Dick Moore's) and cabins between Abbe School and the Seedling Mile are reminiscent of the travelers' life along the Lincoln Highway.
- The Abbe Creek School Museum, W. Mt. Vernon Rd., is a one-room schoolhouse built in 1856 and is believed to be the oldest standing one-room brick schoolhouse in Iowa. Early pioneers organized the school in 1844 and built a log school. The brick school house was used until 1936, then used as a private residence, and later donated to the Linn County Conservation to manage as a museum. It is located one mile west of Mt. Vernon near the Abbe Creek. Both the school and the creek are named for the early pioneer, William Abbe, who farmed nearby (41.9410667, -91.4565386).
- Between Mount Vernon and Cedar Rapids, just east of the Palisades Park, is a barn painted with a Grant Wood by artist Mark Benesh (41.9178318, -91.4896412).

Marion:

- The first jail was built in Marion in 1840. The first prisoner was arrested for horse stealing and he was confined in it before the logs were laid higher than his shoulders.
- Klopfenstein Amphitheater, 4901 Alburnett Rd., is in Lowe Park in Marion and has a 50-foot stage, sub-stage, and oak leaf-like sculptured canopy made of Corten steel.
- Marion Sculpture Trail, 4901 Alburnett Rd., is also in Lowe Park near the Amphitheater. Two sculptures and art displayed on LEED certified buildings adds to the performance art in the amphitheater.



American Gothic barn

Cedar Rapids:

- The Masonic Library, 813 1st Ave. SE in Cedar Rapids, is the only one in the United States and one of the largest in the world. It incorporates at least three museum collections.
- The current Linn County Courthouse, 50 3rd Ave. Bridge, was built in 1925 of Bedford Stone on a granite foundation. There are ten fluted columns supporting the entablature and parapet. Inside, the walls are

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travertine and the floors are marble. Marion was the original county seat, but the City of Cedar Rapids donated the land on May's Island in the middle of Cedar Rapids and the Cedar River to the county and Cedar Rapids became the county seat. The building sustained some damage in the floods of 2008.



Linn County Courthouse

- Brucemore Mansion, 2160 Linden Dr., is a four-story, 21-room Queen Anne style mansion built on ten acres by 33 year-old widow Caroline Soutter Sinclair for her six children. She commissioned Indianapolis architect, Maximillian Allardt to create the home, but midway through construction his daughter took ill and he returned to Indianapolis. Local architects Josselyn and Taylor finished the project. The Douglas family, important in the industrial and cultural development of Cedar Rapids, were the next residents in the home. The last residents of the home were the Hall family and their descendants donated it to the National Trust Historic Preservation. The property has rolling yards, soaring trees, a timber-lined pond, orchard, stunning gardens, and outdoor rooms covering the present day property of 26 acres.
- The National Czech and Slovak Museum and Library, 1400 Inspiration Place SW, began in 1974 when a group of second- and third-generation descendants of Czech immigrants formed the Czech Fine Arts Foundation in Cedar Rapids with a purpose of preserving the Czech heritage and culture. Their collection of artifacts and books soon outgrew the three-room house and moved to a commercial building in 1981 only to move again in 1993 when they built a new museum and library.



Brucemore Mansion

The floods in 2008 caused \$11 million in damage to the NCSML campus as eight feet of water flowed through the collections, destroying exhibits and leaving mud amongst the books. The NCSML staff and volunteers cleaned and moved what they could to higher ground. Professionals in Chicago and at the University of Iowa cleaned, repaired and restored artifacts and books. In 2011, the 3 million-pound building was raised off its foundation, moved to higher ground, then pivoted, then raised 11 feet in the air, and slowly pushed onto the new foundation. An expansion was added and today the facility has a theater, gift store, exhibit halls, and galleries.

- Palisades-Kepler State Park, 700 Kepler Dr., has a lodge, roads, hiking trails, entry points, and other rock and timber structures built by the CCC (Civilian Conservation Corps) in the 1930s and the lodge was renovated in 1999 (41.9110301,-91.511252).
- The historic Chain Lakes Bridge was built in 1884 and is listed on the National Register of Historic Places. It goes over the Cedar River near the Chain Lakes County Park, to the west of Marion.

Cultural Groups

The Dutch

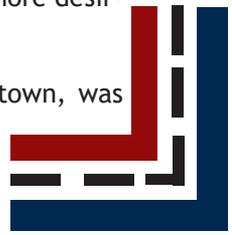
Early settlers to the Lisbon area were a large contingent of Pennsylvania Dutch who arrived in 1847. The town was later nicknamed "Dutch Town."

Czech and Slovaks (Bohemian)

A large group of Czech and Slovaks immigrated to the Cedar Rapids area in the 1850's. In 1871, T.M. Sinclair opened a meatpacking plant near downtown and the city was opposed to the odors being so close to the downtown. He was persuaded to move to the south end of Third St. East. The business flourished here and Bohemian immigrants found steady work in the slaughterhouse and packing plant. Word got out in Europe and waves of new Bohemians arrived and settled in the area between downtown and the plant.

Between 1900 and 1910, Cedar Rapids decided the area known now as New Bohemia (NewBo) would serve as a wholesale/warehouse manufacturing district. Entire blocks of Czech settlement were destroyed and many Czechs moved into across the river where the Douglas Starch plant (now Penford Products) was located as steady employment was also offered there. Other groups moved into a neighborhood that had original residents of Italian, Russian, and Syrian (Lebanese). A new bridge connecting 4th Ave. NE with 16th Ave. NW made the area more desirable for settlement.

The NewBo 40-block area, south of the downtown, was



The Lincoln Highway Heritage Byway Corridor Management Plan

designed in 2009 as a way to breathe life into the historic area after suffering economic decline for several years and almost being destroyed by the floods in 2008. The Main Street 4-Point approach, grants and incentives have brought new restaurants, residences, shopping, and events to the area.

Grant Wood

Grant Wood is an iconic American artist who, although he grew up in Anamosa in the next county to the east of Linn County, left his mark on Linn County as well. His art is seen on the side of barns and other buildings and the hills in his paintings are reflective of the Linn County countryside.



Grant Wood

College Legends

Cornell College, like most universities, has some traditions and legends. One of them involves the largest Ginkgo tree in Iowa that stands on the President of Cornell University's lawn. Legend says female students may see the image of their beloved in a mirror while brushing their hair beneath its boughs on a moonlit night.

Wineries and Breweries

- Sutcliff Cider Company, 382 Sutcliff Rd. in Lisbon, is just north of the Lisbon Historic Buildings near the Cedar River crossing where the old trestle bridge is located. It has an orchard and event center and in 2008, a tasting room was opened (41.8872688,-91.38826).
- Belvedere Vines and Pines, 1191 Museum Rd. in Mount Vernon, is an upstart winery and Christmas Tree Farm just west of town (41.945078,-91.4531977).
- Lincoln Wine Bar, 125 1st St. SW in Mount Vernon offers craft beer, wine by the bottle or glass, and wood-fired pizza.
- Another Road Brewing, 1175 8th Ave., Marion, has brew on tap.
- Walnut Tree Winery, 1197 13th St. in Marion, is a small working winery offering tours and a tasting room.
- Granite City Food and Brewing, 4775 1st Ave. SE in Cedar Rapids, is a chain and was started in St. Cloud, Minnesota in 1999. There are now 34 restaurants in 14 states. Wort is shipped from the central brewing facility to individual stores for the beginning of the fermentation process and the brewing completed.
- Lion Bridge Brewing, 59 16th Ave. SW, Cedar Rapids, is a ten-barrel brewery in the Czech Village in the New Bo District brewing both beers and sodas. Bar snacks and appetizers are available as well.
- Third Base Brewery, 500 Blairs Ferry Rd. NE, was Cedar Rapids' first microbrewery. It is a sports bar and grill

with outdoor seating and a party room available.

- The Winery at Kirkwood, 6301 Kirkwood Blvd. in Cedar Rapids, is part of the Kirkwood Community College. Wines created through the program are sold at The Hotel at the Kirkwood Center, local Hy-Vee grocery stores, and local restaurants. Students may obtain certificates in either Vitaculture Management or Wine Making and Winery Facility Management.
- Pleasant Creek Vineyard, LLC, 3920 Lewis Bottoms Rd. in Palo, is just on the northwest corner of Cedar Rapids (42.1476724,-91.8223616).

Events

- A Murder Mystery Dinner is held in Lisbon in October and utilizes local writers, actors, and decorators.
- Sauerkraut Days in Lisbon is held every August. There are games, contest, brats and kraut, displays, music, bathtub race, tractor pull, music, parade, and dances.
- Antique Extravaganza in Mount Vernon is held on the 4th of July and the open air market has vendors from all over the country.
- Chalk the Walk in Mount Vernon is held the first full weekend in May. It is Iowa's first and largest Maddonnari Festival presenting the works of over 200 artists using Main Street as the canvas.
- Heritage Days in Mount Vernon is a three-day celebration held in July with live music, parade, kids' entertainment, food, and fireworks.
- The Lincoln Highway Art Festival is held in Mount Vernon in September and offers over 30 artist booths with works for sale.
- Cedar Rapids hosts the Iowa Junior Amateur Golf Championship at the Ellis Park Golf Course every June.

Development of the Lincoln Highway in Linn County

The Lincoln Highway Association felt that each state should pave a "seedling mile" to show how an improved road would feel to drive on and how it would benefit the



Chalk the Walk 2016

The Lincoln Highway Heritage Byway Corridor Management Plan

traveler. The LHA's thinking was, "One permanent mile established and built under proper specifications will lead to further connecting miles of the same standard." And this theory has never failed to work out.

Iowa's first paved section of the Lincoln Highway, the "seedling mile," is between Mount Vernon and Cedar Rapids (41.974416,-91.5005139). It was paved in 1918-1919. The cement was donated by NW States Portland Cement Company, but Linn County paid \$2100 just to have it hauled to the site. The cement was delivered and stored in barns. Three firms submitted bids for paving, but they were all too high. In the re-bidding process, Ford Paving got the bid at \$3.15/square yard, but persuaded the State Highway Commission to approve \$2.84/square yard, change from a two-course concrete to one-course concrete, and use Muscatine gravel as aggregate rather than crushed rock.

The location of the "seedling mile" is eastward of the point where the road known as the "shortcut" connects with the Lincoln Highway. The site selected was one of steep hills and the area was very prone to mud. The locals charged high rates to pull stranded motorists out of the gumbo. Often the visitor was "robbed" or at least overcharged by "mule skimmers" and their horses that came to their aid. As a way to alleviate this problem and protect the visitor, legend says the LHA picked this area as the seedling mile.

After the "seeding mile" was paved, families would travel out there and drive back and forth on the road, just for entertainment.

It has been said that Iowa has retained more original Lincoln Highway than any other state. Mount Vernon's portion of the Lincoln Highway, down Main Street, is bricked. Original Lincoln Highway markers are on Walford Rd., Johnson Ave., and Mount Vernon Rd., as well as other sites.

A Parker-through truss bridge on Bloomington Road near Marion was replaced in 2016. It is on the loop section of the Byway, but not original to the Lincoln Highway. The original route was changed in 1921 when Mount Vernon Road was paved. The local historical groups and LHA determined it was not historic, even if it was 85 years old when it was replaced.

The LHA has installed nine interpretive signs in Linn County. They are located outside the Lisbon History Center, in the Prairie Park in Mount Vernon, at the Abbe Creek School, in Cedar Rapids at Thomas Park, Squaw Creek Park, on Mount Vernon Rd. in Cedar Rapids, outside and inside the fire station in Cedar Rapids, in Haskell Park on Johnson Ave. NW, and on the northwest corner of the intersection of 16th Ave. SW and West Post Rd. in Cedar Rapids.



Seedling Mile in Linn County, 1915

Colleges and Universities

Cornell College in Mt Vernon was founded in 1853 by George Bryant Bowman, a Methodist minister from North Carolina. Cornell was originally called Iowa Conference Seminary and then renamed for William Wesley Cornell, a prosperous merchant and devout Methodist. It was the first college west of Mississippi to grant admission to women (the first woman graduated in 1858). Cornell's Department of Geology is the oldest in Iowa.

Kirkwood Community College was formed in 1966 as part of Iowa Governor Harold Hughes' proposal for public colleges to train people for jobs. The original idea was for vocational and technical training, but Kirkwood's founding board chair, Bud Jensen, spoke to the legislature and urged



Cornell College

them to be more inclusive. Community colleges now offer associate degrees that transfer to approved four-year colleges and liberal arts and science education as well as the vocational and technical classes. Kirkwood was named for Samuel J. Kirkwood, Iowa Governor 1860-64, 1876-77 and US Senator and Secretary of State. A bronze statue of Kirkwood, a gift from the University of Iowa, stands at the school gate.

Mount Mercy in Cedar Rapids was formed in 1906 when the Sisters of Mercy leased the land. They purchased the land in 1907 and by 1928, it became a junior college. In the 1950s Mercy became a four-year college and co-ed in 1969.

Coe College in Cedar Rapids was founded in 1851 as the "School for Prophets" by Rev. Willson Jones. He named

The Lincoln Highway Heritage Byway Corridor Management Plan



Coe College

the college for a Catskill mountain farmer, Daniel Coe, who gave \$1500 on the condition that women would be admitted too. In later years, the college ran into financial problems and the Sinclair Meat Packing Co. came to their aid. At that time, it was decided the Presbyterian Synod was to assume future responsibilities for the institution.

New Technology along the Lincoln Highway

The Duane Arnold Energy Center is Iowa's only nuclear power plant and is located about nine miles north of Cedar Rapids near Palo, Iowa. It applied for a permit in 1970 and began commercial operation in 1975. The Center is situated on 500 acres on the banks of the Cedar River with most of the site being leased to local farmers for agriculture use. The reactor is a General Electric boiling water reactor with a net electrical output of 615 million watts of electricity which is enough power to supply the annual needs of more than 600,000 homes, equaling eight percent of Iowa's power needs. The plant employs 600 people on a daily basis (1,500 during outage operations) and creates \$246 million in economic growth.

The reactor vessel is 67' high and 15' wide. The two cooling towers are mechanical draft type with 12 cells each using makeup water from the Cedar River. Production cost of 2.72 cents/kilowatt hour makes the plant more cost effective than oil, natural gas, or even other nuclear plants in the United States.

The plant is built on a low seismically stable part of the country and the land was elevated 20 feet above river level to protect it against flooding. During the historic floods of 2008, the Cedar River crested 14 feet below the plant's designed flood level. Operations continued uninterrupted. NextEra Energy owns the plant and its license expires in 2034.

Famous People along the Lincoln Highway

- Priyaka Chopra, actress
- Marvin D. Cone, artist
- Joshua Coyne, musician
- Don DeFore, actor and president of the National Academy of Television Arts and Sciences
- Benny the Bat, a local favorite from Mount Vernon, thought she was a vampire and dressed and acted the part.

- Bobby Driscoll, child actor *Treasure Island*, *Peter Pan*
- Paul Engle, poet
- Terry Farrell, actress
- John Hensch, Disney animator and imaginer
- Ashton Kutcher, actor, star of films and television's *Two and Half Men*
- Ron Livingston, actor *Office Space*, *Band of Brothers*
- Grimes Poznikov, called the "Human Jukebox," got his start at Cornell College. He became well-known as a street performer and fixture of the San Francisco Fisherman's Wharf in the 1970s and 80s. He would wait in a cardboard box until a donation offered and then pop out of the box to play a song on a trumpet, kazoo, or other instrument. He once played music on the "Mike Douglas Show".
- Elijah Wood, actor, *Lord of the Rings*
- Grant Wood, famous painter (*American Gothic*)



Clockwise from top left: Don DeFore, Ashton Kutcher, Ron Livingston, and Elijah Wood

National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Linn	Cedar Rapids	Armstrong, Robert and Esther, House	370 34th St., SE
Linn	Mount Vernon	Ash Park Historic District	5th--7th Aves. N, between 6th and 8th St. NW
Linn	Cedar Rapids	Ausadie Building	845 1st Ave. SE
Linn	Cedar Rapids	Averill, A. T., House	1120 2nd Ave. SE
Linn	Cedar Rapids	B Avenue NE Historic District	B Ave. NE. from 15th to 21st St.
Linn	Mount Vernon	Beach School	NW of Mount Vernon off US 30
Linn	Bertram	Bertram Bridge	Ely St. over Big Cr.
Linn	Cedar Rapids	Best Oil and Refining Company Service Station	624 12th Ave. SE.
Linn	Cedar Rapids	Bethel African Methodist Episcopal Church	512 6th St. SE.
Linn	Cedar Rapids	Bohemian Commercial Historic District	1000 to 1300 Blks of 3rd St. SE and 100 to 200 Blks of 14th Ave SE
Linn	Cedar Rapids	Bohemian Commercial Historic District	Roughly bounded by 9th Ave. SE, 4th St. SE, 14th Ave. SE, 15th Ave. SW, C St. SW, 17th Ave. SW & A St. SW
Linn	Marion	Bowman, James W. and Ida G., House	1372 8th Ave.
Linn	Marion	Braska House	889 2nd Ave.
Linn	Cedar Rapids	Brewer, Luther A. and Elinore T., House	847 4th Ave. SE
Linn	Cedar Rapids	Brown Apartments	1234 4th Ave. SE
Linn	Walker	Burlington, Cedar Rapids, and Minnesota Railroad: Walker Station	Between Rowley and Washington Sts.
Linn	Cedar Rapids	C.S.P.S. Hall	1105 3rd St. SE
Linn	Cedar Rapids	Calder Houses	1214 and 1216 2nd Ave. SE
Linn	Cedar Rapids	Cedar Rapids Central Fire Station	427 1st St. SE
Linn	Cedar Rapids	Cedar Rapids Post Office and Public Building	305 2nd Ave. SE
Linn	Cedar Rapids	Cedar Rapids Pump Company Factory and Warehouse	605 G Ave. NW.
Linn	Central City	Central City Commercial Historic District	E. Main St. 300-400 blk., N. 4th St. to Commercial
Linn	Hiawatha	Chain Lakes Bridge	Pedestrian trail over Cedar R.
Linn	Cedar Rapids	Consistory Building No. 2	616 "A" Ave. NE
Linn	Mount Vernon	Cornell College-Mount Vernon Historic District	Roughly bounded by RR tracks, College Blvd., N. 10th, N. 8th, and S. 3rd Aves.
Linn	Cedar Rapids	Damour, William and Sue, House	1844 2nd Ave., SE
Linn	Cedar Rapids	Dewitt--Harman Archeological Site	Address Restricted

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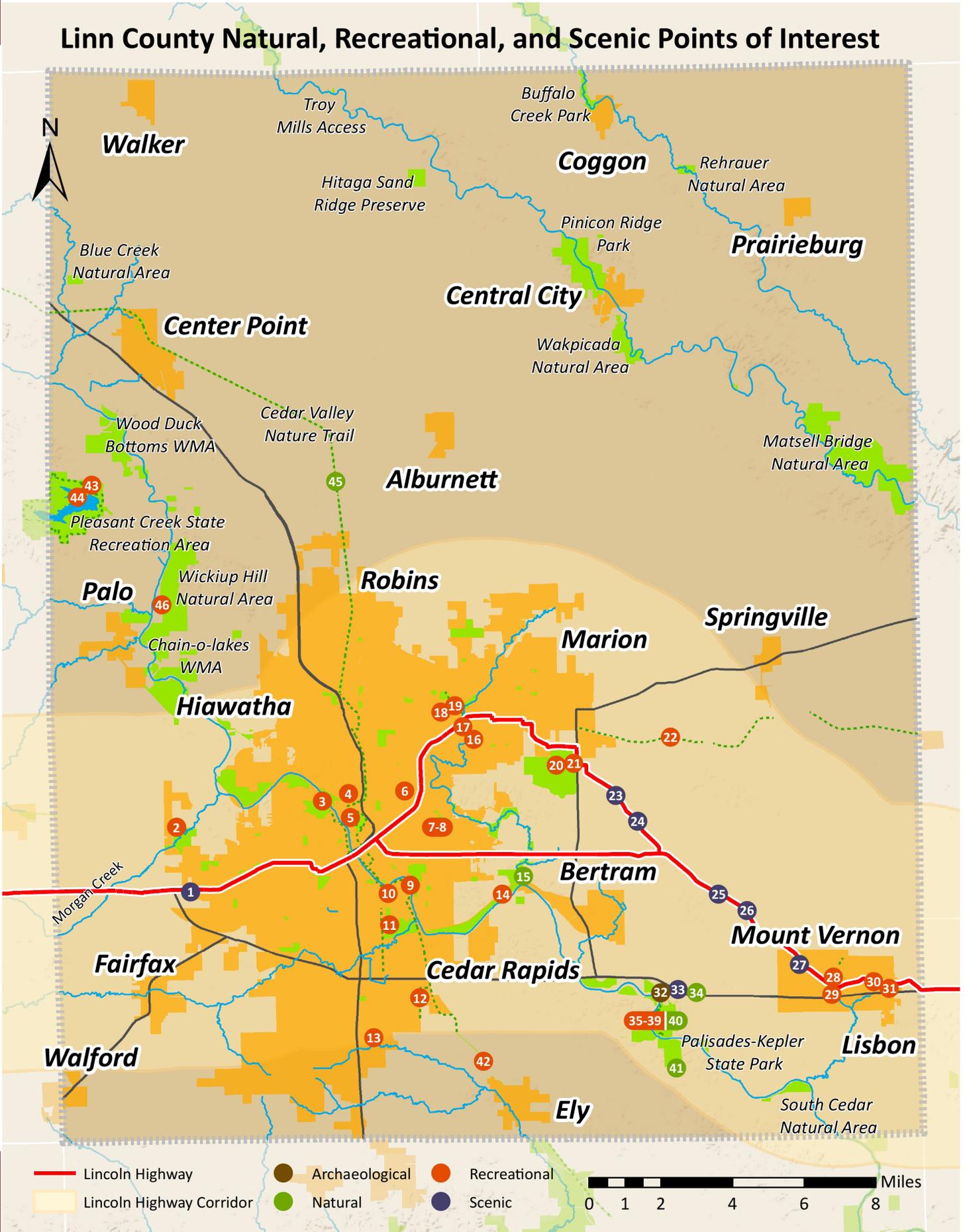
National Register of Historic Places (NRHP) cont.

Linn	Cedar Rapids	Douglas, George B., House	800 2nd Ave. SE
Linn	Ely	Dows Street Historic District	Dows St. btwn. State and Main Sts.
Linn	Marion	Dunn, William and Phebe C., House	524 10th St.
Linn	Ely	Ely School House	1570 Rowley St.
Linn	Cedar Rapids	Evans Manufacturing Company Building	301 6th Ave. SE
Linn	Cedar Rapids	First Avenue Bridge	US 151 over Cedar R.
Linn	Marion	First Presbyterian Church of Marion, Iowa	802 12th St.
Linn	Cedar Rapids	First Universalist Church of Cedar Rapids	600 3rd Ave. SE
Linn	Marion	Granger House	970 10th St.
Linn	Viola	Grant Wood's "Fall Plowing" Rural Historic Landscape District	0.5 mi. N of jct. of Matsell Ln. and Stone City Rd.
Linn	Marion	Grant, Douglas and Charlotte, House	3400 Adel St. SE
Linn	Cedar Rapids	Hamilton Brothers Building	401 1st St. SE
Linn	Cedar Rapids	Highwater Rock	Cedar River near 1st Ave. and 1st St. NE
Linn	Mt. Vernon	Horecky, Henek and Mary, Log Cabin	Address Restricted
Linn	Cedar Rapids	Hotel Roosevelt	200 1st Ave. NE
Linn	Cedar Rapids	IANR Railroad Underpass	Ely Rd.
Linn	Cedar Rapids	Indian Creek Bridge	Artesian Rd. over Indian Cr.
Linn	Cedar Rapids	Iowa Building	221 4th Ave. SE
Linn	Cedar Rapids	Iowa Wind Mill and Pump Company Office and Warehouse	42 7th Ave. SW.
Linn	Ely	Janko, Jan F. and Antonie, Farmstead District	4021 Vista Rd.
Linn	Mount Vernon	King Memorial Chapel	Cornell College campus
Linn	Marion	Lane, Samuel M., House	1776 8th Ave.
Linn	Cedar Rapids	Lattner Auditorium Building	217 4th Ave. SE
Linn	Cedar Rapids	Lesinger Block	1317 3rd St. SE
Linn	Cedar Rapids	Lustron Home #02102	2009 Williams Blvd. SW
Linn	Marion	Marion Carnegie Public Library	1298 7th Ave.
Linn	Marion	Marion Commercial Historic District	560-748 10th, 958-1298 7th Ave., 760-96 11th St., 766-76 13th St., 1108 8th Ave., and 969 6th Ave.
Linn	Springville	Matsell Bridge	Natsell Park Rd. over Wapsipinicon R.
Linn	Cedar Rapids	May's Island Historic District	Between 1st and 5th Aves. on May Island
Linn	Marion	Mentzer, Joseph P., House	2233 3rd Ave.
Linn	Ely	Minor, Josias L. and Elizabeth A., Farmstead District	7500 Ely Rd.

National Register of Historic Places (NRHP) cont.

Linn	Ely	Moorhead, Joseph and Clara Amanda H., House	88 Palisades Access Rd.
Linn	Cedar Rapids	Moslem Temple	1335 9th St. NW
Linn			
Linn	Mount Vernon	Mount Vernon Commercial Historic District	1st St. between 2nd and 1st Aves., N.
Linn	Alburnett	Notbohm Mill Archaeological District	Address Restricted
Linn	Cedar Rapids	Oak Hill Cemetery Historic District	Roughly bounded by Mt. Ver- non Rd. SE, 15th St. SE, S.& E. lot lines
Linn	Troy Mills	Odd Fellows Hall	Troy Mills Rd.
Linn	Cedar Rapids	Paramount Theater Building	121--127 3rd Ave. SE
Linn	Cedar Rapids	People's Savings Bank	101 3rd Ave. SW
Linn	Cedar Rapids	Perkins, Charles W. and Nellie, House	1228 3rd Ave. SE
Linn	Ely	Podhajsky--Jansa Farmstead District	Hoosier Creek Rd.
Linn	Marion	Pucker Street Historic District	Bounded by 13th St., 9th Ave., 20th St., and 8th Ave.
Linn	Marion	Pyle, Glenn O. and Lucy O., House	1540 8th Ave.
Linn	Cedar Rapids	Redmond Park--Grande Avenue Historic District	Roughly bounded by US 151, 19th St., and Washington Ave.
Linn	Cedar Rapids	Second and Third Avenue His- toric District	1400 to 1800 blks of Second Ave. SE and Third Ave. SE
Linn	Cedar Rapids	Security Building	2nd Ave. and 2nd St. SE
Linn	Cedar Rapids	Seminole Valley Farmstead	W of Cedar Rapids
Linn	Cedar Rapids	Sinclair, T. M., Mansion	2160 Linden Dr. SE
Linn	Cedar Rapids	Sokol Gymnasium	417 3rd St. SE
Linn	Cedar Rapids	St. Paul Methodist Episcopal Church	1340 3rd Ave. SE
Linn	Lisbon	Stuckslager, Harrison, House	207 N. Jackson St.
Linn	Mount Vernon	Sumner School	877 W. Mount Vernon Rd.
Linn	Cedar Rapids	Taylor-Van Note	4600 Blairs Ferry Rd.
Linn	Marion	Terrace Park Historic District	Roughly bounded by 10th Ave., 9th Ave., 11th St. and E. side of 12th St.
Linn	Lisbon	Torrance House	S. of Lisbon
Linn	Coggin	Upper Paris Bridge	Sutton Rd. over Wapsipinicon R.
Linn	Cedar Rapids	Historic District	3rd Ave. SW between 1st & 3rd Sts. SW.
Linn	Mount Vernon	West, Wesley, House	Palisades Rd.
Linn	Whittier	Whittier Friends Meeting House	Jct. of Co. Rds. E34 and X20
Linn	Cedar Rapids	Witwer Grocery Company Building	905 3rd St. SE.
Linn	Cedar Rapids	Wolff, Philip A., House and Carriage House	1420 Seminole Ave., NW

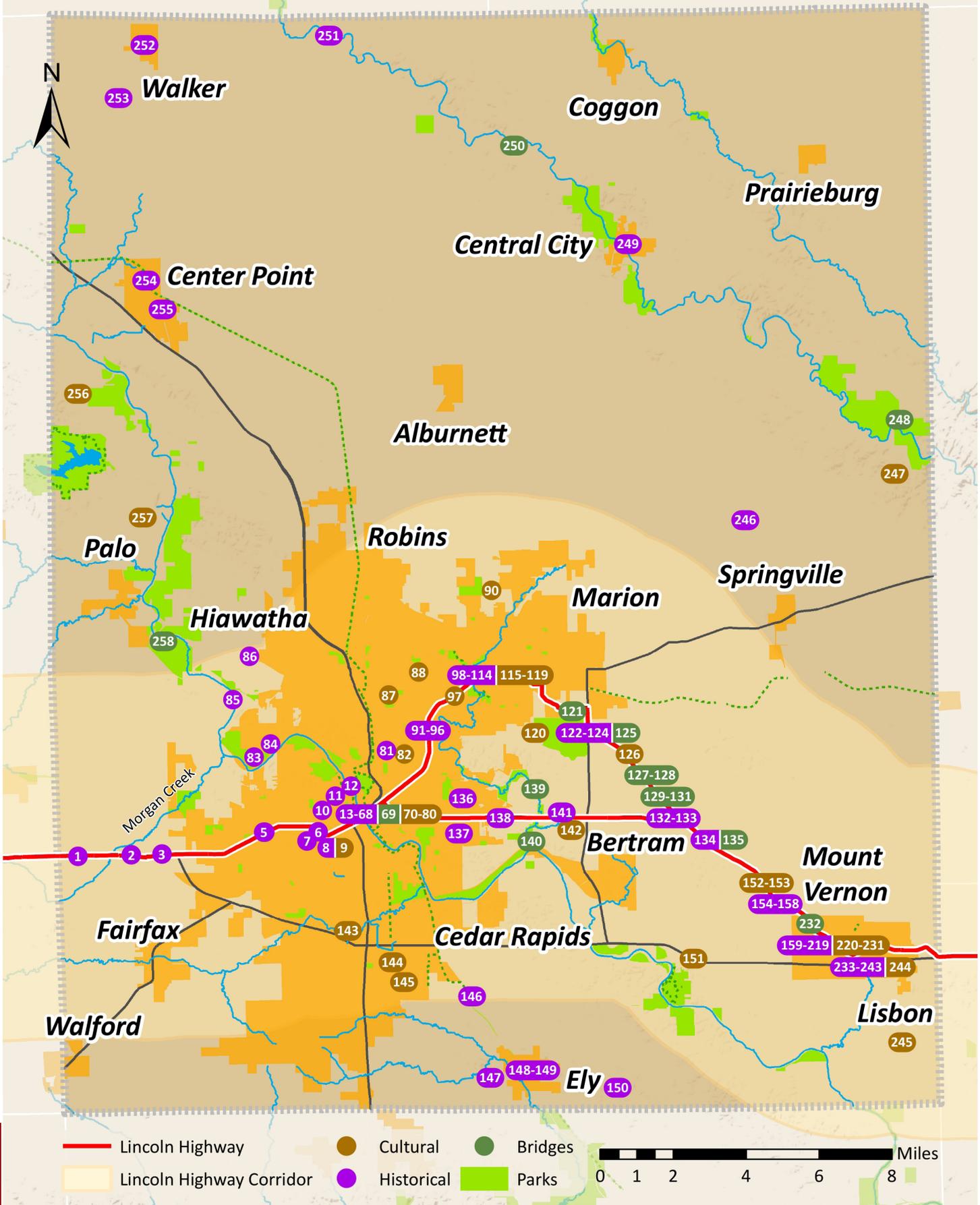
Linn County Natural, Recreational, and Scenic Points of Interest



Linn County Natural, Recreational, and Scenic Points of Interest

- 1** Suburban Views, Cedar Rapids
- 2** Morgan Creek Park, Cedar Rapids
- 3** Ellis Trail, Cedar Rapids
- 4** Shaver (Titan) Park Disc Golf Course, Cedar Rapids
- 5** Cedar Lake Loop Trail, Cedar Rapids
- 6** CeMar Trail, Cedar Rapids
- 7** Bever Park, Cedar Rapids
- 8** McDonald's Farm (Petting Zoo), Cedar Rapids
- 9** Cedar River Trail, Cedar Rapids
- 10** Mount Trashmore, Cedar Rapids
- 11** Jones Park Disc Golf Course, Cedar Rapids
- 12** Kirkwood Trail, Cedar Rapids
- 13** College Community Schools Disc Golf Course, Cedar Rapids
- 14** Sac & Fox Trail, Cedar Rapids
- 15** Indian Creek Nature Center, Cedar Rapids
- 16** Legion Park Disc Golf Course, Marion
- 17** Thomas Park, Marion
- 18** Lindale Trail, Cedar Rapids
- 19** Marion Parks Trail, Marion
- 20** Squaw Creek Park, Marion
- 21** K-9 Acres Dog Park, Marion
- 22** Grant Wood Trail, Marion
- 23** Landscape Character, Marion
- 24** Landscape Character, Linn County
- 25-26** Landscape Character, Mount Vernon
- 27** Railroad Views, Mount Vernon
- 28** Lisbon Bike Path, Mount Vernon
- 29** Nature Park (Including Dog Park), Mount Vernon
- 30** Lincoln Square Park, Lisbon
- 31** Lisbon City Park and City Park Wading Pool, Lisbon
- 32** Excavations at Ginger Stairs, Linn County
- 33** Farm Views, Mount Vernon
- 34** Palisades Kepler State Park, Mount Vernon
- 35** Cedar Cliff Trail, Linn County
- 36** Cool Hollow Trail, Linn County
- 37** Woodland Trail, Linn County
- 38** Overlook Trail, Linn County
- 39** Campers Trail, Linn County
- 40** Palisades-Dows State Preserve, Ely
- 41** The Eastern Iowa Observatory and Learning Center, Ely
- 42** Hoover Nature Trail, Ely
- 43** Lake Trail, Center Point
- 44** Pleasant Creek State Recreation Area, Linn County
- 45** Cedar Valley Nature Trail, Robins
- 46** Linn County Conservation and Wickiup Hill Outdoor Learning Center, Palo

Linn County Cultural and Historical Points of Interest



Linn County Cultural and Historical Points of Interest

- 1 Ced-Rel Supper Club, Cedar Rapids
- 2 Abandoned Section of the Lincoln Highway, Cedar Rapids
- 3 Orchard Site, Cedar Rapids
- 4 Lincoln Highway Marker, Cedar Rapids
- 5 Twin Tower Tourist Camp and Cabins, Cedar Rapids
- 6 Haskell Park, Cedar Rapids
- 7 Lustron House, Cedar Rapids
- 8 Memorial in All Veterans Memorial Park, Cedar Rapids
- 9 Cedar Rapids Rough Riders Hockey, Cedar Rapids
- 10 Belmont Hill Victorian Bed and Breakfast, Cedar Rapids
- 11 Mosque Temple, Cedar Rapids
- 12 St. James United Methodist Church, Cedar Rapids
- 13 May's Island Historic District, Cedar Rapids
- 14 Gas Station, Cedar Rapids
- 15 Kozy Inn, Cedar Rapids
- 16 Cedar Rapids Central Business District Commercial Historic District, Cedar Rapids
- 17 Consistory Building No. 2, Cedar Rapids
- 18 Grant Wood Studio, Cedar Rapids
- 19 Mittvalsky House, Cedar Rapids
- 20 Veterans Memorial Building (City Hall) , Cedar Rapids
- 21 Hotel Roosevelt, Cedar Rapids
- 22 Grant Wood's Boyhood Home, Cedar Rapids
- 23 Bruce more, Cedar Rapids
- 24 Oak Hill Cemetery, Cedar Rapids
- 25 Cottage Gas Station, Cedar Rapids
- 26 People's Savings Bank, Cedar Rapids
- 27 Phillips Gas Station, Cedar Rapids
- 28 West Side Maid Rite, Cedar Rapids
- 29 Cedar Rapids Area Convention and Visitors Bureau (CVB), Cedar Rapids
- 30 African American Historical Museum, Cedar Rapids
- 31 National Czech & Slovak Museum & Library, Cedar Rapids
- 32 Ausadie Building, Cedar Rapids
- 33 A.T. Averill House, Cedar Rapids
- 34 Calder Houses, Cedar Rapids
- 35 Cedar Rapids Post Office (Witwer Building) , Cedar Rapids
- 36 William and Sue Damour House, Cedar Rapids
- 37 Carl and Mary Kohler History Center (George B. Douglas House), Cedar Rapids
- 38 Evans Manufacturing Company Building, Cedar Rapids
- 39 First Universalist Church of Cedar Rapids, Cedar Rapids
- 40 Iowa Building, Cedar Rapids
- 41 Lattner Auditorium Building, Cedar Rapids
- 42 Cedar Rapids Scottish Rite Center, Cedar Rapids
- 43 Iowa Masonic Library and Museum, Cedar Rapids
- 44 Czech-Slovak Protective Society Hall, Cedar Rapids
- 45 Bohemian Commercial Historic District, Cedar Rapids
- 46 Luther A. and Elinore T. Brewer House, Cedar Rapids
- 47 Hamilton Brothers Building, Cedar Rapids
- 48 Linn County Courthouse, Cedar Rapids
- 49 B Avenue NE Historic District, Cedar Rapids
- 50 Best Oil and Refining Company Service Station (Panda Lin), Cedar Rapids
- 51 Bethel African Methodist Episcopal Church, Cedar Rapids
- 52 Brown Apartments, Cedar Rapids
- 53 Cedar Rapids 2nd Avenue SE Automobile Row Historic District, Cedar Rapids
- 54 Cedar Rapids Central Fire Station, Cedar Rapids
- 55 Grant Vocational High School, Cedar Rapids
- 56 Harper and McIntire Company Warehouse, Cedar Rapids
- 57 Highwater Rock, Cedar Rapids
- 58 Iowa Wind Mill and Pump Company Office and Warehouse, Cedar Rapids
- 59 Lesigner Block, Cedar Rapids
- 60 Paramount Theater Building, Cedar Rapids
- 61 Charles W. and Nellie Perkins House, Cedar Rapids
- 62 Redmond Park-Grande Avenue Historic District, Cedar Rapids
- 63 St. Paul Methodist Episcopal Church, Cedar Rapids
- 64 Security Building, Cedar Rapids
- 65 Sinclair Building-Smulekoffs Furniture Store, Cedar Rapids
- 66 Sokol Gymnasium, Cedar Rapids
- 67 White Star Ale House, Cedar Rapids
- 68 Lincoln Highway Historical Plaque at Cedar Rapids Fire Station, Cedar Rapids
- 69 First Ave Bridge US 151 over Cedar River, Cedar Rapids
- 70 Cedar Rapids Civic Character, Cedar Rapids
- 71 Coe College, Cedar Rapids
- 72 Grant Wood's Home and Studio, Cedar Rapids
- 73 Grant Wood Stained Glass Window, Cedar Rapids
- 74 Orchestra Iowa, Cedar Rapids
- 75 Cedar Rapids Museum of Art, Cedar Rapids
- 76 Theatre Cedar Rapids, Cedar Rapids
- 77 Green Square Farmers Market, Cedar Rapids
- 78 New Bo Area Farmers Market, Cedar Rapids
- 79 Lion Bridge Brewing, Cedar Rapids
- 80 Glenn M. and Edith Averill House, Cedar Rapids
- 81 Our Mother of Sorrows Grotto Historic District, Cedar Rapids
- 82 Mount Mercy University, Cedar Rapids
- 83 Seminole Valley Farm, Cedar Rapids
- 84 Ushers Ferry Historic Village, Cedar Rapids
- 85 IANR Railroad Underpass, Cedar Rapids
- 86 Taylor-Van Note, Cedar Rapids

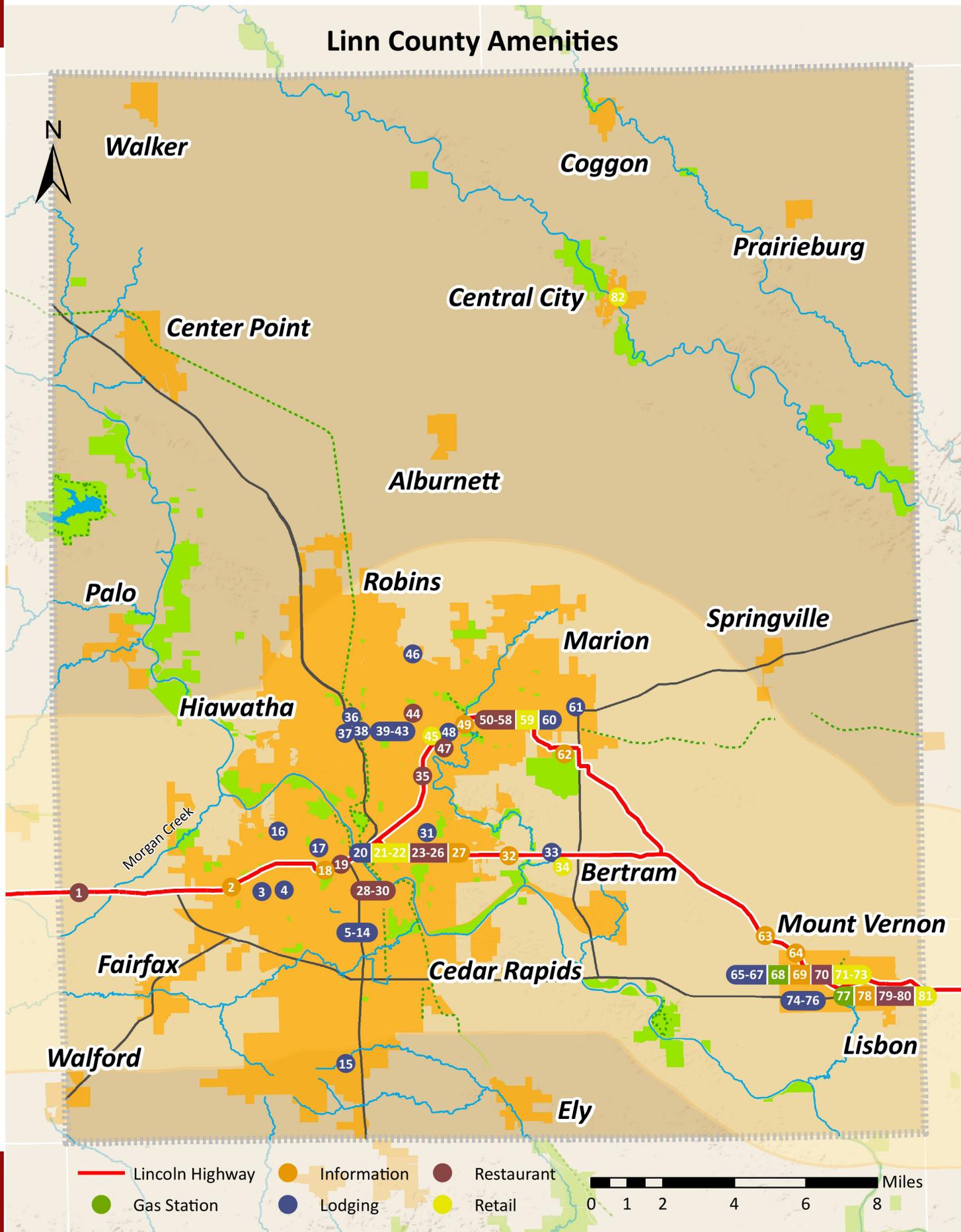
Linn County Cultural and Historical Points of Interest

- 87 Noelridge Farmers Market, Cedar Rapids
- 88 Third Base Brewery, Cedar Rapids
- 89 Klopfenstein Amphitheater, Cedar Rapids
- 90 Marion Sculpture Trail, Marion
- 91 Canopy Gas Station, Cedar Rapids
- 92 Auto Dealership, Cedar Rapids
- 93 Gas Station, Cedar Rapids
- 94 Irish Democrat, Cedar Rapids
- 95 Fran Allison Grave, Cedar Rapids
- 96 Douglas and Charlotte Grant House, Marion
- 97 Granite City Food and Brewing, Cedar Rapids
- 98 Old Marion Depot Park, Marion
- 99 Maid Rite, Marion
- 100 Gas Station, Marion
- 101 Milwaukee Railroad Depot, Marion
- 102 Carnegie Library, Marion
- 103 Granger House Museum, Marion
- 104 Marion Heritage Center, Marion
- 105 James W. and Ida G. Bowman House, Marion
- 106 Braska House, Marion
- 107 First Presbyterian Church of Marion, Marion
- 108 Samuel M. Lane House, Marion
- 109 Joseph P. Mentzer House, Marion
- 110 William and Phebe C. Dunn House, Marion
- 111 Marion Commercial Historic District, Marion
- 112 Pucker Street Historic District, Marion
- 113 Glenn O. and Lucy O. Pyle House, Marion
- 114 Terrace Park Historic District, Marion
- 115 Civic Character, Marion
- 116 Campbell Steele Gallery, Marion
- 117 Another Road Brewing, Marion
- 118 Walnut Tree Winery, Marion
- 119 Giving Tree Theater, Marion
- 120 Marion City Park Farmers Market, Marion
- 121 Original Lincoln Highway Bridge Squaw Creek Park, Marion
- 122 Abandoned Section of Lincoln Highway (West), Marion
- 123 Abandoned Section of Lincoln Highway (East), Marion
- 124 Field Gate, Marion
- 125 Concrete Culvert, Linn County
- 126 Architectural Character, Linn County
- 127-129 Concrete Culvert, Linn County
- 130 Truss Bridge, Linn County
- 131 Historic Iron Bridge, Linn
- 132 Abandoned Route, Linn County
- 133 Suburban Development, Linn County
- 134 Seedling Mile, Linn County
- 135 Bridge, Linn
- 136 Robert and Esther Armstrong House, Cedar Rapids
- 137 Monroe Elementary School Historic District, Cedar Rapids
- 138 Weblu Inn, Cedar Rapids
- 139 Indian Creek Bridge, Cedar Rapids
- 140 Indian Creek Bridge (2), Cedar Rapids
- 141 Lighthouse Inn, Cedar Rapids
- 142 The Painted Pony, Cedar Rapids
- 143 Hawkeye Downs Speedway Expo Center, Cedar Rapids
- 144 The Winery at Kirkwood, Cedar Rapids
- 145 Kirkwood Community College, Cedar Rapids
- 146 Josias L. and Elizabeth A. Farmstead District, Ely
- 147 Jan F. and Antonie Janko Farmstead District, Ely
- 148 Dows Street Historic District, Ely
- 149 Ely School House, Ely
- 150 Joseph and Clara Amanda H. Moorhead House, Ely
- 151 Barn Painted with a Grant Wood by Artist Mark Benesh, Mount Vernon
- 152 Abbe Hills Farm (CSA), Mount Vernon
- 153 Belvedere Vines and Pines, Mount Vernon
- 154 Abbe Creek School Marker, Mount Vernon
- 155 Lincoln Highway Marker, Mount Vernon
- 156 William Abbe Historic Marker, Mount Vernon
- 157 Abbe Creek School, Mount Vernon
- 158 Abbe Creek Pioneer Cemetery, Mount Vernon
- 159 Lincoln Highway Boy Scout Marker, Mount Vernon
- 160 Cornell College Historic District, Mount Vernon
- 161 Former Location of Cement Drive Markers and Fence Posts, Mount Vernon
- 162 Mount Vernon Cemetery, Mount Vernon
- 163 Wolfe-Ellison Block, Mount Vernon
- 164 Neff Block, Mount Vernon
- 165 Charles Kepler Building, Mount Vernon
- 166 Post Office Building, Mount Vernon
- 167 Humbolt Block, Mount Vernon
- 168 Smith-Hoggle Block, Mount Vernon
- 169 Kopt Brothers Building, Mount Vernon
- 170 H.A. Collin Bank Building, Mount Vernon
- 171 Old Fellows Block, Mount Vernon
- 172 First Presbyterian Church, Mount Vernon
- 173 Mount Vernon United Methodist Church, Mount Vernon
- 174 Methodist Parsonage, Mount Vernon
- 175 Mount Vernon House, Mount Vernon
- 176 Memorial Park, Mount Vernon
- 177 Dr. Hogel House, Mount Vernon
- 178 Stearns Apartments, Mount Vernon
- 179 Stearns Garage, Mount Vernon
- 180 Strite House, Mount Vernon
- 181 Theodore Stinger House, Mount Vernon
- 182 Old Knox Grill, Mount Vernon
- 183 Kettleson House, Mount Vernon
- 184 Stoner House, Mount Vernon
- 185 Rood House, Mount Vernon

Linn County Cultural and Historical Points of Interest

- 186 Albright House, Mount Vernon
- 187 Wade House, Mount Vernon
- 188 George Lyttle House, Mount Vernon
- 189 Baldwin House, Mount Vernon
- 190 Benesh House, Mount Vernon
- 191 DeBray Hosue, Mount Vernon
- 192 Prall House, Mount Vernon
- 193 Stephen Fellows House, Mount Vernon
- 194 Boyd House, Mount Vernon
- 195 Van Etten House, Mount Vernon
- 196 Jordan House, Mount Vernon
- 197 Marsden Keyes House, Mount Vernon
- 198 William B. Van Valkenburg House, Mount Vernon
- 199 W.H. and Ella Harde House, Mount Vernon
- 200 Henry Bain House, Mount Vernon
- 201 Reuben Ash House, Mount Vernon
- 202 Maaske House, Mount Vernon
- 203 Albert Franklin Johnson House, Mount Vernon
- 204 C.F. Little Barn, Mount Vernon
- 205 C.F. Little House, Mount Vernon
- 206 R.S. Tallman House, Mount Vernon
- 207 Martin Rigby House, Mount Vernon
- 208 Penn Dairy Farmstead, Mount Vernon
- 209 Lawrence Hunter House, Mount Vernon
- 210 Charles R. Keyes House, Mount Vernon
- 211 Rigby House, Mount Vernon
- 212 Barn, Mount Vernon
- 213 Strite Garage, Mount Vernon
- 214 Chicken House, Mount Vernon
- 215 Original Lincoln Highway Marker, Mount Vernon
- 216 Ash Park Historic District, Mount Vernon
- 217 King Memorial Chapel, Mount Vernon
- 218 Bowman-Carter Hall, Mount Vernon
- 219 Mount Vernon Commercial Historic District, Mount Vernon
- 220 Cornell College, Mount Vernon
- 221 Community Center Farmers Market, Mount Vernon
- 222 Peter Paul Luce Art Gallery, Mount Vernon
- 223 Kimmel Theatre, Mount Vernon
- 224 East End Art on Main, Mount Vernon
- 225 Fuel Art and Espresso, Mount Vernon
- 226 First Brick Art Gallery, Mount Vernon
- 227 Iron Leaf Press, Mount Vernon
- 228 Liberty Iron Works, Mount Vernon
- 229 One Tree Wood Coop, Mount Vernon
- 230 Ruth's Twig Room, Mount Vernon
- 231 Lincoln Wine Bar, Mount Vernon
- 232 Chicago & North Western Railroad Bridge, Mount Vernon
- 233 Downtown, Lisbon
- 234 Harrison Stuckslager House, Lisbon
- 235 Carriage House, Lisbon
- 236 Shed, Lisbon
- 237 Lisbon History Center, Lisbon
- 238 Original Lincoln Highway Gas Station, Lisbon
- 239 Original Lincoln Highway Marker, Lisbon
- 240 Heritage Hall, Lisbon
- 241 Lisbon Opera House, Lisbon
- 242 Lisbon Cemetery, Lisbon
- 243 Lisbon Methodist Church, Lisbon
- 244 Sauerkraut Days, Lisbon
- 245 Sutliff Cider Mill, Lisbon
- 246 Whittier Friends Meeting House, Whittier
- 247 Grant Wood's "Fall Plowing" Rural Historic Landscape District, Central City
- 248 Matsell Bridge, Springville
- 249 Central City Commercial Historic District, Central City
- 250 Upper Paris Bridge, Coggon
- 251 Odd Fellows Hall, Troy Mills
- 252 Burlington, Cedar Rapids, and Minnesota Railroad: Walker Station, Walker
- 253 James Greer McQuilkin Round Barn, Eagle Center
- 254 Center Point Depot and Historical Museum, Center Point
- 255 Duffy's Collectible Cars, Center Point
- 256 Pleasant Creek Vineyard, LLC, Palo
- 257 Duane Arnold Energy Center, Palo
- 258 Chain Lakes Bridge, Hiawatha

The Lincoln Highway Heritage Byway Corridor Management Plan



Linn County Amenities

- 1 Ced-Rel Supper Club, Cedar Rapids
- 2 Lincoln Highway Interpretive Kiosk (8), Cedar Rapids
- 3 Rodeway Inn, Cedar Rapids
- 4 Budget Inn, Cedar Rapids
- 5 Aspen Inn, Cedar Rapids
- 6 Clarion Hotel & Convention Center, Cedar Rapids
- 7 Quality Inn South, Cedar Rapids
- 8 Econo Lodge, Cedar Rapids
- 9 Economy Inn & Suites, Cedar Rapids
- 10 Hampton Inn, Cedar Rapids
- 11 Hometown Inn & Suites, Cedar Rapids
- 12 Holiday Inn Express Hotel and Suites, Cedar Rapids
- 13 Red Roof Inn, Cedar Rapids
- 14 Super 8 Motel West, Cedar Rapids
- 15 Country Inn & Suites, Cedar Rapids
- 16 Best Western Cooper's Mill Hotel & Restaurant, Cedar Rapids
- 17 Belmont Hill Victorian Bed and Breakfast, Cedar Rapids
- 18 Lincoln Highway Interpretive Kiosk (7), Cedar Rapids
- 19 West Side Maid Rite, Cedar Rapids
- 20 Double Tree Hotel and US Cellular Center, Cedar Rapids
- 21 Cedar Rapids Central Business District Commercial Historic District, Cedar Rapids
- 22 Bohemian Commercial Historic District, Cedar Rapids
- 23 Bistro on the River, Cedar Rapids
- 24 White Star Ale House, Cedar Rapids
- 25 Best Oil and Refining Company Service Station (Panda Lin), Cedar Rapids
- 26 Austin Blues BBQ, Cedar Rapids
- 27 Lincoln Highway Interpretive Kiosk (9), Cedar Rapids
- 28 Lion Bridge Brewing, Cedar Rapids
- 29 Village Meat Market & Café, Cedar Rapids
- 30 Czech Cottage, Cedar Rapids
- 31 Homestay, Cedar Rapids
- 32 Lincoln Highway Interpretive Kiosk (5), Cedar Rapids
- 33 Lighthouse Inn, Cedar Rapids
- 34 The Painted Pony, Cedar Rapids
- 35 Irish Democrat, Cedar Rapids
- 36 Days Inn & Suites, Cedar Rapids
- 37 Collins Inn and Suites, Cedar Rapids
- 38 Residence Inn, Cedar Rapids
- 39 Baymont Inn & Suites, Cedar Rapids
- 40 Cedar Rapids Marriott, Cedar Rapids
- 41 Comfort Inn North, Cedar Rapids
- 42 Holiday Inn Express, Cedar Rapids
- 43 MainStay Suites, Cedar Rapids
- 44 Third Base Brewery, Cedar Rapids
- 45 Lindale Mall, Cedar Rapids
- 46 Victorian Lace Bed and Breakfast, Cedar Rapids
- 47 Granit City Food and Brewing, Cedar Rapids
- 48 Best Western Longbranch Hotel & Convention Center, Cedar Rapids
- 49 Lincoln Highway Interpretive Kiosk (6), Cedar Rapids
- 50 Maid Rite, Marion
- 51 Ramsey's Wine Bistro, Marion
- 52 Merrill Gardens, Marion
- 53 Michello's Pizzeria & More, Marion
- 54 Tomaso's Pizza, Marion
- 55 Wit's End Coffeehouse, Marion
- 56 Zio Johnno's, Marion
- 57 Zoey's Pizzeria, Marion
- 58 Uptown Snug, Marion
- 59 Marion Commercial Historic District, Marion
- 60 Marion Motel, Marion
- 61 Microtell Inn & Suites, Marion
- 62 Lincoln Highway Interpretive Kiosk (4), Cedar Rapids
- 63 Lincoln Highway Interpretive Kiosk (3), Linn County
- 64 Lincoln Highway Interpretive Kiosk (2), Mount Vernon
- 65 Blythe Cottage Inn, Mount Vernon
- 66 Brackett House Bed and Breakfast, Mount Vernon
- 67 Engelbrecht Inn, Mount Vernon
- 68 Guppy's On the Go, Mount Vernon
- 69 Visitors Center, Mount Vernon
- 70 Lincoln Wine Bar, Mount Vernon
- 71 Fuel Art and Espresso, Mount Vernon
- 72 Iron Leaf Press, Mount Vernon
- 73 Mount Vernon Commercial Historic District, Mount Vernon
- 74 Palisades Road Bed and Breakfast, Mount Vernon
- 75 Sleep Inn & Suites, Mount Vernon
- 76 Mount Vernon Motel, Mount Vernon
- 77 Casey's General Store, Lisbon
- 78 Lincoln Highway Interpretive Kiosk (1), Lisbon
- 79 Gwen's Restaurant, Lisbon
- 80 Whitey's Bar & Grill, Lisbon
- 81 Downtown, Lisbon
- 82 Central City Commercial Historic District, Central City



Subsection 6: Benton County

The Lincoln Highway travels through one town in Benton County: Belle Plaine

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

In 1886, it was discovered that Belle Plaine is underlaid by a water-bearing stratum and this fact ushered in an era of artesian well drilling. Private individual and business owners, often forming corporations, began sinking wells along the main streets, often at the corners of streets. This allowed for hot fountains up and down the Main Street. The average well was 225 feet deep and used an iron casing with a diameter of two or three inches and could produce 250 gallons per minute.

All went well until the residents in the south part of town, along Beech and Washington Streets, wanted to dig a well for fire protection. They struck water at 183 feet, using a two inch casing. The water shot 53 feet into the air and the casing would not stay in place. In 24 hours, the hole had become two feet wide and was growing. The strata of the hole was made up of these layers: top crust was silt, clay, and sand mixture for 20 to 25 feet; then a strata of sand (with a quicksand character) from 30 to 40 feet; after which a blue clay was found in the water stratum; and then layers of sand. The blue clay was permeated with pockets of gravel. The loose character of the material made it hard to control the flow of water as it had nothing to hold onto. The wash of water was constantly changing the characteristic of the hole. A civil engineer's measurements showed 8,500 gallons were produced in 24 hours. It was feared this "Jumbo" well would compromise the entire artesian well system. It took 14 months to harness it. This was once called the "Eighth Wonder of the World."

There are still several artesian wells in the area, with the

City of Belle Plaine owning one. The water is too hard to use in the water system.

It is also noted that several peat bogs were located in the county in the early years. As in all 99 counties, parts of the Benton County have been drained for row crops.

Benton County, Nature, and the Lincoln Highway

The Lincoln Highway has had a close relationship with the railroad and that is evident in Belle Plaine. The roundhouse and machine shop was laid out in 1860 and Belle Plaine became the terminus of the Clinton Division of the Chicago Northwestern. The railroad takes a southern direction after leaving Linn County and angles to Belle Plaine. The Lincoln Highway travels across the southern tier of Benton until turning south again to Belle Plaine. Most of Benton County along the highway is a flat prairie.

Wildlife/Natural Areas

The Cedar River begins in Minnesota and enters Benton County in the northwest corner, then travels a southern route before turning eastward on a very crooked route. The Lincoln Highway does not intersect with this main river as the route is in the southern tier of the county.

The Lincoln Highway does cross the Prairie River, which then takes an almost 90 degree turn to the east and flows out of the county. The Iowa River flows just to the south of Belle Plaine, crossing at the corners of Benton, Tama, Iowa, and Poweshiek counties. Although this technically is not in Benton County, lands around it are in the 8500-acre Iowa River Corridor. Deer, turkey, pheasant, waterfowl, rabbit, squirrel find this three-quarters river bottom and one-quarter timber area as home. Hunting is allowed, in season.

Lakes and Ponds

The lake at Hannen Park is a 45 acre man-made lake,



the first built by the County Conservation in the state. Fish species in this lake include Bluegill, Channel Catfish, Crappie, Largemouth Bass, and Redear (41.863999, -92.1159837).

Other Locations of Note

- Hannen Park is 180 acres and has the first county conservation-built (man-made) lake in the state. It offers camping, electricity, drinking water, picnicking, flush toilets, showers, hiking trails, swimming, 45-acre lake, fishing, boat rentals, boat ramp (electric motor only). Facilities for handicapped are available and a park ranger is in residence here (41.863999, -92.1159837).
- 
- Lake at Hannen Park*
- Atkins Roundhouse Area is 985 acres with an abandoned railroad roundhouse and turntable area. This is a Game Management Area and offers hunting and fishing. (41.9985145, -91.8428096).
 - The Winegar Park Equestrian Trail, 503 22nd Ave., is along the Cedar River in the northern part of the county (42.2962298, -92.0570866).
 - The Nature Center is at Rodgers Park, 5718 20th Ave., Vinton (the county seat in the northern tier of Benton County). It has miles of trails, an outdoor garden, bridges, waterside walkways, and indoor displays (42.1933586, -92.0901639).

Other Recreational Opportunities

- Belle Plaine Community Pool, 815 13th Ave., is open seasonally.
- Belle Plaine Country Club, 1911 13th Ave., opened in 1930 and is nine-hole course with 2,857 yards of golf, the longest tees for a par 36. The course rating is 0.0 and the slope rating is 110.
- Franklin Park Disc Golf, 815 13th Ave., Belle Plaine.
- Wildcat Bluff Disc Golf is a professional caliber course in Urbana (not on the Lincoln Highway) (42.191133, -91.884009).

Scenic Views

The views along the Lincoln Highway showcase the Iowa River Corridor and its expansive low prairies. To the north are the beginning of breathtaking hills and spectacular views.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

- Youngville Café, 2409 73rd St., is on the straight east/west portion of the Lincoln Highway, just after leaving Linn County and heading west. It is at the intersection of Highways 218 and 30 and has no other structures

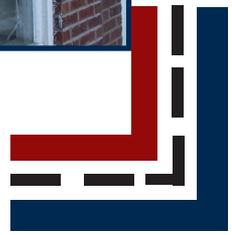


Youngville Cafe

- It stands alone alongside the open road, but gives its address as Watkins, Iowa. At one time, it offered food and gas to the Lincoln Highway traveler. The building is on the National Register of Historic Places and today the café is run on limited days by volunteers (41.9638791, -92.0256353).
- The Belle Plaine Area Museum, 901 12th St., has many informative and interesting displays. Attached to the building is the Henry B. Tippie Annex and Auditorium. Mr. Tippie has his own collection of memorabilia on display and donated funds to build the auditorium and annex as a way to thank you to the community for his success as a businessman.
- Sankot's Garage, 807 13th St., is also on the National Register of Historic Places and was operated by Bill Sankot. His display of a working garage tells the tales of early motorists and the changes the auto repair business has seen over the years.
- Preston's Station, 400 IA21 (13th St.), is one of the most noted buildings in Belle Plaine from the Lincoln Highway era. George Preston moved his garage from 8th St. to the Lincoln Highway and the stickers that adorn it makes it stand out to the traveler. Today, his family is in the process of restoring it to its former glory. George Preston was on Johnny Carson's Tonight



Sankot Garage



The Lincoln Highway Heritage Byway Corridor Management Plan

Show several times. He utilized a 900 phone number in which people could call and listen to recordings of Lincoln Highway stories. He also wrote magazine articles for a country magazine.

- Due to the Lincoln Highway and the increase in travelers, Belle Plaine, according to 1909 advertisements, had 22 gas stations, all doing a prosperous business. Later, auto related businesses used stacked tires with planted corn at the top, upside down ads, and other unusual strategies to entice customers to their location.
- The Lincoln Café, 1214 8th Ave., was established in 1928 and in 2001 was recognized by Governor Terry Branstad and the Main Street Program as “Best of the Best.” At one time, an iconic neon light with the name lit the front of the building, but it proved too costly to maintain.
- The King Theater, 720 Main St., has been a mainstay in the community since 1930 and is complete with the large old style marquee out front and two-story vertical sign. The building is three stories with the upper two levels used for apartments.
- The Belle Plaine Main Street suffered a fire in 1894. It spread quickly in four directions burning five solid blocks. Eighty businesses were lost, causing \$500,000 in losses. Only \$200,000 was covered by insurance.
- Belle Plaine once had a cannery and the building is on the National Register of Historic Places.
- Another historic building houses the Maid-Rite business. It was moved to its current location some time ago.
- Carlos and Leona Tippie created the first motel-type inn in Iowa, called the Wayfarers Cottage Camp. They had seen the concept for tourist cabins while in California and thought it could work in Belle Plaine. They had nine single cabins, two double cabins and a community room. It was successful until 1937 when the bypass went through and they sold out. It is reported at least one cabin was taken to a farmer’s field to serve as a ladies’ washroom.
- Belle Plaine also has many murals on its downtown buildings, including one depicting the Lincoln Highway. To the north of town, where the Lincoln Highway route turns south to Belle Plaine, there is a large silver grain bin with a mural advertising Belle Plaine to entice the traveler to turn off of Highway 30 and onto the original Lincoln Highway and into Belle Plaine.



One of the many murals in Belle Plaine

Events

- National Train Days are held in May in Belle Plaine.
- A Fourth of July celebration is held in Belle Plaine.
- Jumbo Well Days is celebrated each September.

Cultural Groups

A variety of nationalities settled in the neighboring areas, German to the south in Amana Colonies, Czech to the east in Cedar Rapids, and the Meskwaki to the west near Tama. The influences of these cultures spilled over into Benton County.

The train brought entertainment to Belle Plaine in the form of traveling musicians, acting troupes, and the circus. Politicians traveled by train and made speeches from the last car. William Jennings Bryan stopped in Belle Plaine in 1896 and President William McKinley stopped in 1898 while thanking citizens for their support of the Spanish American War.

The train also brought undesirables of thieves, criminals, and “snake oil” salesmen, usually following the circus through town. Hobos became commonplace and if you offered food to one, they would mark your home for others to get a bite to eat too. Some regulars came through Belle Plaine like Scoop Shovel Scotty.

The Boxer Kingfish Levinsky, as well as other boxers, stopped at the Lincoln Café and had a photo op. The story tells us that they might have been in town for more colorful activities since this was during Prohibition.

Development of the LH in Benton County

At the dedication ceremony for the Lincoln Highway, it rained a lot and no one could get into Belle Plaine from out of town. The guest speaker arrived by train two hours late, delaying everyone until he arrived.

The Lincoln Highway Heritage Byway Corridor Management Plan

National Register of Historic Places

Colleges and Universities

Kirkwood Community College has a satellite school in Belle Plaine.

The town of Vinton, the county seat, is home to the Iowa Braille and Sight Saving School.

Famous People along the Lincoln Highway

- Mary Ingalls (1865-1928), student in Vinton at Iowa College for the Blind (now the Iowa Braille and Sightseeing School) in the 1880s. Vinton is often mentioned in connection with the writings of her sister, Laura Ingalls Wilder, author of *Little House on the Prairie*.
- Bing Miller (1894-1966), baseball player and coach for the Philadelphia Athletics. His walk-off hit won the final game of the 1929 World Series against the Chicago Cubs. He was born in Vinton.
- Adeline DeWalt Reynolds (1862-1961), actress who made her film debut at age 79 after an eventful life. She was born and raised near Vinton.

County	City	Name	Location
Benton	Belle Plaine	Belle Plaine Main Street Historic District	Roughly bounded by 7th & 9th Aves., 11th & 13th Sts.
Benton	Vinton	Benton County Courthouse	E. 4th St.
Benton	Vinton	Burlington, Cedar Rapids & Northern Passenger Station--Vinton	612 2nd Ave.
Benton	Vinton	Central Vinton Residential Historic District	W. 6th Sts.
Benton	Belle Plaine	Herring Hotel	718 13th St.
Benton	Vinton	Iowa Canning Company Seed House Building	201 1st Ave.
Benton	Eagle Center	McQuilkin, James Greer, Round Barn	CR D56
Benton	Vinton	Ray, Frank G., House & Carriage House	912 1st Ave.
Benton	Eagle Center	Round Barn, Bruce Township Section 3	Off US 218
Benton	La Porte	Round Barn, Bruce Township Section 6	W of US 218
Benton	Belle Plaine	Sankot Motor Company	807 13th St.
Benton	Shellsburg	Shellsburg Bridge	Pearl St. over Bear Cr.
Benton	Vinton	Upper Stone Schoolhouse	E. of Vinton
Benton	Vinton	Vinton Public Library	510 2nd Ave.
Benton	Watkins	Youngville Cafe	2409 73rd St.
Benton	Belle Plaine	Zalesky, Frank E. and Katie (Cherveney), House	802 9th Ave.



Bing Miller

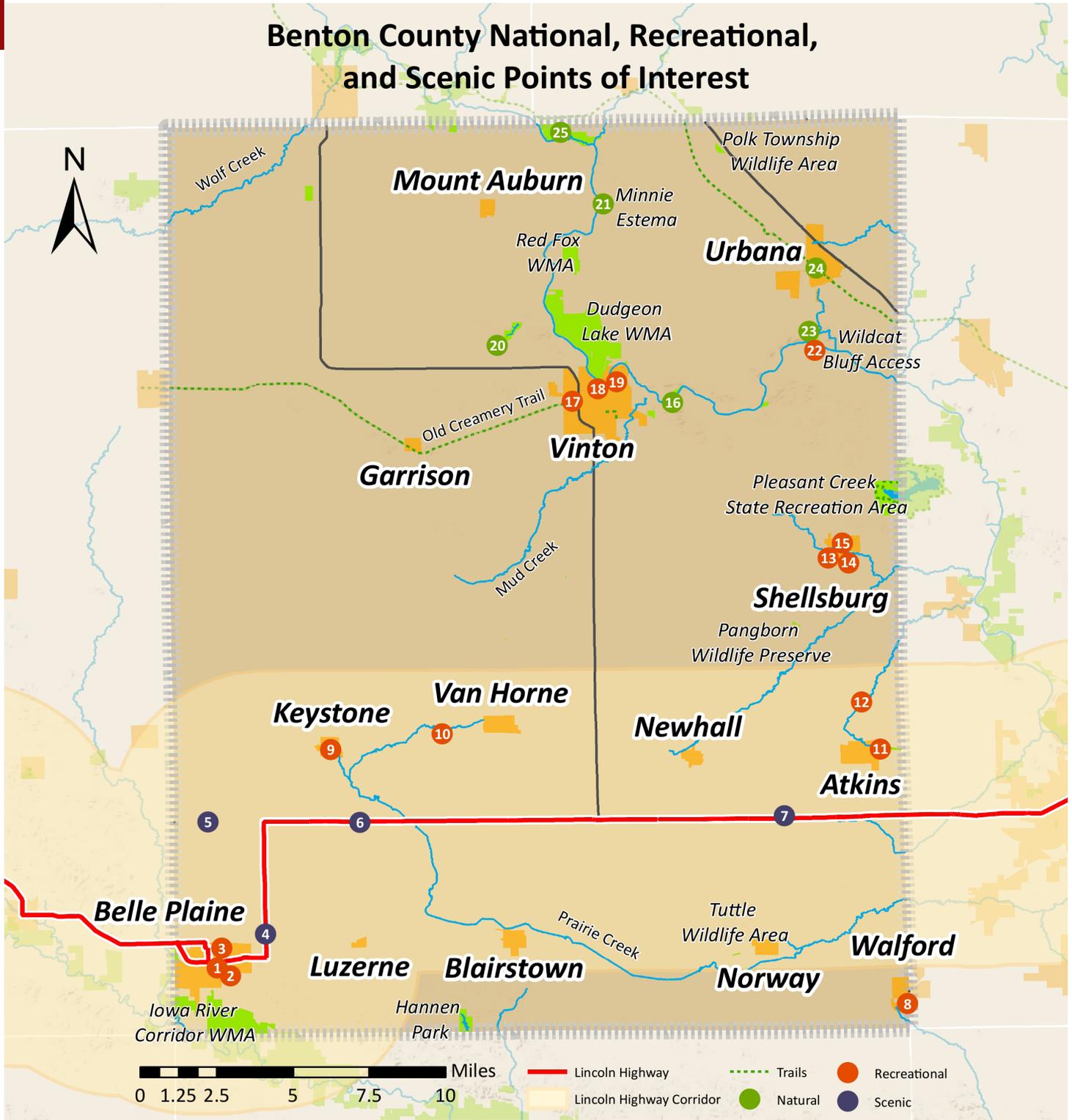


Adeline DeWalt Reynolds

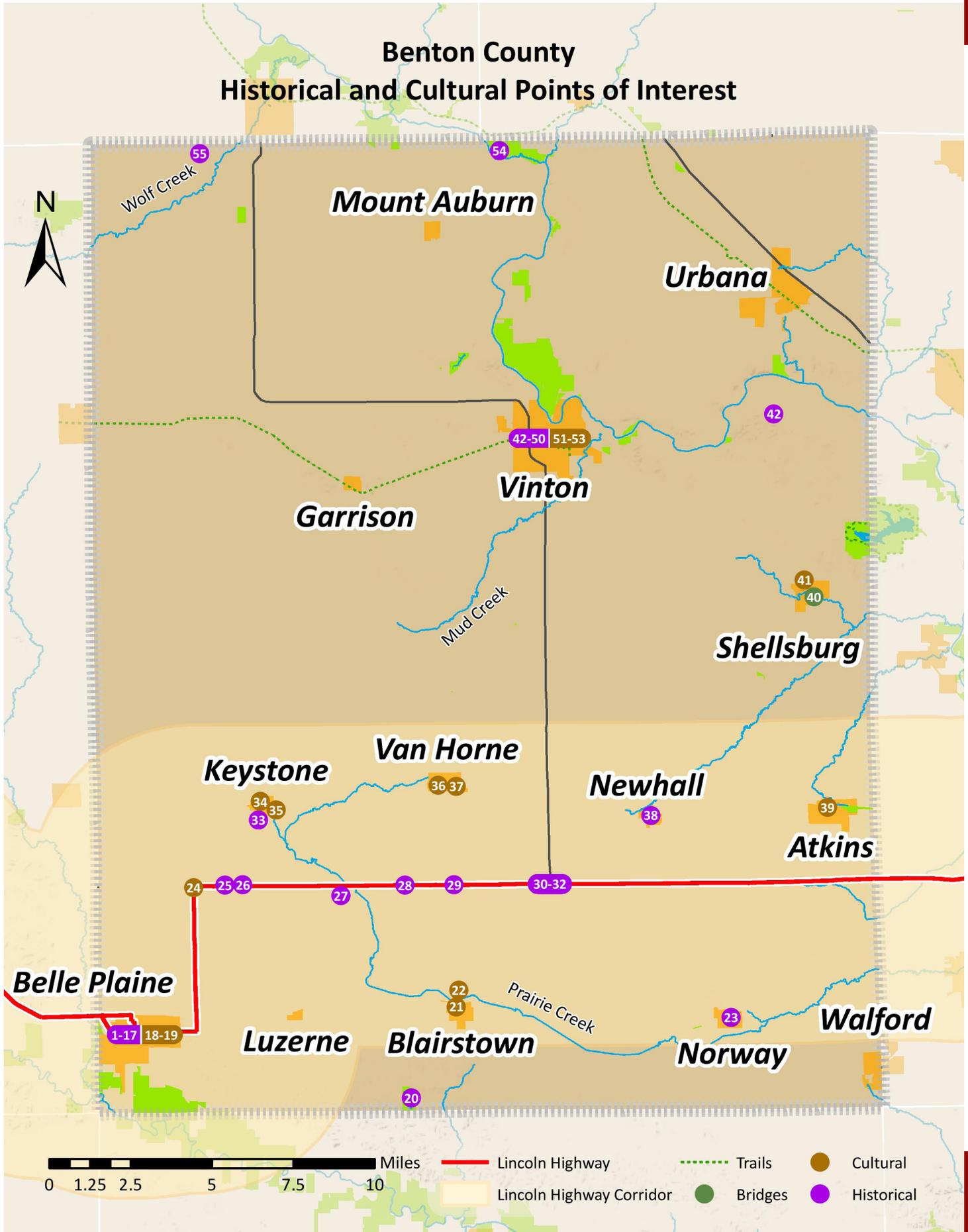


Mural in Belle Plaine

Benton County National, Recreational, and Scenic Points of Interest



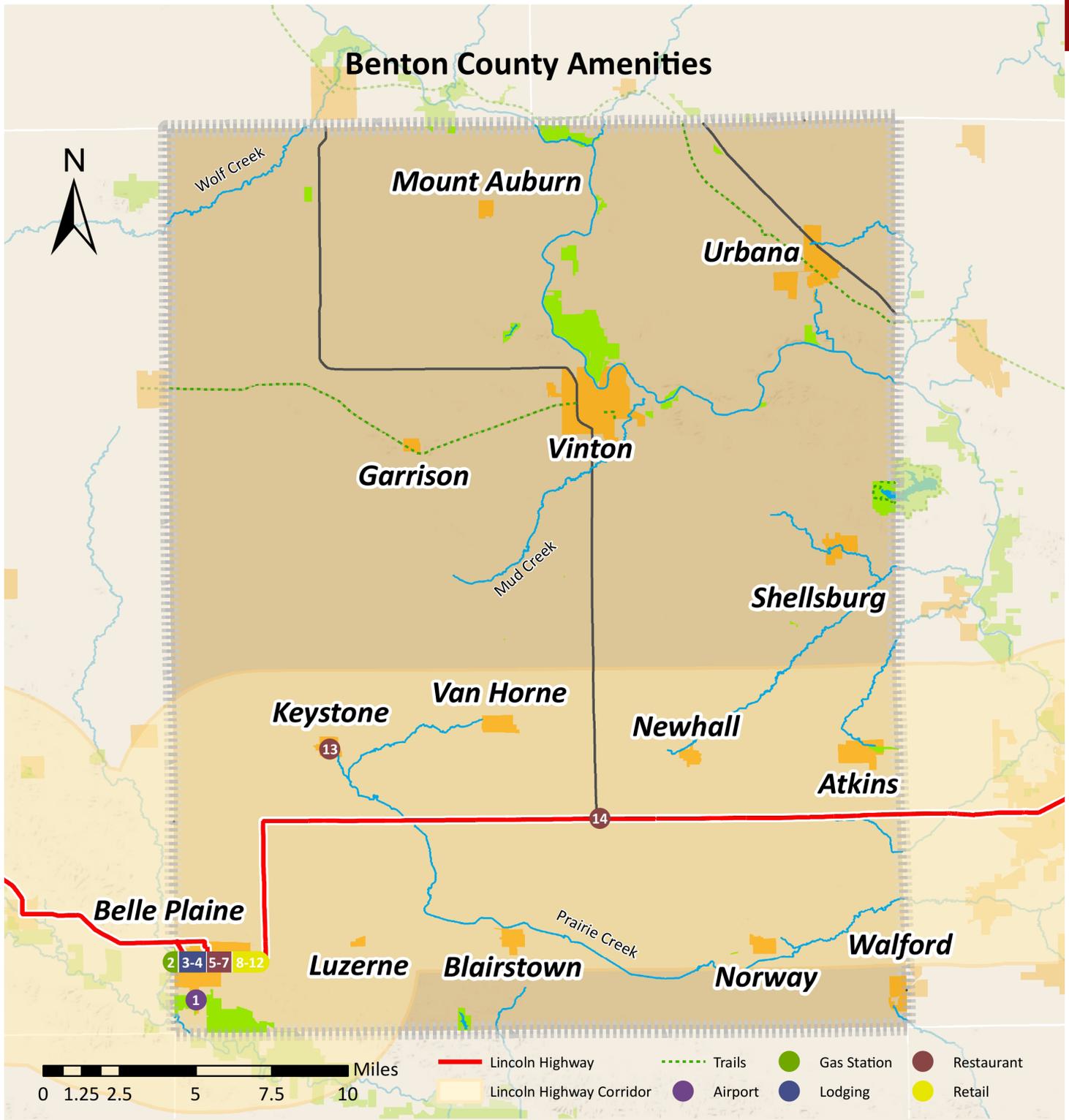
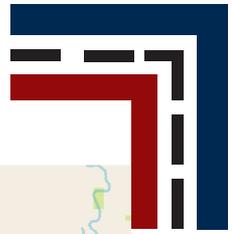
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| <ul style="list-style-type: none"> 1 Franklin Park Disc Golf, Belle Plaine 2 Franklin Park and Family Aquatic Center, Belle Plaine 3 Belle Plaine Country Club, Belle Plaine 4 Landscape Character, Belle Plaine 5 Landscape Character, Benton County | <ul style="list-style-type: none"> 6 Field Views, Benton County 7 Hope's Bridal Shop (Landscape Character), Benton County 8 Ponderosa Community Center and Ballroom, Walford 9 Tuner Hall, Keystone 10 Tara Hills Country Club, Van Horne 11 Atkins Round House Area and Trails, Atkins | <ul style="list-style-type: none"> 12 Bloomsbury Farm, Atkins 13 Wildcat Trail, Shellsburg 14 Wildcat Golf Course, Shellsburg 15 City Park, Shellsburg 16 Hoeftle-Dulin Area Park, Vinton 17 Old Creamery Nature Trail, Vinton 18 Celebration Park, Vinton 19 Vinton Parks and Recreation Swimming Pool, Vinton | <ul style="list-style-type: none"> 20 Nature Center/Benton County Conservation, Vinton 21 Minnie Estema Park, Vinton 22 Wildcat Bluff Disc Golf, Urbana 23 Wildcat Bluff Park, Urbana 24 Cedar Valley Nature Trail 25 Winegar Lake-Tobin Park, Mount Auburn |
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Benton County

Historical and Cultural Points of Interest

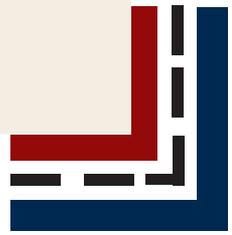
- 1 George Preston's Station, Belle Plaine
- 2 George Preston's Cabins, Belle Plaine
- 3 Sankot's Garage, Belle Plaine
- 4 Pierce Lumber (Former Brick Factory), Belle Plaine
- 5 Tippie's Corner, Belle Plaine
- 6 Herring Hotel, Belle Plaine
- 7 Lincoln Café, Belle Plaine
- 8 Jumbo Well Marker, Belle Plaine
- 9 King Theatre, Belle Plaine
- 10 The Lincoln Highway Hideaway, Belle Plaine
- 11 Belle Plaine Community Development Corporation, Belle Plaine
- 12 Belle Plaine Area Museum, Belle Plaine
- 13 Belle Plaine Main Street Historic Business District, Belle Plaine
- 14 Frank E. and Katie (Cherveny) Zalesky House, Belle Plaine
- 15 Old Belle Plaine Train Depot, Belle Plaine
- 16 Oak Hill Cemetery, Belle Plaine
- 17 Belle Plaine City Hall, Belle Plaine
- 18 Kirkwood Community College Building (Former Carnegie Library), Belle Plaine
- 19 Belle Plaine Community Library, Belle Plaine
- 20 Hannen Park First Man-Made Lake in Iowa, Blainstown
- 21 Blainstown Public Library, Blainstown
- 22 Blainstown Demolition Derby, Blainstown
- 23 Iowa Baseball Museum of Norway, Norway
- 24 Mural, Benton County
- 25 Pingle's Station, Benton County
- 26 Canopy Gas Station, Benton County
- 27 Benton County Cemetery, Benton County
- 28 Cemetery US Route 30, Benton County
- 29 Hank's Kozy Korner, Benton County
- 30 Youngville Station Cabins, Benton County
- 31 Youngville Station, Benton County
- 32 Youngville Café, Benton County
- 33 Sindt Antique Museum, Keystone
- 34 Schroeder Public Library, Keystone
- 35 Iowa Cricket Farmer LLC, Keystone
- 36 Van Horne Public Library, Van Horne
- 37 Community Center, Van Horne
- 38 Old Public School Site, Newhall
- 39 Atkins Public Library, Atkins
- 40 Shellsburg Bridge, Shellsburg
- 41 Shellsburg Public Library, Shellsburg
- 42 Upper Stone Schoolhouse, Vinton
- 43 Benton County Courthouse, Vinton
- 44 Burlington, Cedar Rapids & Northern Passenger Station, Vinton
- 45 Central Vinton Residential Historic District, Vinton
- 46 Iowa Canning Company Seed House Building, Vinton
- 47 Frank G. Ray House & Carriage House, Vinton
- 48 Vinton Public Library (Carnegie Library), Vinton
- 49 Palace Theatre, Vinton
- 50 Horridge House, Vinton
- 51 Iowa Braille & Sight Svng School, Vinton
- 52 Corn Sculptures, Vinton
- 53 Murals, Vinton
- 54 Tobin's Cabin Area, Mount Auburn
- 55 Round Barn, Bruce Township



- 1 Belle Plaine Municipal Airport, Belle Plaine
- 2 BP Service Station, Belle Plaine
- 3 The Lincoln Highway Hideaway, Belle Plaine
- 4 Main Street Getaway, Belle Plaine
- 5 Lincoln Café, Belle Plaine
- 6 Ice House Drive In, Belle Plaine

- 7 Casey's General Store, Belle Plaine
- 8 Belle Plaine Main Street Historic Business District, Belle Plaine
- 9 Grieder Beverage Depot, Belle Plaine
- 10 Zip Mart Convenience, Belle Plaine
- 11 Dollar General, Belle Plaine

- 12 County Food Pride, Belle Plaine
- 13 Turner Hall, Keystone
- 14 Youngville Café, Benton County





Subsection 7: Tama County

The Lincoln Highway travels through three communities in Tama County: Chelsea, Tama, and Montour.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The Sac and Fox were formerly two distinct nations near the St. Lawrence River and moved around due to conflicts. In 1803, as the Black Hawk Wars ended and as settlers entered Iowa, the Meskwaki came too. The U.S. Government saw them as one people and through treaties over the years, the Sac and Fox ceded away their land and property and became known as the Meskwaki. In 1845, by Federal Mandate, they were removed to Kansas to a reservation. Some Indians stayed in Tama County and other residents hid them from the authorities. Three hundred and seventeen Meskwaki returned from Kansas as they wished to live in Iowa, not in Kansas on a reservation. Citizens in the Tama County were asked by the State of Iowa legislature to vote, allowing the Meskwaki stay and purchase their own land. They bought 80 acres along the Iowa River in Tama County. Today, they own 7,779 acres in Tama and Palo Alto County and are their own sovereign nation and settlement.

The first European settlers from the East came on two distinct paths to Tama County. Settlers following the path from the south came from Davenport and Muscatine and those on the path to the north came from Dubuque. The Southern route settlers came to Tama County later and sometimes settled further west.

Tama County's county seat was formed in 1843. The Cedar Rapids and Missouri River Railroad (now the Chicago and Northwestern) built 2 ½ miles away and placed a depot at the Iowa River. Tama City (first called Iuka) was built around the depot. Tama City later changed its name to just "Tama." The City of Toledo raised money to build a

three-mile branch to bring the railroad to them, as they feared Toledo might lose its county seat status. In 1872, the first "Iron Horse" rolled into Toledo. The two towns today are connected due to growth.

A roundhouse was located in Tama in the southeastern section near 3rd St., but it has since been removed and a large grain elevator is situated there today. Trains no longer stop in Tama, but whiz through as they do in most Iowa communities.

Tama County, Nature, and the Lincoln Highway

Paths created by the Meskwaki and early settlers followed the hills and the Iowa River. The original Lincoln Highway skirted around the many hills in the area and traveled in the low land near the Iowa River. The residents lovingly call the hills to the north the "Bohemian Alps." Many Czechs settled in this area, finding it similar to their homeland.

The current route of the Lincoln Highway leaves Belle Plaine to the east at the Benton County line and travels westward to the town of Chelsea. Chelsea has experienced flooding from the Otter Creek and Iowa River. In the floods of 1993, the town council voted to move as much as they could to higher ground, but residents did not want to relocate out of the floodplain. In 2008, the town experienced flooding again, not as severe, but still with six feet of water in the lowest point and many homes with water in the basements. Many residents still have not moved out of the floodplain.

The Lincoln Highway travels on into Tama and west towards the Meskwaki Settlement. Tama County is similar to many other counties, with tractor and other slow-moving agricultural equipment often found on the highways as they head to fields or to the grain elevators.

US Highway #30 was rerouted to the north of Tama and now travels through Toledo. The Iowa DOT created a Busi-

ness #30 which will take a traveler along the east side of Tama, but not through the town.

Even the American White Pelican follows their own path from southern Minnesota to Tama and the Iowa River. They have been tracked to then fly west to the Missouri River before heading south through Nebraska and Kansas. This is a different flight pattern than the one that travels to the west into Boone County and westward.

Wildlife/Natural Area

- The Otter Creek Marsh is 3,400 acres managed by the DNR. It is half marsh, quarter river bottom, and a quarter timber. The semi-open marsh is home for waterfowl, pheasant, rabbit, and deer. Hunting is allowed, but restricted in areas. The waterfowl refuge is closed to trespassing in the fall. An observation deck and mounted binoculars offer a visitor spectacular views of the marsh, vegetation, birds, and other creatures that call this area home (41.938481,-92.449489).
- The Iowa River Corridor is 10,000 acres of one-quarter timber, three-quarters river bottom and is home to deer, turkey, pheasant, waterfowl, rabbit, and squirrel. Hunting is allowed in season. It runs from Otter Creek marsh to Marengo and is member of the Bird Conservation Area program (41.960682,-92.447427).
- Mericle Woods State Preserve is 132 acres of mature oak forest (42.027979,-92.615553).
- Lohberger Memorial Park is five acres of wildlife refuge (42.0335257,-92.6404222).

Lakes/Ponds

Cherry Lake is a man-made lake and named after Herbert Cherry, who owned and operated the paper mill that used water from the lake for production purposes. Today, part of the South Tama Trail circles the lake and offers biking and hiking opportunities (41.9613102,-92.5955898).

Other Locations of Note

- Columbia Wildlife Area, 2171 370th St., 160 acres with hiking trails, lake fishing (one-acre lake), and hunting (41.9573001,-92.5766752).
- Dufus Landing, 2711 360th St., near Chelsea, one acre with stream fishing and a concrete ramp (41.9058072,-92.5442293).
- Iowa River Natural Wildlife Area, near Chelsea, 100 acres with stream fishing and hunting (41.920860,-92.428413).
- Izaak Walton Tract Rec Area, north of Toledo, 17 acres for archery and has a shooting range (42.0027685,-92.616861).
- Longpointe Landing, 3469 P Ave., one acre with stream fishing and a concrete ramp (41.94965,-92.4970725).
- Manatt's Landing, 1974 340th St., seven acres with

stream fishing and a concrete ramp (41.9468248,-92.6252502).

- McCoy Landing, 2970 C Ave., three acres with stream fishing and a concrete ramp (42.0069135,-92.7318642).
- Salt Creek Wildlife Area, 114 acres managed by the DNR. Timber home to deer, squirrel, rabbit, turkey. Hunting allowed (41.979874,-92.392912).
- West Salt Creek Wildlife Area, 80 acres managed by the DNR. Upland home for pheasant and rabbits. Hunting allowed.

Other Recreational Opportunities

ATV Park, Highway 63, south of Tama (41.9573001,-92.5766752).

Tama-Toledo Aquatic Center, 1301 S. Broadway, has a zero depth entry, water slides, and active water features.

Tama-Toledo Country Club, 806 W. 13th St, Tama is a nine-hole semi-private course with a par 35, length of 3,042 yards, slope 121, and a rating of 34.6.

Venture Lanes, 1411 E. 5th St., is a bowling alley in Tama.

Meskwaki Bingo, Casino, Hotel, Hwy 30 West, Tama.

Scenic Views

The road leading out of Belle Plaine, through Chelsea, and on into Tama, is very scenic with wide expanses of the river bottom area and marshes. Another area that is very scenic is further west, along the south side of the Meskwaki Settlement. The area is undisturbed for the most part and wildlife is abundant along the winding Iowa River.



King Tower

The Lincoln Highway Heritage Byway Corridor Management Plan



The Tama County Museum is on the National Register of Historic Places

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

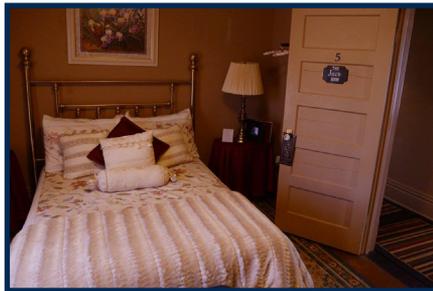
- The most iconic feature in Tama is the 1915 Lincoln Highway Bridge on E. 5th St. The words “Lincoln Highway” are spelled out in the concrete side panels. It is a favorite photo op for the Lincoln Highway traveler. Nearby is the Lincoln Highway Bridge Park with a memorial plaque honoring Abe Lincoln, a garden, and soon-to-be butterfly garden (41.9635673, -92.776296).
- King Tower, 1701 E. 5th St., is located just down the Lincoln Highway from the Bridge. Only one tourist cabin remains from the complex. Residents are working to move it to the Lincoln Highway Bridge Park to be used as a Tourist Information Center. The King Tower restaurant recently underwent renovations. The iconic neon light of the head of an Indian Chief in full headdress is still attached outside the building, but it does not light up.
- Meskwaki Tribal Museum is located on tribal land near the casino and hotel. Information and artifacts from early tribal life through the present day are on display. Classes, such as sewing and beading, are offered to pass down skills to the newer generations.
- The Stone House is located on the Meskwaki Pow-Wow grounds and was built in 1941 by the Civilian Conservation Corps (CCC) Indian Labor Division. The intention, perhaps, was to use it as a gas station, for food sales, souvenir stand, or a combination of those purposes. It was to utilize the traffic from the Lincoln Highway, but sales were sporadic. When the Lincoln Highway re-routed to the north in 1955, the building became a sort of gathering place for the Meskwaki community. Tribal members preferred the “Cave” site as a social hub instead, near the intersection of Meskwaki Road and Battleground Road and the Stone House fell into disrepair and in the 1970s, a VISTA group did some repairs on the building. The building never had a full use as the center of the community shifted north. Today, the shell of it stands as a testament to the tribe’s persistence to make a living without moving away from the Meskwaki Settlement. It is similar to many other CCC projects across the state, but is the only CCC structure made by hands of the tribe on their own land.
- Tama Paper Company, 117 Siegel St., began in 1878 and drew its water for production from the Iowa River. Herbert Cherry was born in 1877 and worked for his father at the Cherry Company in Cedar Rapids. When the company bought the Tama Paper Company in 1914, he moved to Tama to oversee the operations. This paper mill merged with seven other area paper mills and became known as Central Paper Products. Today, the same paper mill has been in Tama since 1878 and operates as Carauer.
- Cherry Mansion, 1412 State St., was built in 1903. By 1949, it was worth more than \$1 million, with its six-hole golf course, heart-shaped garden, reflecting pool, outdoor fireplace with two built-in ovens, and private landing strip. Herbert Cherry, a prominent Midwest industrialist, died in 1949. In the 1950s and 60s, his widow, Louise “Grandma” Cherry, held grand Halloween parties with hot dogs, punch, and individually decorated cookies (no two looking the same). Kids were led through the house to the dining room in the back of the house where Grandma Cherry would sit in a sparkling gown and large hat from her vast collection. After the child would announce his/her name, Mrs. Cherry would hand the child their individual work-of-art cookie.
- The Wieting Theatre is located at 101 S. Church in Toledo. Built in 1912, the theatre eventually fell on hard times and in 1960, concerned citizens became aware it would lose the trust fund it had operated under if not re-opened. The town rallied and volunteers helped clean, repair, and paint the building. In the summer of 1960, the *Wall Street Journal* featured the Wieting Theatre as a movie house that had made a comeback. It operates yet today.
- Tama County Museum, 200 N. Broadway, Toledo, is in a former county jail with three floors of Indian artifact displays, 1880s log cabin area, and many other historical items. The building is on the National Register of Historic Places.
- The Tama County Courthouse, 100 W. High St., Toledo, was built in 1866 and is also on the National Register of Historic Places. The clock on the front of the building is 95 percent original and the internal workings of the clock may be viewed on the second floor of the courthouse, under glass.
- The Hope Fire Company Engine House, 109 S. Broadway, served Toledo 1867-1989 and is on the National Register of Historic Places.
- The Haven One-Room Schoolhouse is located south and east of Tama, near the community of Haven and is located next to the Haven Community Center. It

The Lincoln Highway Heritage Byway Corridor Management Plan



was closed in 1968 and then in 2008, it was used for two weeks when the City of Chelsea flooded. Desks were still mounted to the floor and the chalkboard and playground were used for students (41.8916023, -92.4771665).

- Lincoln Land Grant Marker is located about five miles north of Toledo and a few miles to the west at T55 and 260th St. (42.066153, -92.629573). A brass plaque reads “Abe Lincoln served in the 4th Illinois Volunteer Infantry during the Black Hawk War in 1832. For his services, he was granted land warrants in Iowa. One of these was a 40-acre tract in Tama County, issued to him on April 16, 1852.” The land later transferred to his son, Robert Todd Lincoln, who sold the land. Location is in Howard Township. Legal description is NW ¼ of SW ¼ Sec 20 T.84 R.15 West.
- In Chelsea, the original steel bridge of the Lincoln Highway was replaced in 1928-29 with the Otter Creek Bridge. That bridge was replaced again in 2007, but local citizens encouraged the preservation of the lamp posts, which graced the old bridge railings. They were then added to the new bridge.
- The Periwinkle Bed and Breakfast in Chelsea holds murder mystery dinners and is often the location for antique and car shows.
- Rube’s Steakhouse in Montour has a “grill your own” concept and offers large cuts of meat to choose from. It is an anchor for Montour’s downtown.
- The Tama County Pioneer Cemetery Association won an award in 2010 for their outstanding work in restoring, maintaining, and educating the public about their 28 pioneer cemeteries located across the county. Maps of the 28 locations are available at the Tama County Museum.



Periwinkle Bed and Breakfast

Cultural Groups

The Meskwaki have been in Tama County for over 140 years and are the only Indian Tribe to live directly along the Lincoln Highway. As more land was required by the two railroads and two major roads (Lincoln Highway and new US #30), the Meskwaki bought more land to be able to sustain their residents. As the Highway shifted north, the tribe opened up a truck stop to provide services for travelers. The Meskwaki Nation is the largest employer in the county with their casino, hotel, and convention center at 349 Meskwaki Rd. The Meskwaki would like to elevate their story to the Lincoln Highway traveler.



The Meskwaki Pow-Wow is held each August

In the 1830s, nearby Czech and German citizens learned some Meskwaki language, and vice versa. These Czech communities were built to the north of Tama in the “Bohemian Alps.” The Czech influence is still very strong as local cafes, businesses, and social gatherings often offer their specialty-kolaches, a jelly-filled pastry, to visitors.

Germans settled south in the Amana Colonies, but their influence is also seen in Tama County.

Tama, being a railroad town, was rowdy and hid out many bad people in the early part of the 20th Century. It was given the name “Little Chicago.”

Development along the Lincoln Highway

Tama’s portion of the Lincoln Highway to the east of town was built by going around the hills and in through the Iowa River Valley. When Highway 30 was improved in the 1950s, the new road went in a straight line, but caused it to go up and down the many hills. The Lincoln Highway remains in the river valley, but current DOT plans will change it forever.

On June 2, 1920, Henry Ostermann, the field secretary of the Lincoln Highway, died on his 21st trip on the Lincoln Highway. He had been staying with friends in Tama and was headed to Marshalltown to conduct business with the highway’s district consul. At 4:00 am, just six miles east



of Tama near the town of Montour, he hit soft earth along the edge of the grade, lost control, skidded 200 feet, rolled twice, and was killed instantly. Today, there is a marker at this site near Montour.

Wineries and Breweries

- John Ernest Vineyard and Winery, 329 N Ave., Tama.

Events

- Lincoln Highway Bridge Festival held every May in the Lincoln Highway Bridge Park and downtown area.
- Meskwaki Pow-Wow is held early August at the Pow-Wow grounds with dancing and ceremonies. A variety of food is sold, including Indian Fry Bread.
- Double D Rodeo is usually held in August at the Double D Arena.
- Lincoln Highway BuyWay Yard Sale is held in August in various locations around Tama, including the Lincoln Highway Bridge Park.

Colleges and Universities

There is no university or college in Tama County.

Famous People along the Lincoln Highway

- Outlaw Kid Curry (Harvey Logan) was born in Tama County in 1867 and was a member of Butch Cassidy’s “Wild Bunch.” He was one of the most feared killers in the West. On June 8, 1904, he and other outlaws were trapped in a box canyon near Parachute, Co. Logan was shot in the shoulder and rather than giving up, he committed suicide by shooting himself in the left temple.
- Leonard “King” Cole, born in Toledo in 1886, was baseball player who won 21 games for the Chicago Cubs in 1910.

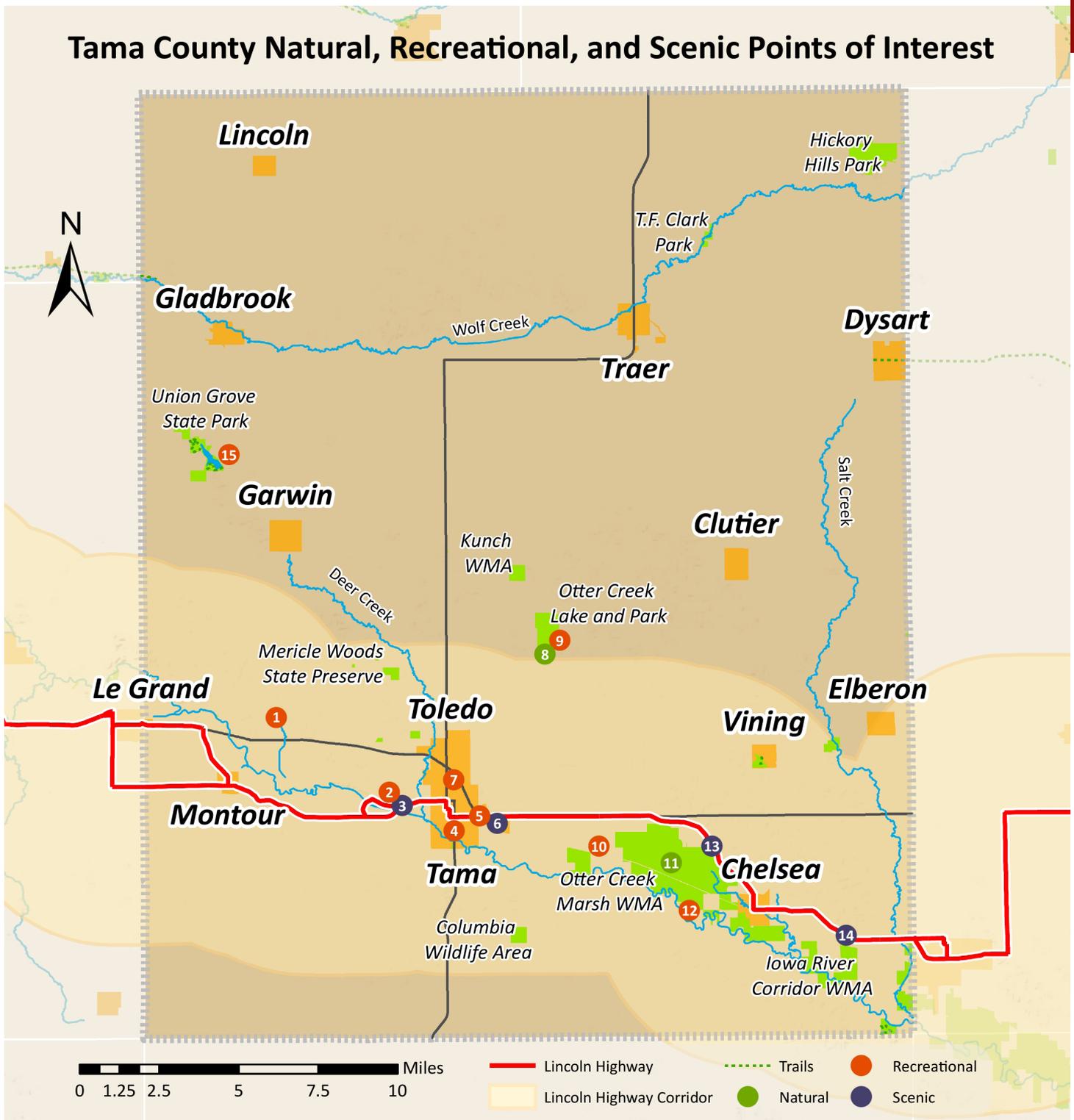
National Register of Historic Places

County	City	Name	Location
Tama	Chelsea	Chambers Ford Bridge	385th St. over Iowa R.
Tama	Gladbrook	Conant’s Cabin and Park	IA 96, 3 mi. E. of Gladbrook
Tama	Toledo	Hope Fire Company Engine House	109 S. Broadway
Tama	Le Grand	Le Grand Bridge	Abbot Ave. over Iowa R.
Tama	Tama	Lincoln Highway Bridge	E. 5th St.
Tama	Buckingham	Round Barn, Buckingham Township	Off US 63
Tama	Traer	Star-Clipper-Canfield Building and Winding Stairway	534 2nd St.
Tama	Toledo	Tama County Courthouse	State St.
Tama	Toledo	Tama County Jail	Broadway and State Sts.
Tama	Toledo	Wieting Theater	101 S. Church St.
Tama	Traer	Young, John W., Round Barn	Off US 63



The King Tower Cafe in Tama

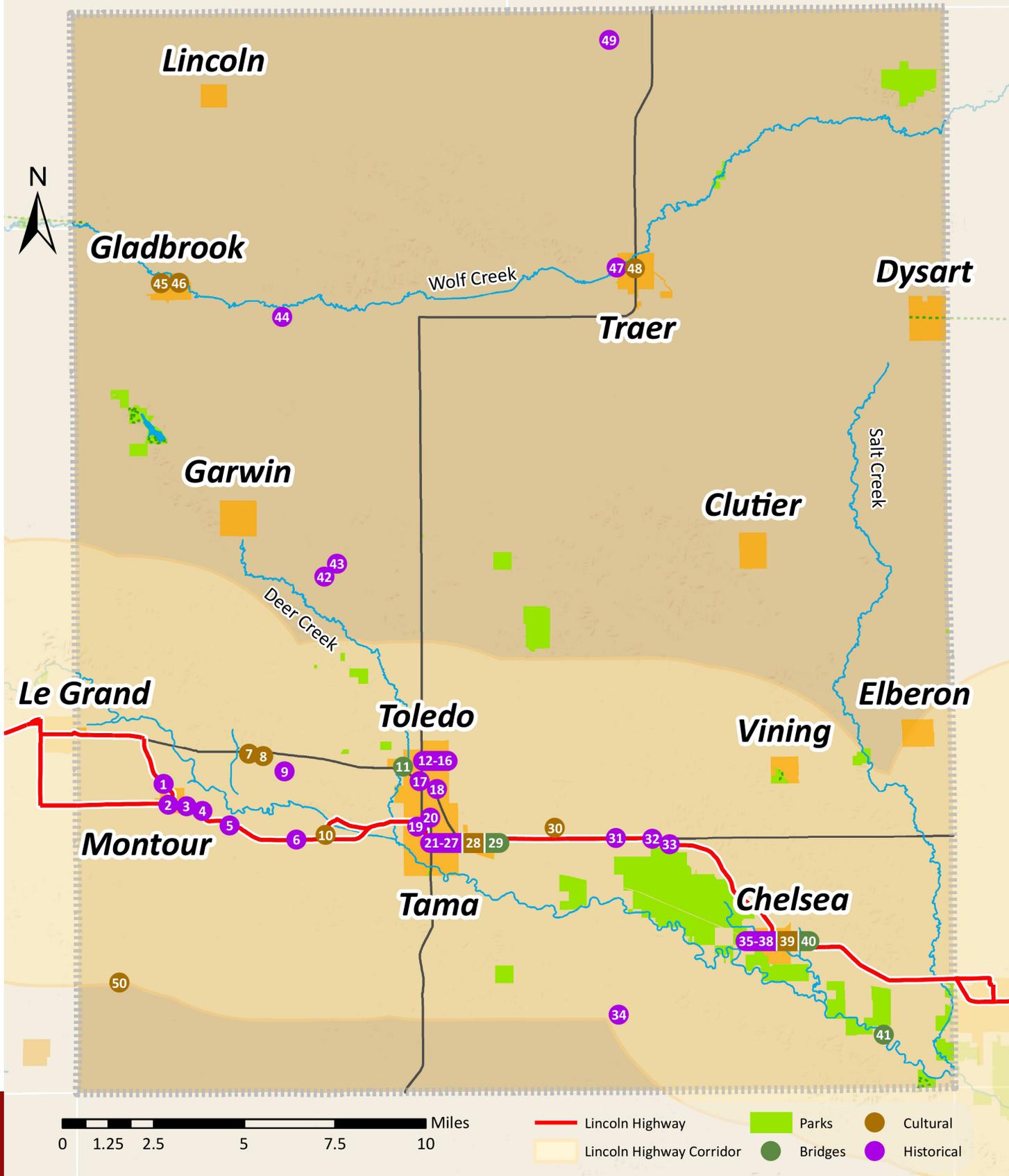
Tama County Natural, Recreational, and Scenic Points of Interest



- 1 Pilgrim Heights Camp and Retreat Center, Montour
- 2 Outback Campground and Resort, Tama
- 3 Landscape Character, Tama
- 4 ATV Park, Tama
- 5 Lincoln Highway Bridge Park, Tama
- 6 Cattle Yard, Tama
- 7 Tama-Toledo Aquatic Center, Toledo
- 8 Tama County Nature Center, Tama County

- 9 Otter Creek Lake & Park, Tama County
- 10 Longpointe Landing, Tama County
- 11 Otter Creek Marsh, Chelsea
- 12 Dufus Landing, Chelsea
- 13 Landscape Character, Chelsea
- 14 Landscape Character, Chelsea
- 15 Union Grove State Park, Garwin

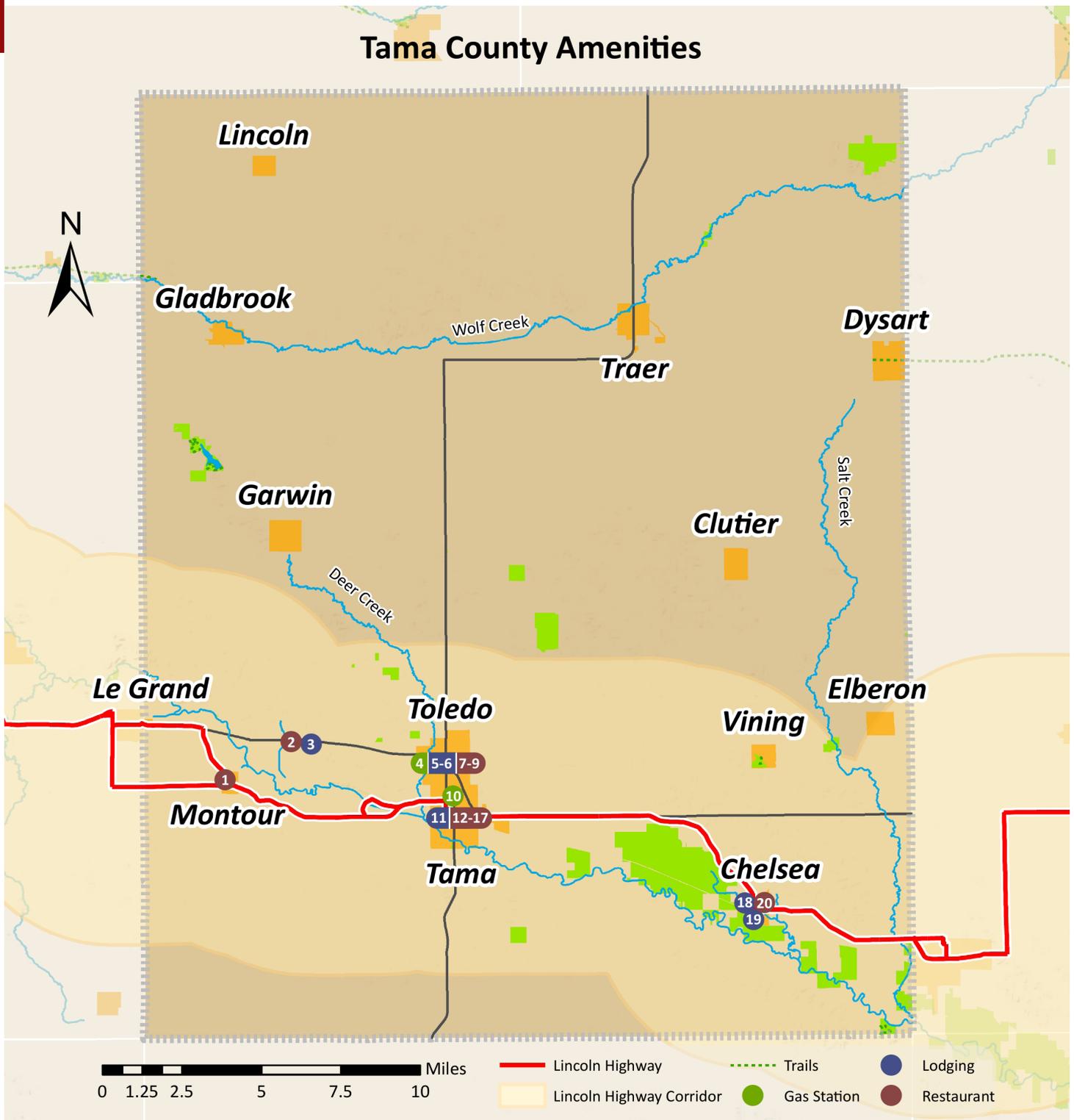
Tama County Historical and Cultural Points of Interest



Tama County Historical and Cultural Points of Interest

- 1** Montour West Entry, Montour
- 2** Canopy Gas Station, Montour
- 3** Replica Burma Shave Signs, Montour
- 4** Montour East Entry, Montour
- 5** Osterman's Curve, Montour
- 6** Stone Civilian Conservation Corps (CCC) Building, Montour
- 7** 50's Style Diner at Meskwaki Travel Plaza, Meskwaki Settlement
- 8** Meskwaki Bingo Casino Hotel, Meskwaki Settlement
- 9** Meskwaki Tribal Museum, Meskwaki Settlement
- 10** Meskwaki Powwow Grounds, Meskwaki Settlement
- 11** Toledo Bridge, Toledo
- 12** Hope First Company Engine House, Toledo
- 13** Tama County Historical Museum and Library, Toledo
- 14** Tama County Courthouse, Toledo
- 15** Wieting Theatre, Toledo
- 16** Tama County Museum, Toledo
- 17** Big T Maid Rite, Toledo
- 18** Twin Town Motel, Toledo
- 19** Lincoln Highway Markers, Tama
- 20** Cherry Mansion, Tama
- 21** Concrete Lincoln Highway Marker, Tama
- 22** Canopy Gas Station, Tama
- 23** Canopy Gas Station, Tama
- 24** Auto Garage, Tama
- 25** King Tower Café, Tama
- 26** King Tower Cabin, Tama
- 27** Tama Paper Company, Tama
- 28** Tama Ballroom, Tama
- 29** 1915 Lincoln Highway Bridge, Tama
- 30** John Ernest Vineyard and Winery, Tama County
- 31** Indian Head Sculpture, Tama County
- 32** Old Highway Road Grader, Tama County
- 33** Country School, Tama County
- 34** Haven One-Room Schoolhouse, Haven
- 35** Blazek's, Chelsea
- 36** Auto Garage, Chelsea
- 37** Concrete Lincoln Highway Marker, Chelsea
- 38** S. Dvorak Motor Co., Chelsea
- 39** Periwinkle Bed and Breakfast, Chelsea
- 40** Bridge, Chelsea
- 41** Chambers Ford Bridge, Belle Plaine
- 42** Lincoln Land Grant, Garwin
- 43** Lincoln Land Grant Marker, Garwin
- 44** Conant's Cabin and Park, Gladbrook
- 45** Gladbrook Movie Theater, Gladbrook
- 46** Matchstick Marvels Tourist Center, Gladbrook
- 47** John W. Young Round Barn, Traer
- 48** Traer Salt and Pepper Shaker Gallery, Traer
- 49** Round Barn, Buckingham Township
- 50** Lighthouse Opry Barn Dance, Gilman

Tama County Amenities



- 1 Rube's Steakhouse, Montour
- 2 50's Style Diner at Meskwaki Travel Plaza, Meskwaki Settlement
- 3 Meskwaki Bingo Casino Hotel, Meskwaki Settlement
- 4 Kwik Star, Toledo
- 5 Designer Inn & Suites, Toledo
- 6 Super 8 Motel, Toledo

- 7 Big T Maid Rite, Toledo
- 8 Los Charros, Toledo
- 9 Trojan Inn, Toledo
- 10 Casey's General Store, Tama
- 11 Lincoln Bridge Inn, Tama
- 12 King Tower Café, Tama
- 13 Aqui Te Espero Bar & Grill, Tama

- 14 Tama Café, Tama
- 15 El Cerrito, Tama
- 16 Alfs BBQ, Tama
- 17 El Gallito, Tama
- 18 Rainbow Lake Little Lodge, Chelsea
- 19 Periwinkle Bed and Breakfast, Chelsea
- 20 Silver Dollar Tavern, Chelsea



Subsection 8: Marshall County

The Lincoln Highway travels through four towns in Marshall County: LeGrand, Marshalltown, Lamaille, and State Center.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

Marshall County is the home to many quarries. In fact, one un-incorporated town is named just that—Quarry. Many of the quarries have been abandoned like Devil’s Anvil and Three Bridges, but one continues on today, the LeGrand Quarry.

The LeGrand Quarry, 2238 Zeller Ave., is the oldest quarry in Iowa and produced crushed stone for road and railway ballast, agricultural lime and building stone for the Old Iowa State Historical Building and the Marshall County Courthouse. The limestone is of the Kinderhook stage. The quarry’s most significant product, however, is the small flower-like animals, crinoids, that are preserved in the rock. A small “nest” of crinoid fossils was found in 1874 at the LeGrand Quarry. Then in 1931, blasting exposed a cluster of ancient starfish. Burnice Beane, a nearby farmer, saved block of stone that was over 600 pounds and within it, he uncovered 183 starfish and a number of other specimens. He has shared his collection with museums all over the world. The largest slabs are at the Smithsonian, the State Historical Society in Des Moines, and the Marshall County Historical Society’s Museum in Marshalltown.

Iowa was once covered by an ocean, forming the fossils found in Marshall County. Today, the Iowa River enters the county from the north traveling southeasterly through the town of Marshalltown, past Quarry, and then past LeGrand where it exits the county.

The Iowa River area was a popular area for Native Americans and many artifacts have been found. The Marshall

County Historical Society Museum has a large collection of arrowheads, parts of bowls, ax heads, and stone tools. The most unique items are mittens made from dog hair and a necklace made from antelope hoof that once belonged to the niece of Sitting Bull.

Marshall County, Nature, and the Lincoln Highway

Marshall County is similar to other Central Iowa counties in that “muddy” was the description of the early Lincoln Highway. There is a famous picture of Henry B. Joy, president of the Packard Company, getting stuck in the mud near LaMoille when taking his inaugural trip across the Lincoln Highway (which he helped to develop).

The Marengo to Fort Dodge stagecoach road that travels on the east side of Shady Oaks became part of the Lincoln Highway and in 1925, the Lincoln Highway was paved past Shady Oaks. Two years later it became known as Highway 30.

Over the years as roads and bridges improved, the Lincoln Highway shifted the route and State Center has had four different alignments.

Roads were not the only modes of transportation making changes over the years. At one time, Marshalltown had seven railroad lines. The four larger were the Cedar Rapids and Missouri, Iowa Central, Chicago Northwestern, and the Union Pacific. Today, only the Union Pacific has an office in town.

Business and Agriculture in Marshall County

In the 1870s, Marshall County operated one of the first canneries in Iowa. Corn was the main product that was canned. Workers spent long hours in the short harvest season cleaning and packing the corn. Most workers were women and children who welcomed small wages despite the hard work and could aid their struggling household budgets. The first cannery is now the home to Iowa Choice

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Harvest where apples, sweet corn, aronia berries, and carrots are processed for local markets.

Wildlife/Natural Areas

There are many areas to observe and enjoy wildlife in Marshall County. Bald eagles are a common sight here.

- Alliant Energy's Sutherland Generating Station, 3001 East Main St. Rd., is in the floodplain of the Iowa River. Its goal to establish an emerging wetland that complements the prairie forested wetlands that occur naturally in floodplains was begun with the planting of 100 Red and White Oak trees in 2009. Grasses and a walking trail have been added.
- The Grimes Farm and Conservation Center, 2349 233rd St., is 160 acres of forest, wetlands, and prairie with an observation deck. It has a Nature Center built in 1993 and trails added in 1998. The American Discovery Trail linking the Atlantic and Pacific Coasts by bike trail will go through this farm. Leonard and Mildred Grimes purchased the land in 1964 and began restoring the land using conservation practices and sustainable farming. They donated the land to the Marshall County Conservation and Iowa Heritage Foundation in 1991 (42.022023,-92.9691211).
- Green Castle Prairie Recreation Area, 2891 Green Castle Rd., is 116 acres with a 16-acre lake and has natural prairie with evergreen and hardwood trees. There are small fens—a rare, spring fed type of wetland and saturated soil. Over 200 plant species are found in the fens. Green Castle is good for canoeing and kayaking (41.927504,-92.8614511).
- The Iowa River Rail Trail Corridor was created after the abandonment of the Chicago Northwestern Rail line. In 1868, the rail line created to move coal out of Eldora was extended to the south to Marshalltown. It underwent many reorganizations and name changes before becoming part of the C&NW line. In 2012, the final train made its way down the tracks. By 2013, work had been done to create the biking and hiking trail from Eldora to Marshalltown.
- Linn Creek Recreational Trail, trailhead at Grimes Farm, 233rd St., runs through Marshalltown near Linn Creek and the Iowa River (42.022435,-92.971366).
- Marietta Sand Prairie Preserve started with 17 acres in 1984 and added 212 acres in 2006. The sand prairie remnant is the rarest prairie type with only a few acres



Observation Tower, Grimes Farm and Conservation Center

of it in Iowa's 35 million acres. There is an interpretive trail (42.0987014,-93.0385286).

- The Marshalltown Public Library, 105 W. Boone St., has gone "green" with its 90 175-watt panels connected to three 6,000-watt SMA Sunny Boy inverters that produce 6 percent of the library's energy needs. At the time it was built, it was the largest photovoltaic array in the state of Iowa. The building is LEED certified to the Gold Level and was the first LEED certified library in Iowa. The "South Meadow" is a reconstruction of a prairie and includes these native species: Coneflower, False Indigo, Black Eyed Susan, and Little Bluestem.
- Three Bridges County Park is 13 acres of bottomland timber with limestone bluffs and was the former site of the Three Bridges Quarry, the first quarry in Marshall County. The park offers camping, picnicking, hiking trails, stream fishing, boat ramp and the 1885 Quarry Bridge that is listed on the National Register of Historic Places. There are facilities for handicapped (Subject to flooding)(42.03510,-92.806717).
- Shady Oaks Campground, 2370 Shady Oaks Rd., was built in 1850 and is the oldest private campground in Iowa. It was first called Rock Valley. On the property are a restored Lincoln Highway-era cabin (built in 1925), RV parking, tent sites, shower and bathrooms. A Big Treehouse with 12 levels was added in 1983. It is 55 feet high and over 5,000 square feet of floor space. The stand of trees on the campground contains some of the oldest trees in Iowa (42.0116554,-92.8557209).



Marietta Sand Prairie Preserve

Lakes, Rivers, and Ponds

The Iowa River runs through Marshalltown.

Green Castle Lake is in the southwest corner of the county (41.927504,-92.8636398).

Other Locations of Note

- Bear Grove Forest Management Area - 23 acres with hiking trails and is open for hunting (42.0298153,-93.101406).
- Furrow Access, 2991 Main Street Rd., six acres

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with stream fishing and boat access (42.0489179, -92.9844122).

- Mag Holland, 2283 Zeller Ave., 80 acres with stream fishing, snowmobiling, and hunting (42.024282, -92.7865385).
- Marshall County Conservation Board Headquarters, 2349 233rd St., two acres with picnicking space.
- Nicholson-Ford Access, 2814 E. Marion St., inside the Nicholson-Ford OHV Park, 78 acres managed by the DNR. Hunting and fishing with Iowa River access (42.35832, -92.525052).
- North Center Street Park, five acres with stream fishing and canoe access (42.0602495, -92.9205906).
- Riverview Park, 402 Woodland, 128 acres with camping, fishing, cross-country skiing, picnicking, boat ramp, electricity, drinking water and restrooms.
- Sand Lake Recreation Area, 2901 Main Street Rd. (42.0493499, -92.8660013).
- The Wehrman Prairie Preserve, 3297 Lafayette Ave., Van Cleve, is one-acre with prairie flowers and is a historic site of an early schoolhouse. This is a good location for birding, watching wildlife and photography (41.8782112, -93.0213163).
- The Wickersham Forest Management, (West) 2563 Starry Grove Rd., 12 acres with opportunities for hiking (41.9793214, -93.0697217), (East) on Marsh Ave. -five acres open for hiking (41.9793214, -93.0697217).

Other Recreational Opportunities

- American Legion Golf Course, 1301 S. 6th St., is an 18-hole course.
- Ball Diamonds are located at 1002 S. 12th St. (Marshalltown Little League Park) and at 6th St. (Softball Diamonds).
- Collision Par 3 Golf Course at 1731 Taylor Ave. is an 18-hole, par 54 course that opened in 1965.
- Elmwood Country Club was opened in 1921 and is a private 18-hole, par 70 course at 1734 Country Club Lane.
- Harvester Golf Course at 833 Foster Dr., near Rhodes, sits on 800-acres with a restaurant, golf shop, instructions, and natural landscape features (41.8769213, -93.2132044).
- Lincoln Valley Golf Course and Clubhouse is an 18-hole, par 72 golf course at 1538 235th St., State Center.
- Marshalltown Family Aquatic Center, 212 Washington St., has a lazy river and slides.
- The Marshalltown Skate Park, 901 S. 6th St., is the site for the annual Skate Park Fest in June. Skaters will find half pipe, quarter pipe, and grindrails and can skate unsupervised, at their own risk.
- Marshalltown Speedway, E. Olive St. and S. 12th Ave., on the Central Iowa Fairgrounds.
- Riverview Park, 402 Woodland St., north of town, offers camping and buildings to rent (community building, reunion hall, and a log cabin). It also has tennis courts. At the east end, there is a 4.5 acre, grassy, fenced-in

dog park for off-leash fun. There is a separate area for smaller dogs.

- Riverview Disc Golf Course, 402 Woodland St., north of town at the Riverview Park, is an 18-hole championship caliber disc golf course managed by the City of Marshalltown.
- Wandering Creek Golf Course, 2436 233rd St. (42.0177181, -92.9529266).
- YMCA/YWCA, 108 Washington St., offers an indoor pool, game room, and offers many programs from day camps for children to Active Older Adults classes.



Marshalltown Skate Park

Scenic Views

The open farmland with its undulating waves of row crops is very picturesque as the traveler drives from town to town and along the Iowa River valley. Some residents even find the JB Swift Meatpacking Plant at 402 N. 10th St. in Marshalltown to be “scenic” as its many lights decorate the night sky.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

- A statue of Henry Anson, founder of Marshalltown, is at the corner of Main and Center St. It contains a time capsule.
- The Elks Club placed a statute of an elk in the Riverside Cemetery, 611 N. Center St. The county has over 35 cemeteries, many of them with early pioneers. Riverside appears to be the largest cemetery in the county.
- The Fisher Community Center at 709 S. Center St. was named for J. William Fisher, a Marshalltown industrialist. His company, started in 1880, is now known as Fisher Controls International and operated worldwide. The Center houses the Fisher Art Gallery, Chamber of Commerce, and Community Nursing Services. There are several bronze sculptures on the grounds, with the signature piece being Christian Petersen’s final work “Dedication to the Future.” After the sculpture near the pond was installed, a resident called the police thinking the sculpture was one person throwing another person into the pond.
- Historic Barns may be found throughout Marshall County and twice the Iowa Barn Foundation has centered their annual tours in Marshall County. Three featured barns were the Womack Barn, 2196 Lincoln

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Highway (42.0074818,-92.9885316); Powers Barn, 2396 238th (42.0105097,-92.9622978) and Highland Acres Rd.; and Jackson Barn, 2383 Marshalltown Blvd. (42.0323679,-92.9688871).

- Iowa Veteran's Home at 1301 Summit St. is home to 565+ residents. Six main nursing care buildings and one residential building sit on 150 acres.
- The Marshall County Courthouse at 1 E. Main St. was built in 1884 and is of the Italian Renaissance style. "LeGrand white marble," a type of limestone from the LeGrand Quarry was used to build it.
- The Marshall County Historical Society has four properties.
 - Marshall County Historical Society Museum is at 202 E Church and has many permanent displays of Indian artifacts, crinoid fossils, and early life in Marshall County.
 - Glick-Sower Historical Homestead, 201 E. State St., is a pre-civil war home with period furnishings. It is on the National Register of Historic Places.
 - Taylor #4 Country School, 60 N. 2nd, is a one-room schoolhouse built in 1913.
 - Edel Blacksmith Shop, 214 1st St., Haverhill, is to the south of the Lincoln Highway. The State Historical Society owns it, but the Marshall County Historical Society staffs the tours. The shop is listed on the National Register of Historic Places. In 1883 Mr. Edel, a German immigrant, opened the shop to repair implements and shoe horses. He died in 1940 and the shop has remained intact.
- The Marshalltown Public Library was established in 1898. Andrew Carnegie donated money to create a new library at 105 W. Boone St. The Leise Addition was added in 1975 and the current building built in 2008.
- Mormon Ridge Log Cabin, 1466 Mormon Ridge Rd. in Albion (not on the Lincoln Highway) is perhaps the oldest building in Marshall County. It is believed to be built in 1856 and underwent many additions. So much so that it was covered up and "rediscovered" during some renovations. The cabin then was donated to the Marshall County Historical Society (42.140321,-93.085984).
- The Orpheum Theater, 220 E. Main St., was the first theater built by RKO after World War II and opened in



The Marshall County Courthouse features an original Lincoln Highway marker

1949. In 1957, the U.S. premiere of "Saint Joan" was in this theater because the star, Jean Seberg, was from Marshalltown. It operated for many years and then closed. Concerned citizens bought it and made it into a multi-purpose community space for films, lectures, symposiums. It also has a stage and screen museum.

- State Center's Main Street (Historic Row) has a restored 1895 Watson's Grocery Store, depot, one-room schoolhouse, barbershop, and a 1937 gas station.
- Stone's Restaurant at 507 S. 3rd St. sits under the railroad viaduct and had been in business for 114 years, starting in 1887. It has since closed, but the building and iconic sign still stand.
- The Martha Ellen Tye Playhouse, 709 S. Center St., is the home of the Marshalltown Community Theater. They have been performing since 1932 until World War II broke out and then restarted in the 1960s in several locations. When this Playhouse was built in 1967-9, the Theater group found a permanent home. It is near the Fisher Community Center and Art Museum.
- Veteran's Memorial Coliseum, 20 W. State St., was constructed in 1929 and has a mural created in 1958 depicting 100 years of Marshalltown history.
- A Vietnam-Era F-4C Phantom has been retired from active duty and installed in a display at the American Legion Grounds. It was flown in Vietnam by Joe Latham, a native of Marshalltown.
- The West Main Street Area contains many historic buildings:
 - Binford House at 110 N. 2nd Ave. is an 1874 Italianate style home.
 - The Tremont, 20-8 W. Main was built in 1902 after the Tremont House hotel fire. This two-story Classical Revival Style building uses tan brick with limestone trim.
 - Hopkins Building, 32-4 W. Main St., built in 1866. A three-story brick Classica Revival Style received some fire damage from the next-door Tremont fire, but has been extensively renovated since.



The Orpheum Theater

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- Willard Building, 101-3 W Main, built in 1931. A two-story Brick Art Deco was originally used by Willard and Son Furriers.



Binford House

- Times Republican Building, 135 W. Main St., is a 1927 Mission Style building.
- Carmean Home, 607 W. Main, was built in 1927 and was owned by a buggy manufacturer. It has six rooms on three floors and curved windows.
- Willard Mansion, 609 W Main St, is an Edwardian-Georgian built in 1910. LeRoy Willard was the owner of Marshall Oil Co. The three-story home has 9,000 square feet with imported marble, massive woodwork of Oak, Mahogany, Birch and Walnut. The curved Cherry stairway graces the entry and the home also features four fireplaces (one with Italian Marble) and Walnut built-in bookcases.
- Brothers Jesse and Lester Williams started a machine shop in 1890 and a customized a trowel for a plasterer. It became a success and today that business is known as the Marshalltown Company.

Cultural Groups

The Friend's Academy built a grade school in LeGrand in 1873. In the 1860s, the Christian Institute was built, with a boarding house to follow in 1878.

The Quakerdale Wolfe Ranch, 2932 240th St., is part of Josiah White's dream to operate a shelter and give guidance to orphaned youth. White, a Philadelphia Quaker, started White's Manual Labor Institute in Salem, Iowa in 1851 for "poor, white, colored, and Indian youths" to receive a religious education. His operation moved to New Providence and expanded to Marshalltown. Today, youth and families at the Ranch find "solutions to problems as they care for horses" (42.0067838,-92.8589106).

In the town of Bangor (not on the Lincoln Highway, but in the NW corner of Marshall County) a group of Friends (Quakers) settled here in 1850. By 1860, their church had the largest Friends meeting in the world. Many church members helped with the Underground Railroad. One slave couple, the Warrens, stayed in the area and are buried in the local cemetery.

The LeGrand Quarry brought 50 Italian stonecutters from Chicago to work at the quarry. They were housed in company housing and boarding quarters. This area became known as "Little Italy."

Wineries and Breweries

There are no wineries or breweries in Marshall County. One of the earliest businesses was the Marshalltown Vinegar and Pickle Works started in 1869 by Joseph Holmes. He was sympathetic to the Prohibition Party and helped establish the Marshall Gold Cure Institute for the cure of liquor, opium, and tobacco habits.

Events

- BacktoBacktothePark BBQ Bash is held in August at the Riverview Park.
- Oktoberfest, held in September, has a parade, classic car show, concerts, spaghetti supper, crafters, pancake breakfast, chili contest, motorcycle rodeo, and many other events.

- Linn Creek Art Festival is held in July at the Fisher Community Center. Strolling musicians entertain the crowd as they peruse artists' work and visit the food and beverage tents. There are also art activities for the kids.



Oktoberfest in Marshalltown

- Iowa Mid-Amateur Golf Championship Tournament is held at the Elmwood Country Club in May.
- State Center Rose Festival is held in June with a parade, crowning of a queen and princess, food, games, and tours of the Rose Garden. The town is known as the "Rose Capitol of Iowa," and is near the geographical center of Iowa.



Lantern release in the rose garden at the State Center Rose Festival

Colleges and Universities

Marshalltown Community College has two locations, one in Marshalltown and the other one to the south in Grinnell. It is part of the Iowa Valley Community College Dis-

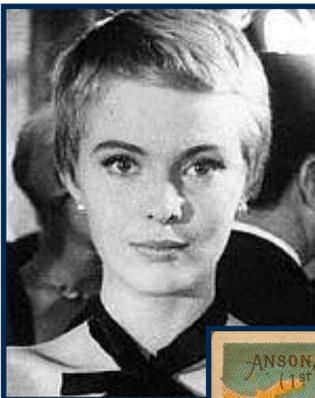


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trict offering classes in construction, business and industry, and agriculture. It has community gardens and an art gallery. The college also has the Orpheum Theater Center in downtown Marshalltown.

Famous People along the Lincoln Highway

- Jean Seberg, born in 1938, appeared in stock theater and plays on the East Coast. She had planned on attending the University of Iowa, but director Otto Preminger picked her out of 18,000 aspiring actresses to star in *Saint Joan*. She was also in *Paint Your Wagon* and many roles in foreign films. She lived in Paris and had the command of four languages.
- “Cap” Anson, major league baseball player and manager. He was inducted into the Baseball Hall of Fame in 1939.
- Mary Beth Hurt, actress born in 1946, starred in *The World According to Garp*.
- Toby Huss, actor, born in 1966, starred in *Down Periscope* and *Rescue Dawn*.
- Carl Kurtz, photographer, converted 167 acres of 250 acres of row crops and pasture land in Iowa to perennial prairie. He now manages the land for diversity and harvests the seeds in the fall. His love of plants and wildlife, led him to his career in photography.

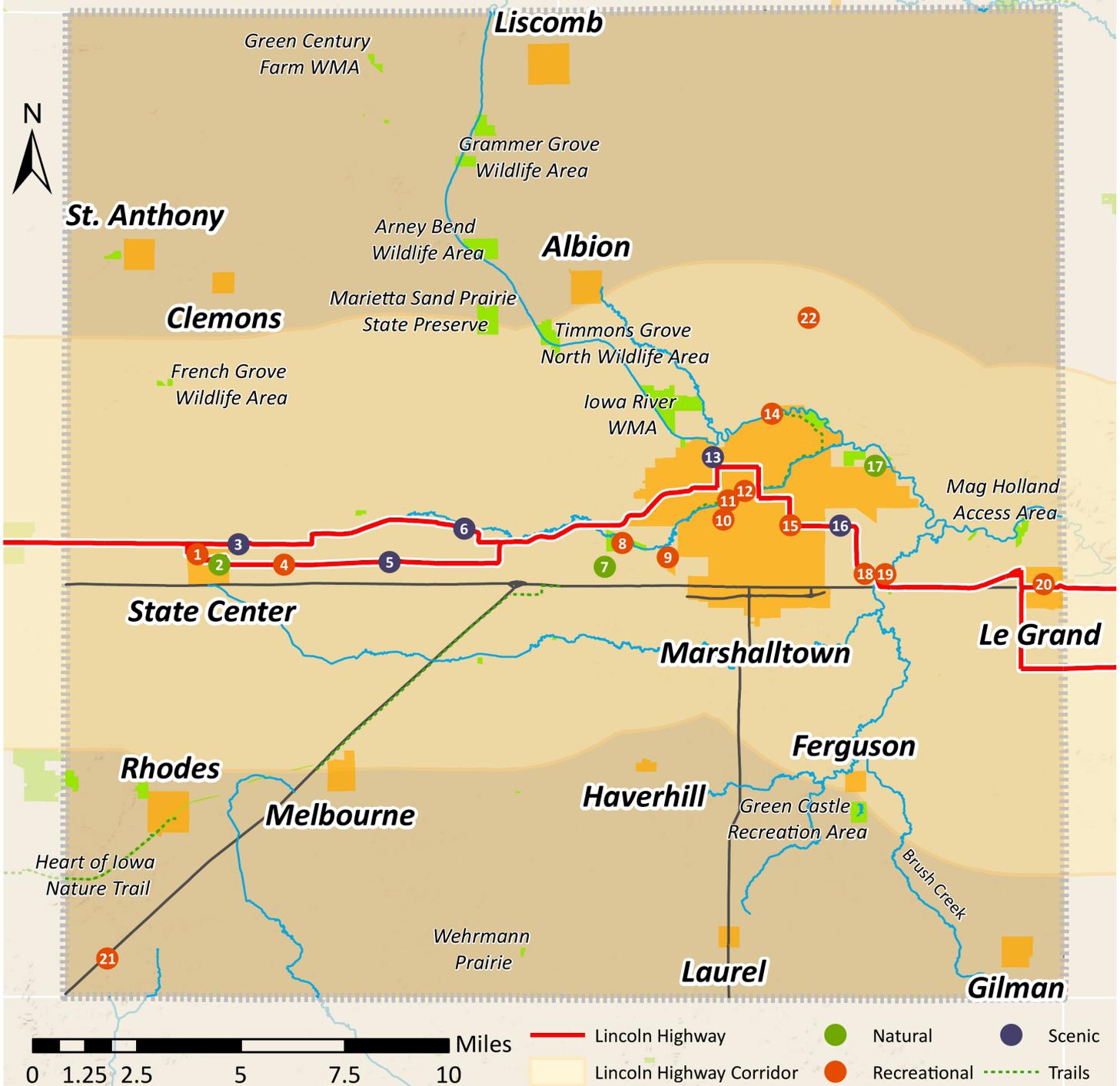


National Register of Historic Places

County	City	Name	Location
Marshall	Marshalltown	Binford, Thaddeus, House	110 N. 2nd Ave.
Marshall	State Center	Dobbin Round Barn	Off CR S52
Marshall	Haverhill	Edel, Matthew, Blacksmith Shop and House	1st St. and 3rd Ave.
Marshall	Marshalltown	Glick--Sower House	201 E. State St.
Marshall	Le Grand	Le Grand Bridge	Co. Rd. T37 over backwater of Iowa R
Marshall	Marshalltown	Marshall County Courthouse	Courthouse Sq.
Marshall	Marshalltown	Marshalltown Downtown Historic District	Roughly bounded by 2nd St., State St., 3rd. Ave., and E. Church St.
Marshall	Clemons	Minerva Creek Bridge	Co. Rd. S52 over Minerva Cr.
Marshall	Marshalltown	Quarry Bridge	Co. Rd. I-4 over Iowa R.
Marshall	State Center	State Center Commercial Historic District	Main St. Blks 200-100 West and 100 East
Marshall	Marshalltown	Sunday, Robert H., House	1701 Woodfield Rd.
Marshall	State Center	Watson's Grocery	106 Main St.
Marshall	Marshalltown	Whitehead, C. H., House	108 N. 3rd St.
Marshall	Marshalltown	Willard, Leroy R., House	609 W. Main St.

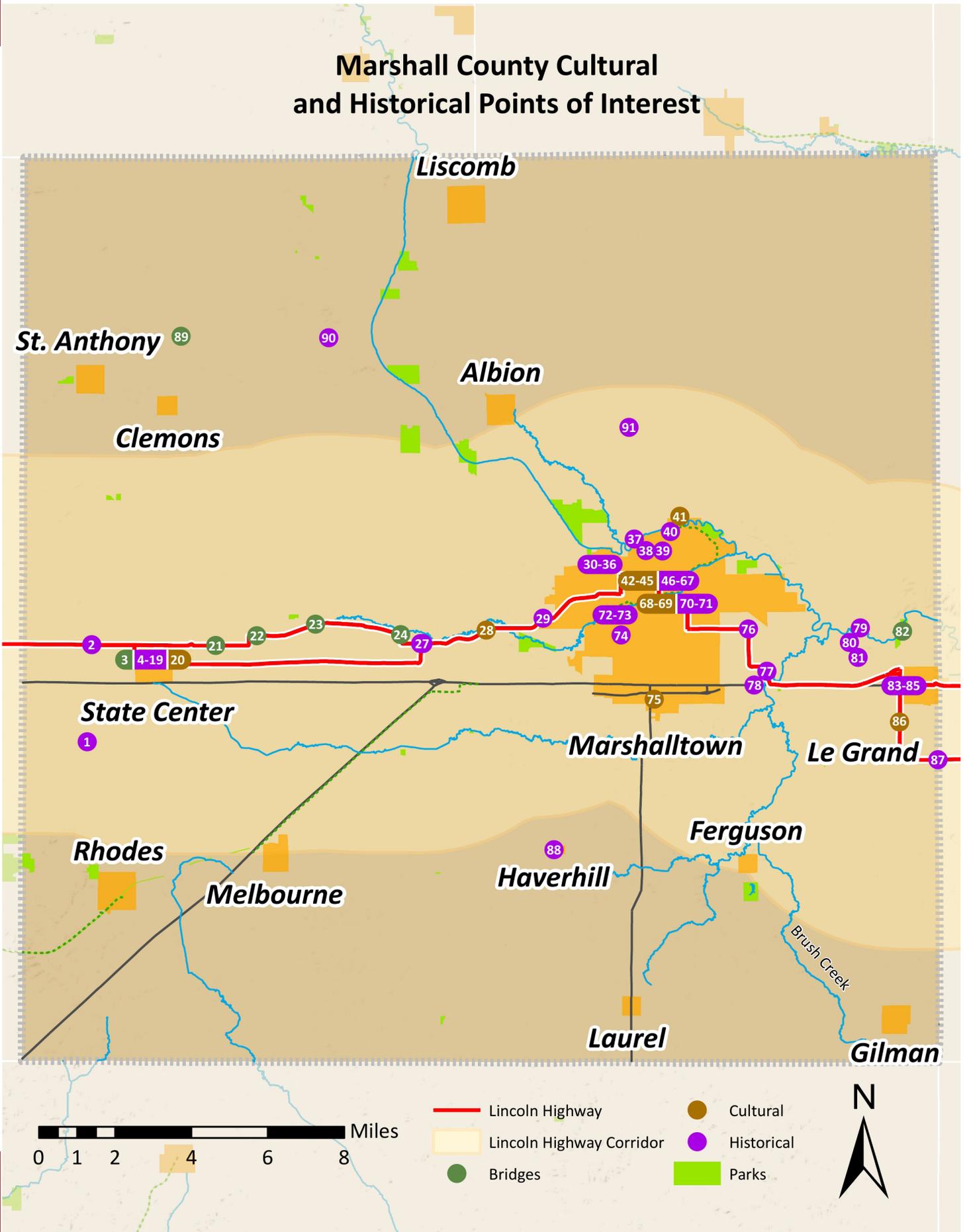
Clockwise, from top left: Jean Seberg, Mary Beth Hurt, “Cap” Anson baseball card

Marshall County Natural, Recreational, and Scenic Points of Interest



- | | | |
|---|---|---|
| 1 Kaufman Park, State Center | 8 Linn Creek Recreational Trail, Marshalltown | 14 Riverview Park, Marshalltown |
| 2 Rose Garden, State Center | 9 Wandering Creek Golf Course, Marshalltown | 15 Marshalltown Speedway, Marshalltown |
| 3 Landscape Character, State Center | 10 American Legion Golf Course and Lounge, Marshalltown | 16 Landscape Character, Marshalltown |
| 4 Lincoln Valley Golf Course, State Center | 11 Marshalltown Skate Park, Marshalltown | 17 Alliant Energy's Sutherland Generating Station, Marshalltown |
| 5-6 Landscape Character, Marshall County | 12 YMCA/YWCA, Marshalltown | 18 Shady Oaks Campground, Marshalltown |
| 7 Marshall County Conservation Board Headquarters, Marshalltown | 13 JB Swift Plant, Marshalltown | 19 The Big Treehouse, Marshalltown |
| | | 20 Le Grand Community Center, Le Grand |
| | | 21 Harvester Golf Course, Rhodes |
| | | 22 Collision Par 3 Golf Course, Marshalltown |

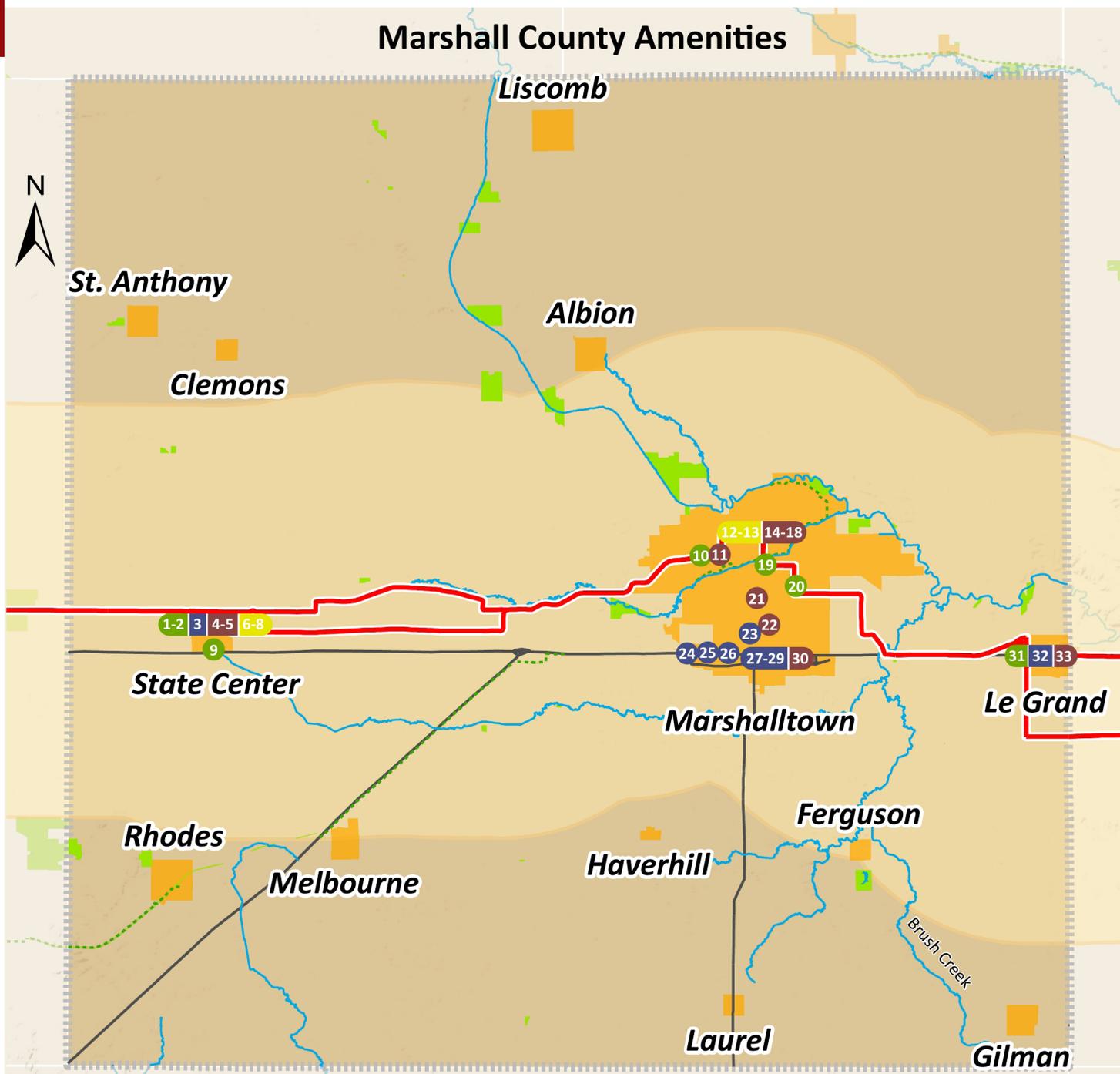
Marshall County Cultural and Historical Points of Interest



Marshall County Cultural and Historical Points of Interest

- 1 Dobbin Round Barn, Marshall County
- 2 Womack Barn, State Center
- 3 Union Pacific Bridge, State Center
- 4 Lincoln Highway Marker, State Center
- 5 Home Oil Station, State Center
- 6 Garage Building, State Center
- 7 Terry's Body Shop, State Center
- 8 Shepper Barber Shop, State Center
- 9 Frickeville Antiques Primitives Collectables, State Center
- 10 Historical Lincoln Highway Route, State Center
- 11 Intersection of Historic Routes, State Center
- 12 Washington Township No. 6 County School House, State Center
- 13 Watson's Historic Grocery Museum, State Center
- 14 Downtown, State Center
- 15 State Center Commercial Historic District, State Center
- 16-17 Lincoln Highway Marker, State Center
- 18 Center Station Depot, State Center
- 19 Eckhardt Enterprises (Formerly Lincoln Highway Auto Company), State Center
- 20 Cora Unashamed Film Location, State Center
- 21-24 Concrete Culvert, Marshall County
- 25 Round Topped Posts, Marshall County
- 26 Abandoned Section, Marshall County
- 27 Hick's Corner, Marshall County
- 28 Residential Character, Marshall County
- 29 Jackson Barn, Marshalltown
- 30 Whitehill Chapel Iowa Veterans Home, Marshalltown
- 31 Grave of Chief Johnny Green, Marshalltown
- 32 Iowa Veterans Home Cemetery (Old Soldiers Cemetery), Marshalltown
- 33 Iowa Veterans Home, Marshalltown
- 34 Vietnam-Era F-4C Phantom, Marshalltown
- 35 Heinz Hall (Former Old People's Building), Marshalltown
- 36 Assembly Hall, Marshalltown
- 37 David Lennox Grave, Marshalltown
- 38 Riverside Cemetery, Marshalltown
- 39 Grave of T. Nelson Downs, Marshalltown
- 40 Log Cabin Lodge, Marshalltown
- 41 Wood Sculptures in Riverview Park, Marshalltown
- 42 Henry Anson Statue, Marshalltown
- 43 Marshalltown Public Library, Marshalltown
- 44 Echo Sculpture (13th St Park Plaza), Marshalltown
- 45 "Perfect Setting" (Iowa Artists on Display), Marshalltown
- 46 Small Building, Marshalltown
- 47 Automobile Sales and Garage, Marshalltown
- 48 Willard Mansion, Marshalltown
- 49 Taylor's Maid Rite, Marshalltown
- 50 Taylor Country School, Marshalltown
- 51 Glick-Sower House, Marshalltown
- 52 Thaddeus Binford House, Marshalltown
- 53 Marshall County Courthouse, Marshalltown
- 54 Lincoln Highway Marker, Marshalltown
- 55 Marshall County Historical Society Museum, Marshalltown
- 56 C.H. Whitehead House, Marshalltown
- 57 Former Stone's Restaurant, Marshalltown
- 58 Orpheum Theater, Marshalltown
- 59 Veteran's Memorial Coliseum, Marshalltown
- 60 The Tremont, Marshalltown
- 61 Chalet (Former Hopkins Building), Marshalltown
- 62 Marshalltown Company, Marshalltown
- 63 Marshalltown Downtown Historic District, Marshalltown
- 64 ReStore Church (Former Tallcorn Towers), Marshalltown
- 65 Letts-Fletcher Building, Marshalltown
- 66 Former Fred Mount Motors, Marshalltown
- 67 Ford Dealer (Rhude), Marshalltown
- 68 Christian Petersen's Final Sculpture, Marshalltown
- 69 Fisher Community Center, Marshalltown
- 70 Gas Station and Auto Garage, Marshalltown
- 71 Lincoln Highway Sign, Marshalltown
- 72 Vietnam Plane in Legion Memorial Park, Marshalltown
- 73 Freedom Rock in Legion Memorial Park, Marshalltown
- 74 Robert H. Sunday House (Frank Lloyd Wright Design), Marshalltown
- 75 Marshalltown Community College, Marshalltown
- 76 Handorf's Corner, Marshalltown
- 77 Former Shady Oaks Café, Marshalltown
- 78 Quakerdale Wolfe Ranch, Marshalltown
- 79 Historic Mill Site, Le Grand
- 80 Quarry Bridge, Le Grand
- 81 Quarry Depot, Le Grand
- 82 Le Grand Bridge, Le Grand
- 83 Le Grand Motel, Le Grand
- 84 Le Grand Motel (Sign), Le Grand
- 85 Le Grand Cemetery, Le Grand
- 86 Dance Hall in a Barn, Le Grand
- 87 County Paving Marker at Marshall-Tama County Line, Marshall County
- 88 Matthew Edel Blacksmith Shop, Haverhill
- 89 Minerva Creek Bridge, Clemons
- 90 Mormon Ridge Log Cabin, Albion
- 91 Round Stone Barn, Marshall County

Marshall County Amenities



- Lincoln Highway
- Lincoln Highway Corridor
- Gas Station
- Lodging
- Restaurant
- Retail

- | | | | |
|---|---|---|---|
| <p>1 Phillip's 66, State Center</p> <p>2 Fuel 24 Station, State Center</p> <p>3 State Center B&B, State Center</p> <p>4 Bailey's Pizza & Brstd Chicken, State Center</p> <p>5 St. Andrew's Grill & Bar</p> <p>6 Frickeville Antiques Primitives Collectables, State Center</p> <p>7 Downtown, State Center</p> <p>8 State Center Commercial Historic District, State Center</p> | <p>9 Casey's General Store, State Center</p> <p>10 Casey's General Store, Marshalltown</p> <p>11 Plaza Mexico, Marshalltown</p> <p>12 Marshalltown Downtown Historic District, Marshalltown</p> <p>13 It's Unique (Florist), Marshalltown</p> <p>14 Taylor's Maid Rite, Marshalltown</p> <p>15 Smokin' G's BBQ, Marshalltown</p> <p>16 Tremont Grille, Marshalltown</p> <p>17 Sub City, Marshalltown</p> <p>18 Zeno's Pizza, Marshalltown</p> | <p>19 Kwik Trip, Marshalltown</p> <p>20 Casey's General Store, Marshalltown</p> <p>21 El Portal, Marshalltown</p> <p>22 Mama DiGrado's Pasta and Pizza, Marshalltown</p> <p>23 Comfort Inn, Ames</p> <p>24 Franklin Motel, Marshalltown</p> <p>25 Colonial Inn, Marshalltown</p> <p>26 Flamingo Motel, Marshalltown</p> | <p>27 Best Western Regency Inn, Marshalltown</p> <p>28 Super 8, Marshalltown</p> <p>29 Hampton Inn & Suites, Marshalltown</p> <p>30 Cecil's Café, Marshalltown</p> <p>31 Cissy's Convenience Store, Le Grand</p> <p>32 Le Grand Motel, Le Grand</p> <p>33 Sunrise Café, Le Grand</p> |
|---|---|---|---|



Subsection 9: Story County

In Story County, the Lincoln Highway travels through three communities: Colo, Nevada, and Ames.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

Story County has some of the flattest topography of the counties along the Lincoln Highway Heritage Byway. This is due to the Des Moines Lobe and the area being known as the “Prairie Pothole Region.” Early cultures traveled and camped along the many rivers, especially the Squaw Creek which meanders through the city of Ames, as well as the Indian Creek in Nevada. The Skunk River was much smaller in early days and was bordered by nearly impassable bogs. Indians preferred to live near, hunt, and fish other streams. As Story County land was found to be too “swampy,” Native Americans found travel by river to be the best and often made camp near the riverbanks.

In the 1850s, as a large influx of early settlers arrived (mostly from Indiana, New York, Pennsylvania, and later directly from Norway, Germany, and Denmark) the land was drained and the prairies converted to farm land. The soil was found to be rich for row crops of corn and soybeans. The county has a Corn Suitability Rating of 77.6 by the Department of Agriculture and Iowa State University Extension Service. It rates third in the state, with only Grundy County at 84.7 and Mitchell County at 77.7 rating higher. A map of CSR ratings can be found in Appendix H.

Today, north of Ames on I-35, there is an overlook and down in the valley, a dam was once considered. An archaeological survey was done in that area. Findings from that survey and other items such as bowls, weapons, toys, utensils, and other articles found along river banks are evidence that the Meskwaki and other Native American tribes found this to be a rich area to hunt, fish, and sometime plant crops.

Story County, Nature, and the Lincoln Highway

The wet, swampy land also posed a problem when completing the Lincoln Highway in 1913. Iowa was known for its mud and Story County was among some of the worst. A famous photograph shows a motorist trying to navigate the flooded Lincoln Highway near Colo, near the present day Colo Bogs. The Colo Bogs drain into the Iowa River east of Marshalltown and is 410 acres managed by the DNR. The land has been converted back to grasslands/wetlands and offers habitat for pheasant and waterfowl. It is open for public hunting, in season.

Wildlife/Natural Areas

Colo

- Colo Bogs, described above. (42.0223895, -63.2610849)
- Hendrickson Marsh is 776 acres also managed by the DNR. One-third of it is upland, two-thirds is marsh, with an open water lake and offers habitat for waterfowl, pheasant and rabbit (41.9406984, -93.2607153).

Nevada

- The Hertz Family Woods and Nature Preserve, 25369 Country Club Rd., south of Nevada, is a 21-acre reconstructed prairie with 22 species of trees and an abundance of spring wildflowers and a developed trail (41.988378, -93.4464338).

Ames

- Ames High Prairie State Preserve, 1921 Ames High Dr., has 22 acres of prairie at the high school and offers walks monthly from June-September.
- Cooper’s Prairie Marsh is ten acres open for public hunting (42.063677, -93.538607).
- Jim Ketelson Greenwing Marsh is 68 acres of upland, open for hunting in season and habitat for waterfowl (42.0467096, -93.5629425).

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Reiman Gardens

- Peterson Park is 199 acres with an active 27-acre gravel pit for fishing. Visitors will also find picnicking, hiking trails, swimming, opportunities for winter sports, canoe access, hunting, a pioneer cemetery, and remains of a stagecoach trail (42.0920231, -93.5888814).
- Reiman Gardens, 1407 University Blvd., 17 acres of indoor and outdoor garden areas, a 2,500 square foot butterfly wing with emergence cases and a gift shop. It is the largest public garden in the state of Iowa (42.0127697, -93.6401676).
- Robison Wildlife Acres is 78 acres of meadow and woodlands and is used for winter sports. It has hiking trails and pit toilets (41.928414, -93.439983).
- Skunk River Flats is 117 acres of prairie and is open to trapping and hunting, when in season (41.9655463, -93.5346585).
- Skunk River Greenbelt with 620 acres of hiking trails, river fishing, hunting, and canoe access points. Trailheads at McFarland Park, Peterson park, Soper's Mills, Bear Creek, Anderson Canoe Access, E18 Greenbelt Access. Water trail access points for canoeing: Story City, E18, Anderson canoe, Soper's Mill, Peterson Park, Sleepy Hollow (616 W. Riverside Rd.), North River Valley Park, SE 16th St., 265th St., Askew Bridge in Cambridge.
- Sleepy Hollow is 24 acres that includes river fishing and canoe access.
- Soper's Mill is 19 acres of picnicking, hiking trails, river fishing, canoe access, hunting and a historical site (42.1065512, -93.5734741).

Lakes and Ponds

There are three man-made lakes or ponds in the communities along the Lincoln Highway.

- Ada Hayden Heritage Park offers fishing, a walking path, nature area, bike path, and boat access for electric motors and canoes (42.067935, -93.6315684).
- Hickory Grove Lake, south of Colo, is 445 acres with tent and trailer camping, electricity, drinking water, showers, flush toilets, hiking, swimming, beach, boat rental, 98-acre lake fishing, boat ramp (electric motors only), winter sports, hunting, and facilities for

handicapped.

- McFarland Park, a 200-acre area with tallgrass prairie, woodland and stream habitats. It is part prairie and part forest. Drinking water, pit toilets, picnicking, hiking and cross country skiing trails, six-acre pond fishing, winter sports, facilities for handicapped, and a conservation center with sanitary facilities is open weekdays and summer weekend afternoons (42.0957333, -93.5720701).



Hickory Grove Lake

Other Natural Locations of Note

Nan Ripley, a renowned Daylily grower, owns Walkabout Gardens just 3 ½ miles south of the Lincoln Highway near the town of Shipley at 26391 595th Ave. She is an instructor for the Hermerocallis Society and plants 2,000 seedlings each spring. Her garden is used as a display for Ball Seed (41.973679, -93.5144127).

Other Recreational Opportunities

All of the above natural areas offer some kind of opportunities for recreation. There are other public and private recreational entities.

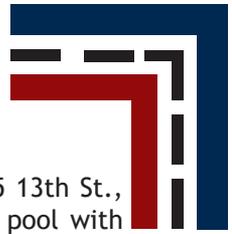
Colo

- Twin Anchors Golf Course. 68030 US Hwy 30, is located near the Twin Anchors Campground, 68132 U S Hwy 30, just south and west of Colo. The campground also offers fishing in a small pond (42.0077608, -93.346715).

Nevada

- Harrington Park, E. Lincoln Way, Nevada, has a disc golf course and skateboard park.
- The Indian Creek Country Club, 63012 260th St., is located at the south end of Nevada and the Sports Bowl (bowling alley) is at the east end.
- NABR (Nevada Annual Bike Ride), held the first weekend in May.
- Nevada Trail System, around town and along Indian Creek. One trail head and parking (42.012000, -93.444677).
- The SCORE (Story County Recreation for Everyone) Park, 1543 Fawcett Parkway, Nevada, includes soccer fields and ball diamonds. It is connected to the city trail system and is adjacent to the Fawcett Aquatic Center, 1717 Fawcett Parkway, which offers a water

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slide and zero entry pool.

- Sports Bowl, 1229 12th St.



SCORE Park

Ames

- Ames/ISU Ice Arena is located at 1507 Gateway Hills Park Dr.
- Ames Dog Park, 605 Billy Sunday Rd.
- Brookside Wading Pool, 1325 6th St., is inside the Brookside Park and a Skate Park, 1330 6th St., is across the street.
- Carroll Marty Disc Golf Course, 1500 Gateway Park Dr., in Gateway Hills Park.
- Golfers in Ames have their choice between Veenker Memorial Gold Course, 1925 Stange Rd.; Coldwater Golf Links, 615 16th St.; and Homewood Municipal Golf Course, 401 E 20th St.
- Iowa State University has facilities for staff, students and alumni including the Lied Recreation Athletic Center, State Gym, Beyer Hall, and Forker Building, as well as many green spaces.
- Perfect Games at 1320 Dickinson Ave. offers bowling and an arcade.
- Skunk River Greenbelt Recreational Trail System- McFarland Park (pedestrian), Peterson Park (pedestrian/bike/equestrian), Soper's Mill to Bear Creek (pedestrian/bike), Anderson Canoe Access to E18 Greenbelt Access (pedestrian/bikes/equestrian).
- Skunk River Water Trail offers many access points for canoeing (Story City, E18, Anderson Canoe, Soper's Mill, Peterson Park, Sleepy hollow, North River Valley Park, SE 16th St., 265th St., and Askew Bridge/Cambridge).
- Swimming enthusiasts have a choice between open swim time at the Municipal Pool at the high school, 1925 Ames High Drive; Iowa State facilities on campus;



Furman Aquatic Center

or at the new Furman Aquatic Center, 1635 13th St., which includes a 550' lazy river, 50 meter pool with diving boards and slides, and a 5,000 foot pool with zero-depth entry, spray features, large play structure, and children/toddlers slides.

Scenic Views

All of these natural areas, whether man-made or not, offer scenic vistas and views. The geometric patterns of the row crops and rolling hills offer scenic views as well. The flatness of the land gives spectacular views at sunrise and sunset. Two specific spots were pointed out in community meetings and other public discussions as being important scenic areas to be preserved. The first is at the east side of the county, when heading west out of Colo towards Nevada. The railroad overpass with the Lincoln Highway curving underneath and the rolling hills reminds one of the engineering feats taken by early road makers and the strides that have been done in road and bridge construction over the years. The second area is in Ames at the intersection of Lincoln Highway (Lincolnway) and University Boulevard where a "much beloved" American Sycamore tree has lived for an estimated 200 years.

Historical and Cultural Intrinsic Qualities

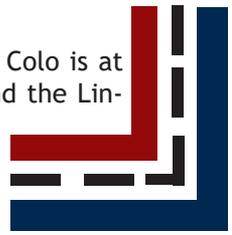
As settlers came to the new land west of the Mississippi, they drained and converted the land for agricultural purposes. In 1853, Nevada was selected as the county seat and remains as such. Therefore, Nevada has one of the first log cabins built, the Child Family Log Cabin. It was the third house built in Nevada and was discovered in the 1990s when a homeowner had a house fire. Upon surveying the damage, he discovered his house contained a log cabin. He did not reconstruct and offered it to the Rotary Club to restore. After much research, it was discovered it was not on its original site and had a wall or two that needed to be completely reconstructed which disqualified it for placement on the National Register of Historic Places.

As times were tough for the early settlers, they found themselves not only building cabins but in need of cemeteries. Colo has a pioneer cemetery near Hickory Grove, south of town and Peterson Park, near Ames has a pioneer cemetery. Early cemeteries, as well as churches, were usually located on a hilltop to be nearer the heavens. Several other cemeteries dot the landscape in Story County and across Iowa.

Buildings and Objects of Note

Colo

- The Reed-Niland Corner, 24 Lincoln Hwy in Colo is at the crossroads of the Jefferson Highway and the Lin-



The Lincoln Highway Heritage Byway Corridor Management Plan



Reed-Niland Corner

coln Highway.

- Pioneer Mound Cemetery (41.9902771,-93.778472).

Nevada

- The Nevada Historical Society has several historic sites:
 - Halley One-Room School House is one of several in the county have been preserved. The school house was moved in from the country and first placed at the Story County Fairgrounds and later moved to Brigg's Terrace.
 - The Child Family Log Cabin has also been moved to Brigg's Terrace.
 - Brigg's Terrace, 1204 H Ave., is on the National Register of Historic Places and is an eight-acre former farm located in the middle of Nevada. It has an 1879 Italianate home, carriage house, barn, and other out buildings.
 - The Dyer-Dowell Victorian House, 922 5th St., was the first jail in Story County. The prisoners stayed upstairs and the jailer's residence was on the first floor.
 - The Nevada History Center, 624 J Ave., is in the downtown and has several revolving displays.
- Nevada's downtown was placed on the National Register of Historic Places in 2003 as the city celebrated its sesquicentennial.
- Another item of note in Nevada is the cannon outside the Story County Administration Building, 900 6th St. The plaque there reads "1861 Rifled Cannon captured at the Battle of Shiloh Gifted to Story County by the Jason D. Ferguson Grand Army of the Republic Post #31. Ferguson was the Story County's first fatality in the Civil War, Killed April 6, 1852 at the Battle of Shiloh." The cannon was fired for the last time on Armistice Day, 1918 when it misfired and killed a young Jens Jensen and injured a bystander. According to the story, "After sedating the bystander with whisky, a doctor 'lopped' off the rest of his arm on the spot."

- Other WPA (Works Progress Administration) projects were the 1941 Community Building, 57 I Ave. at the Story County Fairgrounds, Nevada, and a tombstone registration program that was done county-wide. The Community Building is underwent a renovation in 2016.

Ames

- Ames History Center, 416 Douglas Ave. #101
- Ames has preserved the 1862 Hoggatt School, 18th St. and Burnett, on Meeker Elementary School grounds. Out of the 53 remaining one-room schoolhouses in the county, it is one of four used as a museum.
- The Bandshell Park, 5th and Duff Ave., was Ames first city park. The Union Pacific came through Iowa, from Clinton to Council Bluffs, and brought with it many opportunities for community growth. Towns often were located along the route or moved to be on the route. The railroad named many of the communities and received donated land in hopes the rail would locate on the property. Many smaller routes and spurs were built that sometimes were sold to larger railroad or were completely abandoned. The city of Ames received land from the railroad with the stipulation that it be made into a city park. This land became The Bandshell Park. The first two band stands built either had the wood rot or the brick crumble. The third band shell, built in 1934, still stands. It was built with a basement, which was used as a voting precinct and driver's license station. Today the park hosts many outdoor concerts.



Hoggatt School



Bandshell Park, Ames

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- Downtown art sculptures and fountain on the corner of 5th and Kellogg St.
- Iowa State University's mascot, "CY," sculptures around town.
- McMichael Pioneer Cemetery/ Stagecoach Trail, now Stagecoach Rd. (42.0852432, -93.5934427).
- The Ames post office has a mural entitled *The Evolution of Corn* done by John Bloom in 1938.
- A stagecoach trail and pioneer cemetery is near Peterson Park.
- At Soper's Mill, a rainbow bridge and dam was built 1876. The bridge was moved to McFarland Park where it was destroyed by flooding in 1996. The dam was reconstructed later as a WPA project, and rubble from that dam is still visible.
- Tip-Top Lounge, 201 E. Lincoln Way, 1950's look with neon signs.
- "Woman's Head" sculpture at Lincoln Way and Grand (Iowa DOT headquarters) was originally made of redwood in 1976, but due to rot was reconstructed in steel by the same artist in 1998.



Graduation Cy was featured outside Parks Library on the ISU campus

Cultural Groups

Many of Scandinavian descent settled in the northern part of Story County. Nevada had a cluster of Danes who lived north of the north tracks and had their own "Dane Hall" for events and gatherings.

The Seventh Day Adventists built a school, sanitarium (hospital), and housing for students and teachers in Nevada. Students came from all over the Midwest to live at the school and attend K- 12th grade. The junior and high school have now been closed and student housing has been converted to apartments and the teacher residences to private residences. The sanitarium burned down many years ago.

Development of the Lincoln Highway in Story County

As the Lincoln Highway developed, many gas stations, restaurants, motels, and tourist cabins sprung up. There was a tourist cabin area located between Colo and Nevada, but no cabins remain. Another tourist camp is at the east end of Nevada. The cabins were converted into private residences and the gas station is now an auto repair shop. Ames has several buildings from the 1950s such as motor lodges and the Tip-Top bar along the Lincoln Highway.

The most famous and well preserved site is at the inter-

section of the Lincoln Highway and the Jefferson Highway at the north side of Colo. The Jefferson Highway was known as the "Pine to Palms" road, traveling from Winnipeg to New Orleans. At this intersection, the Reed-Niland Corner still has an operational café and motel. Gas is no longer available there, but the station is museum-like. The café offers a full menu and has displays of the Lincoln Highway, as well as the Jefferson Highway. The Greyhound and Jefferson bus lines both stopped here and everything was open 24 hours, seven days a week. The Jefferson conjoins with the Lincoln Highway and different alignments took it south down what is now S14 on the west side of Nevada or another alignment took it into Ames and down what is now US 69. The Colo Community celebrates with a Colo Crossroads Festival every year (cross roads of the Lincoln and Jefferson Highways).

Lincoln Highway markers installed in 1928 by the Boy Scouts are visible at the corner of Beech and Lincolnway; the Dairy Queen at 316 Lincolnway near downtown; and in Nevada at a private residence, 1135 E. Lincoln Hwy, where a tree stump has been carved into the likeness of Abe Lincoln.

The Hotel Sheldon Munn, 301 Main St., in downtown Ames was a control point for early Lincoln Highway travelers to check their mileage. The Dairy Queen mentioned above has Lincoln Highway-era photos on display as does the Ames Heritage Center, PepperJax, and Snacktime in Nevada.

Breweries and Wineries

- Alluvial Brewing Company, 3715 West 190th St., Ames.
- Della Viti Wine Bar, 323 Main St., Ames
- Olde Main Brewing Company, 316 Main St., Ames.
- Prairie Moon Winery and Vineyards, 3801 W 190th St., Ames (42.078118, -93.670624).
- Torrent Brewing Company, 504 Burnett Ave., Ames.

Events

There are many events held yearly in Story County, especially through Iowa State University. Among them are:

- Colo Crossroads Festival, a regular small community festival with races, rides, music and food.
- Nevada's Lincoln Highway Days in late August with contests, races, parade, music, and food.
- Ames has several festivals throughout the year in their many city parks and downtown area. The Fourth of July has a fireworks display, parade, and many food vendors.
- Midnight Madness race held in July starts at City Hall (5th and Clark).
- The Iowa Masters Golf Tournament is held at Veenker Memorial Golf Course in Ames in July.
- Iowa Senior Amateur Golf championship held at Ames

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Golf and Country Club in August.

Colleges and Universities

The Iowa State Agricultural College and Model Farm (42.0244987,-93.6469804) was established in 1858 by legislature of the State of Iowa. The original farm was 648 acres. It is today, a leader in agriculture, engineering, extension, and home economics. The first Veterinary School was created here in 1879. The school changed its name to Iowa State University of Science and Technology in 1957. Many buildings on the campus are on the National Register of Historic Places.



Iowa State's iconic Campanile

The Lincoln Highway has a history associated with the Iowa State University. Road building was originally considered functions of local governments almost exclusively. By the 1890s only seven states had established highway departments.

From Rebecca Conrad's *The Lincoln Highway in Greene County: Highway Politics, Local Initiative, and the Emerging Federal Highway System*,

"Iowa briefly dabbled in plank road construction. Between 1849 and 1851 the General Assembly granted authority to build fourteen different plank roads totaling about six hundred miles, but only fifty miles were actually built.... Iowa truly began to assume control over its roads in 1902, when the Anderson law created the state's first highway commission, which was actually a research entity located at Iowa State College in Ames. Although the commission had little authority beyond data collection, planning, and public education, the Anderson Act nonetheless began to reverse the tradition of local control.... For many years the State Highway Commission really served as the umbrella for engineer Thomas H. MacDonald's vision of the future. MacDonald studied engineering at Iowa State College under Anston Marston, dean of engineering. For his senior thesis MacDonald had investigated the subject of road building in detail, comparing different types of road surfaces, querying counties and townships about the actual use of road taxes and methods of road improvement, and observing the uses to which roads were put. In the year MacDonald graduated, 1904, the Iowa legislature established the State Highway Commission and

placed it under the direction of Marston and Charles F. Curtiss, dean of agriculture at Iowa State. They, in turn, launched MacDonald's career by placing him in charge of field operations. As Iowa's chief highway engineer until 1919, MacDonald campaigned for good roads, conducted numerous investigations, helped to organize a professionally staffed highway department, and began to set standards for highway construction.... The State Highway Commission now operated as a separate state body, still housed on the Iowa State College campus, but not subject to the college administration."

The Lincoln Highway route was developed in 1913 and by 1928 all of Iowa was paved. Through MacDonald, the highway commission, and Iowa State Engineering good methods in road and bridge construction were developed and helped improve the Lincoln Highway.

The Des Moines Area Community College also has a satellite campus in Ames, with its main campus to the south in Ankeny. The DMACC Career Academy Hunziker Center offers trade classes for high schoolers and adults.

New Technology along the Lincoln Highway

Technology still plays an important role in the landscape along the Lincoln Highway and that is very evident with the many wind turbines in and outside of Nevada and to the north at the Fernald Wind Farm. Nevada was the second community in Iowa to have a wind turbine, with Spirit Lake being the first. A prominent banker, Harold Fawcett, donated a wind turbine to the Nevada school and one to the Story County Hospital. The school has now removed theirs as that model is out of production and hard to obtain replacement pieces. Other wind turbines now dot the skyline.

The Fernald Wind Farm to the north of Nevada is a 300 megawatt generation plant owned by New Era Energy Resources. It can power 75,000 homes. Each windmill is 262 feet tall from ground to turbine center. The turbine has a weather station at the top that tells the computer inside the wind speed and direction so the blades can turn into the wind.

The Lincoln Highway route from Nevada to Ames is prime for industrial growth and constructed first was the Lincolnway Energy 50-million gallon per year coal-fired dry mill ethanol plant. It processes corn into fuel grade ethanol and distiller's grains. Corn oil is extracted from syrup generated in production of ethanol. A third party collects carbon dioxide gas produced as part of the fermentation process and converts the raw carbon dioxide gas into a liquid carbon dioxide.

Right next door, to the west, DuPont-Pioneer opened a



Wind Turbines near Nevada, Iowa

- Clarence Lane and Bernard W. Hammer, Iowa State University microbiologists, patented Maytag Blue Cheese process.
- Mildred Day, a native Iowan and Iowa State University graduate, created the rice krispie treat while she worked for Kellogg's in Battle Creek, Michigan.
- Actor Nick Nolte lived in Ames for a bit as a child.
- Actress Neva Patterson was born in Nevada and was in the movie "Desk Set" with Katherine Hepburn and Spencer Tracy. She also portrayed Buddy Holly's mom in the "Buddy Holly Story" as well as numerous character parts in television westerns and the "V" series on TV. Her father worked in the Nevada post office and both parents are buried in a Colo cemetery.

cellulosic ethanol plant. It is among the first commercial-scale cellulosic bio-refinery in the world. The plant converts corn stover (corn cobs, leaves, and stalks) into 30 million gallons of fuel-grade ethanol annually.

On the west side of Nevada, just to the south of the Lincoln Highway on W. 18th St., is the Biomass Energy Conversion (BECON) facility. It is the focal point for developing value-added products from Iowa's abundant biomass resources and provides credible first-hand information on biomass technologies to create fuels and chemicals, as well as demos of pilot-scale biomass conversion systems. The facility is open to researchers from all of Iowa's colleges and universities as well as from the private sector.

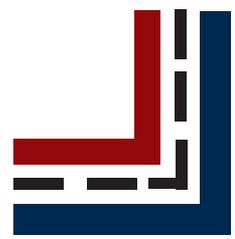
Famous People along the Lincoln Highway

Story County has been home for several people who have become famous.



Clockwise, from top left: Billy Sunday, George Washington Carver, Neva Patterson, and John Atanasoff

- Billy Sunday lived outside Ames on a farm and then as a young boy found work in Nevada as a stable boy for Colonel John Scott. For fun, Sunday began to play baseball in Marshalltown and then played professionally in Chicago for the White Stockings and also for the Alleghenys and Phillies. After an all-night bender, he sat on a curb in Chicago and heard an evangelist preaching. He became saved that morning and started preaching, becoming the "Billy Graham" of his time. He was known for his "fire and brimstone" sermons.
- George Washington Carver was a plant scientist at Iowa State.
- Dr. John Atanasoff, also at Iowa State, invented the first electronic digital computer. He was assisted by graduate student, Clifford Berry. The computer was known as the Atanasoff-Berry Computer (ABC Computer).
- Neta Snook was a pioneer aviatrix and teacher to Amelia Earhart.
- Ada Hayden was an early prairie scientist.
- Art Fry invented the post-it note.

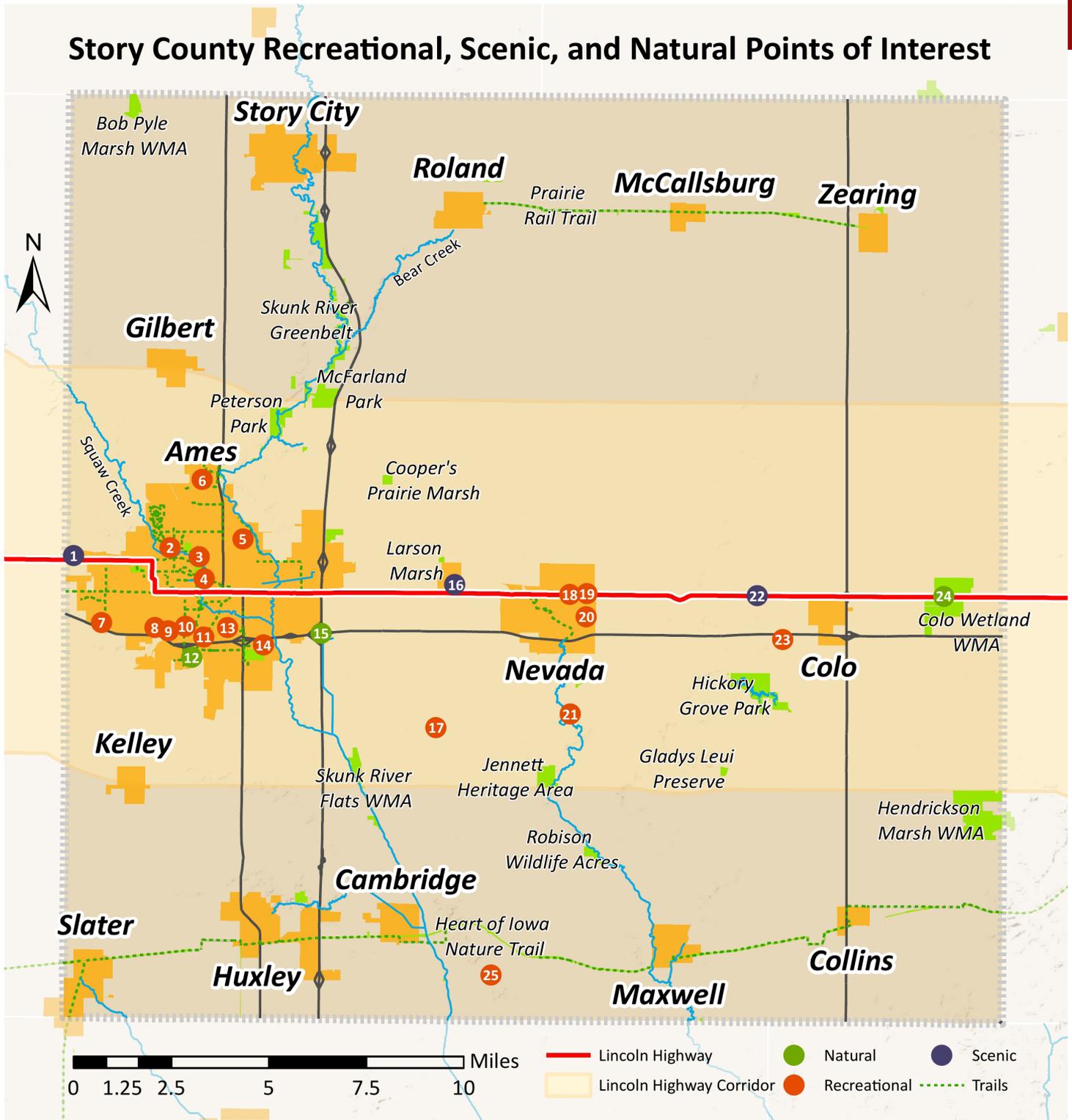


The Lincoln Highway Heritage Byway Corridor Management Plan

National Register of Historic Places (NRHP)

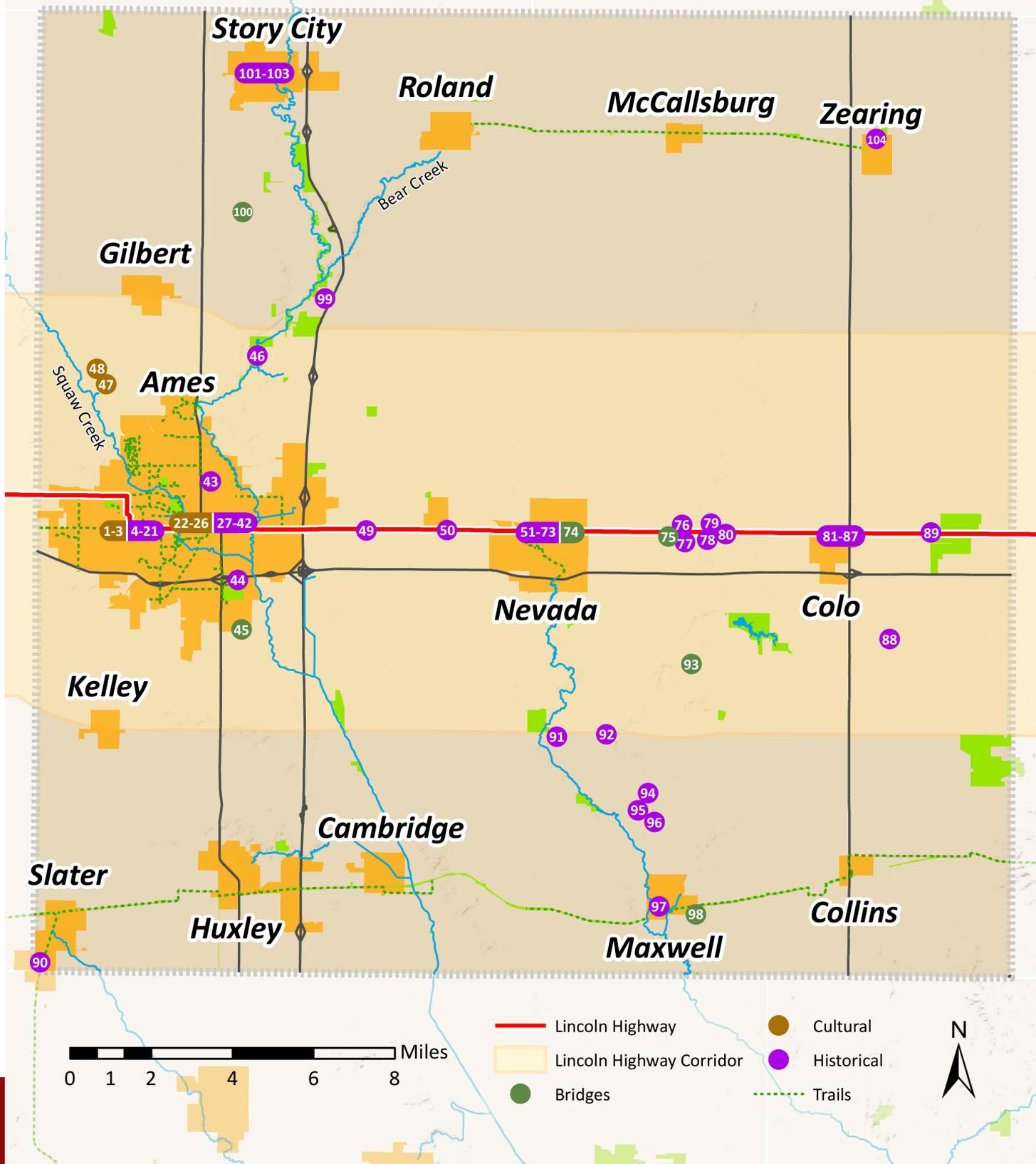
<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Story	Ames	Agriculture Hall	Iowa State University
Story	Ames	Alumni Hall	Iowa State University campus
Story	Ames	Ames High School	515 Clark Ave.
Story	Ames	Bandshell Park Historic District	Bounded by Duff Ave., E. 5th St., E. 6th St., and Carroll Ave.
Story	Nevada	Briggs Terrace	1204 H Ave.
Story	Ames	Budd, Prof, J.L., Sarah M., and Etta Budd, House	804 Kellogg Ave.
Story	Maxwell	Calamus Creek Bridge	325th St. over Calamus Cr.
Story	Ames	Christian Petersen Courtyard Sculptures, and Dairy Industry Building	Union Dr. and Wallace Rd., Iowa State University campus
Story	Ames	Colonials Club House	217 Ash Ave.
Story	Ames	Delta Upsilon Chapter House	117 Ash Ave.
Story	Nevada	East Indian Creek Bridge	260th St. over East Indian Cr.
Story	Nevada	Edwards-Swayze House	1110 9th St.
Story	Ames	Engineering Hall	Union Dr., Iowa State University campus
Story	Story City	Grand Auditorium and Hotel Block	Broad St.
Story	Story City	Henryson, Henry T. and Emilie (Wiese), House	619 Grad Ave.
Story	Story City	Herschel--Spillman Two-Row Portable Menagerie Carousel	North Park, Story St., and Grove Ave.
Story	Ames	Iowa Beta Chapter of Sigma Phi Epsilon	228 Gray Ave.
Story	Gilbert	Keigley Branch Bridge	550th St. over Keigley Branch
Story	Ames	Knapp-Wilson House	Iowa State University campus
Story	Zearing	Lincoln Township Mausoleum	City Rd. E18, N end of Pearl St.
Story	Ames	MacDonald, Gilmour B. and Edith Craig, House	517 Ash St.
Story	Ames	Marston Water Tower	Iowa State University campus
Story	Ames	Morrill Hall	Morrill Rd., facing E toward central campus, Iowa St. University
Story	Colo	Mulcahy Barn	25623--710th Ave.
Story	Ames	Municipal Building	420 Kellogg Ave.
Story	Nevada	Nevada Downtown Historic District	Approx. 6th St. from I Ave. to M Ave.
Story	Iowa Center	Octagon Round Barn, Indian Creek Township	Off CR S14
Story	Ames	Old Town Historic District	Bet. Duff and Clark Ave., and 7th and 9th Sts.
Story	Ames	Pleasant Grove Community Church and Cemetery	56971 170th St.
Story	Ames	Roosevelt School	921 9th St.
Story	Sheldahl	Sheldahl First Norwegian Evangelical Lutheran Church	3rd and Willow Sts.
Story	Ames	Sigma Sigma-Delta Chi Fraternity House	405 Hayward Ave.
Story	Ames	Skunk River Bridge	255th St. over Skunk R.
Story	Iowa Center	Wood, William Kennison, House	Co. Rd. off S27

Story County Recreational, Scenic, and Natural Points of Interest



- | | | | |
|---|--|--------------------------------------|------------------------------------|
| 1 Suburban Views, Ames | 7 Perfect Games, Ames | 14 Ames Dog Park, Ames | 22 Landscape Character, Colo |
| 2 Veenker Memorial Golf Course, Ames | 8 Ames ISU Ice Arena, Ames | 15 Planned Greenspace, Ames | 23 Twin Anchors Golf Course, Colo |
| 3 Donald & Ruth Furman Aquatic Center, Ames | 9 Carroll Marty Disc Golf Course, Ames | 16 Grain Elevator, Nevada | 24 Colo Wetland Complex, Colo |
| 4 Ames Skatepark, Ames | 10 Reiman Gardens, Ames | 17 Walkabout Gardens, Shipley | 25 Center Grove Orchard, Cambridge |
| 5 Homewood Golf Course, Ames | 11 Squaw Creek Path, Ames | 18 Sports Bowl, Nevada | |
| 6 Ada Hayden Heritage Park, Ames | 12 Iowa State University Research Park, Ames | 19 Harrington Park, Nevada | |
| | 13 Coldwater Golf Links, Ames | 20 The SCORE Park, Nevada | |
| | | 21 Indian Creek Country Club, Nevada | |

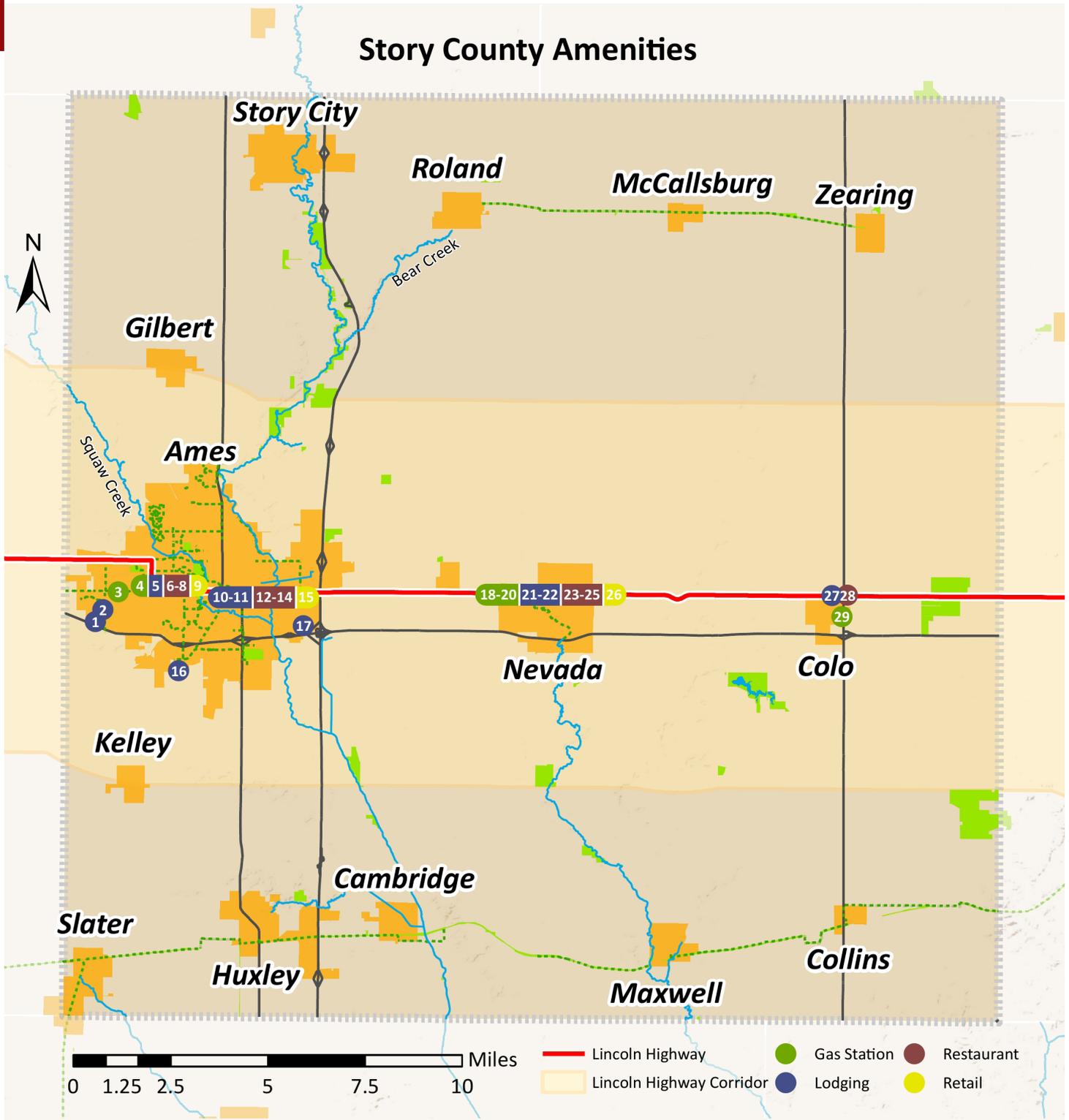
Story County Cultural and Historical Points of Interest



Story County Cultural and Historical Points of Interest

- 1 Grant Wood Mural, Ames
- 2 Stephen Detailer Outdoor Art, Ames
- 3 Christian Petersen Courtyard Sculpture, Ames
- 4 Lincoln Highway Marker, Ames
- 5 ISU Memorial Union, Ames
- 6 Alumni Hall (Enrollment Services), Ames
- 7 Marston Water Tower, Ames
- 8 Sloss House, Ames
- 9 Site of First House in West Ames, Ames
- 10 Engineering Hall (Marston Hall), Ames
- 11 Sigma Sigma-Delta Chi Fraternity House, Ames
- 12 Gilmour B. and Edith Craig MacDonald House, Ames
- 13 Morrill Hall, Ames
- 14 Agriculture (Catt) Hall, Ames
- 15 Wallace Wilson Home (Farm House Museum), Ames
- 16 Dairy Industry Building, Ames
- 17 Curtiss Hall, Ames
- 18 Campanile, Ames
- 19 Delta Upsilon Chapter House, Ames
- 20 Colonials Club House, Ames
- 21 Iowa Beta Chapter of Sigma Phi Epsilon, Ames
- 22 Downtown Art Sculptures and Fountain, Ames
- 23 Dela Viti Wine Bar, Ames
- 24 Olde Main Brewing Company, Ames
- 25 Torrent Brewing Company, Ames
- 26 Woman's Head Sculpture, Ames
- 27 Iowa Department of Transportation, Ames
- 28 Tip-Top Tavern, Ames
- 29 Lincoln Lodge Motel, Ames
- 30 Ames Motor Lodge, Ames
- 31 Gas Station, Ames
- 32 Old Town Historic District, Ames
- 33 Street Markers, Ames
- 34 Ames City Hall, Ames
- 35 Municipal Building, Ames
- 36 Prof. J.L., Sarah, and Etta Budd House, Ames
- 37 Ames History Center, Ames
- 38 Bandshell Park, Ames
- 39 Hotel Sheldon Munn, Ames
- 40 Roosevelt School, Ames
- 41 Martin House, Ames
- 42 Original A&W (Currently Hanger Clinic)
- 43 Hoggatt School, Ames
- 44 Cory Family Cemetery, Ames
- 45 Skunk River Bridge, Ames
- 46 McMichael Pioneer Cemetery/Stagecoach Trail, Ames
- 47 Prairie Moon Winery and Vineyards, Ames
- 48 Alluvial Brewing Company, Ames
- 49 Schoolhouse, Story County
- 50 Modern Lincoln Highway Marker, Nevada
- 51 Lincoln Highway Marker, Nevada
- 52 Lincoln Highway Mile Marker Post, Nevada
- 53 Starbuck's Drive-In, Nevada
- 54 Cabin at Starbuck's Drive-In, Nevada
- 55 Modern Lincoln Highway Marker, Nevada
- 56 Edwards-Swayze House, Nevada
- 57 Briggs Terrace, Nevada
- 58 Harrington Park Boy Scout Marker, Nevada
- 59 Cabin Court Historic Original Buildings, Nevada
- 60 Historic Gas Station, Nevada
- 61 Nevada Iowa Historic District, Nevada
- 62 Dyer-Dowel Victorian House Museum, Nevada
- 63 Story County Redemption Center, Nevada
- 64 Firehouse or Carriage House, Nevada
- 65 Thompson House, Nevada
- 66 J.B. McHose House, Nevada
- 67 Halley One-Room School House, Nevada
- 68 The Nevada History Center, Nevada
- 69 1891 Rifled Cannon, Nevada
- 70 Community Building, Nevada
- 71 Nevada Downtown Historic District, Nevada
- 72 Queen Anne Bed and Breakfast, Nevada
- 73 Wilson Home/Farm, Nevada
- 74 William Sluggard Property, Nevada
- 75 Bridge Support (L Symbol), Story County
- 76 Lincoln Highway Monument, Story County
- 77 Railroad Underpass, Story County
- 78 Abandoned Segment of Lincoln Highway, Story County
- 79 Cabin Court Historic Location, Story County
- 80 Boy Scout Marker Moved from Colo, Story County
- 81 Niland's Café, Colo
- 82 Colo Motel, Colo
- 83 Canopy Gas Station, Colo
- 84 Colo Co-Op, Colo
- 85 Lincoln Highway Sign, Colo
- 86 Jefferson Highway Marker, Colo
- 87 First Elevated Interchange Design, Colo
- 88 Mulcahy Barn, Story County
- 89 Boy Scout Marker Moved, Colo
- 90 Sheldahl First Norwegian Evangelical Lutheran Church, Sheldahl
- 91 Octagon Round Barn, Indian Creek Township
- 92 T Bowman 50', Story County
- 93 East Indian Creek Bridge, Nevada
- 94 Iowa Center, Maxwell
- 95 Maxwell Depot, Maxwell
- 96 William Kennison Wood House, Iowa Center
- 97 Maxwell Historical Museum, Maxwell
- 98 Calamus Creek Bridge, Maxwell
- 99 Pleasant Grove Church, Story County
- 100 Keigley Branch Bridge, Gilbert
- 101 Grand Auditorium and Hotel, Story City
- 102 Bartlett Museum (Henry T. and Emilie Henryson House), Story City
- 103 Herschel-Spillman Two-Row Portable Menagerie Carousel, Story City
- 104 Lincoln Township Mausoleum, Zearing

Story County Amenities



- | | | | |
|----------------------------|------------------------------|---|--|
| 1 Hilton Garden Inn, Ames | 10 Ames Motor Lodge, Ames | 19 Kum & Go, Nevada | 25 Jack's Beef Delight & BBQ, Nevada |
| 2 Sleep Inn & Suites, Ames | 11 Days Inn, Ames | 20 Casey's General Store, Nevada | 26 Nevada Iowa Historic District, Nevada |
| 3 Hy-Vee Gas, Ames | 12 Tip-Top Tavern, Ames | 21 Queen Anne Bed and Breakfast, Nevada | 28 Colo Motel, Colo |
| 4 Kum & Go, Ames | 13 Hy-Vee Gas, Ames | 22 Alley's Pizza, Nevada | 28 Niland's Café, Colo |
| 5 Iowa House, Ames | 14 House of Chen, Ames | 23 Starbuck's Drive-In, Nevada | 29 Casey's General Store, Colo |
| 6 West Street Deli, Ames | 15 Ames Main Street, Ames | 24 Mi Casita Mexican Restaurant, Nevada | |
| 7 Café Beaudelaire, Ames | 16 Monte Bello B&B Inn, Ames | | |
| 8 Jeff's Pizza Shop, Ames | 17 Hampton Inn, Ames | | |
| 9 ISU Memorial Union, Ames | 18 Cenex, Nevada | | |



Subsection 10: Boone County

The Lincoln Highway travels through three towns in Boone County: Boone, Ogden, and Beaver.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The Boone County Historical Center has a display of the Boone County Woodland period burial mound excavated in April, 1908. The mound was located south of the Kate Shelley Memorial High Bridge near the Des Moines River. The excavation was under the direction of the State Historical Society of Iowa and consisted of ten men with two teams of horses. The mound contained various potshards (pottery fragments), stone tools, fresh water mussels, animal bones, and human skeletal remains. After examination of the site, it was covered over and the surface left for cultivation. The Office of the State Archeologist re-interred the human remains.

Boone County Historical Center also has a display of a mammoth tusk from 12,000-8,000 years ago and arrowheads and stone tools from the Archaic Period 8,000-2,500 years ago. The Woodland Period (2,500-1,000 years ago) display shows pottery, stone tools, and spears. The Oneota Period (1,000- 400 years ago) is represented with arrowheads and seeds for the corn, beans, squash they raised. The three crops were known as the “Three Sisters of Life.”

The Ledges State Park, to the south of the Lincoln Highway near Luther, has archaeological evidence dating back 4,000 years ago. At the time of European settlement west of the Mississippi, Sac and Fox (now called Meskwaki) and Sioux inhabited this area along the Des Moines River. Native American Mounds can be found in the vicinity.

In 1835, the U.S. Government authorized the formation of

“Dragoons,” forerunners of the U.S. Cavalry. Their name comes from “dragon,” a short bored musket carried by these lightly armed infantry. Their mission was to trace the Des Moines River from Fort Des Moines to southeastern Minnesota and note the pertinent flora and fauna. They found wild strawberries, buffalo, deer, turkey, grouse, ducks, and prairie chickens. Today, the 200-mile trail is marked by the Iowa DOT with “Drogon Trail” signage. John Fitzsimmons’, LHA co-president, home is located at the Drogon Trail waystation site.

Capt. Nathaniel Boone, youngest son of Daniel Boone was the commander of Company H camped near Mineral Ridge, now Boone County. The county was named for him and the county seat established in Boonesboro, now western Boone. The railroad stop of Boone Station was a mile and a half to the east and a town quickly grew up around it. This community was incorporated at first as “Montana” later became “Boone”. The towns of Boonesboro and Boone eventually merged into one, called Boone.

Stagecoach lines came through in 1854 with a route from Des Moines to Fort Dodge. There were two stops in Boone County-Boonesboro and Belle Pointe. This allowed for mail and passenger travel to help spur growth in the county.

Boone County and Nature

The Monarch Migration Path runs in the spring through Boone and counties to the west. In the fall, Monarchs travel from Wisconsin into eastern Iowa before heading to Mexico for the winter. Boone County is in the flight pattern for both spring and fall migration for the American White Pelican. They follow a path along the Des Moines River Valley to Des Moines and then south through either Saint Louis or Kansas City.

Cicadas, Brood III, emerged in 2014 in Boone County and Iowa. They are on a 17 year life-cycle, and are predicted to return in 2031. There are 3,390 species of cicadas

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(sometimes referred to as locusts) in the world. They subsist off sap in plant roots and the males use their celophane wings to make an incessant mating call for six weeks. It can be as loud as 40 decibels, like the sound of a lawnmower, and as many as 40,000 can be in one tree.

Wildlife/Natural Areas

Don Williams Recreation Area, 610 H Ave., is 598 acres with a 160-acre manmade lake. The dam was created in 1964 and the first water flowed over it in 1967. Major fish species are Largemouth Bass, Bluegill, Channel Catfish, Crappie, and minor species are Walleye and Tiger Musky. There are boat ramps, no wakeboarding, a bait house, camping, electricity, drinking water, two shower houses and flush toilets, picnicking, hiking trails, swimming, nine-hole golf course and clubhouse with dining in the clubhouse, another restaurant, dump station, and facilities for handicapped (42.1082377,-94.0404243).

Iowa Arboretum, 1875 Peach St., near Madrid is on 378 acres and called the “Library of Living Plants.” It has displays of hundreds of species of trees, shrubs and flowering plants that can be grown in Iowa and offers scenic nature trails, a meeting room, and modern restrooms. Open sunrise to sunset, daily. Guided tours by appointment (41.9381709,-93.8687861).

Ledges State Park, 1515 P Ave., Madrid, (41.9921878,-93.8759676) is 1200 acres managed by the DNR and has picnic areas, hiking trails, stream fishing, a scenic overlook, camping sites (40 with electricity), and allows snowmobiling. Canyon Drive, winding through the park, allows motorists to cross low streams without bridges. It became one of the first Iowa State Parks in 1924. Some park facilities were created by the Civilian Conservation Corps (CCC) in the 1930s using native timber and field stone. Examples are the arch stone bridge, shelter in Oak Woods, stone trail steps, and the stone shelter in the Lower Ledges.

The High Trestle Trail near Madrid is a ten feet wide concrete trail for bikes, walkers, and runners. Running parallel is a 10-15 foot wide surface trail for horseback riding. Flat Iron Lounge is located on the trail. Trailside Rentals rent out two-wheel bikes, tandems, trikes, kids bikes, recumbent bike or wheelchairs by the hour. Other trailheads are in Ankeny, Sheldahl, Slater, and Woodward. Parking at the Madrid trail head is at Dalander Park (41.8740577,-93.8150387).

Lakes, Rivers, and Ponds

The Des Moines River travels through Boone.

Beaver Creek runs outside of Ogden. Don Williams Lake is north of Ogden (42.1199818,-94.029032).



Entrance to Ledges State Park

Other Locations of Note

- The 4-H Center, at 1991 Peach Ave. near Madrid, was started in 1949 by the 4-H Foundation. It is 1100 acres of woodlands, meadows, wetlands, and fields in the scenic Des Moines River Valley. Deer, wild turkey, raccoons, migratory waterfowl, and other birds call this area home (41.9267513,-93.8633466).
- Camp Hantesa, 1450 Oriole Rd., (means “Red Cedars”) is a Camp Fire camp located at the north gates of the Ledges State Park. It began in 1919 and offers day camps, family camps, and equestrian camps.
- Camp Mitigwa, 1820 Magnolia Rd., near Woodward, is 450 acres of rolling river valley land used by the Boy Scouts of America. It has a rappelling tower, swimming pool, campsites, and dining hall.
- Camp Sacajawea, 638 L Ave., is a 430-acre Girl Scout Camp with wooded ravines, just northeast of Boone.
- Dickcissel Recreation Area, 1701-1799 219th St., 38 acres, has a five-acre pond and picnicking. Named for the small sparrow-like Dickcissel, a seed-eating bird of the prairie grasslands (42.0369554,-93.8177328).
- Dogwood Access, on 290th St., west of Madrid, managed by CORPS, with a boat ramp.
- Harrier Marsh, 423 acres managed by the NR, USF &WS with marsh and upland areas. Hunting allowed and home to waterfowl and pheasants (42.0306409,-94.0329983).
- Holst Forest Area, 170th St. and Kale Rd., is 313 acres, managed by the DNR, has a forest area with hunting allowed. It is home to squirrel, deer, and rabbit (42.0369554,-93.8177328).
- Long Refuge, 40 acres managed by the DNR with a forest area. Good for bird watching, no hunting (41.9486,-93.83912).
- McCoy Wildlife Area (near Luther), 435 acres managed by the DNR with upland and timber areas. Open to hunting and home to squirrel, deer, rabbit, and turkey (41.9749842,-93.8835611).
- Riverbend Access, 216th Dr., Boone, managed by

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- CORPS, with a boat ramp.
- Saylorville Wildlife Area, between Hwy 30 and E52, SW of Boone (portions are in Dallas and Polk County), is 10,904 acres managed by the DNR. It has timber and upland areas, a reservoir and is home to squirrel, deer, pheasant, waterfowl, rabbit, and turkeys.
- Sportsman Access, Magnolia Rd. and 290th St., north of Woodward, managed by CORPS, with a boat ramp.

Other Recreational Opportunities

- Boone Speedway, 1481 223rd Pl., has sanctioned modified, stock car, hobby stock and non-sanctioned dwarf car races on a dirt track. The Grandstand seats 5,000 people.
- Cedar Pointe Golf Course, 601 S. Cedar St. is an 18-hole championship course. The front 9 is 100 years old with the back 9 being added later.
- Honey Creek Golf Club, 1323 Noble Lynx Dr., is an 18-hole championship course with bent grass fairways that are prairie grass rough. Colorful and mature trees and views of the Ledges State Park surround the course.
- Seven Oaks Recreation, 1086 222nd Dr., is south of the Lincoln Highway, just off new Highway 30. It offers snowskiing, snowboarding, snowtubing, paintball, canoeing, kayaking, tube floats, tent camping, hiking, and mountain bike rentals.

Scenic Views

The view from the Kate Shelley Bridge overlooking the Des Moines River Valley is among the best in Iowa. Travelers on the Boone and Scenic Valley Railroad as it crosses the 156 foot tall Bass Point Creek High Bridge get up-close views of the Valley and the wildlife who call it home. Deer, turkeys, and eagles are often seen.

Visitors to the Ledges State Park will enjoy the beauty of the canyons and bluffs as well as the scenic overlook in the park.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

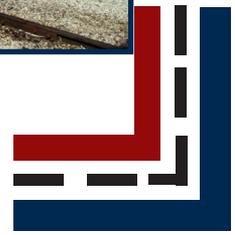
- Kate Shelley High Bridge is the highest double track railroad bridge in the U.S., just three miles west of Boone. It is 185 feet above the Des Moines River, with a length of 2,685 feet and named for Kate Shelley, who as a 15 year old crawled across the tracks to warn an oncoming train that a bridge has washed out on a stormy night in 1881. The bridge she crawled across was replaced in 1900 with a new iron bridge, but its length and height are the same as the original (42.0593212,-93.9693673).
- Boone and Scenic Valley Railroad's line first started out as a line to Fraser to transport coal. It was later electrified with a power plant at Fraser. The Interur-

ban, as the electric line was known, thrived for quite a while until 1954, when flood water inundated the Fraser power plant. The electric capabilities were removed and diesel engine purchased instead. In 1968, the Chicago Northwestern bought the line and quickly discontinued it. A "Boone Railroad Society" was formed, purchased the line and gave their first rides in 1983. Today at 225 10th St., they offer picnic train rides, dinner rides, and group rides over breathtaking views of the Des Moines River Valley. The line also serves the industrial area to the east of town. The Chicago Northwestern drops cars for them to transport to businesses and back again to the C&NW. The BSVRR has steam, electric, and diesel engines they use.

- The James H. Andrew Railroad Museum, 225 10th St., has a large collection of memorabilia, a theater, and research library. The Museum is named for Mr. Andrew, who served as a quartermaster in the U.S. Army and was involved in shipping military supplies by rail. When he retired, he amassed a large collection of items. Some of the items on sale are track equipment, toy trains, dining room china, passenger train timetables, lanterns, and more.
- Boone Historical Society and Museums has four properties they oversee:
 - Boone County Museum, in the former Champion Memorial Masonic Temple at 602 Story St., has displays with Indian artifacts, Kate Shelley and the railroad, as well as wildlife and fish dioramas. The building was built in 1907.
 - Kate Shelley Memorial Park and Railroad Museum, outside of Moingona, a depot marks the spot where Kate arrived on that night when she saved a train. A video about Kate can be viewed inside the period depot, furnished as it would have been that fateful night. There are also hiking trails in the park (42.016609,-93.9371511).
 - Hickory Grove School is located at the corner of Lincoln Highway and J Ave., just west of the Battin Chapel Church complex. It was built in 1889 and



Boone and Scenic Valley Railroad



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Hickory Grove School (left) and the Mamie Dowd Eisenhower Birthplace are two of the historic sites managed by the Boone Historical Society

operated until 1956. Located at the Don Williams Recreation Area initially, it was moved to its present location in 2006 (42.0377595, -93.9891203).

- Mamie Dowd Eisenhower Birthplace, 709 Carroll St., is where the former first lady (wife of President Dwight D. Eisenhower) was born in 1896. She and her family moved to Cedar Rapids when she was an infant and later to Colorado. She never lost touch with her extended family in Boone. The home was moved across the street in 1975 to save it from being demolished by concerned citizens who restored it. The property has a detached summer kitchen and carriage house.
- A 1921 Sears and Roebuck Kit home was built in Boone. The Sears Starlight was the most popular style and was available through a catalog purchase. The design offered two bedrooms, a kitchen, living room, pantry, dining room, and front porch. Buyers could pick options of with or without a bathroom. Another Sears house was moved from Beaver to Ogden near the roller rink.
- Legend has it that other buildings were moved around such as the Marion Street gas station moved to E26 and a depot moved to Boone from Berkeley.
- Madrid Mining Museum, 1090 W. 2nd St., has a life-size replica of a portion of a coal mine and a scale model of one of the area coal mines. The towns of Boonehill, Fraser, Moingona, and Madrid were known for their coal mines. Eventually they were all tapped out, causing the towns of Boonehill, and Fraser to disappear. On Highway 17 in Madrid, there is a statue of a coal miner. (41.8747874, -93.8156773). Madrid is the oldest town in Boone County.
- The town of Beaver is almost a ghost town as it is the last town in Boone County on the Lincoln Highway. It has one functional business, the grain elevator, and a population of 48 in 2010. The remains of “Spark’s

Garage” can be seen.

- The Iowa Barn Foundation Tour once stopped at the Good Barn at 787 210th St. Legend has it the owner, C.G. Good, bought the world-famous Belgian horse at the 1915 World’s Fair for \$47,000. He was used as a service stud and when he died, Good (following a European custom) had him buried in the stall of the stud barn, standing up. It took several men several days to dig the grave (42.0492312, -94.0191331).

Cultural Groups

Boone, being a railroad town, saw and still sees its share of hobos riding the rails. Hobos often make camp where ever they can and make “hobo stew” in large barrels. Whatever the group has to offer is added to the stew for everyone to enjoy. They have their own language and leave trail markers for others to know which businesses and homes will offer them food or shelter.

Between 1910 and 1945, Italians and Croatians immigrated to the Madrid area to work in the coal mines. Another coal mining town, Fraser, had a large African American population who worked in the mines and the town had a larger population than Boone.

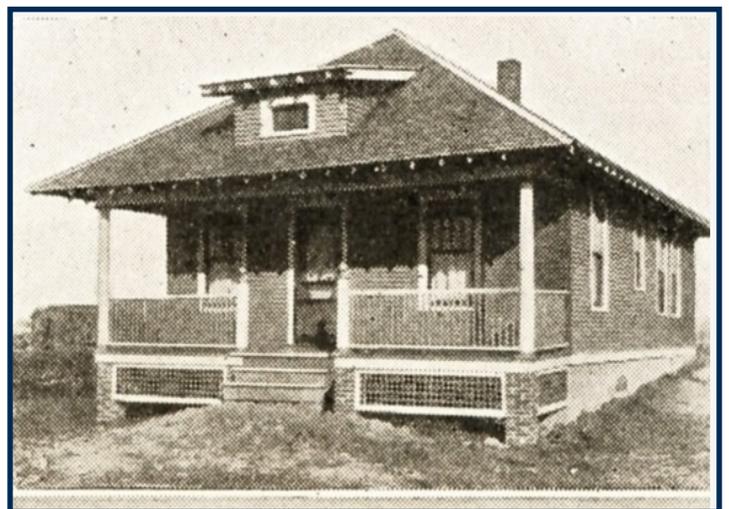
Development of the Lincoln Highway in Boone County

In 1929, as the city of Ogden was paving their portion of the Lincoln Highway through their main street, someone stepped in to the wet concrete.

From George Franza’s book,

“Realizing the mix was still fluid, he hesitated, then proceeded across the paving as fast as he could, and probably ducked into a saloon before anyone caught onto what he’d done.”

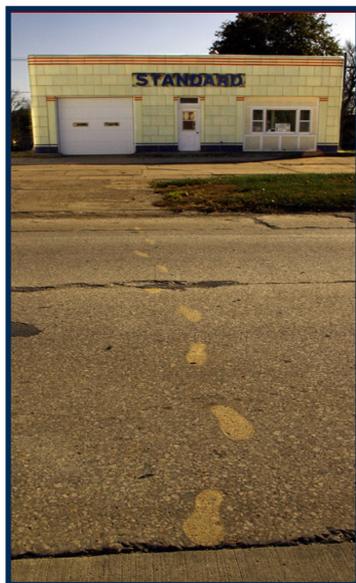
These foot prints were filled in with a different mix as



1921 Sears Catalog House



to not cause accidents to motor or foot traffic. They are still visible, but fading. Repairs and resurfacing to the street have occurred over the years, but stopped short of covering the foot prints.



The famous Ogden footprints

Recently, a long-time citizen stepped forward and said he had created those footprints in his youth, but told no one because he did not want to get in trouble. The city has salvaged the footprints to place them in a public park for all to enjoy for years to come. The street was repaved in 2016.

Wineries and Breweries

Snus Hill Winery, north of Madrid at 2183 320th St., was begun in 1999 and now creates 18 wines. There is a large banquet room with a dance floor (41.8926074, -93.7400444).

Events

Pufferbilly Days are held in September in Boone. “Pufferbilly” is a slang term for a small old-time steam engine. Boone is a railroad town and they pay homage to their railroad history. The festivities include a quilt show, craft fair, motorcycle show, fireworks, bands, food stands and much more.

The Farm Progress Show is a biannual event with over 500 farm related exhibitors. It is the largest outdoor logo event with field demonstration, manufacturers, and suppliers. The 100-acre site at the junctions of Highway 30 and 17 also houses the Central Iowa Expo Center.

Stratford Bluegrass Festival (not on the Lincoln Highway) is held in July in the Stratford City Park. Groups perform, but jamming welcomed.

Colleges and Universities

Des Moines Area Community College (DMACC) began in the Des Moines Metro in 1966 and built its main campus in Ankeny in 1968. By 1969, it expanded with its campus in Boone when the college bought the Boone Junior College. Expansion continued with the Urban campus in 1973, Carroll Campus in 1979, Newton Campus in 1993, and West Campus in 2001. The college has grown as a response to

the 21st Century renaissance of interest in career and technology degrees.

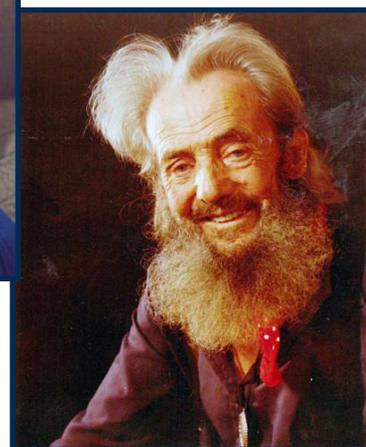
New Technology along the Lincoln Highway

Wind turbines are allowed in Boone County, but ordinances limit the height and power for land less than one acre.

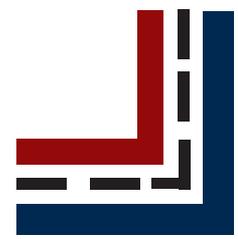
Famous People along the Lincoln Highway

Mamie Geneva Doud Eisenhower, born in 1896, married Dwight D. Eisenhower at the age of 19. They moved around frequently between military postings. She served as First Lady 1953-1961 when Dwight was elected President of the United States.

John “Hard Rock Kid” Mislen, hobo, was a five-time Hobo King at Hobo Days in Britt, Iowa. He lived in New Hampton, but died on his annual trek through Ogden on his way to the celebration. He is buried in Ogden. Over 150 people attended his funeral including Fry Pan Jack, Sparky Smith, and Virginia Slim.



First Lady Mamie Doud Eisenhower and John “Hard Rock Kid” Mislen

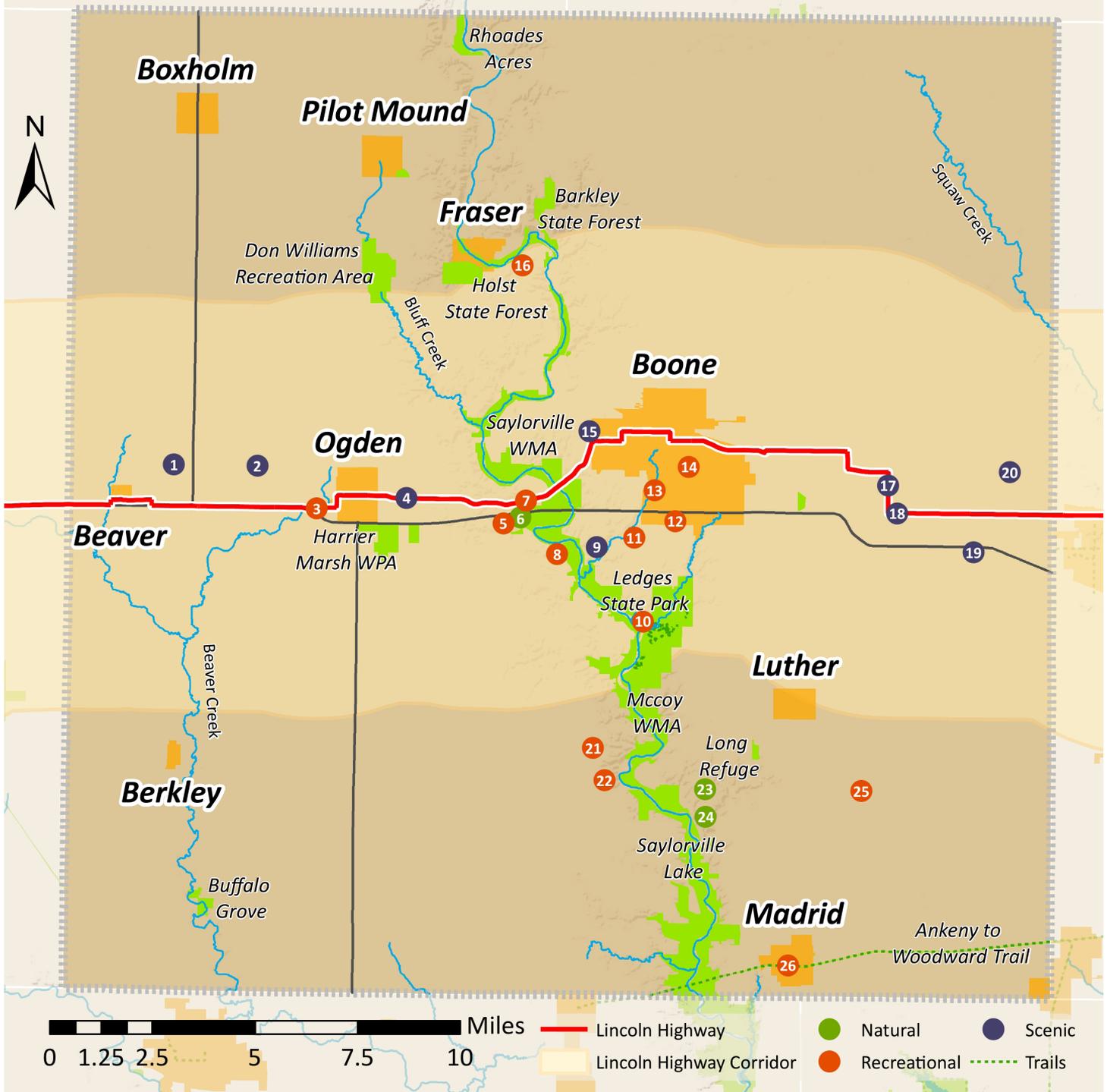


The Lincoln Highway Heritage Byway Corridor Management Plan

National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Boone	Boone	Barkley, Alonzo J. and Flora, House	326 Boone St.
Boone	Ogden	Beaver Creek Bridge	210th St. over Beaver Cr.
Boone	Madrid	Big Creek Bridge	2110 300th St. over Big Cr.
Boone	Madrid	Big Creek Bridge 2	2130 320th St. over Big Cr.
Boone	Boone	Boone Bridge	Old US 30 over Des Moines R.
Boone	Boone	Boone Bridge 2	1000 200th St. over Des Moines R.
Boone	Boone	Boone County Courthouse	N. State and W. 2nd Sts.
Boone	Boone	Boone Viaduct	W. of Boone
Boone	Madrid	Cassel, Carl and Ulrika Daland-er, House	415 W. 2nd St.
Boone	Boone	Champlin Memorial Masonic Temple	602 Story St.
Boone	Boone	Ericson Public Library	702 Greene St.
Boone	Boone	First National Bank	8th and Story Sts.
Boone	Boone	Herman, John H., House	711 S. Story St.
Boone	Boone	Perrigo-Holmes House	721 Carroll St.
Boone	Boone	Riekenberg, J. H., House	310 N. Tama St.
Boone	Ridgeport	Squaw Creek Bridge	120th St. and V Ave. over Squaw Cr.
Boone	Ridgeport	Squaw Creek Bridge 2	110th St. and V Ave. over Squaw Cr.
Boone	Boone	Stoll Building Works	824 Allen St.

Boone County Natural, Recreational, and Scenic Points of Interest

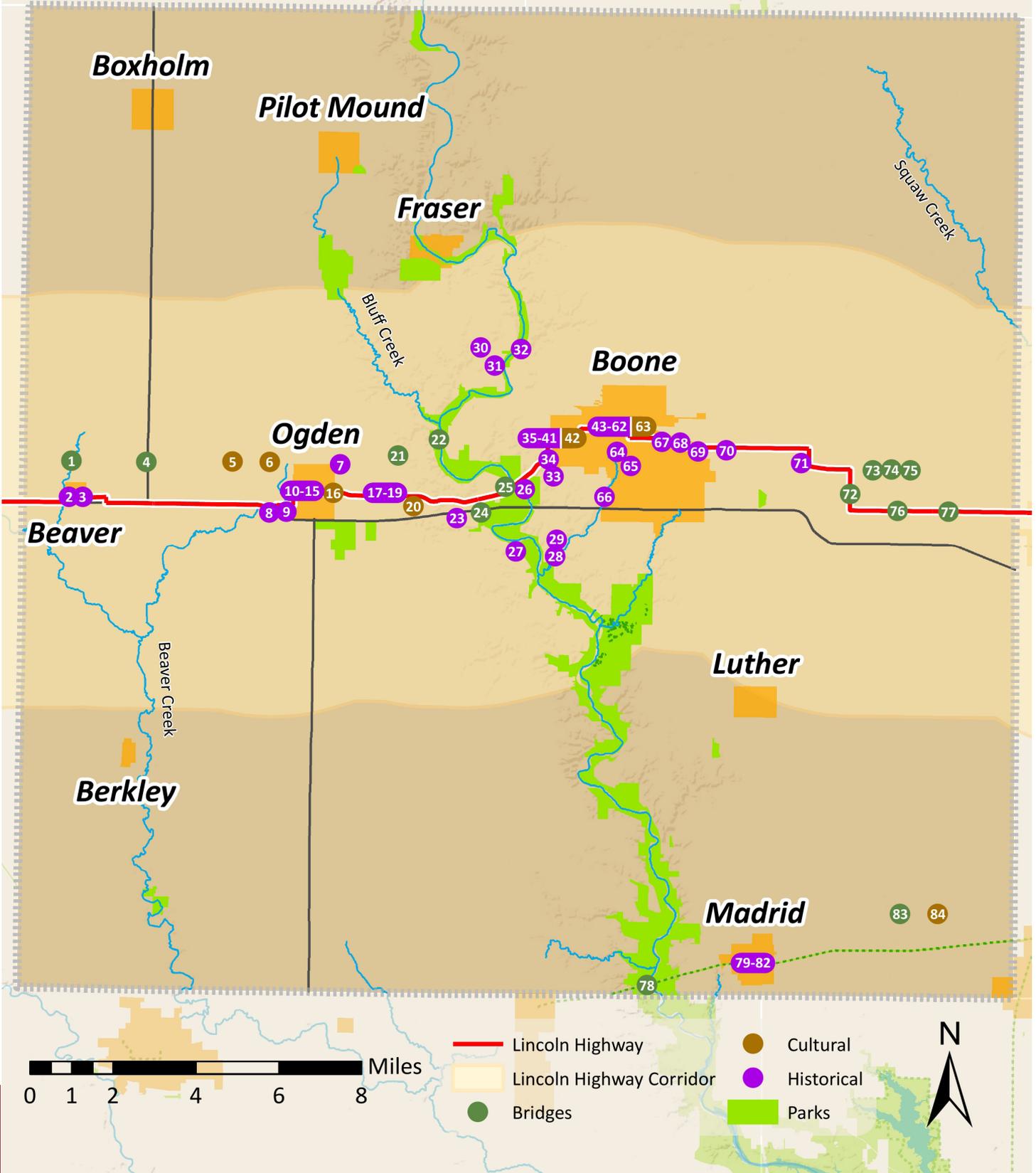


- 1 Landscape Character, Beaver
- 2 Landscape Character, Ogden
- 3 Lincoln Prairie Park, Ogden
- 4 Landscape Character, Ogden
- 5 Seven Oaks Recreation, Boone County
- 6 Saylorville Wildlife Area Access, Boone County
- 7 Riverbend Access, Boone County

- 8 Kate Shelley Trail, Boone County
- 9 Honey Creek Scenic Area, Boone County
- 10 Camp Hantesa, Boone County
- 11 Honey Creek Golf Club, Boone
- 12 Boone Speedway, Boone
- 13 McHose Park, Boone
- 14 Cedar Pointe Golf Course, Boone
- 15 Industrial Views, Boone

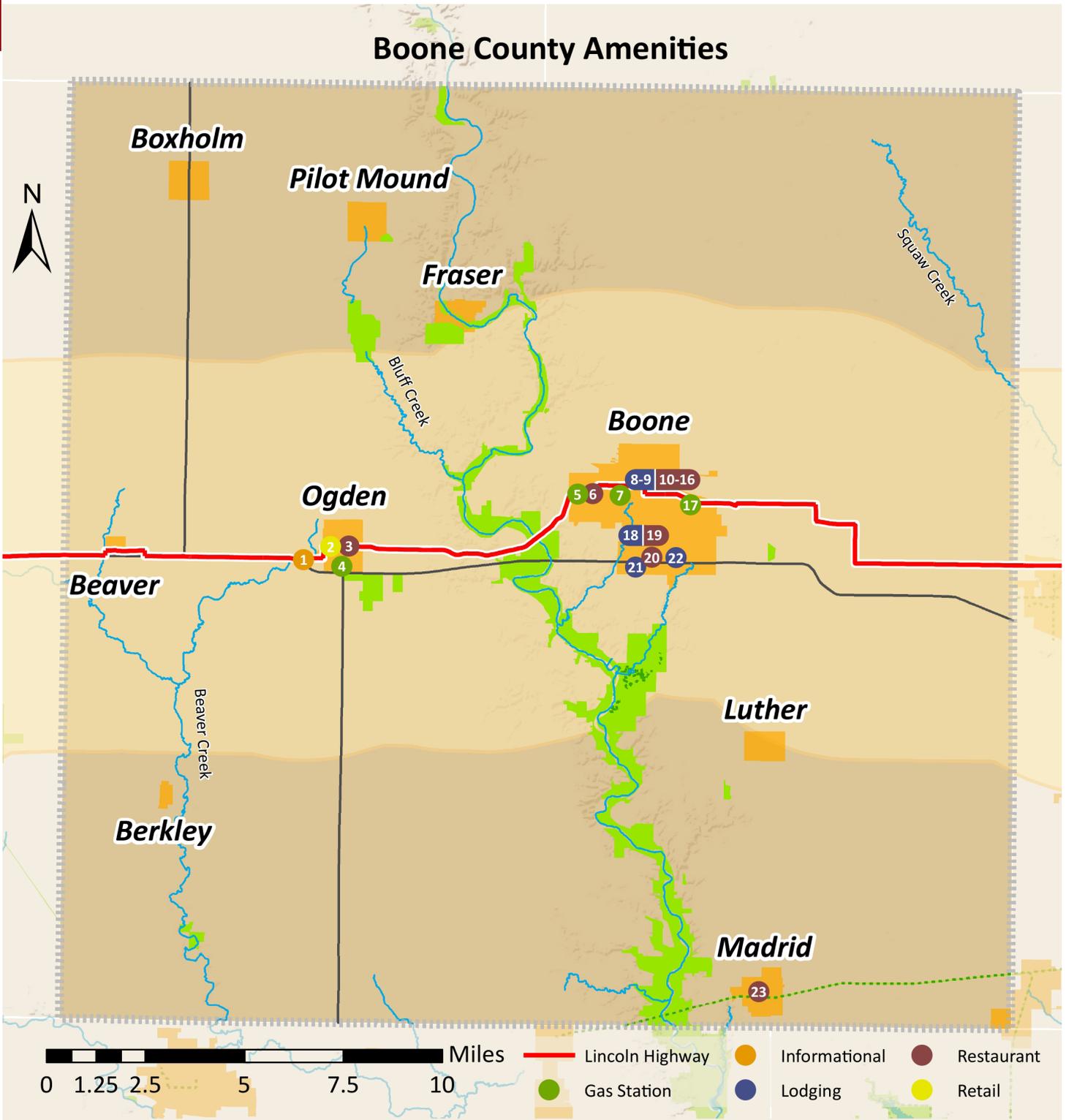
- 16 Camp Sacajawea, Fraser
- 17-19 Landscape Character, Boone County
- 20 Suburban Views, Boone County
- 21 Camp Mitigwa, Woodward
- 22 Sportsman Access, Boone County
- 23 Iowa Arboretum, Madrid
- 24 4-H Center, Madrid
- 25 Dogwood Access, Madrid
- 26 High Trestle Trail, Madrid

Boone County Cultural and Historical Points of Interest



Boone County Cultural and Historical Points of Interest

- 1 Marsh Arch (Rainbow) Bridge, Beaver
- 2 Beaver Post Office, Beaver
- 3 Spark's Garage, Beaver
- 4 "L" Bridge, Boone County
- 5-6 Architectural Character, Ogden
- 7 The Good Barn, Ogden
- 8 Boy Scout Marker Moved from Unknown Location, Ogden
- 9 Concrete Curbing, Ogden
- 10 Hobo John "Hard Rock Kid" Burial Site
- 11 Footprints in Concrete (Partially Removed for Installation in a Park), Ogden
- 12 Old Standard Station, Ogden
- 13 Former Motorcourt, Ogden
- 14 Former Maid Rite, Ogden
- 15 Historic Downtown, Ogden
- 16 Residential Character, Ogden
- 17 Burma Shave Signs, Ogden
- 18 Battin Chapel Complex, Ogden
- 19 Hickory Grove School, Ogden
- 20 Architectural Character, Boone County
- 21 Camelback Bridge, Boone County
- 22 Kate Shelley High Bridge, Boone County
- 23 Danger Hill, Boone County
- 24 Abandoned Route with Bridges, Boone County
- 25 Des Moines River Bridge, Boone County
- 26 Abandoned Route and Rose Ferry Bridge Remains, Boone
- 27 Kate Shelley Railroad Depot, Boone
- 28 "Biggest Tree" in Boone County, Boone
- 29 Honey Creek Bridge Site, Boone
- 30 Restored Brick Standalone Station and "Standard Gas" Sign, Boone County
- 31 Milton Lott's Grave Site, Boone County
- 32 Boom Town Iowa (John Fitzsimmon's Museum of Old Mining Bldgs), Boone County
- 33 Sacred Heart Cemetery (Kate Shelley Grave Site), Boone
- 34 Abandoned Route, Boone
- 35 Lincoln Highway Sign, Boone
- 36 Shale Pile (On Private Property, May Be Seen from Mamie Eisenhower Ave), Boone
- 37 Canopy Gas Station, Boone
- 38 Lincoln Highway Boy Scout Marker, Boone
- 39 Boone County Courthouse, Boone
- 40 32nd Infantry Monument, Boone
- 41 Freedom Rock (At Courthouse), Boone
- 42 Industrial Architecture, Boone
- 43 Boone and Scenic Valley Railroad and James H. Andrew Railroad Museum, Boone
- 44 Former Capri Motel, Boone
- 45 Former Don and Ray's Body Shop, Boone
- 46 Former Small Gas Station, Boone
- 47 Lincoln Highway Marker, Boone
- 48 Hotel Buildings, Boone
- 49 Kruck Plumbing, Boone
- 50 Boone Railroad Depot, Boone
- 51 Stoll Bottling Works, Boone
- 52 Barkley House Bed and Breakfast, Boone
- 53 J.H. Riekenberg House, Boone
- 54 Boone History Center, Boone
- 55 First National Bank, Boone
- 56 Ericson Public Library, Boone
- 57 Mamie Doud Eisenhower Birthplace, Boone
- 58 Perrigo-Holmes House, Boone
- 59 Iowa Suffragist Parade Marker, Boone
- 60 J.B. McHose Historic Home B&B, Boone
- 61 Former Mondt Hotel, Boone
- 62 Former Livery Stable, Boone
- 63 Boone Valley Brewing Company, Boone
- 64 Linwood Park Cemetery, Boone
- 65 John H. Herman House, Boone
- 66 Theodore Roosevelt Statue, Boone
- 67 Former Machine and Welding Shop, Boone
- 68 Topper Motel, Boone
- 69 Lincoln Highway Marker, Boone
- 70 Former Green Gables Cabin Site, Boone
- 71 Boone Grain Elevators, Boone County
- 72-77 Concrete Culvert, Boone County
- 78 High Trestle Trail Bridge, Madrid
- 79 Madrid Mining Museum, Madrid
- 80 Carl and Ulrika Dalander Cassel House, Madrid
- 81 Madrid History & Clay Castle, Madrid
- 82 The Filling Station (Former Gas Station), Madrid
- 83 Big Creek Bridge (2), Boone County
- 84 Snus Hill Vineyard & Winery (and Old Corn Crib), Madrid



- | | | | |
|--|--|--|--------------------------------|
| 1 Lincoln Highway Conservation Interpretive Panel, Ogden | 8 Barkely House Bed and Breakfast, Boone | 14 Van Hemert's Dutch Oven Bakery, Boone | 19 La Carreta, Boone |
| 2 Clark's Grocery Store, Ogden | 9 J.B. McHose Historic House B&B, Boone | 15 Boone Valley Brewing Company, Boone | 20 The Colorado Grill, Boone |
| 3 Lucky Pig Pub & Grill, Ogden | 10 Belluci Pizza House, Boone | 16 The Good News Room Coffee Shop, Boone | 21 Super 8, Boone |
| 4 Casey's General Store, Ogden | 11 Jimmy's Barbeque Pit, Boone | 17 Shell, Boone | 22 Baymont Inn & Suites, Boone |
| 5 Shell, Boone | 12 Whistle Stop Café, Boone | 18 American Inn, Boone | 23 The Filling Station, Madrid |
| 6 Adobe Lounge, Boone | 13 Tic Toc Italian Trattoria, Boone | | |
| 7 Casey's General Store, Boone | | | |



Subsection 11: Greene County

The Lincoln Highway travels through four communities in Greene County: Grand Junction, Jefferson, Scranton, and Ralston.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

As with other central Iowa counties, Greene County has its share of Native American artifacts in its museum as the Raccoon River and in the surrounding area were used for camps and transportation. Indian mounds are located around the county as well. There are ten pioneer cemeteries cared for by the Greene County Pioneer Cemetery Commission, with restoration beginning in 1990. Some of the cemeteries are in the middle of fields and not always accessible to the public.

Early settlers found coal in the southern part of the county near Rippey and Angus, neither on the Lincoln Highway. Keystone Coal Company opened two mines in Angus between 1878 and 1887. By 1887, some of the mines were tapped out. Keystone developed new mines south of Rippey and continued them on into the 20th Century. Keystone was joined by Snake Creek Coal Company and Buckeye Cola Company.

Sand and gravel was mined, mostly along the Raccoon River Valley and used for local roads. The railroad operated a pit for several years until the turn of the century. Spring Lake formed in that pit and is now used for fishing.

Many creeks and rivers travel through Greene County. The largest is the Raccoon River. Others are: East and West Beaver Creek, Hardin Creek, and Otter Creek.

The land in Greene County was found good for farming, once the wetlands were drained. Under Iowa code, drainage ditches were created and are under the control of

the Board of Supervisors unless the trustees of the district have elected their own trustees. The districts must maintain the original capacity and landowners, not the county, owns and pays for all maintenance and repairs. Independent contractors hired by the trustees perform the work and bill the district.

Greene County land scores a 76.4 in the Corn Suitability Rating, which is the 5th highest county in Iowa. This is an indicator of the suitability of the soil for row crops. A map of Iowa CSR ratings can be found in Appendix H.

Wildlife and Natural Areas

- Bristol Wildlife Area is 120 acres with hunting (in season) and home to waterfowl and pheasants (42.042431,-94.474798).
- Daubendiek Park, on W. Russell, on the west side of Jefferson, just west of the waste water treatment plant, has a .66 mile walking and hiking trail placed in a natural setting of prairie grasses and wildflowers. It has a shelter house, restrooms, and a jetty for fishing. (42.0053471,-94.389237).
- Dunbar Slough Wildlife Management Area, three miles SW of Scranton, is 2,135 acres of shallow marsh and prairie. It is home to waterfowl, rabbit, and dove (41.9873858,-94.6079293).
- Goose Lake Wildlife Management Area is 464 acres of shallow marsh land and home to pheasants, waterfowl, and rabbits (42.1138201,-94.6079293).
- Hyde Park is 57 acres along the North Raccoon River that is mostly forested. It has 28 electric camping sites and unlimited primitive sites as well as a concrete boat ramp, fishing riffle, sledding hill, and shelter house (42.1127559,-94.5040019).
- McMahon Access is 261 acres of timber with stream fishing, boat ramp, hunting, shooting range, historic site, and facilities for handicapped. Hunting is allowed (in season) and the area is home to squirrels, rabbits, and deer (42.0297723,-94.504019).
- Perkins Prairie is 30 acres of remnant prairie, south-



Dunbar Slough Wildlife Management Area

west of Jefferson near Seven Hills Park. Carroll Perkins donated this land that is rare virgin prairie as 1/10 of 1% of prairie remains in Iowa. A burn of the prairie is done every other year and invasive species kept out. Seed collection is done in the fall (41.992131,-94.396998).

- Pound Pits Wildlife Area is three miles north of Grand Junction on Hwy 144. It is 155 acres of timber/brush, wetlands, and crop ground. It is home to pheasants, waterfowl, small game, fur bearers, and deer. Butterick Creek runs through the wildlife area and there are five former gravel pits with variety of species for fishing (42.0710351,-94.242412).
- Spring Lake Park near Grand Junction is 240 acres with camping, electricity, drinking water, showers, flush and pit toilets, picnicking, hiking trails, swimming beach, 50-acre pond fishing, boat ramp, baseball diamonds, and winter sports (42.070515,-94.2918279).
- The Thomas Jefferson Gardens are located just off the square in Jefferson, Iowa. It was created to connect and honor agriculture, education, and the accomplishments of Thomas Jefferson with Green County.
- Tipton Prairie, a remnant prairie, is owned by Greene County Conservation and located on E 57 and P Ave., between Cooper and Rippey. It is named for a nearby neighbor. The four-acre prairie with its assemblage of grasses, flowers, insects, birds, and soil organisms has been there for 7,000 years. It is maintained through burning, mowing sumac, and holding back trees (41.92690,-94.33890).

Lakes/Ponds

Spring Lake was created by an abandoned railroad gravel pit as it filled naturally (42.070515,-94.2940166). The Raccoon River system, East and West Beaver creek, Hardin Creek, and Otter Creek run through Greene County.

Other Locations of Note

- Deal's Orchard, 1102 244th St., is a third-generation apple orchard with 45 acres of trees and 25 variations of apples. Other fresh produce such as cherries, tomatoes, sweet corn and pumpkins is available. Every



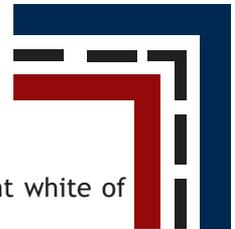
Deal's Orchard

- year 25,000-30,000 gallons of apple cider is produced and sold by the Orchard. Located three miles west of the Lincoln Highway and ¼ mile south (42.0025216,-94.4317851).
- Finn Pond is 56 acres, managed by the DNR, is a natural marsh and upland that allows hunting (in season) and is home to waterfowl, rabbits, and pheasants. (42.0320859,-94.4214739).
- Snake Creek Marsh, P46 & W Ave., is 480 acres managed by the DNR with marsh and upland. It is home to waterfowl, pheasants, and rabbits (41.9707431,-94.21375313).
- Squirrel Hollow Wildlife Area is 147 acres with hiking trails, stream fishing, canoeing, hunting, and a Works Progress Administration (WPA) building site (41.9492618,-94.2942989).
- Waters Wildlife Area is 40 acres with hiking and stream fishing (42.029612,-94.300192).

Other Recreational Opportunities

- Henderson Park is 39 acres with camping, electricity, drinking water, pit toilets, picnicking, hiking trails, stream fishing, and a boat ramp (42.0022127,-94.2817426).
- Hill Golf Course at 1949 220th St. in Grand Junction is a nine-hole public course with a driving range.
- Jefferson Community Golf Course, 501 Greenwood Rd., has nine holes, a putting green, and clubhouse. It has a slope of 119 and a rating of 69.
- The Jefferson Municipal Pool is open seasonally at 710 Maple St.
- Lakeside Golf Club, 1896 205th St., is a public golf course with nine holes, a slope of 118, and a rating of 35.3.
- Raccoon River canoe access can be found at Hyde Park, Brown Bridge, McMahon Access, Henderson Park, Squirrel Hollow, and Adkins Bridge. The Jefferson Parks and Rec Department rents out canoes.
- Raccoon River Valley Trail is 145 acres that covers 12 miles of converted railroad right-of-way. The trail offers hiking and biking from Jefferson into Dallas County (42.015303,-94.368132).

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- Seven Hills Park is an 80-acre sledding park with electricity, drinking water, pit toilets, picnicking, hiking trails, stream fishing, canoeing, hunting, and a historic site (42.002404,-94.383967).
- Spare Time Lanes and Lounge is a bowling alley at 701 S. 10th St. in Jefferson that offers open and league bowling.
- Squirrel Hollow Park is the second oldest county park in Iowa and is listed on the National Register of Historic Places. The 56 acres has camping, electricity, drinking water, pit toilets, picnicking, hiking trails, stream fishing, boat ramp, and baseball diamonds. The focal point is the rock built shelter house on a bluff overlooking the Raccoon River (41.94927,-94.2899215).
- One of the newest additions to Greene County is the Wild Rose Casino and Resort at the intersection of Hwy 30 and Hwy 4. It features Lucky's Bar, Coaches Corner (restaurant), Cobblestone Hotel, and an Iowa Store.
- The Grand Junction Swimming Pool, 9th St., is a 50 year old facility with a baby pool, diving board, and a water slide.
- Misty Lanes in Grand Junction is a bowling alley established in 1981, located at 208 Main St. East.

Scenic Views

The view from the Mahanay Bell Tower is spectacular. On a clear day, you can see five to six counties and the Lincoln Highway travels as a ribbon in both east and west directions across the countryside. Another feature that can only be viewed from the tower is the rooftop art that has been placed on several downtown buildings.

Iowa agricultural land offers many scenic views of the geometric patterns made with row crops and undulating hills. As the seasons change, so do the colors. The fresh green of late spring as crops and grasses spring to life are changed to golden yellows in the fall when the same crops

mature and are ready for harvest. The brilliant white of winter snow changes the landscape yet again.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

Grand Junction

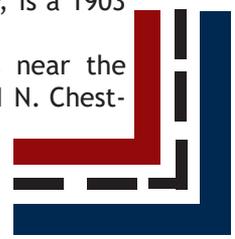
- Grand Junction has the Higgins Museum, the Kennedy Museum, and a Fire Department Museum, 107 Main St., all open by appointment only.
- The Greene County Lincoln Highway Museum, 201 Main St., is in downtown Grand Junction on the Lincoln Highway and is in the Watts building. It features many items from the first transcontinental road. On the east side of the building is a garden made in the shape of the United States with many plantings and garden art.
- The Watts Home, 1100 E. Main St., Grand Junction, was built in 1910 by a very successful business family, the Watts. The three-story building with 3,285 square feet of living was built on three acres of well-groomed land. It looked like a palace and had a carriage house, later converted to a rental residence. In 2011, it was sold at auction and the new owners hope to bring it back to its former glory.

Jefferson

- Abraham Lincoln Statue, 114 N. Chestnut, was given as a gift in 1918 from local resident E.B. Wilson to honor the first transcontinental highway across the nation. The Lincoln Highway travels directly in front of the statue outside the Greene County Courthouse.
- The A&W in Jefferson will be moving to a new location in 2016, but the original style building's fate is unknown.
- The Deep Rock Gas Station, E. Lincolnway and S. Cedar St, Jefferson, has been restored.
- The Gallup House, 703 S. Chestnut, was built in the 1900s and is an octagon-shaped boyhood home of George Gallup. It is on the National Register of Historic Places. It has been restored and is used for meetings and retreats.
- The Greene County Courthouse at 114 N. Chestnut was built in 1917 and has a domed rotunda with a stained glass ceiling. Offices are accessed through archways of marble that frame murals depicting the "progress of civilization as recorded in Iowa."
- Greene County Historical Museum, at 219 E. Lincoln Way, houses information and historical items relating to the history of Greene County starting with the first settlers in 1849.
- Jefferson Public Library, 200 W. Lincolnway, is a 1903 Carnegie Library.
- The Lincoln Hotel, 117 E. Lincolnway, is near the square as is the former Lincoln Theater, 101 N. Chest-



Rooftop art (left) can be seen from atop the Mahanay Bell Tower



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nut, now housing the All Abilities Bike Shop.

- Mahanay Bell Tower, 100 E. Lincolnway, is a 168-foot tower built with 14 bells cast at world-famous Pettit and Fritzen Bell Foundry in the Netherlands. Mr. Floyd Mahanay had seen such a tower in Florida and wished to replicate it in Jefferson, Iowa. The tower was dedicated in 1966. A glass elevator rises up the 14 stories (120 feet) to the enclosed observation deck.



Abraham Lincoln statue outside the Greene County courthouse

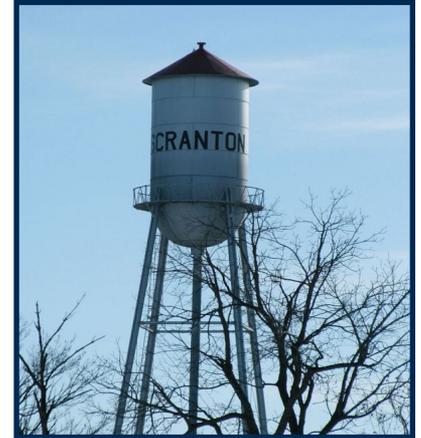
On a clear day you can see five to six counties. It is open May-September and is located on the southwest corner of the Greene County Courthouse Plaza.

- The Milwaukee Depot, E. Lincolnway, is on the National Register of Historic Places and serves as the trailhead for the Raccoon River valley Trail. It is a restored depot with tourist information, Greene County artisans and craft displays, railroad memorabilia, picnic tables, gardens, and public restrooms (**42.0151668, -94.3702592**).
- Post offices were also used to display art through murals. The Jefferson Post office, 106 W. Harrison, has a mural done in 1938 called *The New Calf* by Tom Savage.
- RVP ~1875, 115 S. Wilson Ave., is one block south of the Square in Jefferson. Robby Pedersen, Master Furniture Maker, builds period furniture using only hand tools, techniques and finishes from that time period. His living history museum showcases over 100 of Robby's creations and the largest collection of hand tools. Tours, hands-on programs, and weekend workshops are available.
- Sally's Alley, east of 111 E. Lincolnway, is a quaint pocket park near the downtown square. It has a wrought iron railing and bronze plaque, bench, plantings, and a "little library" (**42.015287, -94.3741175**).
- The Telephone Museum, 105 W. Harrison St., is one block south of the square in the basement of the Jefferson Telecom building. It is one of the first museums ever dedicated to telephone preservation.
- Trailside Lodging offers two locations for a traveler along the 89-mile Raccoon River Valley Trail to stay. One is called the Old Lincolnway Hotel, 502 E. Lincolnway, and the other Little House on Russell.
- War Memorial Tank is located across the street from the Milwaukee Railroad depot and the Raccoon River Valley Trailhead. The tank was donated by the Army as a memorial to all land wars and was dedicated on November, 1998 (**42.015299, -94.3681603**).

- Doreen Wilbur Statue, Lincolnway and Vine, is located on the Lincoln Highway in Jefferson to honor her for receiving a gold medal in the 1972 summer Olympics. She placed first in the women's section of the first modern Olympics in Archery at the age of 42.

Scranton

- The Eberle Gas Station on Highway 25, outside of Scranton, is a good example of an early gas station.
- Scranton Water Tower, Madison and Main, is the oldest working water tower in Iowa and the ninth oldest in the U.S. It holds 48,000 gallons and is 148 feet high. In February 1907, water mains froze and men decided to light a fire under the tower to melt the ice away. The fire got out of control and men climbed up to throw water down on the fire, only to fall inside the tower. One man helped the others too weak to grab the thrown rope. He lowered everyone down and was deemed the town's hero.



Scranton Water Tower

Greene County

There are four historic farm sites with historic barns in Greene County:

- McDonald Barn, 1756 F Ave., is actually has two historic barns. The one built in 1876 was blown across the road in a windstorm in 1898. Family picked up the pieces and rebuilt it in 1903. It has 12x12 foot mortise and peg boards (**41.9712494, -94.6020235**).
- Marland Acres, 527 240th St. (E53) outside of Scranton is on the south side of the Lincoln Highway. The weathered barn built in in 1890 was put together with wooden pegs (**42.0083541, -94.5478345**).
- Ausberger Barn on Parkland Ave. is west of Grand Junction and east of Jefferson on P Ave. that curves into Parkland Ave. It was built in 1906 and has a tenon and mortise construction. The center portion is pegged with a bridge truss system and a hay mow surrounds three sides of the barn (**42.088606, -94.334805**).
- Richards Barn at 2201 R Ave. is three miles south of the Lincoln Highway and has a 1930s milking barn with original stanchions and a drive-through hay mow. The horse barn has original stalls and houses grain bins and another haymow. The family is working on preserving

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the crib, machine shed and chicken house. The original home, wash house, and cellar date back to 1874 (42.0367689,-94.3376857).

Cultural Groups

Early settlers created quilts using scrap material sewn together to create the coverings. Patterns were often very intricate. Today, we pay homage to this skill by painting quilt designs on barns. In Greene County, there are 20 such designs painted on a square frame over eight feet in size and placed on agriculture buildings around Greene County.

Greene County, like most Iowa counties, is known for its civic-minded citizens. In 1900, the President of the Culture Club, a woman's society group, organized an "Art and Loan Exhibit" fundraiser to help establish a library. Funds from the Carnegie Foundation allowed for a building to be constructed in 1903 at 200 W. Lincolnway. In 1967, an addition greatly expanded the space for the collection and renovations to the facility were done in 1990.

Grand Junction has recently built the New Grand Junction Community Center with the help of Vision Iowa funds. It has an informal meeting room, small meeting room, large meeting room, and large kitchen to be used for community gatherings and events.

Greene County's community-minded citizens in Jefferson built the Greene County Community Center, 204 W. Harrison St. It houses basketball courts, racquetball courts, 100 meter walking track, an area for cardio and weight classes, a classroom, and meeting rooms.

The City of Scranton has also created a community center in a former school at 900 Eagle St. The gym has been restored and a commercial kitchen and different size meeting rooms were created in the former shop area and classrooms. A museum of memorabilia is in one classroom. The City Clerk's office and City Council meetings have been moved to this center too.

Vineyards, Wineries, and Breweries

John 15 Vineyard at 343 180th St., Scranton also has conference/event center, lodging, treehouse camping, 18-hole Par 3 pitch and putt golf, besides the vineyard. They produce grapes for jams and jellies, pies, grape juice, and syrup; but do not sell grapes to wineries (42.092624,-94.5874107).

Events

The Mahanay Bell Tower Festival is held every year in Jefferson in early June. In 2016, the festival will celebrate 50 years. Activities include craft and food vendors, car show,

free shows, beverage garden, nightly musical entertainment, and of course tours of the Mahanay Bell Tower.

Deal's Orchard Fall Festival is held the second weekend in October with live entertainment, food, and homemade apple pies.

Development of the Lincoln Highway in Greene County

Greene County residents saw the need for paving the Lincoln Highway and in 1919 paved a 6 ½ mile stretch on either side of Jefferson. It was the first pavement in Iowa paid with Federal Aid money and the second paved section of the Lincoln Highway in Iowa. The first paved section was the "seedling mile" in Linn County and that was paid for by the Lincoln Highway Association.

With the many creeks and rivers in Greene County, it meant several bridges were built for the Lincoln Highway. Many of them still exist. After leaving Boone County, just on the west side of Beaver, is the L-Bridge (42.049098,-94.141557). Then to the west is the West Beaver Creek Lincoln Highway Bridge, in the Lions' Tree Club Park (42.0326309,-94.2086684). It was built in 1915. The Butterick Creek Bridge is next going west (42.015139,-94.325280), followed by the Hardin Creek Bridge (42.017929,-94.294317). The Tunnel Bridge and Eureka Bridge (42.012031,-94.4292613) are at the Raccoon River and the Union Pacific Railroad has a high trestle bridge over the Raccoon River. The Skew Bridge (42.049059,-94.620822) going over Otter Creek is near the Carroll County line.

In 1921, James Moss installed two markers with busts of Abraham Lincoln as a monument at the curve on E39 (Lincoln Highway) just north of Scranton. Mr. Moss was a decorated veteran who lost a leg in the Civil War (42.048836,-94.552115).

Greene County has many early Lincoln Highway-era buildings and businesses. Some are still intact like the Janco Motel and Tanning, 902 US 30, in Grand Junction and the Redwood Motel at 209 E. Gallup Rd. in Jefferson. Grand Junction has two canopy gas stations and there



Original Lincoln Highway bridge outside of Beaver in Greene County

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are two in Jefferson. On the west side of Grand Junction is the remains of the Star Motel, Camp Cozy, and Dales Standard (42.0229441,-94.2421715).

There is an original Lincoln Highway marker installed by Boy Scouts at the corner of Lincoln Highway and Hwy 4 in Jefferson and one in Scranton at the gazebo on Main Street.



Moss marker outside of Scranton on the Lincoln Highway

When the a new Highway 30 route was created, deviating from the original Lincoln Highway just outside of Grand Junction, it left an odd-shaped piece of land with no apparent purpose. The Lions Club created the Lion’s Club Tree Park on it and planted many trees. The Lincoln Highway Association added to the Park with many interpretive panels and a parking area. From this park, you can see three generations of the Lincoln Highway bridges crossing the Beaver Creek. One bridge, to the north, is in a field and owned by the Ausbergers. The railroad has its own bridge and the current Lincoln Highway Bridge is just to the south. Looking even further south, the new Highway 30 travels yet over another bridge. In 2016, this last bridge will be converted into a three-box culvert instead, when the overpass that takes new Highway30 over the Lincoln Highway is rebuilt. The Iowa DOT will be using Lincoln Highway elements and logo in this new overpass design.

Colleges and Universities

There are no colleges or universities in Greene County.

New Technology along the Lincoln Highway

Hardin Hilltop Wind Farm was built in 2007 to the north of Jefferson on Hwy 4 and was the first locally-owned wind farm. Seven partners own seven turbines. Iowa ranks second in wind production (Texas being first), but is first in the nation for share of energy derived from wind (20 percent). The Junction Hilltop Wind Farm was built in 2012 with nine partners owning five turbines.

A solar power “farm” has been built in 2015 in Grand Junction. Its 44 kw photovoltaic solar array is near the waste water lagoon on the east edge of Grand Junction. The power produced is being used by the new Grand Junction Community Center and help meet its goal to have net-zero energy cost.

Famous People along the Lincoln Highway

- George Horace Gallop, former resident, was an American statistician and invented the Gallop poll, a successful statistical method of survey sampling for measuring public opinion.
- Doreen Wilbur, born in 1930, was a gold medalist in archery at the 1972 Summer Olympics.
- Eva Leonard, a Ziegfeld Follies entertainer from Grand Junction. Her parents owned a business along the Lincoln Highway.
- Bryce Paup, born in 1968, was a football player from Scranton who played defensive end and outside linebacker for the Green Bay Packers, Buffalo Bills, Jacksonville Jaguars, and the Minnesota Vikings.
- Earl Wampler from Scranton, born in 1895, made his heavyweight boxing in 1930.

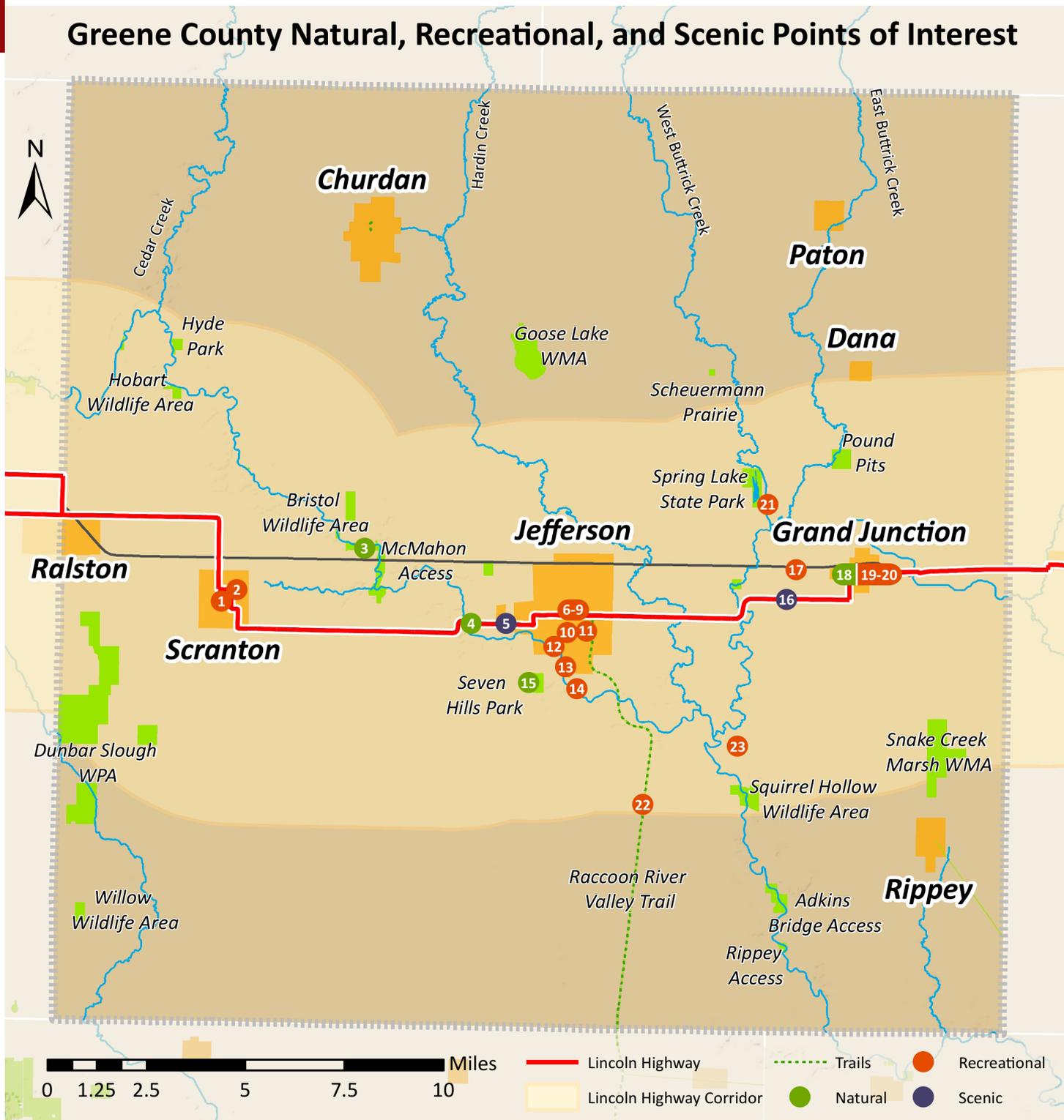


Eva Leonard and Joseph Gallup

National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Greene	Jefferson	Chicago, Milwaukee & St. Paul Depot--Jefferson	507 E. Lincoln Way
Greene	Grand Junction	Frantz Round Barn	Off US 30
Greene	Jefferson	Gallup, George H., House	703 S. Chestnut St.
Greene	Jefferson	Greene County Courthouse	E. Lincoln Way and Chestnut Sts.
Greene	Jefferson	Jefferson Square Commercial Historic District	Courthouse Sq. and fronting blocks of N. Wilson, N. Chestnut, E. Lincoln, E. State & 115 S. Wilson Sts
Greene	Jefferson	Lincoln Highway Marker (1)	Address Restricted
Greene	Jefferson	Lincoln Highway Marker (2)	Jct. of Lincoln Way and Chestnut Sts.
Greene	Jefferson	Lincoln Highway--Buttrick's Creek Abandoned Segment	Approximately 3.5 mi. E of Jefferson on S side of Buttrick's Cr. bridge
Greene	Grand Junction	Lincoln Highway--Buttrick's Creek to Grand Junction Segment	From Buttrick's Cr. E to IA 144
Greene	Grand Junction	Lincoln Highway--Grand Junction Segment	Through and 1 mi. E of Grand Junction, S of Chicago & Northwestern RR tracks
Greene	Grand Junction	Lincoln Highway--Little Beaver Creek Bridge	2.5 mi. E and 1 mi. N of Grand Junction across Little Beaver Cr.
Greene	Jefferson	Lincoln Highway--Raccoon River Rural Segment	Co. Rd. E53 approximately 0.1 mi. W of Jefferson City limits, going W across Raccoon R.
Greene	Grand Junction	Lincoln Highway--West Beaver Creek Abandoned Segment	Approximately 1 mi. E of Grand Junction between Chicago & Northwestern RR tracks and US 30
Greene	Scranton	Lincoln Highway--West Greene County Rural Segment	N from jct. of IA 25 and US 30, approximately 0.5 mi. N of Scranton, then W to jct. with US 30
Greene	Jefferson	Lincoln Statue	Jct. of Lincoln Way and Chestnut Sts.
Greene	Jefferson	Squirrel Hollow County Park Historic District	E bank of N. Raccoon R. SE of Jefferson
Greene	Churdan	St. Patrick's Catholic Church, Cedar	4 mi. W of Churdan on E 19, .5 mi. N on gravel rd.

Greene County Natural, Recreational, and Scenic Points of Interest



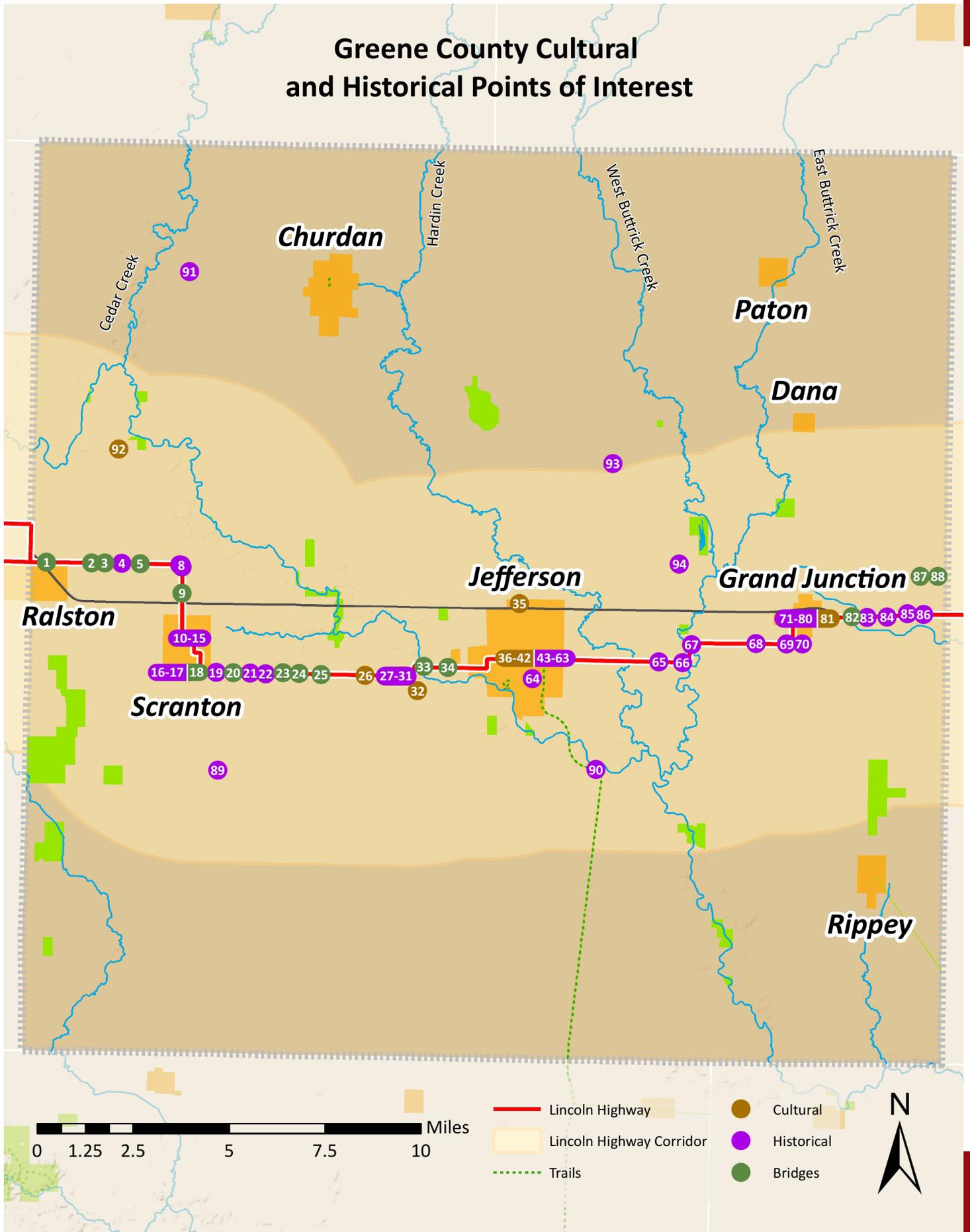
- 1 Pond Park, Scranton
- 2 Community Center, Scranton
- 3 McMahon State Wildlife Management Area, Scranton
- 4 Prairie Area, Jefferson
- 5 Landscape Character, Jefferson
- 6 Washington Park, Jefferson
- 7 Spare Time Lanes & Lounge, Jefferson

- 8 Sally's Alley, Jefferson
- 9 Greene County Community Center, Jefferson
- 10 Jefferson Municipal Pool, Jefferson
- 11 Russell Park, Jefferson
- 12 Daubendiek Park, Jefferson
- 13 Jefferson Community Golf Course, Jefferson

- 14 Henderson Park, Jefferson
- 15 Perkins Prairie, Jefferson
- 16 Landscape Character, Grand Junction
- 17 Hill Golf Course, Grand Junction
- 18 Lincoln Highway Garden, Grand Junction
- 19 Misty Lanes, Grand Junction

- 20 Grand Junction Swimming Pool, Grand Junction
- 21 Lakeside Golf Club, Jefferson
- 22 Raccoon River Valley Trail, Jefferson
- 23 Squirrel Hollow Park, Jefferson

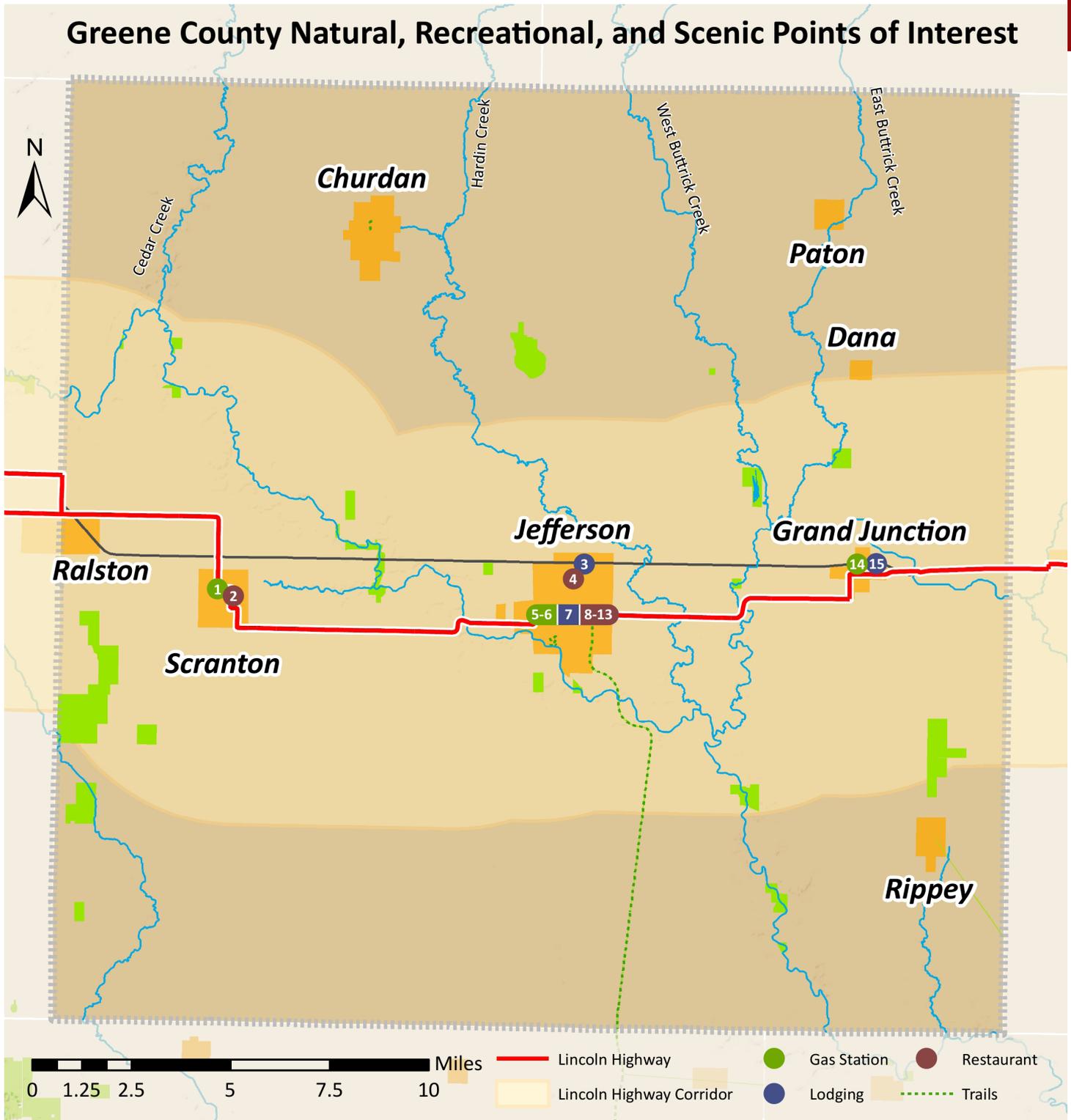
Greene County Cultural and Historical Points of Interest



Greene County Cultural and Historical Points of Interest

- 1 Skew Bridge, Ralston
- 2-3 Concrete Culvert, Ralston
- 4 Burma Shave Signs, Ralston
- 5 Concrete Culvert, Greene County
- 6-7 Moss Marker/Corner, Greene County
- 8 Super-Elevated Curve, Greene County
- 9 Concrete Culvert, Scranton
- 10-12 Gas Station, Scranton
- 13 Auto Garage, Scranton
- 14 Scranton Water Tower, Scranton
- 15 Lincoln Highway Boy Scout Marker, Scranton
- 16 Highway Commission Garage, Scranton
- 17 Marland Acres, Scranton
- 18 Concrete Culvert, Scranton
- 19 Concrete Field Markers, Scranton
- 20 Concrete Culvert, Scranton
- 21 Scranton Grain Elevators, Scranton
- 22 Concrete Field Markers, Scranton
- 23-25 Concrete Culvert, Greene County
- 26 Architectural Character (Old Garage with a "Portage Tire" Sign), Greene County
- 27 Eureka Bridge Abandoned Segment, Jefferson
- 28 Abandoned Motel, Jefferson
- 29 Danger Hill, Jefferson
- 30 Concrete Field Markers, Jefferson
- 31 Quirks Cabin Court, Jefferson
- 32 Deal's Orchard, Jefferson
- 33 Eureka Bridge, Jefferson
- 34 Concrete Culvert, Jefferson
- 35 Wild Rose Casino & Resort, Jefferson
- 36 Mural, Jefferson
- 37 Thomas Jefferson Gardens, Jefferson
- 38 Mahanay Bell Tower, Jefferson
- 39 Mural in Post Office, Jefferson
- 40 Doreen Wilbur Statue, Jefferson
- 41 Rooftop Art, Jefferson
- 42 Mural in Greene County Courthouse, Jefferson
- 43 Book Body Shop, Jefferson
- 44 A & W Drive-In (CLOSED), Jefferson
- 45 Cabin Court, Jefferson
- 46 Canopy Gas Station, Jefferson
- 47 Lincoln Marker, Jefferson
- 48 Deep Rock Station (Pete and Paul's), Jefferson
- 49 Lincoln Marker, Jefferson
- 50 Lincoln Statue, Jefferson
- 51 Lincoln Building (Old Lincoln Hotel), Jefferson
- 52 Jefferson Cemetery, Jefferson
- 53 ILHA Offices, Jefferson
- 54 Chicago, Milwaukee, and St. Paul Depot, Jefferson
- 55 Greene County Courthouse, Jefferson
- 56 Greene County Historical Museum, Jefferson
- 57 Jefferson Public Library, Jefferson
- 58 Lincoln Theater (All Abilities Cycles), Jefferson
- 59 RVP 1875, Jefferson
- 60 Telephone Museum, Jefferson
- 61 War Memorial Tank, Jefferson
- 62 Lincoln Highway Boy Scout Marker (Near Fire Station), Jefferson
- 63 Cabin from Former Green Gables (403 W Lincoln Way), Jefferson
- 64 George H. Gallup House, Jefferson
- 65 Concrete Field Markers, Greene County
- 66 Burma Shave Signs, Greene County
- 67 Buttrick Creek Abandoned Segment, Jefferson
- 68 Grand Junction Cemetery, Grand Junction
- 69 Former Site of Camp Cozy, Star Motel, Grand Junction
- 70 Gas Station, Grand Junction
- 71 Highway Maintenance Building, Grand Junction
- 72 West Beaver Creek Abandoned Segment, Grand Junction
- 73 Gas Station and Garage, Grand Junction
- 74 Lincoln Highway Marker, Grand Junction
- 75 Three-Gas-Station Corner, Grand Junction
- 76 Downtown, Grand Junction
- 77 Greene County Lincoln Highway Museum, Grand Junction
- 78 Watts Home, Grand Junction
- 79 Fire Department Museum, Grand Junction
- 80 Lincoln Highway Boy Scout Marker (Near LH Garden), Grand Junction
- 81 Residential Character, Grand Junction
- 82 Lion's Club Park Bridges, Grand Junction
- 83 Lion's Club Park, Grand Junction
- 84 Abandoned Gas Station, Grand Junction
- 85 Railroad Crossing, Grand Junction
- 86 West Beaver Creek Abandoned Segment, Grand Junction
- 87 Little Beaver Creek Bridge, Grand Junction
- 88 Wooden Rail Culvert, Grand Junction
- 89 McDonald Barn, Scranton
- 90 Trestle Bridge on Raccoon River Valley Trail, Jefferson
- 91 St. Patrick's Catholic Church, Churdan
- 92 John 15 Vineyard, Scranton
- 93 Ausberger Barn, Jefferson
- 94 Richards Barn, Jefferson

Greene County Natural, Recreational, and Scenic Points of Interest



- 1 Casey's General Store, Scranton
- 2 Old Lincoln Highway 30 Bar & Grille, Scranton
- 3 Redwood Motel, Jefferson
- 4 Casa De Oro, Jefferson
- 5 Shell, Jefferson
- 6 Kum & Go, Jefferson
- 7 Trailside Lodging, Jefferson
- 8 Peony Chinese Restaurant, Jefferson

- 9 Uptown Café, Jefferson
- 10 Bunkers Dunkers Bakery, Jefferson
- 11 Homestead Coffee & Bakery, Jefferson
- 12 Greene Bean Coffee, Jefferson
- 13 Breadeaux Pizza, Jefferson
- 14 Casey's General Store, Grand Junction
- 15 Janco Motel, Grand Junction



Subsection 12: Carroll County

The Lincoln Highway travels through four communities in Carroll County: Ralston, Glidden, Carroll, and Arcadia.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

Carrollton was the first county seat until the railroad built to the north and west and a new town developed nearby, called Carroll City. In 1875, the name was changed to Carroll. As Carrollton's population declined, the county seat was moved to Carroll. Many of the buildings in Carrollton were then moved to the country to be used as stables and outbuildings. Today, the Carrollton Community Heritage Club oversees the Carrollton Cemetery and hopes to restore the prairie and buildings to tell the story of early settlers and the Carrollton community.

A warpath existed north and south through Carroll County to divide the Meskwaki and Pottawattamie from the Sioux. Sioux warriors chased a buffalo over the line and a battle broke out. Reports were that 300 Pottawattamie hid in ambush on the southeast side of Swan Lake and 700 Sioux advanced from the west. Rifles were used at first until they gave out, then bows and arrows, and finally tomahawks in hand-to-hand battle. It was a fight until the end. Only three Pottawattamie and one Sioux survived.

The Carroll County Museum has an Indian peace pipe, moccasins from the 1800s, arrowheads, tomahawk heads, and stone tools, among other artifacts in their collection.

Carroll County, Nature, and the Lincoln Highway

The Missouri and Mississippi Divide is located west of the town of Arcadia. It is marked at a roadside park, with a large rock monument and DOT Historic Sign. The location of the M and M Divide, as it is called, is among the highest elevations in the state at 1429 feet above sea level. The

rivers and streams on the east side flow southeasterly to the Mississippi River and the rivers and streams to the west flow southwesterly to the Missouri River.

In 1867, after the Civil War, the Chicago Northwestern Railroad entered Council Bluffs and established a switch station to the east, called Eastside (no longer exists) and a town on the west side, called Westside (still exists). In the middle, was what the railroad called Tip-Top. A wealthy New Englander traveling from CA to NY was so impressed with the area that he bought 4,000 acres, platted the town, and persuaded the railroad to rename it from Tip-Top to Arcadia.

Wildlife/Natural Areas

Swan Lake State Park is a 510-acre multi-use park with a 110-acre lake. It offers hiking, picnicking, fishing, skiing, swimming beach, boat ramp, tent and trailer camping, electricity (30 amps), baseball, cross country skiing, bridle and snowmobile trails, winter sports, nature center, Farmstead Museum, wildlife exhibit, drinking water, showers, flush toilets, facilities for handicapped.

Sauk Rail Trail (42.034328, -94.847567) runs from Swan Lake State Park to Black Hawk State Park. It is 33 miles of native prairies, wetlands, farmland, and timber areas. Most of it is on an abandoned rail bed and railroad right-of-way. The 250 acres offers hiking, cross country skiing, winter sports, and hunting in certain sections (Permit required for hunting access).

Rivers/Lakes/Ponds

Swan Lake is the largest lake in Carroll County (42.034934, -94.8563644).

Branches of the Raccoon River run through the county and the major species of fish is the channel catfish. Other minor species are Bullhead, Smallmouth Bass, Flathead Catfish, and Walleye. Eagles often nest along the Raccoon



Sauk Rail Trail

River system in Carroll County.

The Raccoon River south of Carroll is good for canoeing, but may have areas where portage is desired. A low head dam near Adel in Dallas County requires portage.

Other Locations of Note

- Dickson Timber north of Glidden on N50 (Velvet Ave.) is a forest preserve with 12 electrical campsites for RVs, eight electrical equestrian campsites, and tent camping available. If too muddy, the equestrian trail might be closed (42.1171908,-94.6924445).
- Great Western Park, west of Birch Ave. in SW corner of Manning (not on the Lincoln Highway), is managed by the Carroll County Conservation and has a 12 acre, 14 foot deep lake and offers fishing, boat ramp, shelter house, modern restrooms, play grounds, walking trails, campground with water and electric hook-ups. The shooting range is closed during pheasant season (41.900893,-95.079634).
- Hazelton Wildlife Area is two acres and allows no hunting (42.06943,-94.78082).
- Mid-Prairie Park is 17 acres with stream fishing and hunting (42.0700452,-94.8978565).
- Bob VanHorne, Glidden, is a big game hunter and has a wildlife collection he likes to share with visitors to Carroll County.
- Swan Lake State Park, 22676 Swan Lake Trail, is the trail head for the Sauk Rail Trail (42.034099,-94.8514317).

Other Locations of Note

- Glidden Aquatic Center, corner of Hwy 30 and Arizona St., opened in 2015 and has zero depth entry, sprays, children's play structure, fume slide, family slide, diving area, lap swimming, basketball, and concessions.
- Carroll Aquatic Center, 600 E. 11th St., has two 41-foot speed slides, one- and three-meter diving boards, zero

depth entry, drop slide, basketball hoop, playground area, lounge areas, concessions, and locker rooms.

- Carroll County Rec Center, 716 N. Grant Rd., has an indoor pool, basketball courts, racquetball courts, weight and cardio equipment, and ping-pong.
- Carroll Country Club, 20069 Olympic Ave., is a championship-style 18-hole course with a full-length driving range, putting green, and short game chipping area. It also has a private swimming pool, restaurant, and bar.
- Carroll Municipal Golf Course, 112 E. 5th St., an 18-hole course with par 71 for men and par 72 for women. There is a club house with snack and beverages and a golf shop.
- Manning has a shooting range in Great Western Park.

Scenic Views

Carroll County has some of the highest elevations in the state and the locals call one high point north of town on Hwy 71, Mount Moses. No one is sure how it got its name. One theory is that an Indian battle might have occurred there, but no documentation exists to support that. In the past, young people found it to be a good lover's area. Today, it is not used so much for that reason as the residents in the recently built nursing home have a direct view of Mount Moses.

As with other Lincoln Highway counties, the changing seasons bring new colors. The lush greens of spring and summer turn to golden hues as harvest season arrives in the fall. There are a lot of grassy miles used for animals to graze and the row crops create their own geometric patterns.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

- Glidden was the birthplace of Merle D. Hay, the first Iowa soldier killed in WWI. He is buried in the Glidden cemetery, along the Lincoln Highway, with a monument in his honor (42.0639304,-94.739226).



Merle D. Hay Memorial

- The Carnegie Library, 123 E. 6th St., on the corner of Lincoln Highway and Court St. in Carroll, is now home to the Carroll County Historical Society. The Society also manages a log cabin and school house in Graham Park, 8th and Grant Rd., and Farmstead Museum, 22676 Swan Lake Dr., at Swan Lake State Park.

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Carroll Depot

- The Carroll Depot, at 112 E. 5th St., just to the south of the Lincoln Highway, was designed by Charles Sumner Frost. He designed over 200 railroad depots for the Chicago Northwestern Railroad, the Chicago Navy Pier, and Navy Pier terminal. The Depot burned in 1867, was rebuilt in 1896, and restored in 1990. It is used as an office for the Carroll Chamber of Commerce.
- The Carroll Stadium was built in Merchant's Park in 1949 for Carroll's semi-pro baseball team, the Merchants. The team played from the late 1940s into the 1950s and won a championship in 1953. The stadium was a unique site for high school baseball games and hosts many tournaments each year including the state baseball championships in the 1990s to 2005.
- The Chamber of Commerce and Carroll County Museum have brochures available for a driving tour of the south part of Carroll. It includes the former county fairgrounds and the cemetery. The cemetery is divided into the City of Carroll Cemetery and the Catholic side. The cemetery is surrounded by a WPA (Works Progress Administration) built rock wall. There are two WPA buildings inside the cemetery for the sexton to use and a WPA Veterans' Monument in the south side of the cemetery. On the east side, are other war monuments created to look like WPA work.
- The Lakers Basketball Court was installed in Veteran Memorial Park, 2100 N. Grant Rd., in Carroll to commemorate the 50th year of a near-fatal crash of the then Minnesota Lakers. In 1960, a DC-3 plane carrying ten Minnesota Lakers and 13 others made an emergency landing in a cornfield near Carroll. All survived. Just a year before, Richie Valens and Buddy Holly died in a crash near Clear Lake, Iowa.
- A trapper's cabin was brought into Graham Park, 8th and Grant Rd., near the Raccoon River in Carroll, and is open by appointment. It was originally located near Coon Rapids, in the southeast corner of the county.
- The Carroll Historic Preservation Commission offers a walking tour on the north side of the City of Carroll.

The Commission is in a three-year program to place plaques on buildings with the history and a picture of what the building used to look like. At this time Adams St. is completed, and other streets are in the process.

- The old Wittrock Auto dealership, at 218 W. 6th St. in Carroll, is located on the Lincoln Highway. It has been re-purposed as the home of the Santa Maria Winery complete with a tasting room, restaurant, and large and small conference rooms.
- Manning, a community in the southwest corner of the county, imported a German Hausbarn that was brought over from Germany and reassembled in Manning in 1999. It is located in the Hausbarn and Heritage Park at 12196 311th St. (41.904906, -95.0522027).
- Manning also has the Leet-Hessler farmstead with eight farm buildings from 1910, within the Hausbarn and Heritage Park, showcasing early farm life in the area.
- A Freedom Rock has been painted in Manning to honor veterans. Located in the Hausbarn and Heritage Park.
- Lanesboro is in the very northeastern corner of the county and is home to Esther's Gas Station, a Standard Oil station that has been restored.

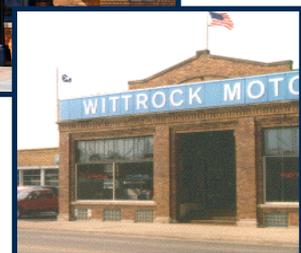
Cultural Groups

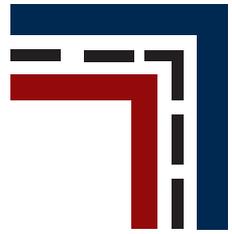
Catholic Influence

In 1908, Father Joseph Keumper started the St. Angela Domestic Institute as an all-girl boarding school designed to educate women in the art of Christian Homemaking. It continued until 1954. Under Father Lenz, ten area parishes invested in and supported a new non-tuition, co-ed high school called Carroll-Kuemper. Catholic grade schools began consolidating in 1964 and by 1976 all K-8 Catholic schools in Carroll County were merged into one Catholic School.



The Santa Maria Winery (above) is housed inside the old Wittrock Motors building (left).





Bootlegging History

Carroll County is known for its connection to bootlegging during the Prohibition years. The Wartime Prohibition Act was passed in 1918 and went into effect on July 1, 1919 on what was known as the “Thirsty First.” Around 1920, Templeton residents, in a town directly south of Carroll and a little west, they crafted a bootlegged keg whisky that soon found its way to Chicago and into the hands of Al Capone. It became his personal favorite and was called the Good Stuff. Even after he was sentenced for tax evasion and sent to Alcatraz, rumors were the Good Stuff still made its way to Capone.

In an article by Bob Saar in the spring 2015 *Edible Iowa*,

“Carroll County, Iowa is synonymous with bootlegging. Folks around there are reluctant to give names, dates, or details about the whisky-making for which the town of Templeton and surrounding area is famous...One anonymous person said, ‘The Templeton Rye I knew was bootlegged. I remember adults talking about it; brewed in people’s chicken coops. They’d have false floors in their garages. They also brewed it in the basement of the Catholic Church- everybody was in on it. The way you’d get a bottle was, you’d go to your barber and say “Can you get me some?” You never mentioned what. So the barber would go to the baker, who’d go to the candlestick maker, and it would go around like this until it finally got to the person who knew where it was.”

Folks say 350 barrels of hooch took the train to Chicago each day, straight to Al Capone.There were at least 30 Templeton-area rye whisky recipes at one time.’ Families would pass down the recipe. ‘These weren’t bad people. They made whisky to save their farms and back in the old, old days, to feed the kids. They’d give you the shirts off their backs.

In a cemetery in Carroll and in one in Templeton, there are headstones with hidden compartments to afford the bootleggers a place to hide the Good Stuff.

Quakers and the Underground Railroad

To the south of Glidden, there once was a large Quaker population. The Quakers were known to help operate the Underground Railroad. One family story is that the Farmstead home, in Swan Lake State Park, was part of the Underground Railroad. The basement had both an inside and outside entrance. Usually homes were built with just an outside entrance, so it helps add credence to the family legend.

Arts in Carroll

The arts are important in Carroll.

- All Strings Attached, 1208 Hwy 30W (SuiteH1), is a non-profit organization specializing in music education. Rebecca Windshittl has 39 years of experience as a music educator and specializes in the violin, viola, cello, and bass. Individuals may perform as part of string ensembles, jazz band, or orchestra.
- Artworks Studio, 512 N. Adams St., offers classes for three years old and up. Painting, jewelry making, and card making are just some of what is offered. Artists can also schedule studio time.
- Serendipity Acting Studio, 425 US 30 #310, offers youth and adult acting classes.
- Fusion Dance, 1111 Plaza Dr., offers youth dance classes.
- Renee’s Dance and Tumble, 519-521 N. Main St., offers dancing and tumbling classes to youth.



All Strings Attached

Wineries and Breweries

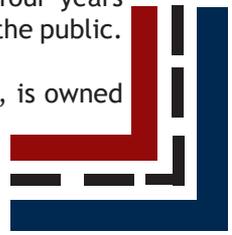
Santa Maria Winery, 218 W. 6th St., started as a home business for John Guinan in Omaha. He and his wife moved to Carroll and started winery outside of town. One day they drove by the old Wittrock Auto dealership and thought it would make a nice winery, event center, and tasting room. And it has. Santa Maria bottles a Lincoln Highway wine, a semi-sweet wine with a refreshing cherry, raspberry, and wild plum flavors with a pleasant smooth finish.

There are two current distilleries in Carroll County, Templeton Rye and Iowa Legendary Rye. Templeton Rye, 209 E. 3rd St., began in 2001 in Templeton as Scott Bush’s idea to bring back the skill of whisky making and selling it to the public. He partnered with Meryl Kerkhoff, the son of Alphonse Kerkhoff, one of the most prolific Prohibition-era producers of the Good Stuff. By 2006, they had 68 barrels aged for four years and ready to be bottled and shelved legally for the public.



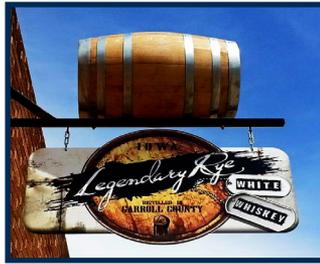
Templeton Rye was said to be a favorite of Al Capone during the Prohibition Era

Iowa Legendary Rye, 707 N. Main St. in Carroll, is owned



The Lincoln Highway Heritage Byway Corridor Management Plan

by Lisa and Richard Eggers. They use rye from Carroll County farmers and cook it in small batches to preserve the original taste.



Iowa Legendary Rye in Carroll

Events

- Glidden holds FFA (Future Farmers of America) Fun Days in early August with a parade, walk/run, games, and a street dance.
- Carrollfest is held in August with crafts, art, farmers market, car show, tennis tournament, sand volleyball tournament, and evening bands.
- Carroll Amateur Golf Championship is held every June at the Carroll Country Club.
- Carroll, Iowa RPM (Revolutions Per Minute) Car Club is a group of motorheads interested in classic and vintage automobiles. Every July they hold a car show in Carroll.
- A rural Carroll county resident hosts an annual Harvest Party. He does threshing, makes butter apple cider, and other farming the old-time way. It is by invitation only and held near Maple River to the north and west of Carroll.
- Manning's Kinderfest is held every June. The celebration has been going for over 130 years and is believed to be Iowa's oldest heritage celebration. Events include a parade, games, and contests.
- Manning's Oktoberfest is at the Hausbarn and Heritage Park with music and dancing.
- Manning also holds the Weihnachtfest in November, on the Friday after Thanksgiving. The celebration includes a lighted parade, lighting of Main Street, Festival of Trees, holiday music, and the arrival of Santa Claus.
- Coon Rapids hosts the Carroll County Fair every July



Manning Oktoberfest Celebration

with 4-H and FFA exhibits, commercial exhibits, Bill Riley Talent Show, and a parade.

- Coon Rapids is home to Figure 8 Racing at the fairgrounds on Saturdays in June and July. Race classes are rear wheel drive, front wheel drive, and stock rear wheel drive.

Colleges and Universities

Des Moines Area Community College built its Carroll campus in 1979, after establishing its main campus in Ankeny in 1968. Other campuses are in Boone (1969), Urban Des Moines (1973), Newton (1993), and West Des Moines (2001).

New Technology along the Lincoln Highway

The City of Ralston (on the Lincoln Highway,) with part in Carroll County and part in Greene County, has an ethanol plant producing 12 million gallons of bio-diesel per year since 2001.

The Carroll Area Wind Farm, owned by the New Jersey Resources Clean Energy Ventures (NJRCEV), can be seen from the Lincoln Highway at the north side of Carroll. It is built on 1,000 acres of rural ag land and the power sold to MidAmerican Energy who supply energy to customers in Iowa, Illinois, and South Dakota. The farm has a total capacity of 20 megawatts.

Famous People along the Lincoln Highway

- Lance Cade, professional wrestler.
- Adam Haluska, professional basketball player.
- Ken Henderson, major league baseball player 1965-1980.

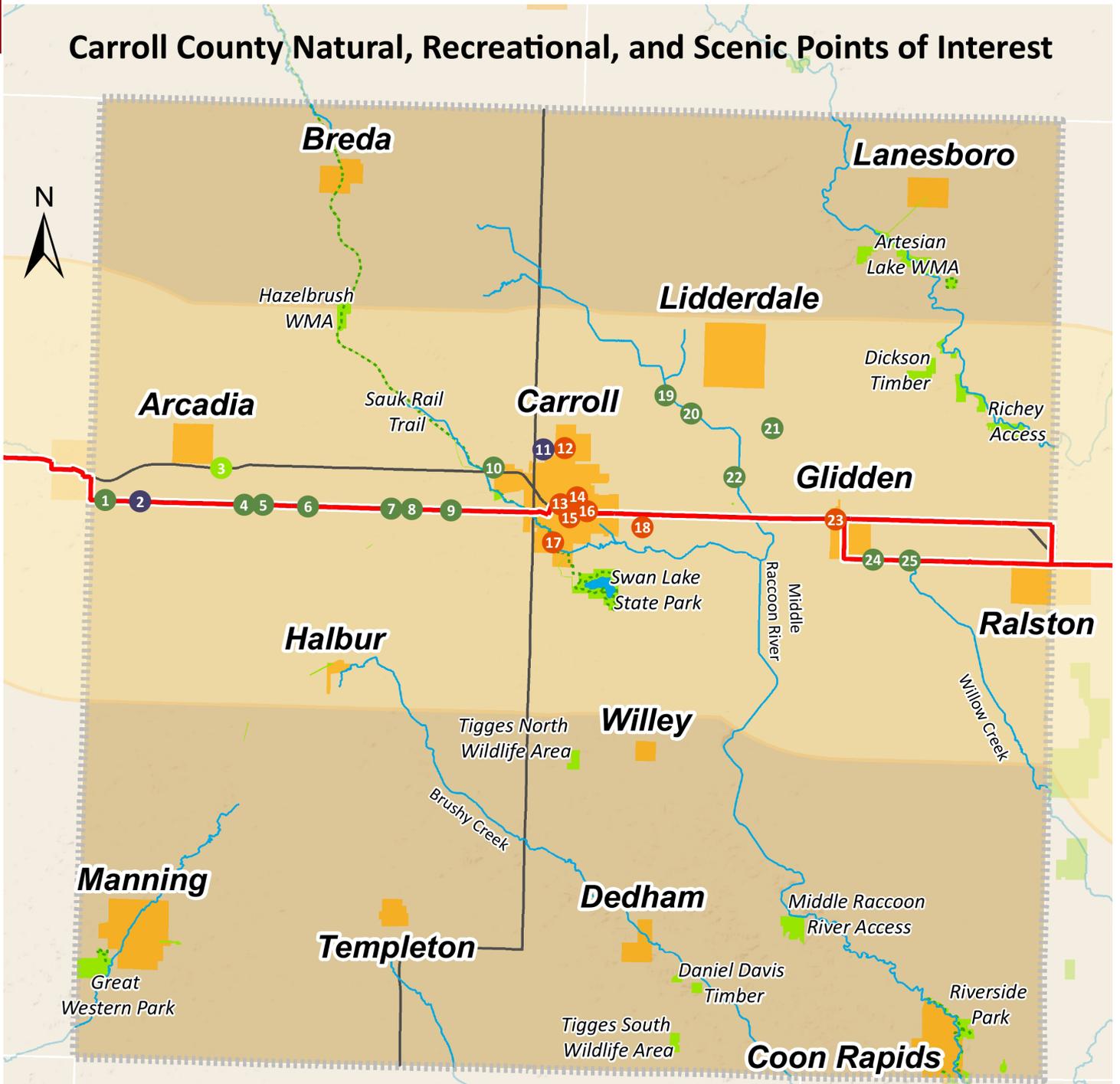


Adam Haluska (left) and Ken Henderson

National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Carroll	Carroll	American Express Building--Carroll	Jct of N. West and W. Fifth Sts.
Carroll	Coon Rapids	Armour Creameries Poultry House	218 5th Ave. S.
Carroll	Carroll	Carnegie Library Building	125 E. 6th St.
Carroll	Carroll	Chicago & Northwestern Passenger Depot and Baggage Room--Carroll	Jct. N. West and W. Fifth Sts.
Carroll	Coon Rapids	Coon Rapids Bridge	Sumpter Ave. over Middle Raccoon R.
Carroll	Lanesboro	Fobes Octagon Barn	IA 286
Carroll	Carroll	Kittyhawk Avenue Bridge	Kittyhawk Ave. over unnamed stream
Carroll	Manning	Leet, William A., and Frederick Hassler Farmstead District	12196 311th St.
Carroll	Carroll	Olympic Avenue Bridge	Olympic Avenue over unnamed stream
Carroll	Carroll	Quail Avenue Bridge	Quail Ave. over unnamed stream
Carroll	Carroll	Robin Avenue Bridge	Robin Ave. over unnamed stream
Carroll	Carroll	Storm Creek Bridge	Phoenix Ave. over Storm Cr.
Carroll	Carroll	Storm Creek Bridge 2	190th St. over Storm Cr.

Carroll County Natural, Recreational, and Scenic Points of Interest

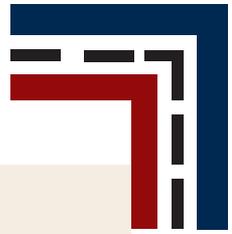


0 1.25 2.5 5 7.5 10 Miles

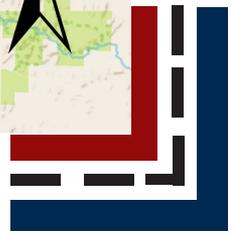
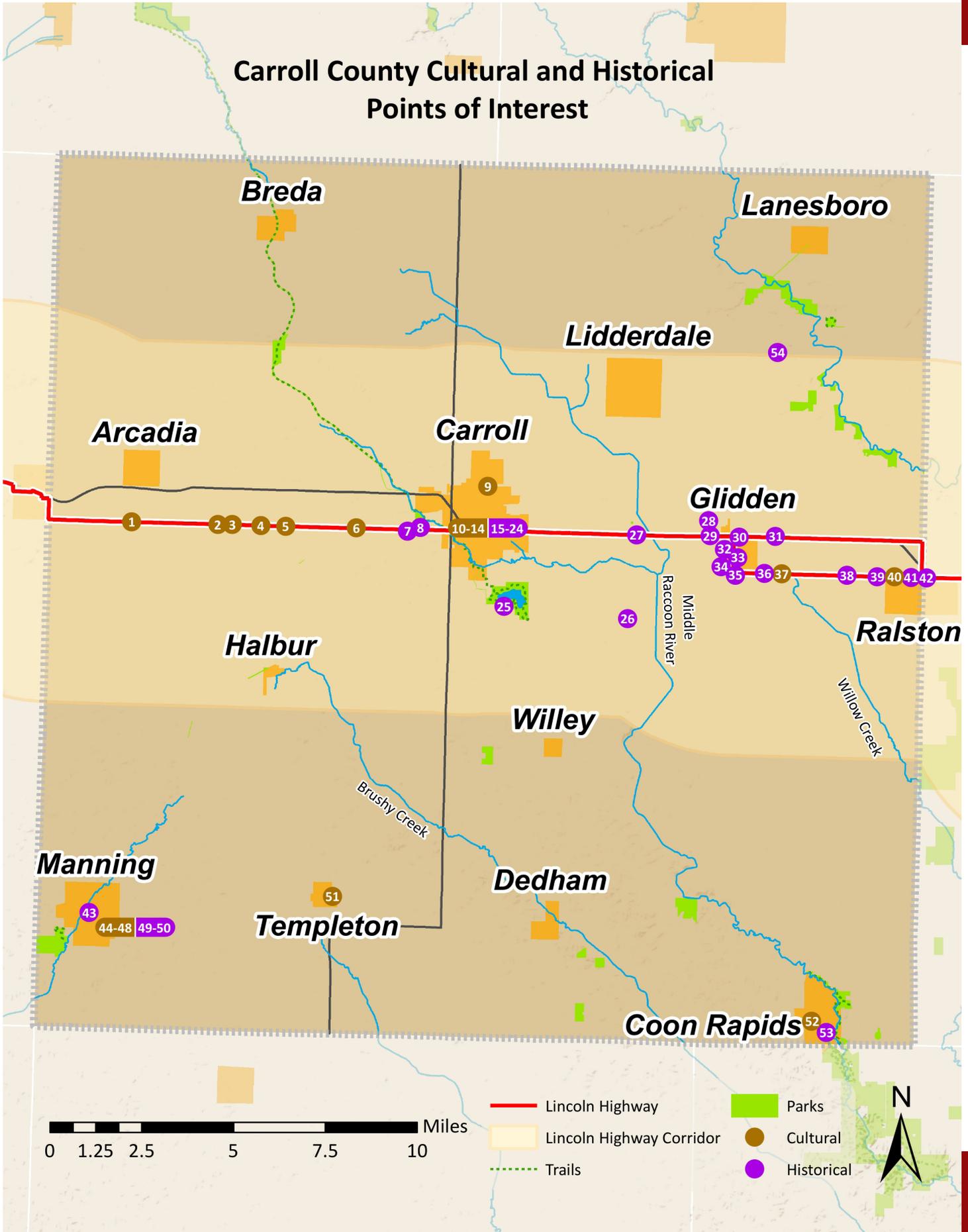
Lincoln Highway (Red line)
 Lincoln Highway Corridor (Yellow shaded area)

Green circle: Bridges
 Red circle: Recreational
 Light green circle: Natural
 Blue circle: Scenic

- | | | |
|--|---|---|
| 1 Concrete Culvert, Arcadia | 11 Mount Moses, Carroll | 19 Olympic Avenue Bridge, Carroll County |
| 2 Landscape Character, Westside | 12 Carroll Municipal Golf Course, Carroll | 20 Storm Creek Bridge, Carroll County |
| 3 Missouri and Mississippi Divide, Arcadia | 13 Graham Park, Carroll | 21 Robin Avenue Bridge, Carroll County |
| 4 Concrete Culvert, Carroll County | 14 Carroll Aquatic Center, Carroll | 22 Storm Creek Bridge (2), Carroll County |
| 5 Culvert, Carroll County | 15 Graham Athletic District, Carroll | 23 Glidden Aquatic Center, Glidden |
| 6 Bridge, Carroll County | 16 Carroll Recreation Center, Carroll | 24 Concrete Culvert, Glidden |
| 7-9 Concrete Culvert, Carroll County | 17 Sauk Rail Trail, Carroll | 25 Small Arched Bridge, Glidden |
| 10 Kittyhawk Avenue Bridge, Carroll | 18 Carroll Country Club, Carroll | |

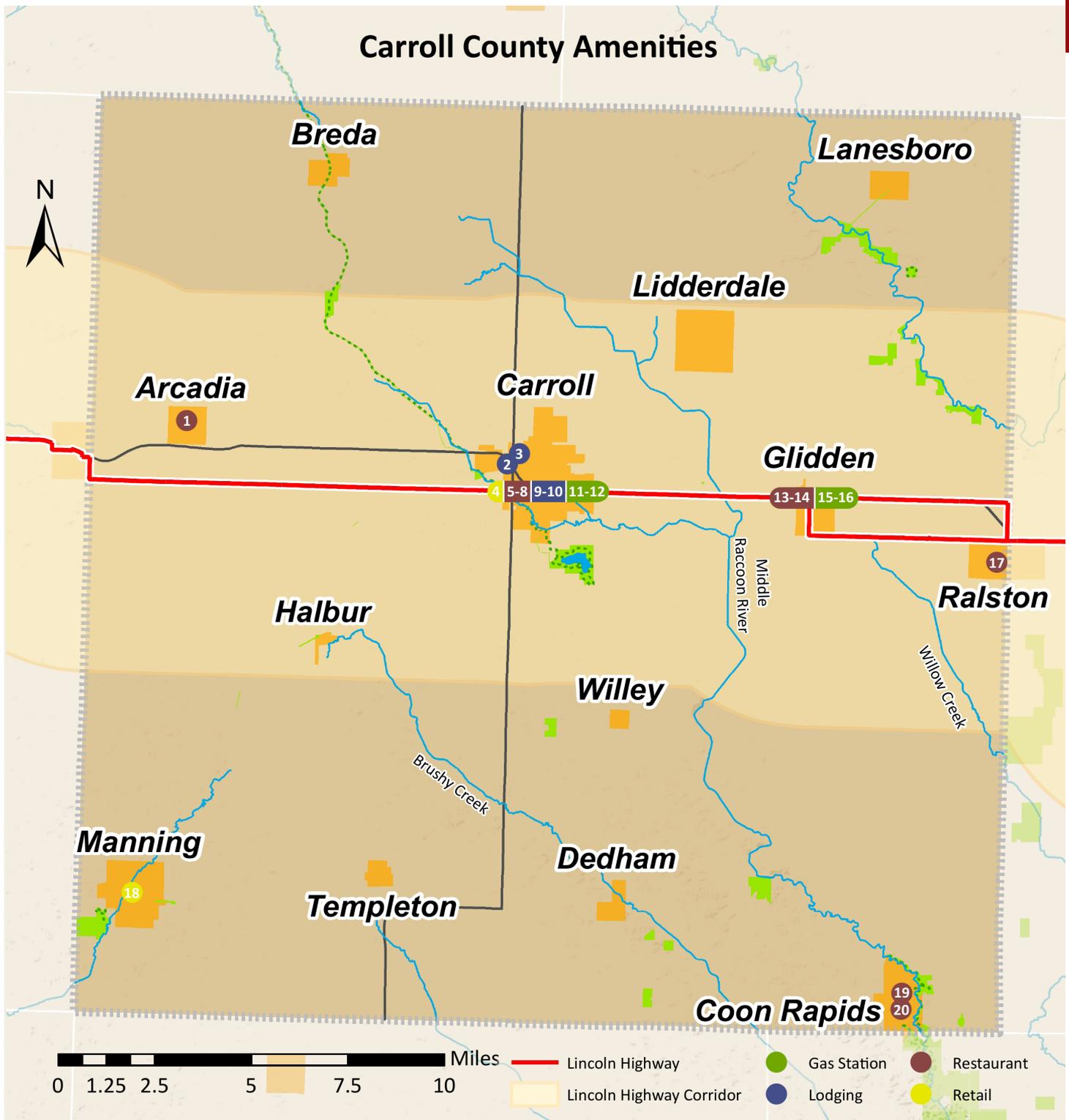


Carroll County Cultural and Historical Points of Interest



Carroll County Cultural and Historical Points of Interest

- 1 Architectural Character, Carroll County
- 2 Architectural Character, Carroll County
- 3 Architectural Character, Carroll County
- 4 Architectural Character, Carroll County
- 5 Architectural Character, Carroll County
- 6 Architectural Character, Carroll County
- 7 Landscape Character, Carroll
- 8 Agricultural Industry, Carroll
- 9 Lakers Basketball Court, Carroll
- 10 Serendipity Acting Studio, Carroll
- 11 Fusion Dance, Carroll
- 12 Artworks Studio, Carroll
- 13 Renee's Dance and Tumble, Carroll
- 14 Iowa Legendary Rye, Carroll
- 15 Industrial Character, Carroll
- 16 Lincoln Highway Marker, Carroll
- 17 Carroll Chamber of Commerce, Carroll
- 18 Lincoln Highway Sign, Carroll
- 19 Industrial Character, Carroll
- 20 Carnegie Library, Carroll
- 21 Chicago & Northwestern Passenger Depot and Baggage Room, Carroll
- 22 Old Wittrock Auto Dealership (Santa Maria Winery), Carroll
- 23 Lincoln Highway Trading, Carroll
- 24 Trapper's Log Cabin
- 25 Farmstead Museum, Carroll
- 26 Quail Avenue Bridge, Carroll
- 27 Landscape Character, Carroll
- 28 Glidden Cemetery, Glidden
- 29 Merle Hay Memorial, Glidden
- 30 Dairy Mart, Glidden
- 31 Concrete Lincoln Highway Marker Post, Glidden
- 32 Hotel, Glidden
- 33 Former Franzwa Garage, Glidden
- 34 Concrete Fence Post and Property Marker, Glidden
- 35 Abandoned Farmstead, Glidden
- 36 Concrete Fence Post and Driveway Markers, Glidden
- 37 Architectural Character, Glidden
- 38 Railroad Crossing, Ralston
- 39 Gregory Corner, Ralston
- 40 Architectural Character, Ralston
- 41 Driveway and Fence Line Markers, Ralston
- 42 East Gregory Marker, Ralston
- 43 Manning Commercial Historic District, Manning
- 44 Kinderfest, Manning
- 45 26th Annual Show & Shine Car Show, Manning
- 46 9th Annual Midwest Old Iron Tractor Ride & Fun Day, Manning
- 47 Weihachtsfest, Manning
- 48 Octoberfest, Manning
- 49 William A. Leet and Frederick Hassler Farmstead District, Manning
- 50 Manning Hausbarn Heritage Park, Manning
- 51 Templeton Rye, Templeton
- 52 Carroll County Fairgrounds, Coon Rapids
- 53 Armour Creameries Poultry House, Coon Rapids
- 54 Fobes Octagon Barn, Lanesboro



1 Front Street Station, Arcadia

2 Days Inn, Carroll

3 Carrollton Inn, Carroll

4 Lincoln Highway Trading, Carroll

5 Santa Maria Vineyard and Winery, Carroll

6 Sam's Sodas and Sandwiches, Carroll

7 The Piranha Club, Carroll

8 Queen Beans Coffeehouse, Carroll

9 Adams Street Bed & Breakfast, Carroll

10 Super 8 Carroll (East), Carroll

11 Shell Gas Station, Carroll

12 Casey's General Store, Carroll

13 Dairy Mart, Glidden

14 Las Margaritas Mexican Restaurant, Glidden

15 Casey's General Store, Glidden

16 BP, Glidden

17 Country Corner Restaurants, Ralston

18 Manning Commercial Historic District, Manning

19 Raychelle's 5th Avenue Diner, Coon Rapids

20 Main Street Pizza & Sub, Coon Rapids



Subsection 13: Crawford County

The Lincoln Highway travels through five communities in Crawford County: Westside, Vail, Denison, Arion, and Dow City.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The earliest sign of humans in Crawford County was found at the M.A.D. site when archeologists found evidence that tobacco was cultivated here during the Late Woodland Period (500-1700AD).

Crawford County was once a part of the Empires of three great European powers- Spain, England, and France. They did not like to govern this land that was hunting grounds at various times for the Sioux, Omaha, Otoes, and occasionally Pottawattamie. Indians often camped along the Boyer River and campfire and bones from meat eaten around the campfire have been found.

Fur traders on the Missouri River were the first white people in the area. President Jefferson sent Lewis and Clark to explore this new land and they camped at mouth of Boyer River, a popular spot for the fur traders. Lewis and Clark traveled westward. The Dragoons were also sent out to explore the land to the north, into Minnesota. A buffalo slaughter area from the Dragoons (lightly armed militia sent to the new territory to document the flora and fauna) was found in Crawford County.

After the land opened up for settlers coming west there became three sources of immigrants.

1. Natural flow of incoming from the East since 1849.
2. The Mormon migration to the west in 1846.
3. Promotion of the land of new frontier by Providence Western land Company of Providence, RI. The company purchased 70,000 acres and persuaded settlers to

purchase land to create a town. The county seat was to be located in the middle of the county and named for the company agent, Jesse Denison.

In 1862, the War Department recalled frontier troops, so it left Crawford County open to bands of Sioux and other Indian raiders. Forty Enfield rifles and rounds of ammunition were obtained from the state by residents to help tame the land and the equipment returned to the state after the war.

The notorious outlaws, Frank and Jesse James, eluded authorities for 16 years between the 1870s and 1880s. Some of their time was spent being laid up in Crawford County hills, near Stagecoach Road by Vail.

Crawford County, Nature, and the Lincoln Highway

Mr. Thomas Rae gives a description of the county when he first saw it in the spring of 1867:

“Between my home and Denison was the Butler farm and the Corbin farm at the sawmill site near Denison. There were few bridges, but many good fords. Where the creeks could not be forded, travelers were forced to go around to the head of the stream on the ridge, thus beginning the ridge roads for which the county is famous. These roads were but paths or trails, leading the most direct way between different homes. The scenery in the valley was very beautiful. Vegetation was luxurious, and the rolling prairie made a pretty sight. Outside of the few houses in the Paradise valley, there was nothing to be seen but open prairie, north, west, and east as far as the eye could reach. Across the valley to the south were the homes of several settlers.”

As in other counties along the Lincoln Highway, the road follows the Union Pacific Railroad line. The Lincoln Highway also crosses the winding Boyer River at least four times before heading south into Harrison County.

The Lincoln Highway Heritage Byway Corridor Management Plan

Crawford County has the unique privilege of having the northern most point of the entire Lincoln Highway as it travels coast-to-coast. Crawford County lies to the west of the Missouri and Mississippi (M and M) Divide. All creeks and rivers in the county flow westward towards the Missouri River.

In 1910, eight landowners joined forces as a drainage district to alleviate flooding issues and paid 6.47 cents per cubic yard for excavation and re-channelized the Boyer River from 44 miles down to 11 miles. The Paradise Creek was also straightened out.

Just to the east of Denison, the first glimpse of terrace farming is seen. The different terraces created allow the farmers to grow crops on the otherwise dangerous hills for larger farm equipment and alleviates soil erosion.

Wildlife/Natural Areas

- Yellow Smoke Park, 2237 Yellow Smoke Rd., is 358 acres of grassland and woodlands with a four-mile paved trail, picnicking, hiking and biking trails, camping, primitive camping (ten sites), drinking and shower water, pit and modern toilets, trailer dump station, beach, bathhouse, swimming, concession stand, nature center, handicap accessible facilities, boat ramp, boating, canoeing, fishing pier, and fishing. The lake covers 40 acres and is 35 feet deep with Bluegill, Channel Catfish, Crappie and Largemouth Bass. Yellow Smoke Park is named for Chief Yellow Smoke of the Omaha Tribe who was the last keeper of the “sacred pole” previously displayed at the Smithsonian Museum (42.0300845, -95.3251832).
- Neal Moeller Environmental Education Center, in Yellow Smoke Park, has had a naturalist on staff since 1990 to educate the public on environmental issues. Inside the center are various displays portraying environmental issues (42.0300845, -95.3251832).
- Newcom Dale Riggleman Natural Resource Area, four miles north of Deloit, is a 132 acres donated to Crawford County in 1998. There is 110 acres of natural prairie, 30 acres of timber. A dam was built to impound a six-acre pond stocked with Bluegill, Catfish, and Bass. The area is open for hunting and horseback riding (42.158480, -95.219851).
- Milwaukee Road Habitat was donated by Pheasants



Neal Moeller Environmental Education Center
inside Yellow Smoke Park

Forever in 1995. It is a one-mile stretch of former railroad property that preserves prairie remnants and wildlife habitat. Public hunting is allowed (41.945096, -95.4353746).

- Thul Woodland is a 320-acre woodland northwest of Ricketts. Since 2002, it has been owned by the Iowa Natural Heritage Foundation and managed by the Crawford County Conservation for timber preservation and public hunting (42.2346633, -95.7231821).

Lakes/Ponds

Yellow Smoke Park has a 40 acre lake (42.0312161, -95.8235524). Most water activities occur there or on the Boyer River.

Other Locations of Note

- Ahart/Rudd Natural Resource Area, near Dow City, is 92 acres with 20 acres of reestablished prairies and a seven-acre fishing pond. The area is home to pheasant, quail, deer, song birds and waterfowl. Hunting is allowed (41.9147322, -95.5353276).
- Bliesman Landing is north of Deloit with Boyer River access for canoeing and flat bottom boats. It also has snowmobile access (42.1194313, -95.2941627).
- Boyer River accesses closest to the Lincoln Highway are:
 - Fairground Access, 800 IA39, at the Denison fairgrounds allows entrance to the Boyer River for canoeing and flat bottom boats. Also has access for snowmobiles.
 - Arion Access is a carry-in only Boyer River access for canoes and flat bottom boats with snowmobile access as well (41.942750, -95.458782).
- The County Farm is 173 acres of upland and home to pheasants, quail, and deer. Hunting allowed in season. The original County Home was built on the east side of the Boyer River and after it burned down, it was rebuilt on the west side of the River. The original land became a park (41.9562966, -95.4644157).
- Nelson Park by Dow City is 80 acres with electricity, drinking water, pit toilets, picnicking, hiking trails, stream fishing, canoeing, and hunting (41.9398623, -95.5928011).
- Near the city of Vail there are two natural prairies preserved at local cemeteries, Vail Cemetery (42.0646493, -95.211512) and King Cemetery (42.1009131, -95.2409611).

Other Recreational Opportunities

- The Crawford County Speedway, 800 IA39, Denison, was once a horse track and is now transformed into a premier dirt racetrack. It has a 3/8 mile semi-banked oval. Racing classes include Modifieds, Sport Mods, Hobby Stocks, Stock Cars, and Sport Compacts.

The Lincoln Highway Heritage Byway Corridor Management Plan

- The Denison Aquatic Center at 70 North 16th St. has a six-lane indoor pool and a climate controlled sauna. The outdoor pool has a child's activity pool, frog waterslide, fountain, and bubbly geysers, a spacious sun-deck, two 150-foot water slides, beach area, diving board, eight-hole mini-golf and sand volleyball court has something to offer to everyone.
- The Majestic Hills Golf Course is a public 18-hole course at Boulders Inn and Suites, 2505 Boulders Dr.

Scenic Views

The hills at Yellow Smoke Park and the hill by Job Corps, both at the east side of Denison, allows the viewer to look down on the Boyer River. While traveling the Lincoln Highway in the lowlands along the Boyer River as it winds around the country side and crisscrosses with the Highway is also picturesque. As the seasons change and the crops mature, the colors of vegetation also changes. Crab trees in the county blossom in the spring with pink, purple or white blossoms. The Loess Hills begin to form just to the west of Denison and are more predominant in Harrison and Pottawattamie Counties.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

- Within the city of Vail, a restored old gas station is located on the west side of the Lincoln Highway. A blue stripe was found around the building when sand-blasting, indicating it was a Standard Station. Approximate building date is 1928. Owner, Mark Crampton, has plans to install gas pumps for out front and restore the interior. He will have open hours and photos inside for visitors to peruse.
- The Five Mile House outside of Westside, 2401 390th St., is the home of the "King Shoot," an annual shooting event (42.0760967,-95.0988811).
- The Donna Reed Performing Arts Center, 1305 Broad-



Donna Reed Performing Arts Center

way, Denison, includes the Donna Reed Theatre, Museum and Reiney's Soda Fountain. The Center building was once an opera house. The soda fountain came from Fat Moe's Deli in Chicago. Donna Reed was a TV star (*Donna Reed Show*) and movie star (*It's a Wonderful Life*). Letters Donna wrote to a pen pal in Pennsylvania from 1934, as a high school senior, until the 1980s are on display.

- The McHenry's House, 1428 1st Ave. N, was built in 1885 and is now a museum. On display is their prize possession—Donna Reed's Academy Award for *From Here to Eternity*.
- Clarence Chamberlin's home is on the National Register of Historic Places. He worked as a jeweler in Denison and owned the first automobile in town. He had a knack for fixing electronics and joined the Army Signal Corp during World War I. After receiving his training, the war ended and he returned to the jewelry business in Denison. He worked as a chauffeur to a well-to-do businessman to and around the World's Fair when his love for flying was reignited. He worked as a "barnstormer," flying at low altitudes above towns to gather people's attention and as a fight instructor, airmail pilot, and aerial photographer. His most famous accomplishment was being the second man to pilot a fixed-wing aircraft across the Atlantic Ocean, from New York to the European mainland while carrying the first transcontinental passenger.
- Denison offers a walking tour of homes from the 1870s to the 1900s.
- Cronk's Café, 812 4th St. S, is now a landmark in Denison. The restaurant was started earlier when the Lincoln Highway was but a dirt path. In 1929, the business relocated to the present location on the Lincoln Highway. When L.J. Cronk bought the lot, he tore the home down that was on the property. Over the years, famous people have eaten at Cronk's such as Debbie Reynolds and Shelley Fabres when they were in town for the Donna Reed Festival (event has been discontinued). Politicians have stopped in while stumping for local, state and national contests.
- The Dow House Historical Site, 513S Prince St., Dow City, is a 13-room brick prairie farm home on four acres overlooking Dow City and the Boyer Valley. The home was completed in 1874 and became the area's social center as well as a haven for travelers. It is on the National Register of Historical Places and opens around Memorial Day through September. It has available drinking water, public toilets, picnicking, and facilities for the handicapped.
- Dow City Park, Prince and Park St., has a Rock Island Caboose, country schoolhouse, and town's original jail. Open in season for tours.

Cultural Groups

The population of Crawford County peaked in the 1930s



The McHenry House

with 21,028 residents. It declined somewhat and then since 1990 has started to climb again. Current population projections are around 17,500 residents. This may be due to the influx of Hispanic people. Currently, the Denison school is 51 percent Hispanic, with the state school average at 21 percent Hispanic. Diversity has brought with it many new restaurants and a Hispanic newspaper.

Although the census information does not reflect a large Asian group, those that have moved to the area have also opened restaurants with Burmese and Korea influences. Some Sudanese have also moved into Denison.

Wineries and Breweries

There are no wineries or breweries in Crawford County.

Events

- The town of Vail holds two annual events in September. The first is Vail Fun Days and the second is Back Road Bash in the schoolyard of the old elementary. Several country bands and individuals perform.
- Westside holds an annual Western Iowa Tractor Festival and the King Shoot, held the first Sunday in June. The area men belong to “*Schuetzen Vernin*,” meaning shooting club, and have had this King Shoot event for over 100 years.
- “Red, White, and Boom” is the Fourth of July celebration in Denison, held at Yellow Smoke Park. Cardboard boat races, sand castle building contest, kid’s carnival, and fireworks round out the day-long event.
- The Crawford County Fair is held in mid-July at the Fairgrounds in the northwest section of town. It features livestock shows, 4-H exhibits, a carnival, and grandstand events.
- The Tri City BBQ Fest held in September in Deni-

son brings in competitors from Omaha, Des Moines, and Sioux City to compete for \$10,000 in prizes and awards. There is a craft beer tent, carnival games, rodeo, petting zoo, pony rides, car show, historic tours, and street vendors.

- The town of Arion celebrates Buffalo Day the Sunday before Labor Day.

Development of the Lincoln Highway in Crawford County

The Lincoln Highway was created in 1913 and named for President Abraham Lincoln. He had ties to Crawford County as he was a land surveyor and received land in both Crawford and Tama County in Iowa as payment for his services during the Black Hawk Wars. His land in Crawford County was 120 acres in Goodwin Township, seven miles N of Denison on Hwy 59 and two miles east on I Ave. (a dirt road). The DOT historic marker sign routes the traveler on H Ave. as it is a graveled road in a little better condition, but the DAR marker, surrounded by a fence, is at the intersection of I Ave. and 230th St. (**42.094682, -95.420208**).

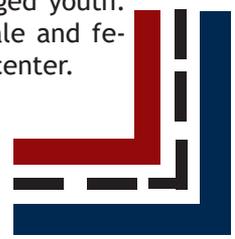
Dwight Eisenhower traveled through Crawford County in the 1919 Army Convoy that traveled the Lincoln Highway. One stop was in Denison, Iowa. Eisenhower later became the President of the United States. His Army trip on the Lincoln Highway has been credited as giving him the idea to create the interstate system we have today to move traffic quickly across the nation.

The Lincoln Highway became important in the economic development of Crawford County when the Iowa Beef Processors started their rural meat operation in Denison. Collector streets brought the beef into Denison and the Lincoln Highway took the processed meat to Omaha and onto other markets.

Colleges and Universities

Western Iowa Technical Community College began in Sioux City in 1966. The Denison Campus at 111 North 35th was built in 1993. It houses a science lab, nursing lab, and HVAC lab, among other amenities for the students. Other campuses are in Cherokee, LeMars, Mapleton, and Sioux City.

Denison Job Corp Center at 10 Opportunity Dr. offers a no-cost education and career technical training program administered by the U.S. Department of Labor that helps young people ages 16-24 improve the quality of their lives through career technical and academic training. Job Corp is the nation’s largest residential educational vocational training program for economically disadvantaged youth. The Denison Center, the only in Iowa, has male and female dormitories, a cafeteria, and a wellness center.



Famous People along the Lincoln Highway

- Clarence Duncan Chamberlin, aviation pioneer.
- Chuck Darling, a member of the Olympic basketball team which won a gold medal in 1956.
- James E. Hansen, head of NASA's Goddard Institute for Space Studies.
- Donna Reed, Academy Award-winning actress.
- Brandon Scherff, offensive tackle for the Washington Redskins.
- L.M. Shaw, born in 1848 and died in 1932, was the 17th Governor of Iowa and United States Secretary of Treasury.

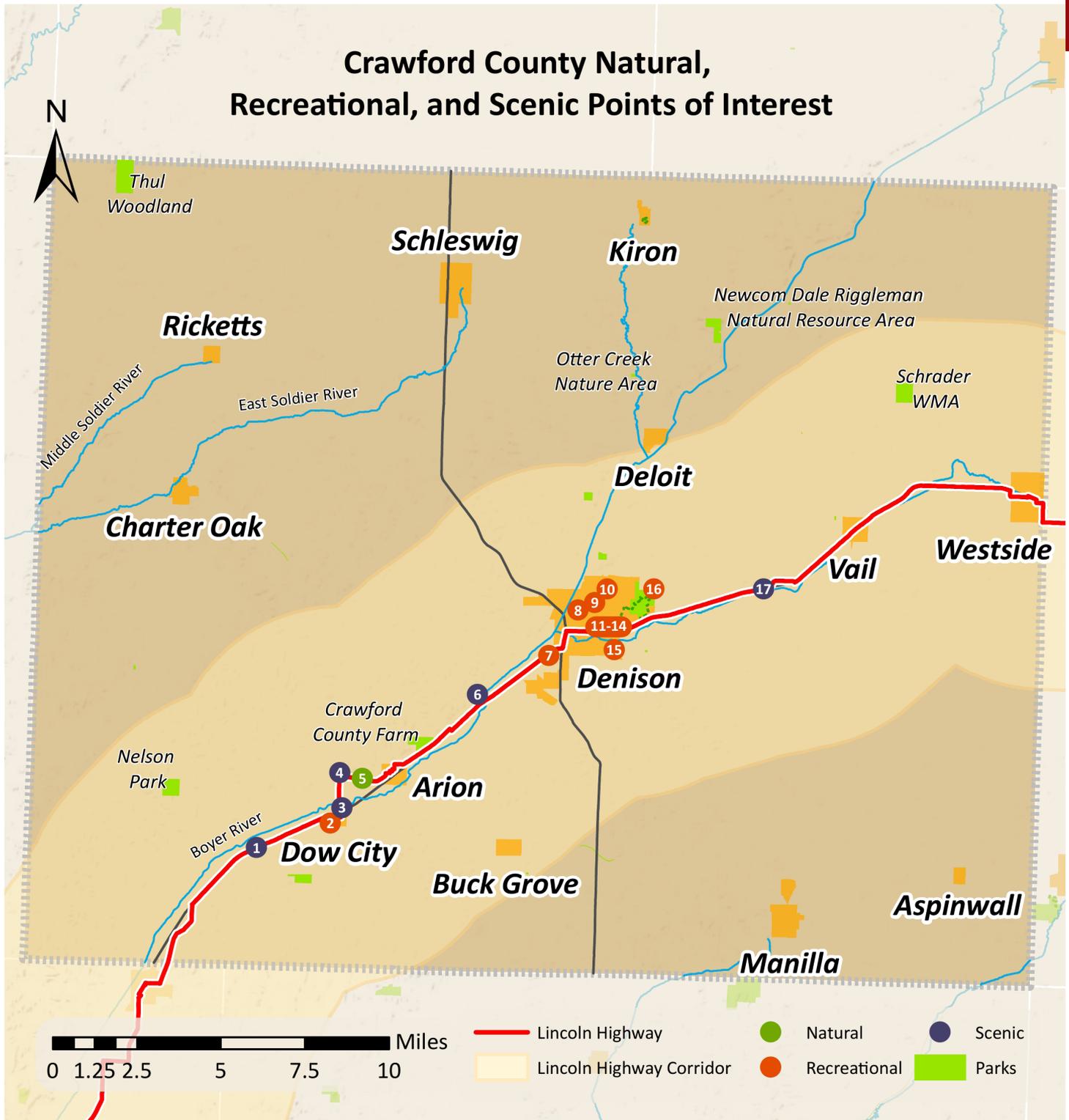


Clarence Chamberlin (left) and Donna Reed

National Register of Historic Places

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Crawford	Schleswig	Beaver Creek Bridge	180th St. between B and C Aves. over Beaver Cr.
Crawford	Buck Grove	Buck Grove Bridge	Buck Creek Ave. over Buck Cr.
Crawford	Denison	Carey, John T. and Marietta (Greek) House	1502 1st Ave. N
Crawford	Denison	Chamberlin, Clarence D., House	1434 2nd Ave., S.
Crawford	Denison	Crawford County Court-house	Broadway between Ave. B and Ave. C
Crawford	Dow City	Dow House	Prince St. at S city limit
Crawford	Dunlap	Dunham, Z. T., Pioneer Stock Farm	IA 37, 1 mi. NW of Dunlap
Crawford	Charter Oak	East Soldier River Bridge	120th St. over East Soldier R.
Crawford	Manilla	Klondike Hotel	332 3rd St.
Crawford	Denison	McHenry, William A., House	1428 1st Ave., N.
Crawford	Manilla	Nishnabotna River Bridge	T Ave. over Nishnabotna R.
Crawford	Manilla	Nishnabotna River Bridge	310th St. between X and Y Aves.
Crawford	Denison	Park Motel	803 4th Ave. S
Crawford	Denison	Yellow Smoke Park Bridge	Pedestrian path over unnamed stream

Crawford County Natural, Recreational, and Scenic Points of Interest

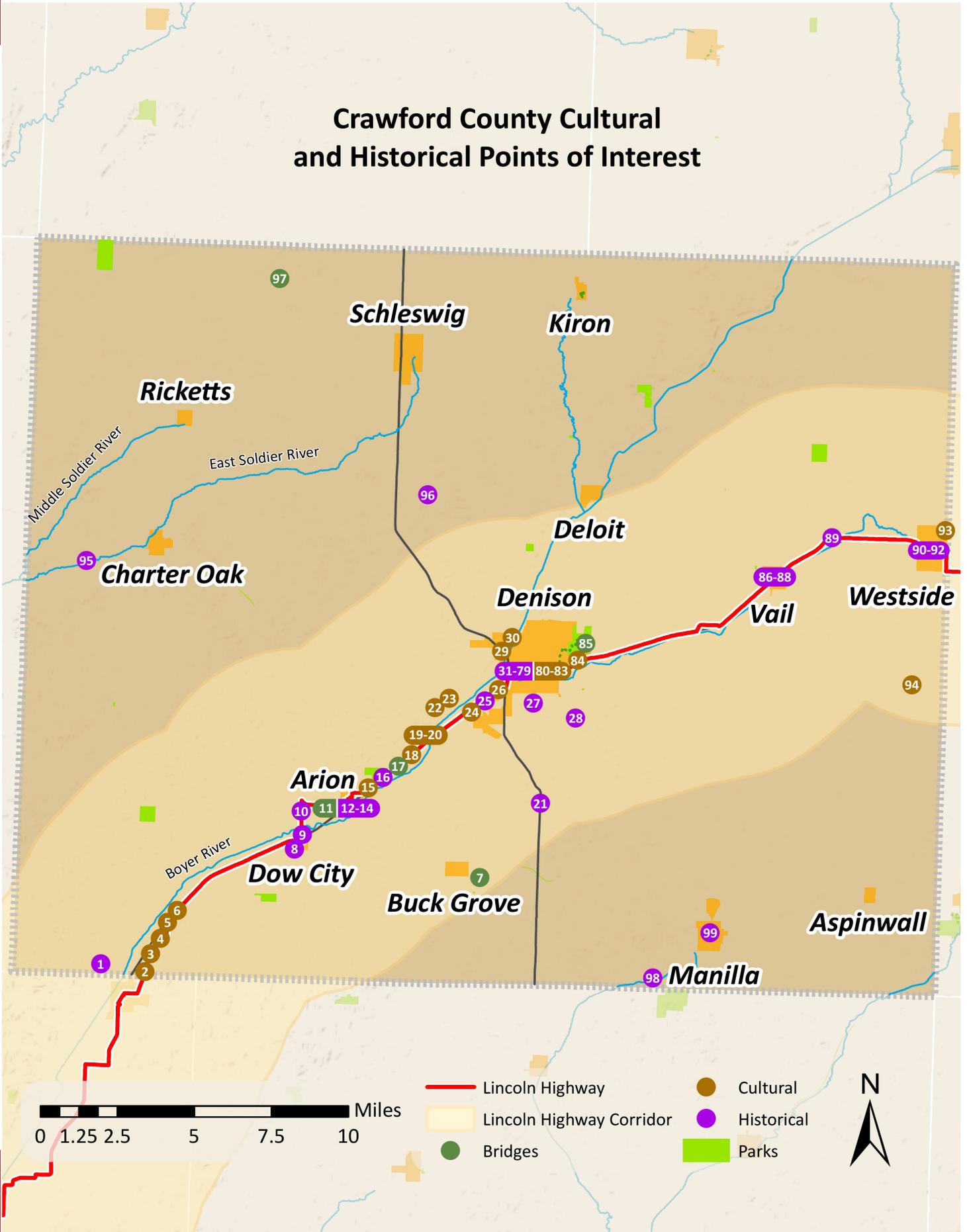


- 1 Landscape Character, Dow City
- 2 Dow City Park, Dow City
- 3 Urban Landscape Character, Dow City
- 4 Landscape Character, Arion
- 5 Roadside Vegetation, Arion
- 6 Landscape Character, Denison

- 7 Sunset Park, Denison
- 8 Doty Park, Denison
- 9 Denison Aquatic Fun Center, Denison
- 10 Johnson Park, Denison
- 11 Union Park, Denison
- 12 Washington Park, Denison

- 13 Morningside Park, Denison
- 14 Lucky Lanes Bowling, Denison
- 15 Majestic Hills Golf Course, Denison
- 16 Neal Moeller Environmental Education Center, Denison
- 17 Landscape Character, Denison

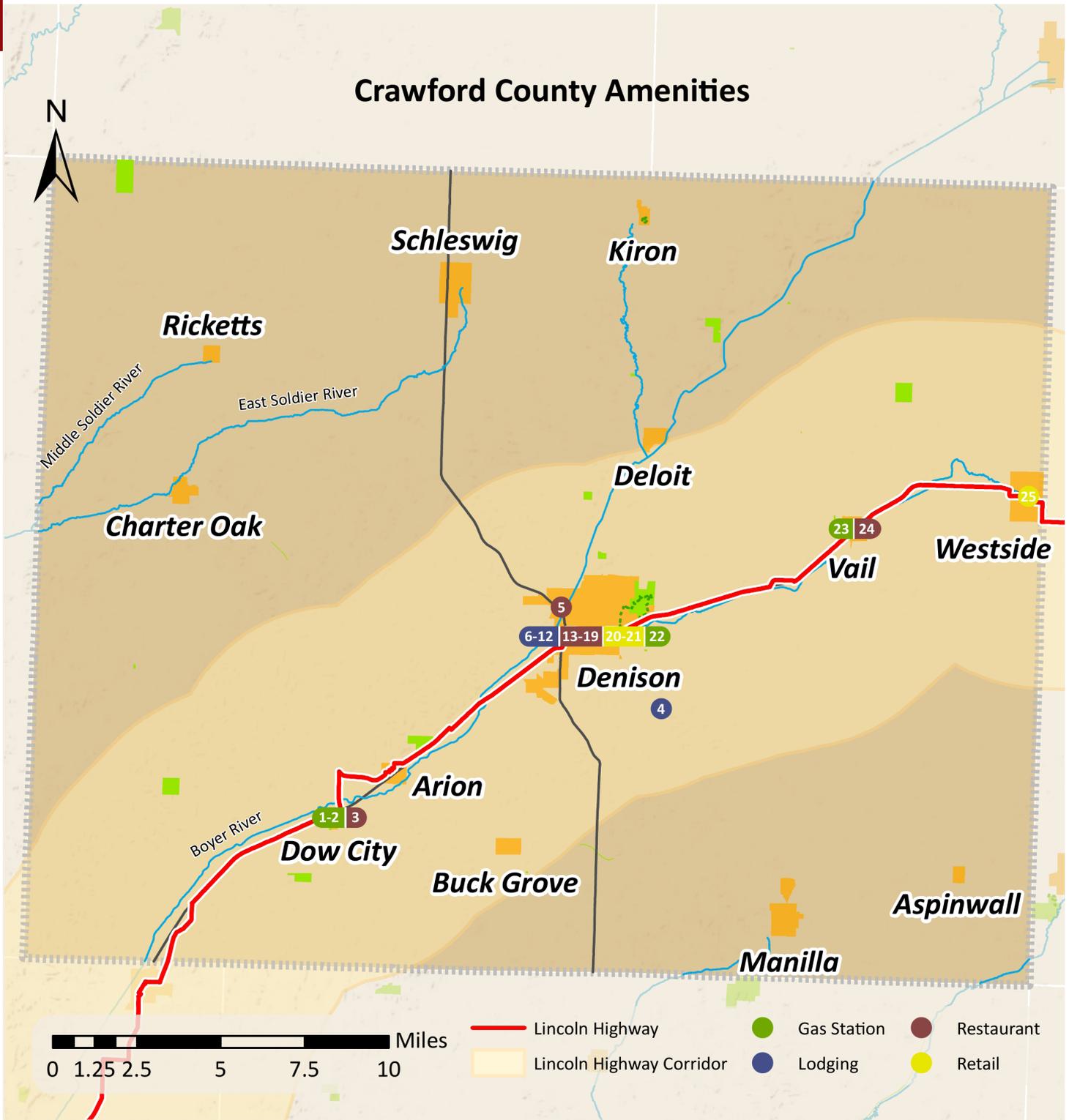
Crawford County Cultural and Historical Points of Interest



Crawford County Cultural and Historical Points of Interest

- 1 Z.T. Dunham Pioneer Stock Farm, Dunlap
 - 2-6 Architectural Character, Crawford County
 - 7 Buck Grove Bridge, Buck Grove
 - 8 Dow House Entry, Dow City
 - 9 Dow City Church, Dow City
 - 10 Abandoned Route, Arion
 - 11 Concrete Culvert, Arion
 - 12 Arion School, Arion
 - 13 Arion Post Office, Arion
 - 14 Arion Church, Arion
 - 15 Architectural Character, Arion
 - 16 Crawford County Home, Crawford County
 - 17 Truss Bridge, Crawford County
 - 18 Industrial Character, Crawford County
 - 19-20 Architectural Character, Crawford County
 - 21 Ramona Laubscher's Ranch (Little Red Schoolhouse), Denison
 - 22 Architectural Character, Denison
 - 23-24 Industrial Character, Denison
 - 25 Historic Powerlines, Denison
 - 26 Industrial Character, Denison
 - 27 Oakland Cemetery, Denison
 - 28 Crawford County Historical Society, Denison
 - 29 Denison Fairgrounds, Denison
 - 30 Crawford County Speedway, Denison
 - 31 Team Ford Lincoln (Former Erickson Garage), Denison
 - 32 Dalton Garage, Denison
 - 33 Cabin Court, Denison
 - 34 Ho Hum Motel, Denison
 - 35 Cronk's Café, Denison
 - 36 Abandoned Highway Segment, Denison
 - 37 Garage, Denison
 - 38 The Trees Motel, Denison
 - 39 Commercial Building, Denison
 - 40 Park Motel, Denison
 - 41 Abandoned Highway Segment, Denison
 - 42 McHenry House, Denison
 - 43 Clarence D. Chamberlin House (Walking Tour of Homes), Denison
 - 44 Carey House Inn, Denison
 - 45 Crawford County Courthouse, Denison
 - 46 Hayes Home*, Denison
 - 47 O.A. Patterson Home*, Denison
 - 48 Dr. Brannon Home*, Denison
 - 49 CJ Soloman House*, Denison
 - 50 TC McCarthy House*, Denison
 - 51 J.C. Robinson House*, Denison
 - 52 Dr DF Philbrook House*, Denison
 - 53 Historical Home Built by Julius Balle*, Denison
 - 54 Dr. DW Crabb Residence*, Denison
 - 55 H. Hartwig Home*, Denison
 - 56 ES Plimpton Home*, Denison
 - 57 Barney Brodersen Home*, Denison
 - 58 W.A. McHenry House*, Denison
 - 59 ZT Hawk Home*, Denison
 - 60 JW Hill Home*, Denison
 - 61 PW Harding House*, Denison
 - 62 TJ Garrison House*, Denison
 - 63 E.J. Heston House*, Denison
 - 64 Pfannebecker Funeral Home*, Denison
 - 65 Detlefsen Apartment House*, Denison
 - 66 J.P. Conner House*, Denison
 - 67 C.F. Kuehnle Residence*, Denison
 - 68 R.A. Romans House*, Denison
 - 69 Charles Voss House*, Denison
 - 70 Claus Sriver Residence*, Denison
 - 71 M.E. Jones Residence*, Denison
 - 72 Kelly Home*, Denison
 - 73 John Menagh Home*, Denison
 - 74 Col. Green Cottage*, Denison
 - 75 George Sprecker Home*, Denison
 - 76 Charles Bullock Residence*, Denison
 - 77 G.L. Caswell Home*, Denison
 - 78 Earnest Riepen House*, Denison
 - 79 Rudolph Lehfeldt Home*, Denison
 - 80 Industrial Architecture, Denison
 - 81 Donna Reed Performing Arts Center, Denison
 - 82 Red, White, and Boom (July 3rd), Denison
 - 83 Tri City BBQ Fest (3rd Weekend in September), Denison
 - 84 Western Iowa Tech Community College, Denison
 - 85 Yellow Smoke Park Bridge, Denison
 - 86 Gas Station, Vail
 - 87 Gas Station and Garage, Vail
 - 88 Grain Elevator, Vail
 - 89 Abandoned Highway Segment, Crawford County
 - 90 Healy (Garage), Westside
 - 91 Garage, Westside
 - 92 Westside Entry, Westside
 - 93 Lincoln Statue, Westside
 - 94 The Five Mile House, Westside
 - 95 East Soldier River Bridge, Charter Oak
 - 96 Abraham Lincoln Land, Crawford County
 - 97 Beaver Creek Bridge, Schleswig
 - 98 Nisabotna River Bridge, Manilla
 - 99 Klondike Hotel, Manilla
- * Denison Walking Tour of Homes

Crawford County Amenities



- 1 Ettleman’s Conco Services, Dow City
- 2 C & K Kwik Shop, Dow City
- 3 Cheers 2, Dow City
- 4 Glidden House Bed & Breakfast, Denison
- 5 B & D’s Grill, Denison
- 6 Park Motel, Denison
- 7 Carey House Inn, Denison
- 8 Travelodge, Denison

- 9 Budget Inn, Denison
- 10 Hartwig House Inn, Denison
- 11 Providence Inn B&B, Denison
- 12 Conner’s Corner B&B, Denison
- 13 Cronk’s Café, Denison
- 14 Antojitos Mexicanos El Charo, Denison
- 15 Breadeaux Pizza, Denison
- 16 Dairy Queen Store, Denison
- 17 El Jimador, Denison

- 18 Family Table, Denison
- 19 Prime Times Food Court, Denison
- 20 Don’s Inc – Jewelry & Gifts, Denison
- 21 Roscoe’s Jewelry, Denison
- 22 Casey’s General Store, Denison
- 23 Sparkys One Stop, Vail
- 24 Homer’s Bar and Grill, Vail
- 25 Westside Food Mart, Westside



Subsection 14: Harrison County

The Lincoln Highway travels through four communities in Harrison County: Dunlap, Woodbine, Logan, and Missouri Valley.

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

The unique topography of Harrison County is the formation of the Loess Hills. After the last Ice Age, glaciers advanced into the middle of North America. The glaciers ground away at the rock below and formed a fine dust. As temperatures warmed and the glaciers retreated, the meltwaters and sediment flooded the Missouri River valley. Sediment deposited on the flood plain and created huge mud flats, which were exposed after the meltwaters receded. As it dried, strong westerly winds picked up the dust and were moved it over a vast area. The heavier, coarser silt was deposited close to the Missouri River flood plain forming vast dunes fields which were eventually stabilized by grass. The stabilized dunes were eroded into the corrugated bluffs of today. The narrow ridges (some-time only ten feet wide) drop 90 degrees in either direction for 60 feet. The soil has a yellow hue and is known as "sugar clay." It is very hard when dry, but has no cohesion when wet. The only other location in the world with significant loess soil is in Shaanxi, China.

One of the area's most well-known archaeological sites is near Pigsah, in the north central part of Harrison County and within the Loess Hills. Excavation there shows bison were hunted and killed in large numbers during the Archaic time period, between 10,000 and 5,000 years ago.

The Missouri River borders the western side of Harrison County and gives it a winding border to Nebraska. Rivers inside the county and flowing westerly to the Missouri River are the Boyer, Willow, Soldier, Little Sioux, Pigeon, and

Mosquito. Because of the rivers, lush hills, wild grapes and other berries, and abundance of wildlife, many early peoples found Harrison County to be a desirable place to live. Wild roses and tall prairie grass covered the hills.

Later the Sioux, Sac and Fox, Omaha, Winnebago, and Pottawattamie found the Missouri River area good for hunting and camping. Many Native American trails ran between the hills and were simply indentures made in the surface of the soil, but the trampling of horses feet and the end of poles lashed to the backs of horses to carry teepees, provisions or the ill.

Indian mounds have been found in Harrison County. One location has six mounds all 90' in diameter and 15' high all in a direct line. Another location has 12 mounds with exactly the same dimensions and same intervening spaces between the mounds. Another mound location included finding hatchets, stone hammers, sledges, pieces of pottery, copper, ornamental tools, and drinking cups. An old Indian trail passed about 20 feet from of these mounds locations.

In Raglan Township in 1914, while constructing a fence line, a grave containing a dozen Native American skeletons was found.

In a washout, 25 feet from the surface, a preserved cedar tree was exposed that was 20" in diameter. Over this stood a large oak tree, four foot in diameter and no less than 1,000 years old. Near the cedar tree, several buffalo skulls washed out at about 15 feet. The cedar tree and buffalo would have had to been hidden under the soil for over 1,000 years.

When white man came in 1846, they forced the Sioux to settle to the north and the Sac and Fox to the south. A forty-mile neutral zone was created to keep them from fighting with each other, but as each tribe felt the other did not adhere to this plan, they often still fought. Even-

The Lincoln Highway Heritage Byway Corridor Management Plan

tually the white man displaced the Native Americans and they moved further south and west. Daniel Brown was the first settler who settled near what is now Calhoun.

The Lewis and Clark expedition camped just below Soldier River August 4-6, 1804 in Cincinnati, Clay and Morgan townships. At that time, the main channel was exactly where the village of River Sioux is today. The Missouri River is now a mile west.

In 1847, Mormons under the leadership of Brigham Young, came through Harrison County from Nauvoo, Illinois. Some decided to break from the wagon train due to disagreements regarding polygamy. In 1853, Charles B. Thompson was one such Mormon as he led 50-60 families to an area for the "School of Preparation for the Life Beyond." This area is now known as Preparation Canyon. Other Mormons continued on with Young to settle in Salt Lake City, Utah.

The white settler drained land to farming purposes. One peat field of 200 acres disappeared after it was drained. What was once swamp in 1857, was completely drained by 1915 and the fertile soil found good for growing corn.

Elk and deer were once plentiful. In 1856, deep snow banks glazed over with a heavy ice. The animals could not escape. Both Indians and white men slaughtered thousands of elk and deer as the ice made them slip and fall and unable to escape the guns and other weapons.

Prairie chickens were once so thick they could cover an entire cornfield. They ate stalks of corn plants and could ruin an entire crop. Prairie chickens were trapped and the meat salted and put in a brine. By 1915, they had entirely disappeared from the county.

Beavers were plentiful and built many dams in the smaller streams and creeks in the area, using mostly willow trees. At one location, the beaver used 100 willows, some 10" in diameter.

Wild grapes that grew along the streams were used to make wild grape wine sold locally and shipped out. In 1867, it was recorded 500 barrels of the wine was shipped by rail to Chicago.

Limestone from Logan was freely shipped to Council Bluffs and some glass sand and sand stone found in the area. Potter's clay was found near Magnolia.

Harrison County, Nature, and the Lincoln Highway

Harrison County once had more timber land than any other Missouri River county in Iowa. The railroad came through first and found the best path to take through the Loess Hills. Missouri Valley is the intersection of three railroads—the Cedar Rapids, Missouri River, and the Sioux

and Valley Railroads. Road building for automobiles in Harrison County still had its challenges, as in other Iowa counties.

From Charles W. Hunt's History of Harrison book written in 1915:

"The general surface, or topography, of this large county is almost as varied as the tastes and fancies of men. Here one finds the high, rolling upland, far above danger of malaria; the sunlit cove nestling along the side of the bluffs, beautiful sights to behold; the broad prairie lands, reaching on and on as far as the eye can discern: the elevated lands on lake margins, and river banks, the home of the stately forest kings. Also, Harrison possesses quite an amount of true "gumbo," especially in the southwestern portion, but this is being drained and tilled into profitable farming lands."

The main rivers and creeks in Harrison County are the Boyer River, Willow River, Little Sioux, Soldier, and Pigeon and Mosquito. These rivers and creeks sometimes overflow and levees have been built in Missouri Valley to protect the Lincoln Highway and other roads from flood waters.

Wildlife/Natural Areas

DeSoto National Wildlife Refuge, 1434 316th Lane, is 7,823 acres that allows fishing April 15th-October 14th but no trot lines, no digging or seining for bait, no more than two lines and two hooks per line. Fishermen must catch and release bass that are under 15 inches and pike under 24 inches. Ice fishing is allowed January through February. Boating, but no wake speeds allowed. No camping, fireworks, or guns except on authorized hunts. No pets, no swimming, stay out of closed areas. Picnicking allowed and the area offers hiking trails, marsh, lake, hedge rows, food plots, and native prairie restoration. Artifacts on display recovered from 1865 sternwheeler "Bertrand" at the Visitor Center. Self-conducted "auto tour" runs October 15th- November 30th. Fall migration of snow geese peaks in mid-November (41.541015.-96.0328337).



DeSoto National Wildlife Refuge

Schaben Park, on 141st Lane between Woodbine and Dunlap, is a 77-acre hardwood forest with a four-acre fishing pond for electric motors, camping, electricity, drinking

water, pit toilets, picnicking, hiking trails, and hunting (41.8046753,-95.6896002).

Near Logan, the Willow Lake Recreational Area is 222 acres with a 27-acre fishing pond, swimming beach, and boat ramp for electric motors only. Fish species are Bass, Bluegill, Catfish, and Crappie. It also offers camping, cabins, electricity, drinking water, flush toilets, showers, picnicking, hiking trails, and hunting on a certain portions (41.7714999,-95.79932).

Preparation Canyon is in the north end of the Loess Hills Pioneer State Forest, a 344-acre park encompassing what was once the town of Preparation, offers beautiful views as well as picnicking, hike-in camping, trails through the Loess Hills and nearby streams and springs. This remote area is relatively untouched by humans (41.8930637,-95.9101438).

Lakes/Ponds

Smith Lake in Little Sioux Township (41.778143,-96.022592) and Willow Lake (41.7714999,-95.792754) still exist. Round Lake in Morgan Township was evidently part of the Missouri's river bed, but by 1915 it was drained and developed. Horseshoe Lake in Clay Township received its water from the Soldier River, but it was also drained and developed. Nobles Lake is part in Harrison County and part in Pottawattamie County (41.5065967,-95.9835279). It once had a resort, hunting and fishing campground and was home to pickerel, bass, sunfish, and buffalo. The lake is not spring fed, so as drainage ditches and farm improvements were made, it changed the beauty and amount of water in Noble Lake.

Other Locations of Note

- Fish Lake Wildlife Area is 19 acres of upland habitat and hunting allowed (41.5777696,-95.9358443).
- Loess Hills Lavender Farm, 2278 Loess Hills Trail, was started in 2009 to sell lavender for cooking and aromatherapy purposes. It is a family operation and now includes a gift shop, sitting areas, small trails, and offers High Tea (41.67885711,-95.9394434).
- Rhizosphere Farm, 3306 Lima Trail, Missouri Valley, is part of a CSA (Community Supported Agriculture) and produce includes vegetables, berries, and eggs, all certified naturally grown. The farm also has an internship program.



Loess Hills Lavender Farm

- Sawmill Hollow Organic Farms, 2159 Kennedy Ave., Missouri Valley, grows Aronia berries organically. The Aronia berry is native to Iowa and was once on the endangered list of many states. It is one of the most nutritionally dense fruits in the world. Sawmill makes jellies, salsa, and chili starters from the Aronia berry (41.6609496,-95.8981739).
- Small's Fruit Farm and Pie Parlor, 1844 194th St., Mondamin (not on the Lincoln Highway). It offers pick your own apples, berries, squash, pumpkins, and gourds. It also has a Pie Parlor to sit and enjoy a slice of pie and an event pavilion (41.7126251,-95.9503555).
- St. John's Wildlife Area is 87 acres managed by the DNR. Hunting allowed in the I-29 borrow-area which is home to waterfowl and pheasant (41.5834066,-95.9456607).
- Trapple Orchard, 1377 145th St., Little Sioux, Iowa will be in production for pick-your-own apples, pears, cherries, plums, apricots, peaches, and berries (41.798584,-95.9503555).
- Wilson Island Recreational Area, 3801 Campground Ln, came into existence as an island sandbar in 1900. The 544-acre area has dense cottonwood stands, hiking trails, picnicking, camping, boat ramp, and hunting. Wildlife is plentiful and the area is good for mushroom hunting (41.4915610,-96.009603).

Other Recreational Opportunities

Woodbine

- Woodbine City Pool is located in the City Park.
- Woodbine City Park at 6th and Park Ave. includes rodeo grounds, play equipment, horseshoes, ball diamonds, and tennis courts.
- Shadow Valley Golf Course, 1930 Par Lane (41.730504,-95.7325887).

Missouri Valley

- Aquatic Center, 700 W. Huron, offers lap swim, water aerobic classes, and open swim times.
- City Park/Harrison County Fairgrounds, 800 W. Huron.
- Missouri Valley City Park/Harrison County Fairgrounds, 800 W. Huron, offers camping.
- Summit Park is located on Summit St. between N. 3rd St. and N. 4th St.
- Willow Park is at Park Ave. and W. Superior.

The Boyer River is good for canoeing.

Mushroom hunting is popular in Harrison County and the Loess Hills. Morels need three things to propagate—fire, flood, and fallen trees. They are usually found in the wild near hills and river bottoms.

Scenic Views

With the Loess Hills in the Harrison County, there are many scenic views. Preparation Canyon, near Pigsah, at the north end of the Loess Hills Pioneer State Forest is a relatively untouched-by-humans remote area with beautiful views. The Historical Village and Welcome Center in Missouri Valley has an overlook with spectacular views of the Boyer River Valley and hills in the area. Sawmill Hollow Organic Farm and Willow Lake also has good views from their high elevations. From the top of Interstate 80, travelers have a good view looking down on the river basin.

The Murray Hill Scenic Overlook on County Road F20 near Little Sioux offers panoramic views of the Missouri River Valley. Yucca plants and native flowers dominate the Loess Hills prairie landscape and is one of the most picturesque locations in the Loess Hills.

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

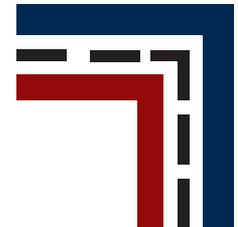
- There are four Carnegie libraries in the communities the Lincoln Highway travels through. Andrew Carnegie, a steel industrialist and millionaire, gave grants to many library projects across the nation.
 - Dunlap's Carnegie Library was built in 1912 and is still standing, but no longer used as a library.
 - Woodbine's Carnegie Library, 58 5th St., is on the original bricked Lincoln Highway (Main St.) and has been placed on the National Register of Historic Places. The original library was in the jail section of the old town hall. If the jail was occupied, the library was closed. In 1909, through a Carnegie grant the first library in Harrison County was built.
 - The Logan Library, 121 E. 6th St., was started in 1913 in the courthouse and in 1915 through one of the last Carnegie grants, a new library was built on the current site. The basement was remodeled in 1967 and in 1988 an addition doubled the space.
 - Missouri Valley's Library, 2931 Monroe Ave., was built in 1871 at 6th and Erie and in 1882 the library moved into City Hall. Through a grant in 1909 the current building was built and dedicated in 1912. In 2004, the library underwent renovations and an addition.
- The Dunlap Historical Society owns three properties:
 - The McLean Museum, 1211 Iowa Ave., in Dunlap was originally a church built in 1879 from bricks made in Dunlap. It was used first by the Baptists, then Lutherans, then back to Baptist. Inside are plat books and assessor records and a square grand piano that once was played in the Dunlap opera House.
 - The Dougal House is next door to the McLean Mu-



McLean Museum and Dougal House

seum and was the parsonage. It houses a gasoline stove, pump organ, household utensils, and period clothing and furniture.

- Dunham Barn, 1211 Iowa Ave., is on the National Register of Historic Places and holds a Barn Festival every 4th of July. The barn was built in 1870 with bricks made in a kiln just to the north and west of the barn. It is one of the earliest brick barns in Western Iowa. The walls are four bricks thick on the lower level and three bricks thick on the upper level. It is built into a small hill, so a wagon could be driven into the upper level, hay or grain unloaded through a trap door to the ten horse stalls in the lower level.
- Dunlap is also home to Agnes Dunham's life-sized Nativity Scene that she created in the early 1950s, usually displayed on 130th St., just off of Hwy 37 (41.867465.-95.619658).
- Woodbine is part of the Main Street Iowa program and has completed 23 Main Street building facade improvements.
- Woodbine's Main Street District has an annual exhibit of original outdoor sculptures displayed. The art is owned by the creator and is displayed in the downtown area.
- The Zell Millard Historic Preservation Park, 313 Walker St., Woodbine, includes Merry Brook Rural School Museum, Harrison County Genealogy, the original Depot, and a CNW caboose as well as a renovated 1928 canopy gas station serving as the Welcome Center and Community Meeting Room.
- Woodbine has an iconic steel cornstalk sculpture on the grain elevator at Lincolnway and 2nd St.
- The Harrison County Courthouse, 111 N. 2nd Ave., in Logan was built in 1911 and is a three-story steel and concrete block building faced with Bedford limestone. It replaced one built in 1876 in Logan and the first courthouse built in Magnolia in 1854, deemed unsafe in 1876. The need to build a new structure aided the



county seat move from Magnolia to Logan.

- Near Logan is the Wisecup Farm Museum, 1772 305th St., with over 100 pieces of farm equipment and replicas of an 1800s schoolhouse, church, and log cabin, and a 1900s gas station. Many events are held here throughout the summer such as a farmer's market on Wednesdays, craft show, and musical shows (41.5647001,-95.9771455).
- In Missouri Valley, the Harrison County Historical Village and Welcome Center, 2931 Monroe Ave., is at the intersection of three Iowa Scenic byways- the Loess Hills, Western Skies, and the Lincoln Highway. It is an official Iowa Welcome Center and has an Iowa Products Store featuring crafts, food, and beverages. The 17-acre site houses Iowa's corn museum, Indian artifacts, pioneer equipment, clothing, firearms, and a log cabin. There is an outdoor and indoor display about the Lincoln Highway as well as videos showing early Lincoln Highway road building and related information.
- Watson Steam Train is in Missouri Valley's City Park, at W. Huron and Shawmutt Ave. The train is a restored coal-fired miniature steam train that gives kids a ride around a 1,800 foot track. Inside the depot museum are several displays includes 160 brass replicas of every UP engine built and a refurbished motorcar.
- The post office in Missouri Valley has a mural entitled *Iowa Fair* by Francis Robert White done in 1938.
- The Steamboat Bertrand Museum, 1434 316th Lane, is actually on the Nebraska side of the DeSoto Bend of the Missouri River, within the DeSoto National Wildlife Refuge. The Refuge is in both Iowa and Nebraska. The Bertrand steamboat carried cargo up the Missouri River to Virginia, Montana and hit a snag on April 1, 1865 and sank just north of Omaha, NE. Half of the cargo was recovered 100 years later and is on display in the museum (41.5484834,-96.0300994).



Harrison County Historical Village
and Welcome Center

Cultural Groups

Mormons were among the first settlers in Harrison County. Charles Thompson had broken from the Brigham Young wagon train in 1853 and led many families to what is now called Preparation Canyon. He told his followers of a divine message that they were to turn possessions and all deeds over to him. By 1856, the people realized they had made a mistake and tried to lynch him. He escaped. The Iowa Supreme Court divided the land between the remaining families. Many years later, the families sold the land to the State of Iowa and Preparation Canyon and the Loess Hills State Forest opened to the public.

As in several other Lincoln Highway counties, the railroad brought its share of undesirables to town. In the 1930s and 40s, pool hustlers frequented the Blue Room in Woodbine. Legend says some Kansas City people came up and "cleaned it out."

The outlaw Jesse James and his gang hid in the hills of Harrison County for a bit.

Events

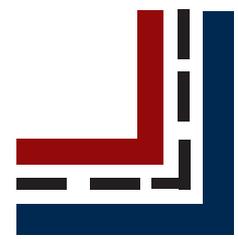
- Dunlap holds a Barn Festival every 4th of July at the Dunham Barn on 130th St., west of town.
- Applefest is held in Woodbine on the last Saturday in September with a car show, fun run/walk, apple pie-baking contest, Kiwanis pancake feed, flea market, and Main Street beer garden.
- A Country Western Festival is held in August at the Wisecup Farm Museum, 1772 305th St., Picking and grinning sessions are held earlier in the summer as well as at a Farmer's Market every Wednesday in the summer (41.5647001,-95.9771455).
- Harvest Spoon Tour is the first Sunday of each month from May to October. Home grown businesses and locations in Harrison and Pottawattamie County are featured each week.
- Mighty Mo Rodeo is held in May in Missouri Valley and features competitors from across the Midwest.

Development of the Lincoln Highway in Harrison County

The brick street in Woodbine is 11 blocks of original Lincoln highway in the downtown and is the largest portion of the original Lincoln Highway remaining in Iowa.

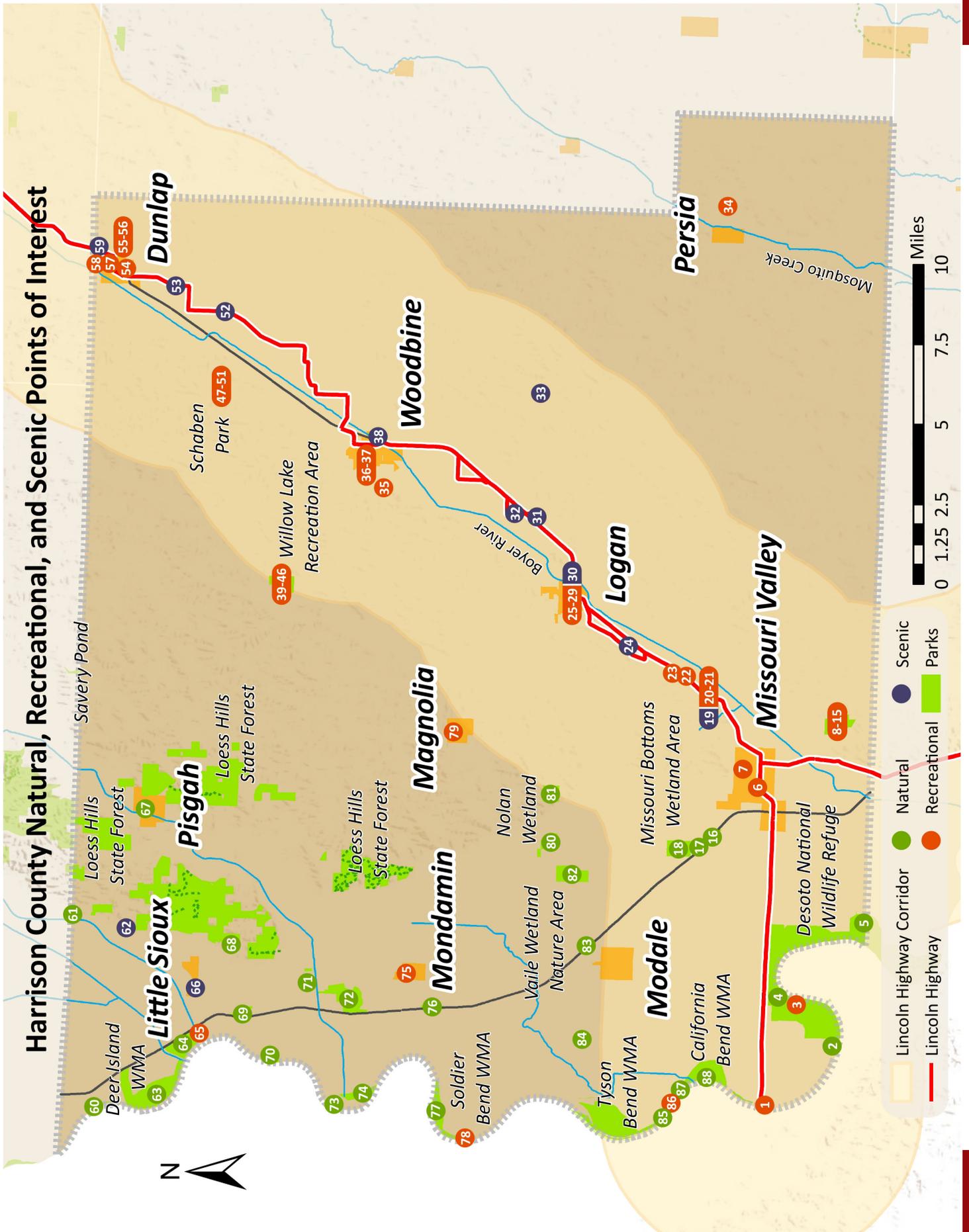
Colleges and Universities

There are no colleges or universities in Harrison County.



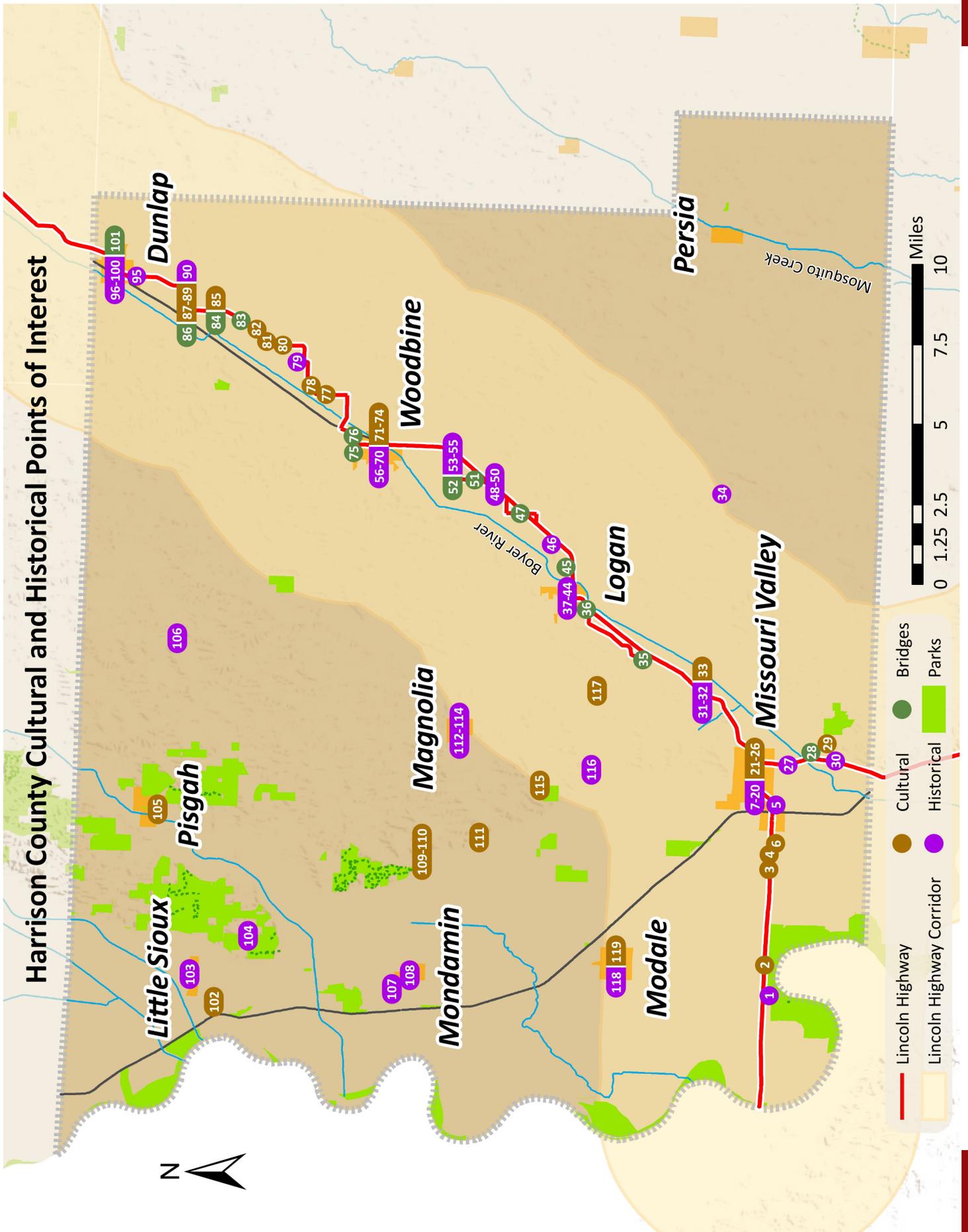
National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Harrison	Dunlap	I.O.O.F. Hall	613-615 Iowa Ave.
Harrison	Modale	Modale School and Masonic Hall	107 S. Main St.
Harrison	Little Sioux	Murray General Merchandise Store	Jct. of Mulberry and Second Sts.
Harrison	Magnolia	Old Harrison County Court-house	401 Locust
Harrison	Woodbine	Siebels' Department Store-- Boyer Valley Bank	501-505 Walker St.
Harrison	Logan	State Savings Bank	312 E. 7th St.
Harrison	Dunlap	Wheeler, John R., Jr., House	407 S. Third St.
Harrison	Woodbine	Woodbine Normal and Grade School	5th and Weare
Harrison	Woodbine	Woodbine Public Library	58 5th St.
Harrison	Woodbine	Woodbine Savings Bank	424 Walker St.



Harrison County Natural, Recreational, and Scenic Points of Interest

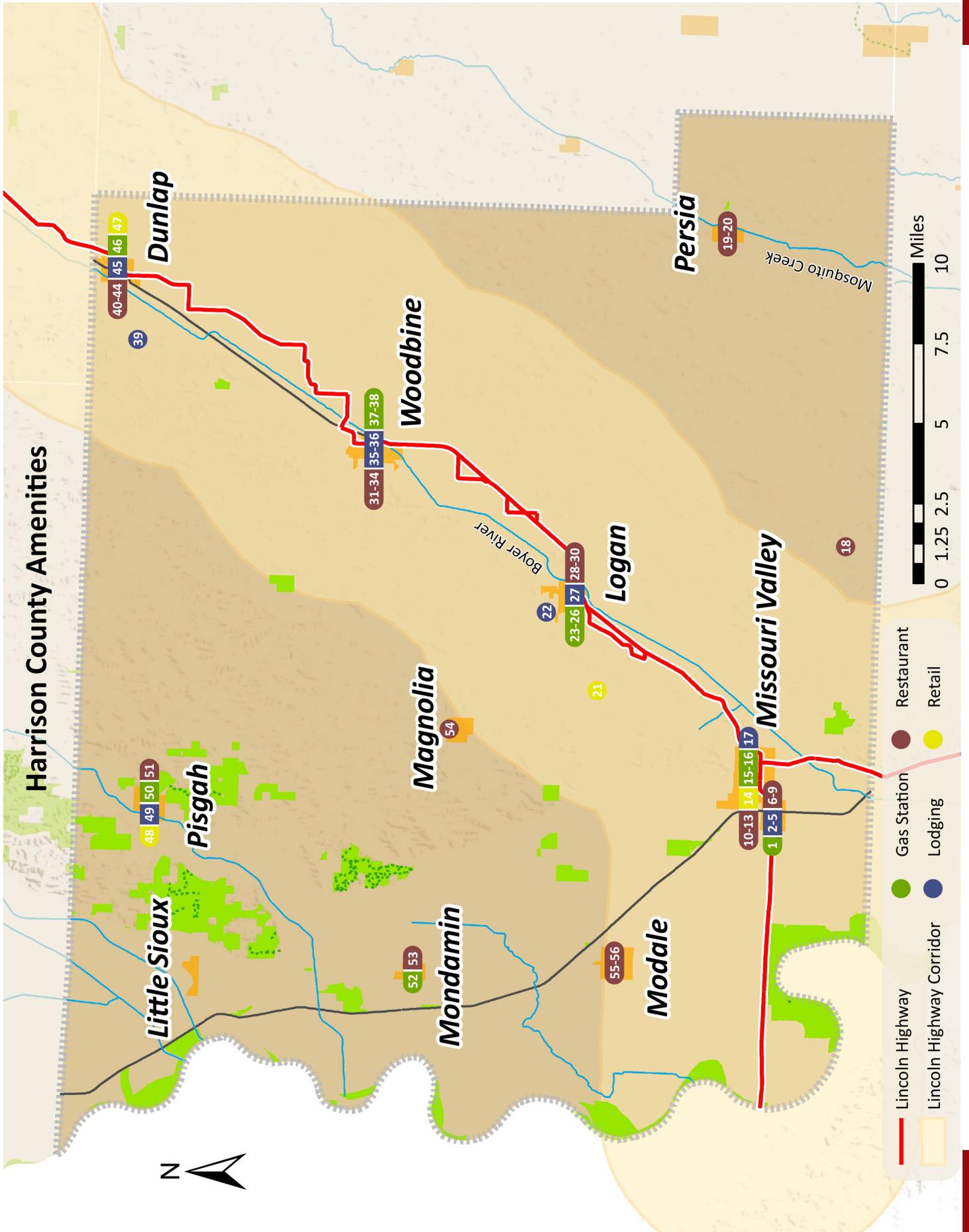
- | | | | |
|--|---|--|---|
| 1 Rand Access, Harrison County | 27 Millian Park, Logan | 61 Sioux Dam Wildlife Area, Harrison County | 78 Remington Boat Launch, Harrison County |
| 2 Rand Bar Wildlife Management Area, Harrison County | 28 Milliman Park Trail, Logan | 62 Murray Hill Scenic Overlook, Little Sioux | 79 Magnolia City Park, Magnolia |
| 3 DeSoto Visitor Center Trail, Harrison County | 29 Jim Wood Aquatic Center, Logan | 63 Deer Island (Lower) Wildlife Management Area, Harrison County | 80 Nolan Wetland Area, Modale |
| 4 DeSoto National Wildlife Refuge, Harrison County | 30 Road Design Character, Logan | 64 Three Rivers Wildlife Management Area, Little Sioux | 81 Sawmill Hollow Wildlife Area, Harrison County |
| 5 Nobles Lake Wildlife Management Area, Harrison County | 31-32 Landscape Character, Harrison County | 65 Little Sioux Access, Little Sioux | 82 Vaile Wetland Nature Area, Harrison County |
| 6 Missouri Valley Swimming Pool, Missouri Valley | 33 View of Loess Bluffs, Portsmouth | 66 Landscape Character (Panoramic Views of Loess Hills), Little Sioux | 83 Missouri-Dale Wildlife Management Area, Modale |
| 7 Summit Park, Missouri Valley | 34 Schley Park, Persia | 67 Loess Hills State Forest Visitor Center, Pisgah | 84 Horseshoe Lake Wetland Area, Modale |
| 8 Old Town Conservation Area, Harrison County | 35 Shadow Valley Golf Course, Woodbine | 68 Gleason-Hubel Wildlife Area, Harrison County | 85 Tyson Bend Wildlife Management Area, Harrison County |
| 9 Bendy Oak Trail, Harrison County | 36 Woodbine City Pool, Woodbine | 69 Gee-Hruska and O'Day Wetland Areas, Harrison County | 86 Cottonwood Marina, Harrison County |
| 10 Birddog Trail, Harrison County | 37 Woodbine City Park, Woodbine | 70 Upper Bullard Bend Wildlife Management Area, Harrison County | 87 California Cut-Out Revetment, Harrison County |
| 11 Stagecoach Loop, Harrison County | 38 Panoramic View of Woodbine, Woodbine | 71 Ruffcorn Wildlife Area, Harrison County | 88 California Bend Wildlife Management Area, Harrison County |
| 12 Blazing Star Trail, Harrison County | 39 Willow Lake, Harrison County | 72 Round Lake Wildlife Management Area, Harrison County | |
| 13 Woodpecker Walk, Harrison County | 40 Willow Lake Recreation Area, Harrison County | 73 Lower Bullard Bend Wildlife Management Area, Harrison County | |
| 14 Foster's Pass, Harrison County | 41 Cricket Creek Trail, Harrison County | 74 Bullard-Soldiers Bend, Harrison County | |
| 15 Buffalo Run, Harrison County | 42 Prairie Passeur Trail, Harrison County | 75 Mondamin City Park, Mondamin | |
| 16 Fish Lake Wildlife Management Area, Harrison County | 43 Red Tail Ridge Trail, Harrison County | 76 Mondamin Wildlife Management Area, Mondamin | |
| 17 Saint John's Wildlife Management Area, Harrison County | 44 Winding Willow Way Trail, Harrison County | 77 Soldier Bend Wildlife Management Area, Harrison County | |
| 18 Missouri Bottoms Wetland Area, Harrison County | 45 Whispering Pines Trail, Harrison County | | |
| 19 Harrison County Welcome Center | 46 Nature Center Trail, Harrison County | | |
| 20 Scenic Overlook, Harrison County | 47 Schaben Park, Harrison County | | |
| 21 Harrison County Welcome Center Trail, Harrison County | 48 Lake Shore Trail, Harrison County | | |
| 22 Children's Play Road, Harrison County | 49 Prairie Pass Trail, Harrison County | | |
| 23 Roadside Park, Harrison County | 50 Timber Ridge Trail, Harrison County | | |
| 24 Logan-Missouri Valley Country Club, Harrison County | 51 North Loop Trail, Harrison County | | |
| 25 Landscape Character, Harrison County | 52-53 Landscape Character, Dunlap | | |
| 26 Logan City Park, Logan | 54 Dunlap Golf Club, Dunlap | | |
| 27 Boyer River, Logan | 55 Pleasant View Park, Dunlap | | |
| | 56 Pleasant View Park Trail, Dunlap | | |
| | 57 Dunlap Swimming Pool, Dunlap | | |
| | 58 Boyer Valley McAllister Field, Dunlap | | |
| | 59 Landscape Character, Dunlap | | |
| | 60 Fawn Island Wildlife Management Area, Harrison County | | |



Harrison County Cultural and Historical Points of Interest

1 Steamboat Bertrand Collection, Missouri Valley	30 Railroad Underpass, Missouri Valley	60 Lincoln Highway Marker, Woodbine	97 Dougal House & McLean Museum, Dunlap
2-5 Architectural Character, Harrison County	31 Harrison County Historical Village & Iowa Welcome Center, Missouri Valley	61 Grain Elevator, Woodbine	98 Agnes Dunham Nativity Scene, Dunlap
6 Wisecup's Farm Museum, Missouri Valley	32 Lincoln Highway Marker, Harrison County	62 Brick Street Surface, Woodbine	99 Moore's Block, Dunlap
7 Rialto Theater, Missouri Valley	33 Farmers Market, Missouri Valley	63 Garage, Woodbine	100 Architectural Character, Dunlap
8 Watson Steam Train & Depot Museum, Missouri Valley	34 Harris Grove Memorial Chapel, Logan	64 Woodbine Public Library, Woodbine	101 Bridge, Dunlap
9 Missouri Valley Public Library, Missouri Valley	35-36 Concrete Culvert, Harrison County	65 Siebels' Department Store-Boyer Valley Bank, Woodbine	102 Trapple Orchard, Little Sioux
10 Mason and Seabury Garage (Gas Station), Missouri Valley	37 Industrial Character, Logan	66 Millard Historic Preservation Park, Woodbine	103 Murray Hall, Little Sioux
11 Abandoned Highway Segment, Missouri Valley	38 Lincoln Highway Marker, Logan	67 Barry Historical House (Offers Tours), Woodbine	104 Little Sioux and Smith Lake Site, Little Sioux
12 Garage, Missouri Valley	39 Abandoned Route, Logan	68 Merry Brook Country School Museum, Woodbine	105 Dave's Old Home Keep On Truckin' Café, Pisgah
13 Gas Station, Missouri Valley	40 State Savings Bank, Logan	69 Sawmill House, Woodbine	106 William Haner Polygonal Barn, Harrison County
14 Lincoln Highway Marker, Missouri Valley	41 Harrison County Jail, Logan	70 Harrison County Genealogical Society, Woodbine	107 Noyes Cemetery, Mondamin
15 Motor Court, Missouri Valley	42 Harrison County Courthouse, Logan	71 Applefest, Woodbine	108 Spooner/Holton House, Mondamin
16 Gas Station, Missouri Valley	43 State Savings Bank, Logan	72 Architectural Character, Woodbine	109 Small's Fruit Farm, Mondamin
17 Garage, Missouri Valley	44 Logan Public Library, Logan	73 Sculpture on Grain Elevator, Woodbine	110 Mondamin Fruit Market, Mondamin
18 Motor Court, Missouri Valley	45 Bridge, Logan	74 Boyer River Arts, Woodbine	111 Loess Hills Lavender Farm, Missouri Valley
19 Grain Elevator, Missouri Valley	46 Abandoned Highway Segment, Logan	75-76 Bridge, Woodbine	112 Pioneer Cabin, Magnolia
20 Downtown, Missouri Valley	47 Concrete Bridge, Harrison County	77-78 Architectural Character, Harrison County	113 Magnolia Cemetery, Magnolia
21 Harrison County Fairgrounds, Missouri Valley	48 Six-Mile Creek Bridge Abutment, Harrison County	79 Abandoned Route, Harrison County	114 Old Harrison County Courthouse, Magnolia
22 Music in the Park, Missouri Valley	49 Abandoned Highway Segment, Harrison County	80-89 Architectural Character, Harrison County	115 Sawmill Hollow Aronia Berry Farm, Missouri Valley
23 Harrison County Fair, Missouri Valley	50 Abandoned Route, Harrison County	90 Roadway Grader, Harrison County	116 Calhoun Early Town, Logan
24 Annual Country Music Festival, Missouri Valley	51 Concrete Culvert, Harrison County	91 Former Carnegie Library, Dunlap	117 Hodge Greenhouse, Logan
25 Kids' Festival in the Valley, Missouri Valley	52 Culvert in Field, Harrison County	92 John Wheeler House, Dunlap	118 Modale School and Masonic Hall, Modale
26 Mural in Post Office, Missouri Valley	53 Abandoned Highway Segment, Harrison County	93 Lincoln Highway Marker, Dunlap	119 Town and Country Arts, Modale
27 Abandoned Route, Missouri Valley	54 Orchard, Harrison County	94 Abandoned Route, Dunlap	
28 Lima Trail Bridge, Missouri Valley	55 Abandoned Route, Harrison County	95 Leaders Tractor & Combine Salvage Yard, Dunlap	
29 Rhizosphere Farm, Missouri Valley	56 Old Highway 30, Woodbine	96 Independent Order of Odd Fellows (I.O.O.F.) Hall, Dunlap	
	57-58 Canopy Gas Station, Woodbine		
	59 Joe's Auto Service, Woodbine		

The Lincoln Highway Heritage Byway Corridor Management Plan



Harrison County Amenities

- | | |
|---|---|
| 1 Petro Mart, Missouri Valley | 29 Bunkhouse Café Too, Logan |
| 2 Oak Tree Inn, Missouri Valley | 30 Logan Super Foods and Deli, Logan |
| 3 Rath Inn, Missouri Valley | 31 Dairy Sweet Restaurant, Woodbine |
| 4 Super 8 Motel, Missouri Valley | 32 Shaw's Family Kitchen, Woodbine |
| 5 DeSoto Inn & Suites, Missouri Valley | 33 Roux's Restaurant and Bar, Woodbine |
| 6 Penny's Diner, Missouri Valley | 34 Corn Palace, Woodbine |
| 7 The Edge Sports Bar & Grill, Missouri Valley | 35 The Town Inn, Woodbine |
| 8 The Cornstalk Café, Missouri Valley | 36 Kelly Barry's Bed & Breakfast, Woodbine |
| 9 TJ Cinnamons, Missouri Valley | 37 Walker Service & Gas Station, Woodbine |
| 10 Loess Moose Bar and Grill, Missouri Valley | 38 Casey's General Store, Woodbine |
| 11 Bamboo Village, Missouri Valley | 39 Valley View Bed & Breakfast, Dunlap |
| 12 JC's Dairy Den, Missouri Valley | 40 Dairy Sweet, Dunlap |
| 13 The Depot, Missouri Valley | 41 Main Street Cakes & Gifts, Dunlap |
| 14 Downtown, Missouri Valley | 42 Lampe's Pub, Dunlap |
| 15 C&K Country Store, Missouri Valley | 43 The Buffalo Club, Dunlap |
| 16 Kum & Go, Missouri Valley | 44 Gold Slipper, Dunlap |
| 17 Hillside Cottages, Missouri Valley | 45 Majestic Rose Apartments B&B, Dunlap |
| 18 Twisted Tail Bar & Grill, Missouri Valley | 46 Town & Country Store, Dunlap |
| 19 Big House Sports Bar & Grill, Persia | 47 Cozy Corner, Dunlap |
| 20 Northside Lounge, Persia | 48 Country Store, Pisgah |
| 21 Hodge Greenhouse, Logan | 49 Loess Hills Bed & Breakfast, Pisgah |
| 22 Blue Bird Run Farm Bed & Breakfast, Logan | 50 Loess Hills Country Corner, Pisgah |
| 23 BP Gas Station, Logan | 51 Dave's Old Home Keep On Truckin' Café, Pisgah |
| 24 Logan Country Store, Logan | 52 Jiffy Mart, Mondamin |
| 25 Fuel N Shine, Logan | 53 C&L Sandbar, Mondamin |
| 26 Eby Drug Store, Logan | 54 North 40 Bar, Magnolia |
| 27 Logan Rooms, Logan | 55 Sour Mash, Modale |
| 28 4th Avenue Gril, Logan | 56 Stacey's Corner Café, Modale |



Subsection 15: Pottawattamie County

The Lincoln Highway travels through four communities in Pottawattamie County: Loveland, Honey Creek, Crescent, and Council Bluffs

Archaeological, Natural, Recreational, and Scenic Intrinsic Qualities

Background

Glenwood is a subculture of the late Woodland Period from 900-1300AD. These people lived along the Loess Hills. The best site discovered was in Mills County, just to the south of Pottawattamie County. Earth lodges with partial subterranean pits were discovered. Homes usually had a central fire-pit and cache pits to store food items. Charred remains of foods like corn and beans show they grew crops in the easy-to-till land. Scapulae of large animals like elk and bison were used for hoes. Mussel shells were also used for hoes and possibly to shuck corn.

At another archaeological site, the Lewis Central School site, showed evidence of communal graves from the Archaic Period (10,000-5,000 years ago). Deceased were usually covered in red ochre and laid on their side with the knees raised to the chest. Often they were buried with valuable artifacts.

The first white men in Pottawattamie County were French fur traders who traveled up the Missouri River.

In 1755, The Pottawattamie Native Americans joined forces with the French and other Native Americans and fought against the English. At that time, the Pottawattamie lived in Indiana, southern Michigan and eastern Illinois before coming to Iowa. In 1812, they sided with the English. After the Treaty of Ghent, the tribe was placed under the protection of US Government. In subsequent treaties, they signed away more and more land. In an 1846 treaty, they sold their possessions to the Government and were re-

moved to Kansas.

The Lewis and Clark Expedition started in 1804 from St Louis, Missouri and traveled up the Missouri River to its source, then across mountains to Oregon and on to the Pacific Coast. While Lewis and Clark were in Pottawattamie County in Iowa, Indians flocked from every direction to examine the boats and equipment. Frequent meetings or “councils” of commanders of the expedition and local Indians were held. One favorite meeting place was near the corner of the county and it became known as Council Bluffs.

Mormons came to the county after the Pottawattamie Indians left. Brigham Young brought them across Iowa from Nauvoo, Illinois. Many of them stayed in the area and named the county seat Kaneshville, after Col. Kane of Pennsylvania, who was a friend of the Mormons. The Mormons created the Mormon Trail through the area and eventually it led to Salt Lake City, Utah.

In 1849, Council Bluffs became a large Gold Rush outfitting port for those seeking to gain fortune in the West by digging and panning for gold.

By 1853, it was decided to rename Kaneshville to Council Bluffs as Lewis and Clark and the Native Americans had called it.

The Missouri River was the main mode of transportation for goods and product until the railroad came through Iowa. Council Bluffs grew as a city and the railroad had a large influence on the architecture and growth patterns for Council Bluffs as it became the terminus of the Union Pacific Railway. Across the river, Omaha, Nebraska, has developed into a large metropolitan area as well with many opportunities to enjoy the arts, history, and natural resources of the area.

Limestone and sandstone were found in Pottawattamie

The Lincoln Highway Heritage Byway Corridor Management Plan

County. Some of the best sand and clay was obtained locally and lent itself to brick manufacturing.

Timber was not abundant for the early pioneers, but what was around was mostly cottonwood. Prairie fires were common and if they could have been prevented for 10-15 years, it is thought that timber would be abundant in every county in Iowa. Early history says grapes, raspberries, gooseberries, strawberries and crab apples grew wild in the area. The town of Honey Creek received its name for the many wild bees found there at one time.

Some of the original prairie land has been preserved in the county. The bottom land has been found good for grazing and terrace farming is evident on the hillsides.

Pottawattamie County, Nature, and the Lincoln Highway

Trails were created first by the many ancient civilizations, including Native Americans, followed by Mormons. Some of these same paths were used later for the automobile as roads developed. The Lincoln Highway, as it travels south through Pottawattamie County and westward through Council Bluffs, cuts through low lands and tried to find the flattest possible route through the Loess Hills. That was no small feat, but if the railroad could lay its rail, the Lincoln Highway could find a “best route” too.

Wildlife/Natural Areas

- Hitchcock Nature Center, 27792 Ski Hill Loop, is 829 acres near Honey Creek, just north of Crescent and within the Loess Hills. It is mainly an interpretive education center (Loess Hills Lodge Interpretive Facility) with hiking trails, prairie and woodlands with a good opportunity for birding. It also offers primitive camping, a lodge (rentals for business/private groups up to 200), archery range, and limited season turkey and deer hunting. The Center is also one of the top 25 HawkWatch areas in North America. The program began in 1991 and raptor counts are taken every week. The original Honey Creek grade of the Lincoln Highway is inside the Center’s land (41.4145442, -95.8665905).
- The Hitchcock Observation Tower is located within the Nature Center and offers spectacular views of the countryside,
- Lake Manawa State Park, 1100 S. Shore Dr., is 1529 acres with a 660-acre natural lake managed by the DNR. It has modern camping (35 electric campsites, 33 non electric), showers, flush toilets, picnic shelters, bike trails, supervised swimming, and lake fishing. At one time a pavilion was located in the park (41.1971563, -95.8639519).
- Tom Hanafan River’s Edge Park at the base of the Bob Kerry Pedestrian Bridge in Council Bluffs protects and sustains the riparian woodland and wetlands by preserving over 80 acres of park in a natural condition,



A view of the Loess Hills from the Hitchcock Nature Center Observation Tower

yet carving out a large open space for events and community use (41.2612814, -95.9209214).

- Western Historic Trails Center, 3434 Richard Downey Ave., in Council Bluffs offers hiking and biking trails through 400 acres of prairie and 200 sculptures (41.2286383, -95.9029642).
- Wabash Trace is 63 miles long, running southeast out of Council Bluffs, thru Mills and Page County. It is converted Railroad right-of-way through Iowa’s Loess Hills and offers hiking, biking, cross country skiing, and an equestrian trail from Council Bluffs to Mineola. No hunting or motorized vehicles. The restored Wabash depot is further south in Shenandoah (41.218697, -95.817652).

Lakes/Ponds

Carter Lake is a town on the south west corner of Council Bluffs and surrounds a lake called Carter Lake. The lake was formed by a flood in March 1877 when the Missouri River was redirected 1.25 miles to the southeast. The town, once a part of Council Bluffs, is the only Iowa town that lies west of the Missouri River. In 1892, the U.S. Supreme Court settled a dispute between Iowa and Nebraska and decided Carter Lake was part of Iowa.

The Missouri River is the largest river in the county, running to the west and creating the border between Iowa and Nebraska. The Nishnabotna River, Pigeon Creek, and many branches of Silver Creek run through the county.

Other Locations of Note

- Blackbird Marsh is 14 acres of habitat area. No hunting (41.2828858, -95.8719089).
- Boyer Bend is 81 acres of timber managed by the DNR and accessible by Missouri River only. Hunting allowed.
- Narrows River Access, 2500 N. 25th St., is 36 acres with picnicking, drinking water, primitive camping,

hiking trails, and Missouri River access. There are handicapped facilities (41.2796756,-95.8839163).

- Orchards
 - Ditmars Orchard and Vineyard, 19475 225th St., offers apples, cherries, apricots, peaches, a café, and many yearly events (41.2965275,-95.7668045).
 - Pioneer Trail Orchard and Pumpkin Patch, 21534 Chestnut Rd., offers hayrack rides, gift shop, and a haunted house in an 1890 farmhouse (41.2152283,-95.7756674).
 - Welch's Orchard and Pumpkin Patch, 17676 Sunnydale Rd., has little red wagons to haul apples, gourds, and pumpkins in from the fields (41.218697,-95.817652).
- Organic Farms
 - Honey Creek Creamery, 25593 Old Lincoln Highway, produces goat cheese that is sold at farmers markets, on-line, or to area restaurants (41.38405,-95.8470427).
 - Iowana Farm, 17747 Badger Ave., Crescent, grows vegetables, hay, wheat, field corn, and alfalfa all produce is USDA Certified Organic and sold through the CSA, farmer's market in Omaha, or directly to restaurants (41.359918,-95.8503617).
- Pidgeon Creek, west of Crescent on I680, is 110 acres of timber managed by the DNR, accessible by Missouri River only is home to deer and waterfowl. Hunting allowed.
- Vincent Bluff State Preserve, 2200 Thallas St., is 41 acres of Loess Hills Prairie and is the 94th Iowa State DNR Preserve (41.2415091,-95.8372057).
- Wilson Island Recreational Area is 547 acres of Missouri River bottomland woodlands and managed by the DNR. It offers camping (61 electric, 70 non-electric sites), showers, trailer dump station, cabin rental, hiking trails, river fishing, boat ramp, and hunting in designated areas.

Other Recreational Opportunities

- Birding and hiking are popular activities to do in the Loess Hills area.
- There are three casinos in Council Bluffs:
 - Harrah's Casino, 1 Harrah's Blvd.
 - Ameristar Casino, 2200 River Rd.
 - Horseshoe Casino, 2701 23rd Ave.
- Golf courses:
 - Westwood Park Golf Course, 421 Harrah's Blvd., Council Bluffs, is a nine-hole, par 27, slope 120, and rating of 35.2, public golf course near the Harrah's complex.
 - Dodge Riverside Golf Club, 2 Harrah's Blvd., Council Bluffs, is an 18-hole course with a club house and pro shop near the Harrah's complex.
 - Bent Tree Golf Club, 23579 Highway 6, Council Bluffs, is an 18-hole course with a clubhouse and

views of sweeping rolling terrain.

- Fox Run Golf Course, 3001 MacIneery Dr., Council Bluffs, is a semi-private course with a driving range, putting green, club house, and The Den (a full-service restaurant).
- Shoreline Golf Course, 210 Locust St., Carter Lake, Iowa is an 18-hole, par 72 course lined with cottonwood trees. It also has a Bar and Grill.
- Horse riding can be done at Indian Creek Stable, 23136 Mudhollow Rd., and Shady Lane Ranch, Inc. at 17744 Shady Lane (41.306576,-95.8493707) in Council Bluffs.
- Mount Crescent Ski Hill, 17026 Snowhill Lane near Honey Creek, offers skiing, snowboarding, chair lifts, ski patrol, and a Swiss-inspired lodge with a café and bar. Other seasonal activities are a mud runs, Oktoberfest, and zip lining. Olympic Gold medalist, Stein Eriksson helped find a location in the Loess Hills and in 1961, Mount Crescent was built. The ski runs are 2,400 feet long (41.3917786,-95.8593796).
- Each city along the Lincoln Highway has a city park and Council Bluffs has numerous neighborhood parks.
- Pottawattamie County and Council Bluffs have an extensive trail system for both hiking and biking and some equestrian trails.
- Wabash Trace Nature Trail is a converted railroad right of way trail starting in Council Bluffs and heads south to the Iowa/Missouri state border.

Scenic Views

There are many high points to see panoramic views. Fairmont Park, Vincent Bluff State Preserve, and the Lewis and Clark Monument Scenic Overlook are three natural places to look out over the city, Missouri River, and landscape. The Hitchcock Nature center north of Crescent has an observation tower that also offers magnificent views of the city and countryside.



Skiing at Mount Crescent

Historical and Cultural Intrinsic Qualities

Buildings and Objects of Note

- Council Bluffs Downtown Art:
 - Broadway Fountain-Broadway and Pearl St.
 - Grant Wood Corn Room Memorials (Pottawattamie County Courthouse).
 - Grant Wood paintings at Iowa Western Community College.
 - Louis Grall paintings- Pottawattamie County Courthouse.
 - Sidewalk mosaics and streetscape tiles- Pearl St. and Main, W. Broadway.
- The “100 Block” is a downtown Council Bluffs area on West Broadway with many unique shops and restaurants.
- Bayliss Park, 1st Ave. and Pearl St., is a green space in downtown Council Bluffs with a fountain, performance space, veterans memorial, and an interactive water feature with child activated sprays and child friendly touchable art.
- The Bob Kerry Pedestrian Bridge, 705 Riverfront Dr., is a 3,000 foot bridge across the Missouri River between Council Bluffs and Omaha. It opened in 2008 (41.2656203,-95.9222744).
- The August Borsheim House was built in 1897 for a banker and state legislator. It is part of the Dodge Museum Complex.
- Block House Site Marker is a commemorative marker constructed by Dragoons in 1837.
- California Gold Rush Trail Historic Site, at the intersection of Pioneer Trail and Dumfries Ave. located eight miles southeast of Council Bluffs (41.1964022, -95.7387253).
- Eagles of Honor are handcrafted bronze eagles created by a local couple to thank all the veterans and families. One Eagle is installed in all of the communities in Pottawattamie County.
- Fairview Cemetery, 308 Lafayette Ave. in Council Bluffs, has Mormon pioneer graves and the gravesite of Amelia Bloomer, a suffragette credited with promoting the wearing of the “bloomers.”
- The Frontier Heritage Library and Museum, 622 S. 4th St., is owned by the Pottawattamie County Genealogical Society.
- Golden Spike Monument, S. 21st St. and 9th Ave., is a



Bayliss Park fountain

56 foot golden concrete spike erected in 1937 in conjunction with the premiere of the film “Union Pacific.”

- The Grand Encampment Mormon Battalion Mustering Grounds Marker is located at 1600 S. Highway 275. It is at this location that the Mormons met after traveling across Iowa. Twelve days after arriving at the encampment, the U.S. Army was seeking volunteers and 500 men known as the Mormon Battalion began their trek to southern California.
- Great Plains Wing Museum, 16803 McCandless Rd., houses 2,000 military artifacts and several WWII planes (41.2579767, -95.7647968).
- The Historic General Dodge House, 605 S. 3rd St., is the 1869 Victorian home for the “greatest railroad builder of all time”- Gen. Greenville M. Dodge.
- The Historic Squirrel Cage Jail, 226 Pearl St., is an 1855 three-story jail and is one of three left in the country. The prisoner cells rotate to allow entrance or exit.
- The Kanessville Tabernacle and Visitor Center, 222 E. Broadway, was built by 200 pioneers in 2 ½ weeks. Brigham Young was sustained as the second prophet and president of The Church of Jesus Christ of Latter-day Saints (Mormons).
- Lewis and Clark Park and Scenic Overlook, 19962 Monumnet Rd., just north of Big Lake Park honors the expedition of Lewis and Clark in 1804 and their historic meeting with the Otoe and Missouri Indians.
- The Lincoln Monument, 399 Lafayette Ave., was erected in 1911 to commemorate Lincoln’s visit to the site.
- The RailsWest Railroad Museum, 16th Ave. and S. Main, is housed in the former Rock Island depot built in 1899 and features dining car silverware, a telegraph office, uniforms, and ticket stubs among other collectibles. There is a large collection of rolling stock and locomotives outside.
- Ruth Ann Dodge Memorial is at the corner of Lafayette Ave. and N. 2nd St. The wife of General Dodge had a vision and inspired the solid bronze structure known as the “Black Angel” located at the edge of the Fairview Cemetery. It was created by Daniel Chester French, the same person who designed the Lincoln Memorial in Washington, DC.
- Union Pacific Railroad Museum, 200 Pearl St., is in a unique Beaux Arts-style building that was the former Council Bluffs Carnegie Free Public Library. It opened in 1905 and at the turn of the 21st Century, moved into a new facility. The city leases the building to the Union Pacific Museum and it opened in 2003.



General Dodge House

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Cultural Groups

The Mormons left a large impression on the County through their tabernacle, naming of towns, and honor and preservation of the land. This same appreciation for the Loess Hills and Pottawattamie County continues today in the museums, wildlife areas, nature preserves, and restored habitats.

“WattaWay” is a promotional effort to promote all of Pottawattamie County. It offers ideas for Girls’ Weekends, Teen Events, relaxation, and ways to unwind.

“Living Loess” is a collaboration of nine artisan attractions within 20 miles of each other and nestled in the Loess Hills in Pottawattamie and Harrison County. The private/public coalition was formed to encourage visitors and residents to explore the Loess Hills’ uniqueness and creative culture of arts, craftsmanship, gourmet artisanal foods and wine, bloom of organic farms, and to embrace nature in its finest setting.

Wineries and Breweries

- Loess Hills Vineyard and Winery, 1120 Old Lincoln Highway, Crescent is part of the Western Iowa Wine Trail.
- Prairie Hawk Vineyards, 21496 Chestnut Rd., Council Bluffs has a tasting room, deck, and occasional music entertainment (41.215705,-95.7760767).
- Breezy Hills Vineyard and Winery, 31735 Tamarack Ave., Minden, produces about a dozen wines and has a tasting room, open year round (41.4613709,-95.5843429).
- Prairie Crossing Vineyard and Winery, 31506 Pioneer Trail, Treynor, sits atop the rolling hills of Western Iowa and offers from light fruity white wines to robust peppery reds. As with most vineyards, the location is often used for weddings or other events (41.1895841,-95.5879775).
- There are several breweries located across the Missouri River in Omaha, NE, but none on the Iowa side.

In 2016, the Loess Hills AVA (American Viticulture Area) Wine Trail was approved and initial members are Prairie Crossing Vineyard and Winery, Breezy Hills Vineyard and Winery, and Prairie Hawk Vineyards as well as others in surrounding counties.

Events

- Carson Community Rodeo is held August and features rodeo competition for riders from all over the Midwest as well as a parade and street dance.
- Harvest Spoon Tour is the first Sunday of each month from May to October. Home grown businesses and locations in Harrison and Pottawattamie County are featured each week.



Carson Community Rodeo

Colleges and Universities

Iowa Western Community College, 2700 College Rd., was formed in 1967. The first campuses were in Council Bluffs and the former Clarinda Junior College in Clarinda. Expansion brought new campuses in Atlantic, Harlan, and Shenandoah. Vocational, technical, and liberal art classes are offered.

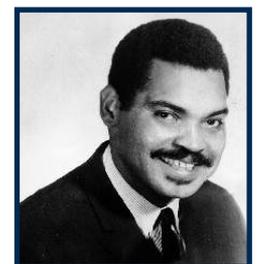
Kaplan University, 1751 Madison Ave., is in the Mall of the Bluffs in Council Bluffs and offers on-line classes.

Famous People along the Lincoln Highway

- Amelia Bloomer (1818-1894), 19th Century suffragette.
- Jonathon Browning, gunsmith.
- Walter Cassel, opera singer.
- John Durbin, actor.
- Addison Farmer, jazz musician.
- Art Farmer, jazz musician.
- Joan Freeman, actress, co-starred with Elvis Presley in *Roustabout*.
- Zoe Ann Olsen-Jensen, diver in 1948 Summer Olympics (Silver medalist); 1952 Bronze medalist.
- Harvey Langdon, silent movie star.
- John S. McCain, Jr., Navy Admiral and father of U.S. Senator and Presidential candidate John S. McCain III.
- Lulu Greene Richards, poet.
- Sauganash or Billy Caldwell, Pottawattami spokesperson, son of William Caldwell.
- Hans Schlegel, astronaut.
- Ernest Schoedsach, film director, including the original *King Kong* and *Mighty Joe Young*.
- Ron Stander, boxer, the “Bluffs Butcher” who fought Joe Frazier in 1972 for the heavyweight title.
- David Yost, actor.



Amelia Bloomer

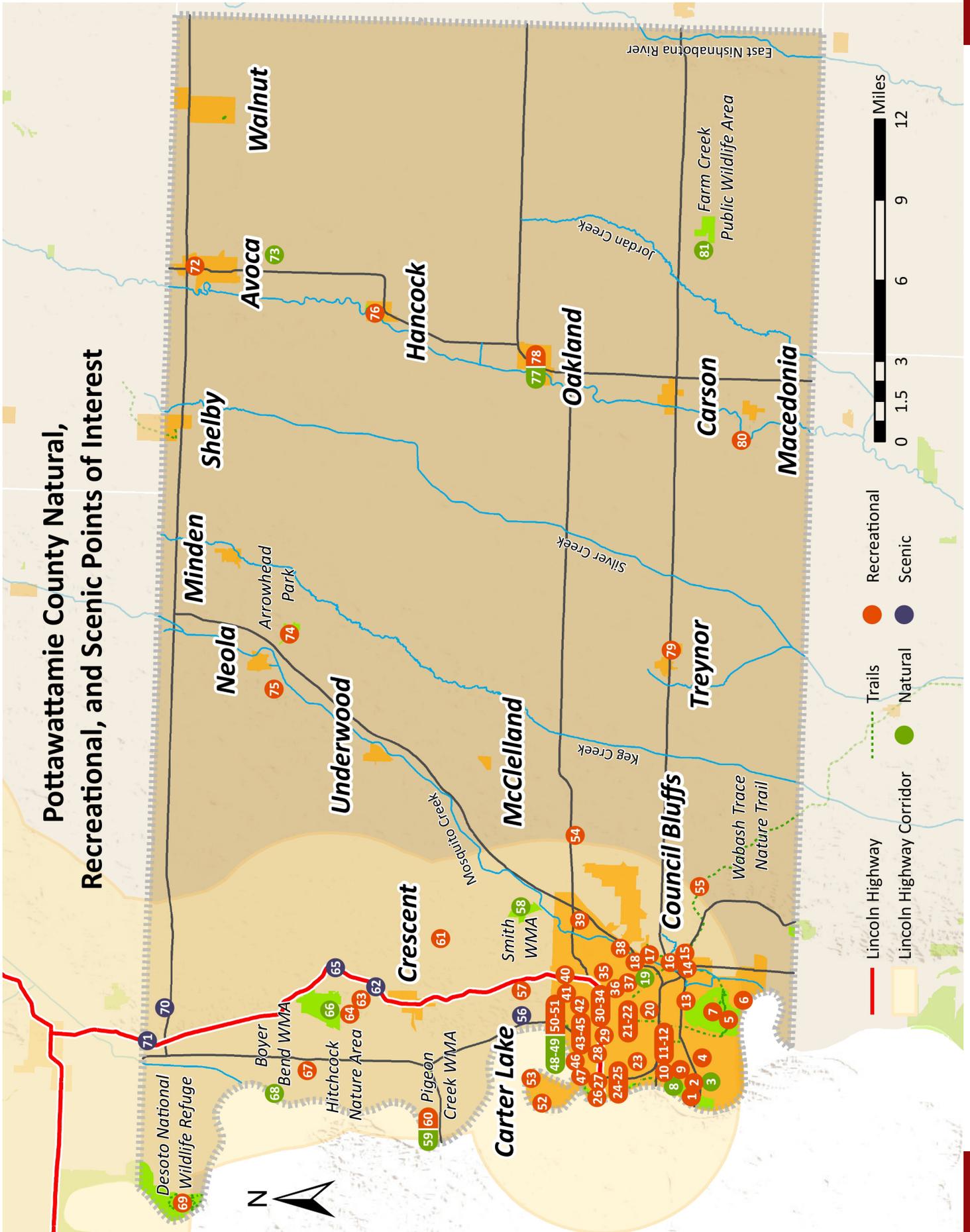


Art Farmer

The Lincoln Highway Heritage Byway Corridor Management Plan

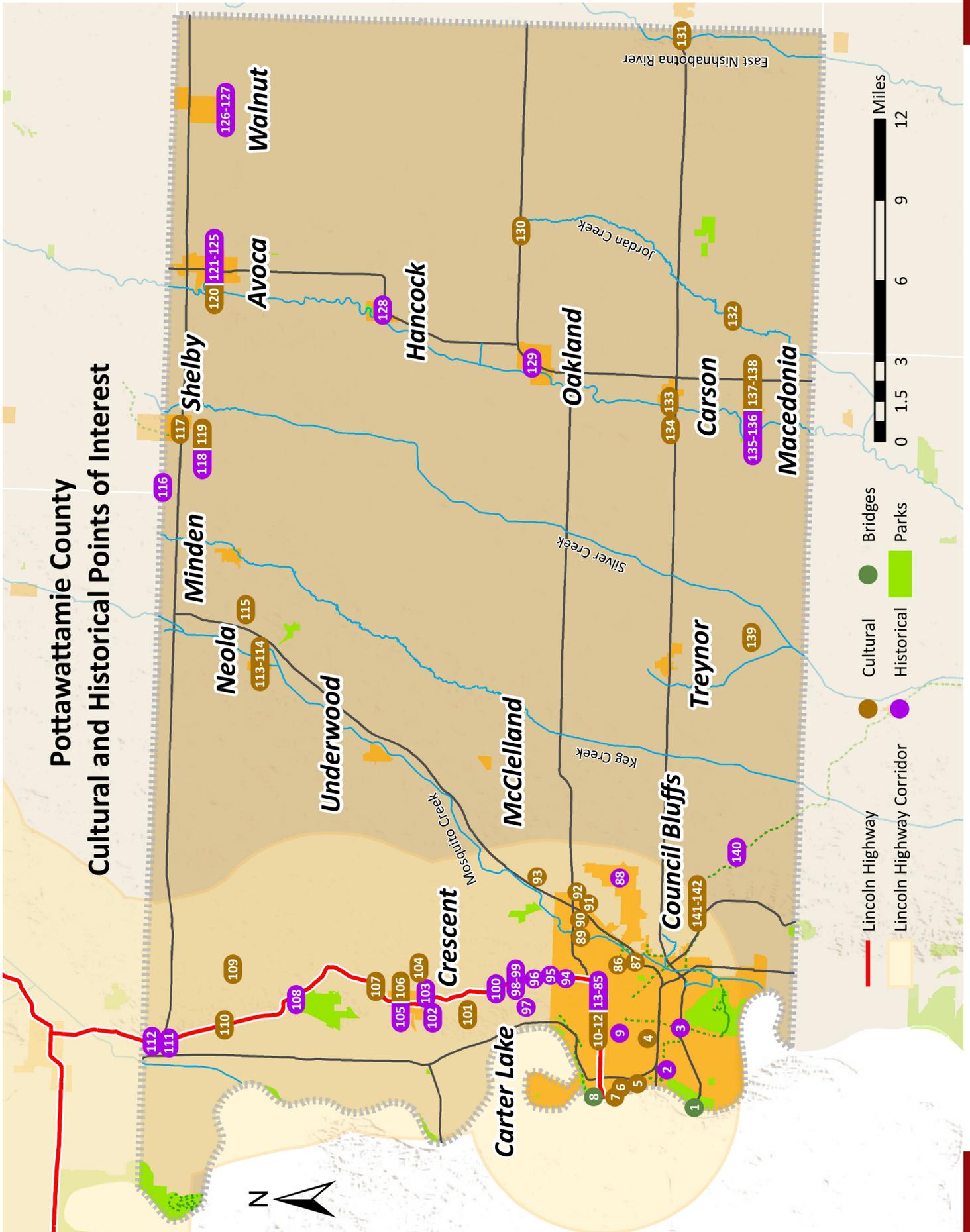
National Register of Historic Places (NRHP)

<i>County</i>	<i>City</i>	<i>Name</i>	<i>Location</i>
Pottawattamie	Council Bluffs	100 Block of West Broadway Historic District	W. Broadway, First St., and Fourth St.
Pottawattamie	Council Bluffs	Bennett Building	405 West Broadway
Pottawattamie	Council Bluffs	Beresheim, August, House	621 3rd St.
Pottawattamie	Council Bluffs	Bregant, Jean and Inez, House	514 S. 4th St.
Pottawattamie	Shelby	Carstens Farmstead	S of Shelby on IA 168
Pottawattamie	Council Bluffs	Cavin, Thomas E., House	150 Park Ave.
Pottawattamie	Council Bluffs	Chevra B'nai Yisroel Synagogue	618 Mynster St.
Pottawattamie	Council Bluffs	Chicago, Rock Island & Pacific Railroad Passenger Depot	1512 S. Main St.
Pottawattamie	Council Bluffs	Council Bluffs Free Public Library	200 Pearl St.
Pottawattamie	Council Bluffs	Dodge, Grenville M., House	605 S. 3rd St.
Pottawattamie	Council Bluffs	Dodge, Ruth Anne, Memorial	Fairview Cemetery
Pottawattamie	Shelby	Eckle Round Barn	Off IA 168
Pottawattamie	Walnut	German Bank Building of Walnut, Iowa	Jct. of Highland and Central Sts.
Pottawattamie	Avoca	Graceland Cemetery Chapel	Graceland Cemetery, US 59
Pottawattamie	Hancock	Hancock Savings Bank	311 Main St.
Pottawattamie	Council Bluffs	Haymarket Commercial Historic District	S. Main St.
Pottawattamie	Council Bluffs	Hotel Chieftain	38 Pearl St.
Pottawattamie	Council Bluffs	Hughes, Martin, House	903 3rd St.
Pottawattamie	Council Bluffs	Hughes--Irons Motor Company	149-161 W. Broadway
Pottawattamie	Council Bluffs	Jefferis, Thomas, House	523 6th Ave.
Pottawattamie	Council Bluffs	Lincoln--Fairview Historic District	Roughly bounded by W. Kanesville Blvd., Oakland Ave., Fairview Cemetery, and N. 1st St.
Pottawattamie	Council Bluffs	McCormick Harvesting Machine Company Building	1001 S. 6th St.
Pottawattamie	Avoca	Norton, Charles Henry and Charlotte, House	401 N. Chestnut St.
Pottawattamie	Council Bluffs	Park/Glen Avenues Historic District	101-508 Glen Ave., 102-471 Park Ave., 209 & 301 W. Pierce, & 524 & 600 Huntington
Pottawattamie	Council Bluffs	Pioneer Implement Company	1000 S. Main St.
Pottawattamie	Council Bluffs	Pottawattamie County Jail	226 Pearl St.
Pottawattamie	Avoca	Pottawattamie County Sub Court-house	Elm St.
Pottawattamie	Council Bluffs	Reverend Little's Young Ladies Seminary	541 6th Ave.
Pottawattamie	Council Bluffs	Sandwich--Marseilles Manufacturing Building	1216-1230 S. Main St.
Pottawattamie	Council Bluffs	Shea, John J. and Agnes, House	309 S. 8th St.
Pottawattamie	Council Bluffs	St. Peter's Church and Rectory	1 Bluff St.
Pottawattamie	Council Bluffs	Tulleys, Lysander, House	151 Park Ave.
Pottawattamie	Avoca	Turner, Francis A. and Rose M., House	1004 Cherry St.
Pottawattamie	Council Bluffs	Wickham, O. P., House	616 S. 7th St.
Pottawattamie	Council Bluffs	Wickham--De Vol House	332 Willow Ave.
Pottawattamie	Council Bluffs	Willow--Bluff--3rd Street Historic District	Roughly bounded by Worth, High School Ave., Clark Ave. and W side Bluff St
Pottawattamie	Council Bluffs	Y.M.C.A. Building	628 1st Ave.



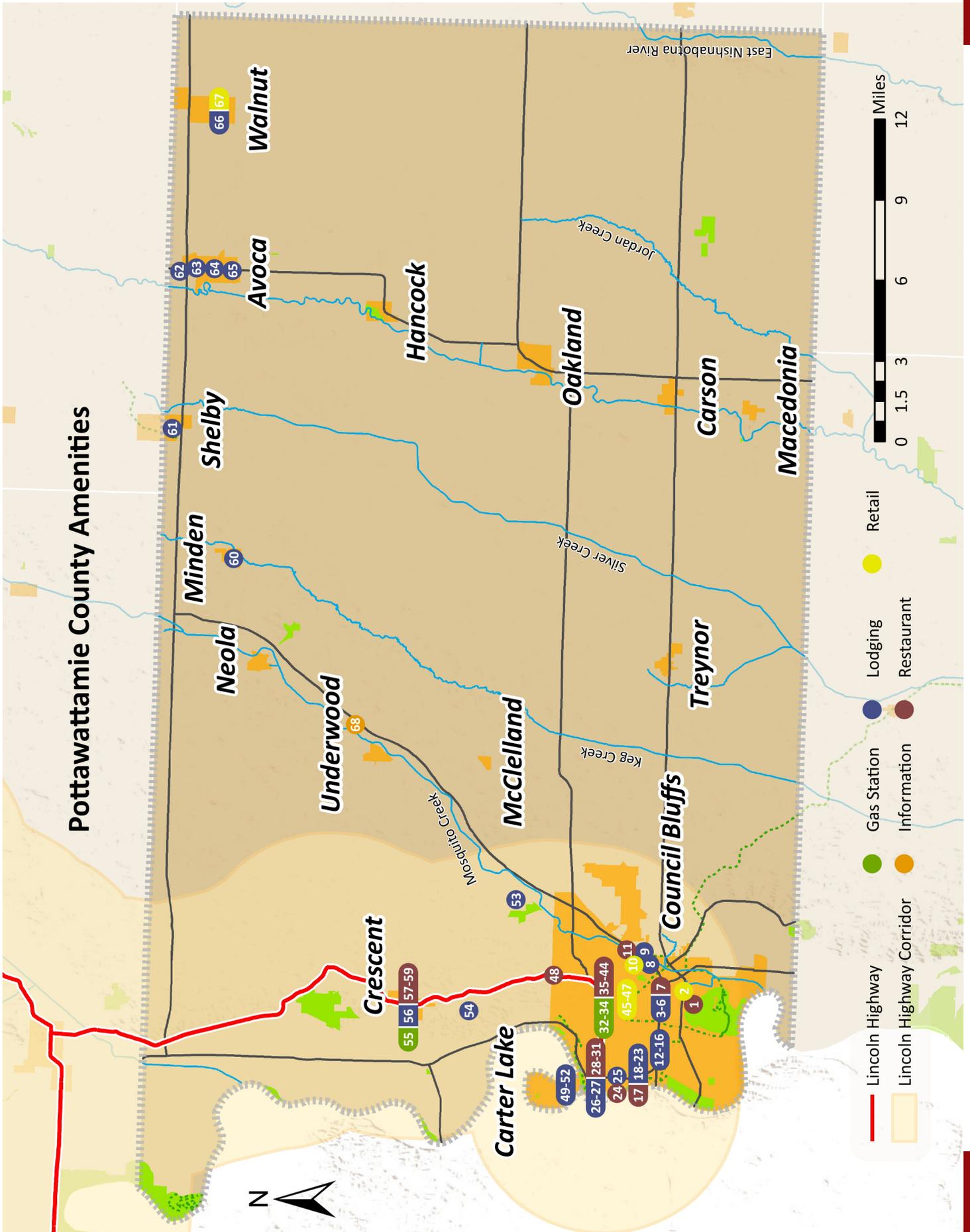
Pottawattamie County Natural, Recreational, and Scenic Points of Interest

- | | | |
|--|---|---|
| 1 River Valley OHV Area, Council Bluffs | 34 Regal Lanes, Council Bluffs | 64 Mount Crescent Ski Park, Crescent |
| 2 Malmore Park, Council Bluffs | 35 Graham Park, Council Bluffs | 65 Landscape Character, Pottawattamie County |
| 3 Gifford State Forest, Council Bluffs | 36 Kirn Field, Council Bluffs | 66 Hitchcock Nature Center, Pottawattamie County |
| 4 Fox Run Golf Course, Council Bluffs | 37 Fairmount Park, Council Bluffs | 67 Honey Creek Campground, Pottawattamie County |
| 5 Lake Manawa Trail, Council Bluffs | 38 Valley View Park, Council Bluffs | 68 Boyer Bend Wildlife Management Area, Pottawattamie County |
| 6 Longs Landing County Park, Council Bluffs | 39 Treasure Cove Disc Golf Course, Council Bluffs | 69 Wilson Island State Recreation Area, Pottawattamie County |
| 7 Lake Manawa State Park, Council Bluffs | 40 Kimball Park, Council Bluffs | 70 Scenic Overlook I-680, Pottawattamie County |
| 8 Gibson Bend, Council Bluffs | 41 Prospect Park, Council Bluffs | 71 Landscape Character, Pottawattamie County |
| 9 Twin City Park, Council Bluffs | 42 Sternhill Park, Council Bluffs | 72 Avoca Golf Club, Inc., Avoca |
| 10 Western Historic Trails Center, Council Bluffs | 43 Bahnsen Park, Council Bluffs | 73 Green Wildlife Management Area, Avoca |
| 11 Council Bluffs Recreation Complex, Council Bluffs | 44 Pirate Cove Water Park, Council Bluffs | 74 Arrowhead Park, Pottawattamie County |
| 12 Western Historic Trail, Council Bluffs | 45 Roberts Park, Council Bluffs | 75 Quail Run Golf Course, Neola |
| 13 Council Bluffs Country Club, Council Bluffs | 46 Council Bluffs Riverfront, Council Bluffs | 76 Botna Bend Park, Hancock |
| 14 River City Baseball & Softball Youth Complex, Council Bluffs | 47 Sandpiper Cove Marina, Council Bluffs | 77 Golden Hills Resource Conservation and Development, Oakland |
| 15 Wabash Trailhead Park, Council Bluffs | 48 Blackbird Marsh, Council Bluffs | 78 Chautauqua Park, Oakland |
| 16 Lied Multipurpose Complex, Council Bluffs | 49 Blackbird Marsh County Preserve, Council Bluffs | 79 Treynor Recreation Area, Treynor |
| 17 Valley View Trail, Council Bluffs | 50 Big Lake Park, Council Bluffs | 80 Old Town Park, Macedonia |
| 18 Thunderbowl, Council Bluffs | 51 Narrows River Park, Council Bluffs | 81 Farm Creek Public Wildlife Area, Pottawattamie |
| 19 Vincent Bluff State Preserve, Council Bluffs | 52 Shoreline Golf Course, Carter Lake | |
| 20 Peterson Park, Council Bluffs | 53 Buddy's Marina, Carter Lake | |
| 21 Katelman Water Park, Council Bluffs | 54 Bent Tree Golf Club, Council Bluffs | |
| 22 Sunset Park, Council Bluffs | 55 Wabash Trace Nature Trail, Council Bluffs | |
| 23 Joe's Indoor Karting, Council Bluffs | 56 Lewis & Clark Park and Scenic Overlook, Council Bluffs | |
| 24 Westwood Park Golf Course, Council Bluffs | 57 Shady Lane Ranch, Inc., Council Bluffs | |
| 25 Dodge Riverside Golf Club, Council Bluffs | 58 Smith Wildlife Management Area, Pottawattamie County | |
| 26 Riverfront Marina, Council Bluffs | 59 Pigeon Creek Wildlife Management Area, Pottawattamie County | |
| 27 Playland Park, Council Bluffs | 60 N.P. Dodge Park Marina, Pottawattamie County | |
| 28 Trolley Park, Council Bluffs | 61 Indian Creek Stable, Crescent | |
| 29 Cochran Park, Council Bluffs | 62 Landscape Character, Crescent | |
| 30 Broadway Skate Park, Council Bluffs | 63 Mt. Crescent Ski Area, Crescent | |
| 31 Mid-City Trail, Council Bluffs | | |
| 32 Lightning Bowl, Council Bluffs | | |
| 33 Bayliss Park, Council Bluffs | | |



Pottawattamie County Cultural and Historical Points of Interest

1 Veterans Memorial Bridge, Council Bluffs	41 Wickham Building, Council Bluffs	77 Fairview Cemetery, Council Bluffs	109 West Farms, Honey Creek
2 Western Historic Trails, Council Bluffs	42 Davidson Building, Council Bluffs	78 Frontier Heritage Library and Museum, Council Bluffs	110 Architectural Character, Pottawattamie County
3 Grand Encampment/Mormon Battalion Mustering Grounds Marker, Council Bluffs	43 Parking Lot, Council Bluffs	79 Lincoln Monument, Council Bluffs	111 Garage and Service Station, Pottawattamie County
4 Horseshoe Casino, Council Bluffs	44 Brown-Kelley Building, Council Bluffs	80 Kanesville Tabernacle and Visitor Center, Council Bluffs	112 Abandoned Route, Pottawattamie County
5 Ameristar Casino, Council Bluffs	45 Peter-Plummer Building, Council Bluffs	81 Children's Square, U.S.A., Council Bluffs	113 Penny's Visions Gallery, Neola
6 Harrah's Council Bluffs Hotel & Casino, Council Bluffs	46 Schott Building, Council Bluffs	82 Kinsman Monument and Fairview Cemetery, Council Bluffs	114 Phoenix Movie Theater, Neola
7 Str Outdoor Concert Cove, Council Bluffs	47 Building, Council Bluffs	83 Union Pacific Railroad Museum, Council Bluffs	115 Breezy Hills Vineyard, Minden
8 Bob Kerry Pedestrian Bridge, Council Bluffs	48 Commercial Building, Council Bluffs	84 Veterans Plaza, Council Bluffs	116 Eckle Round Barn, Avoca
9 Golden Spike Monument, Council Bluffs	49 Andersen Company Building, Council Bluffs	85 Blockhouse Site, Council Bluffs	117 Agricultural Sculpture, Shelby
10 Broadway Fountain, Council Bluffs	50 St. Joseph House, Council Bluffs	86 Chanticleer Community Theater, Council Bluffs	118 Carstens Farmstead, Shelby
11 Grant Wood Paintings in Lobby of Courthouse, Council Bluffs	51 Pioneer Implement Company, Council Bluffs	87 Kaplan University, Council Bluffs	119 Carstens Farm Days, Shelby
12 Louis Grell Paintings in Pottawattamie County Courthouse, Council Bluffs	52 Thomas E. Cavin House, Council Bluffs	88 Great Plains Wing Museum, Council Bluffs	120 Farmall-Land USA, Avoca
13 Ruth Anne Dodge Memorial, Council Bluffs	53 Lysander Tulleys House, Council Bluffs	89 Iowa Western Community College, Council Bluffs	121 Graceland Cemetery Chapel, Avoca
14 YMCA Building, Council Bluffs	54 Squirrel Cage Jail, Council Bluffs	90 The Arts Center, Council Bluffs	122 Charles Henry and Charlotte Norton House, Avoca
15 August Beresheim House, Council Bluffs	55 Wickham-De Vol House, Council Bluffs	91 Welch's Orchard Pumpkin Patch, Council Bluffs	123 1885 E. Pottawattamie County Courthouse, Avoca
16 Martin Hughes House, Council Bluffs	56 Chevra B'nai Yesroel Synagogue, Council Bluffs	92 Welch Orchard, Council Bluffs	124 Francis A. and Rose M. Turner House, Avoca
17 Thomas Jeffers House, Council Bluffs	57 Warner and Company, Council Bluffs	93 Ditmars Orchard & Vineyard, Council Bluffs	125 Sweet Vale of Avoca Museum, Avoca
18 O.P. Wickham House, Council Bluffs	58 Phoenix Block, Council Bluffs	94 Gas Station, Council Bluffs	126 Walnut Creek Historical Museum, Walnut
19 John J. and Agnes Shea House, Council Bluffs	59 Fairmont Pharmacy, Council Bluffs	95 Skylite Motel, Council Bluffs	127 Monroe #8 1 - Room County Schoolhouse, Walnut
20 Saint Peter's Church and Rectory, Council Bluffs	60 Harkett and Monfort Restaurant, Council Bluffs	96 Cabin Court, Council Bluffs	128 Hancock Savings Bank, Hancock
21 Samuel Clinton House, Council Bluffs	61 Holst Paint Shop, Council Bluffs	97 Lewis and Clark Monument, Council Bluffs	129 Nishna Heritage Museum, Oakland
22 Napravnik Boots and Shoes Store, Council Bluffs	62 Scanlan Meat Market, Council Bluffs	98 Gas Station, Dwelling and Store, Council Bluffs	130 Sue's Country Garden, Oakland
23 Franksen Building, Council Bluffs	63 City Bakery, Council Bluffs	99 Mile-a-Way Hall, Council Bluffs	131 3 Bee Farms, Griswold
24 Olsen Saloon, Council Bluffs	64 Vavra Dry Goods, Council Bluffs	100 Roadway Grader, Council Bluffs	132 Pottery By the Creek, Carson
25 Ogden House, Council Bluffs	65 Mynster Building (Union Hall), Council Bluffs	101 JM4 Ranch, Crescent	133 Dreamland Theatre, Carson
26 Bennett Building, Council Bluffs	66 Walters Harness Shop, Council Bluffs	102 Suburban Development, Crescent	134 Homeside Farm Market, Carson
27 State Savings Bank, Council Bluffs	67 Gallagher Grocery, Council Bluffs	103 Old Lincoln Highway Veterans Memorial Park, Crescent	135 Pioneer Trail Museum, Macedonia
28 Ritter Building, Council Bluffs	68 General Dodge House, Council Bluffs	104 Iowana Farm, Crescent	136 Stempel Bird Collection, Macedonia
29 Creston House, Council Bluffs	69 Jean and Inez Bregant House, Council Bluffs	105 Motel Building, Crescent	137 The Painted Camel Gallery, Macedonia
30 Max Mohn Building, Council Bluffs	70 RailsWest Railroad Museum/HO Model Display, Council Bluffs	106 Loess Hills Vineyard and Winery, Crescent	138 Grist Mill Fine Arts Council, Macedonia
31 Straub Building, Council Bluffs	71 Council Bluffs Free Public Library, Council Bluffs	107 Honey Creek Creamery, Crescent	139 Prairie Crossing Vineyard and Winery, Treynor
32 Grahl-Peterson Building, Council Bluffs	72 Hotel Chieftain, Council Bluffs	108 Abandoned Route, Pottawattamie	140 California Gold Rush Trail Historic Site, Council Bluffs
33 Jarvis Building, Council Bluffs	73 Hughes-Irons Motor Company, Council Bluffs		141 Pioneer Trail Orchard & Pumpkin Patch, Council Bluffs
34 White Bakery, Council Bluffs	74 McCormick Harvesting Machine Company Building, Council Bluffs		142 Prairie Hawk Vineyards, Council Bluffs
35 Key Real Estate Company, Council Bluffs	75 Reverend Little's Young Ladies Seminary, Council Bluffs		
36 Kerney Block, Council Bluffs	76 Sandwich-Marseilles Manufacturing		
37 Title Guaranty Building, Council Bluffs			
38 Kiel Hotel, Council Bluffs			
39 Culver Building, Council Bluffs			
40 Spetman Building, Council Bluffs			



Pottawattamie County Amenities

- | | | |
|---|---|---|
| 1 Crumbs by the Lake, Council Bluffs | 28 Puerto Vallarta, Council Bluffs | 53 Joyous Bed and Breakfast, Council Bluffs |
| 2 Lake Manawa Antiques, Council Bluffs | 29 The New Underground Bar and Grill, Council Bluffs | 54 JM 4 Ranch, Crescent |
| 3 Days Inn Lake Manawa, Council Bluffs | 30 Juventino's Authentic Mexican Food, Council Bluffs | 55 Casey's General Store, Crescent |
| 4 Fairfield Inn, Council Bluffs | 31 Jonesy's Corner, Council Bluffs | 56 Crescent View Bed and Breakfast, Crescent |
| 5 Motel 6, Council Bluffs | 32 Kwik Shop, Council Bluffs | 57 Pink Poodle Restaurant, Crescent |
| 6 Settle Inn & Suites, Council Bluffs | 33 Bucky's Express, Council Bluffs | 58 Henry's Diner, Crescent |
| 7 Country Pride Restaurant, Council Bluffs | 34 Kum & Go, Council Bluffs | 59 Crescent Roadhouse, Crescent |
| 8 Americahn, Council Bluffs | 35 Boxer Barbeque Company, Council Bluffs | 60 Midtown Motel, Minden |
| 9 Western Inn, Council Bluffs | 36 Barley's, Council Bluffs | 61 Shelby Country Inn, Shelby |
| 10 Mall of the Bluffs, Council Bluffs | 37 Great Wall Express, Council Bluffs | 62 Motel 6, Avoca |
| 11 Cellar 19 Wine & Deli, Council Bluffs | 38 Railway Inn, Council Bluffs | 63 Avoca Motel, Avoca |
| 12 Best Western Crossroads of the Bluffs, Council Bluffs | 39 Main Street Café, Council Bluffs | 64 Capri Motel, Avoca |
| 13 Country Inn & Suites by Carlson, Council Bluffs | 40 Taste of China, Council Bluffs | 65 Cobblestone Inns and Suites, Avoca |
| 14 Hilton Garden Inn, Council Bluffs | 41 Buck Snort Restaurant and Sports Bar, Council Bluffs | 66 Clark's Country Inn, Walnut |
| 15 SpringHill Suites by Marriott, Council Bluffs | 42 Dixie Quicks, Council Bluffs | 67 Iowa's Antique City, Walnut |
| 16 Super 8 Motel, Council Bluffs | 43 Pizza King, Inc., Council Bluffs | 68 Welcome Center, Underwood |
| 17 Bella's Bakery, Council Bluffs | 44 Lansky's Pizza, Pasta & Philly Steaks, Council Bluffs | |
| 18 Comfort Suites, Council Bluffs | 45 D & D Antiques, Council Bluffs | |
| 19 Hampton Inn, Council Bluffs | 46 Jan-Tiques, Council Bluffs | |
| 20 Holiday Inn Hotel & Suites, Council Bluffs | 47 Kanesville Collectibles, Council Bluffs | |
| 21 Holiday Inn Express & Suites, Council Bluffs | 48 Christy Crème, Council Bluffs | |
| 22 Microtel Inn & Suites by Wyndham, Council Bluffs | 49 Country Inn & Suites, Carter Lake | |
| 23 Value Place, Council Bluffs | 50 LaQuinta, Carter Lake | |
| 24 Caddy's, Council Bluffs | 51 Holiday Inn Express, Carter Lake | |
| 25 Days Inn, Council Bluffs | 52 Super 8 Motel, Carter Lake | |
| 26 Quality Inn & Suites, Council Bluffs | | |
| 27 Deluxe Inn, Council Bluffs | | |

Subsection 16: Amenities

The Lincoln Highway Heritage Byway is fortunate to connect many larger urban areas across the state. It is perhaps because of the Lincoln Highway and the Union Pacific that these communities have grown into the urban areas. Almost 25 percent of Iowans live in the 13 counties the Lincoln Highway travels through. Along with the larger populations come many forms of amenities. Maps of each county's amenities can be found in the previous subsections.

Places to Stay

Many chain hotels, motels, conference centers, and casino hotels exist as well along the Byway such as: Holiday Inn, Marriott, Comfort Inn, Super 8, etcetera. There are also small “mom and pop” motels, bed and breakfast, and state, county, or private campgrounds. Some of these amenities are historic to the Lincoln Highway and still in operation. They include: the Lincoln Hotel in Lowden, the CedRel Motel west of Cedar Rapids, Shady Oaks Campground outside Marshalltown, the Reed/Niland corner (motel) in Colo, the Janco Motel in Grand Junction, Redwood Motel in Jefferson, and the Park Motel in Denison. The Lincoln Hotel in Jefferson and the Story Hotel in Nevada are no longer used as a hotel, but the buildings still exist and are used by other businesses. Some older homes have been converted into bed and breakfasts, such as the Queen Anne in Nevada.



An illustration of the CedRel Hotel in Cedar Rapids

Places to Eat

Just as with places to stay, there are many chain restaurants available to the traveler, such as: McDonald's, Pizza Hut, Applebee's, Taco John's, Culver's, Pizza Ranch, and Subway, etcetera. There are also many small “mom and pop” restaurants, seasonal snack shops, and even portable sno cone buildings. Ones that are both historic to the Lincoln Highway and are still in operation are the Youngville Café, west of Cedar Rapids (Watkins); Lincoln Café in Belle Plaine; the King Tower in Tama; Rube's Steakhouse in Montour; Taylor's Maid-Rite in Marshalltown; Reed-Niland Corner (café) in Colo; Starbuck's in Nevada; Tip-Top Lounge in Ames; MC's Country Café in Carroll; and Cronk's in Denison. There are also new restaurants in historic buildings, such as: Santa Maria Winery in Carroll; Dixie Quicks, Glory Days, Barleys or other restaurants in the “100 Block” on W. Broadway in downtown Council Bluffs, or chains (like Subway) in a historic building (usually in downtown) in several of the 43 Lincoln Highway communities.



George Preston's Gas Station, Belle Plaine

Fuel and Auto Services

When the Lincoln Highway was created, fuel was available only at hardware stores. Eventually “service stations” were created. An automobile would pull in to the station beside a gas pump and an attendant would come out to pump the gas, wash the windows, check the oil levels and check the air in the tires. Many stations promoted themselves as “full service.” Usually attached to the gas station was a service bay where more complex car repairs could be done—new tires, replacing brakes, engine repairs, and even car washes.

Today, the gas station has turned into a “convenience store” where snacks, sodas, and grocery items are available. These include Casey's, Kum and Go, and Git N' Go. Most of the “services” are on a self-serve basis. Customers pump their own gas, put air in their own tires, pour their own coffee or drink, and even pay at the pump—serving as their own cashier. Recently grocery stores such as Hy-Vee or retailers like Sam's Club have added gas stations to their services for customers. Walmart has added an automotive department to change tires, etc.

Car repair shops have become separate businesses. There are oil change chains (i.e. Jiffy Lube), tire installers, car washes, radiator specialists, engine repair shops, and auto parts chains (i.e. O'Reilly, NAPA). Some repairs have become do-it-yourself, including changing wiper blades and changing oil while some require an expert due to the computerization of engines.

A business that is historically important to the Lincoln Highway and still in operation is the Sankot's Garage in Belle Plaine. Most stations, if they are still standing, have turned into museums or are being used for other purposes (even residences). Those include the last canopy gas station in Stanwood (auto sales); and a service garage and gas station (residence) in Lisbon, George Preston's gas station in Belle Plaine (museum); 1932 Home Oil restored gas station in State Center (State Center Police Station); Reed-Niland Corner (station is a museum) in Colo, two

The Lincoln Highway Heritage Byway Corridor Management Plan

canopy gas stations (Eberle Station and the other a residence) in Grand Junction; Deep Rock Canopy in Jefferson; Standard Station (museum) in Vail, two in Woodbine (a redemption center and the other, “ Brick Street Station” is a gift shop and information center).

In some locations along the Highway, only remains of former thriving businesses are visible with lights or signage possibly still standing. One location like this is Dale’s Standard on the west side of Grand Junction. It also has the remains of the Star Motel and Camp Cozy visible.

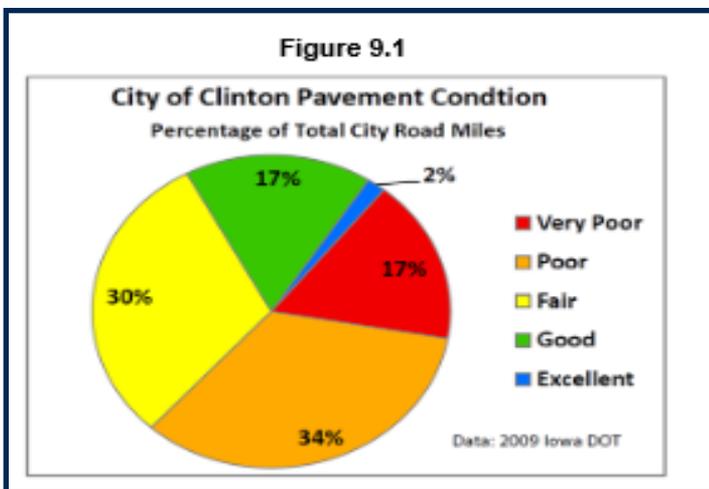
Areas Lacking in Amenities

An area that lacks amenities is between Cedar Rapids and heading west to Tama. In this 52-mile stretch on the new Highway 30, or on the 41-mile stretch on the original Lincoln Highway between Cedar Rapids and Belle Plaine, the only amenity is Youngville which offers lunch and pie from 11AM-2 PM on Tuesdays and Thursdays seasonally. There are no gas stations or restrooms available in the hours, days or months when they are closed.

Section 3: Existing Roadway Conditions

The Lincoln Highway Heritage Byway is often a state highway (Highway #30) or within the city limits of a community, therefore the condition of the road is usually fair to excellent.

The City of Clinton has researched the condition of their roads and it does not appear to be encouraging at first glance, as indicated in the figure below.



Even though only two percent is reported as “excellent” and over half of the roads are “very poor” or “poor,” this does not reflect the condition of the Lincoln Highway. The Lincoln Highway in Clinton is a state highway and is well maintained. There is some separation between the Lin-

coln Highway and Highway #30 east of Dewitt and then they conjoin off-and-on for many miles until traveling together from Clarence to Lisbon, but still well-maintained.

The Department of Transportation (DOT) has parts of Highway 30 in their five-, ten-, and 20-year plans. A new bypass around Lisbon and Mount Vernon will cause the original Lincoln Highway to no longer be Highway 30. This means the Lincoln Highway, or at least parts of it, will be converted from a state highway to a county road. As a county road, the pavement may not be as well-kept as it had been previously.

An example of the effect of transfer of jurisdiction is the original Lincoln Highway near Wheatland, in western Clinton County. The Lincoln Highway was never paved in this area and today is a well-maintained gravel road with three bridges within a mile-span going over branches of the Wapsipinicon River. The bridge to the east has been closed to traffic for some time and the Lincoln Highway Association (LHA) has maintained it by cleaning away brush and currently has plans to paint it. The LHA uses it for tour groups when explaining the story of the Lincoln Highway. An older alignment of the Lincoln Highway can be seen in the trees to the north of the current gravel road.

Currently, Clinton County has expressed interest in closing the other two bridges to traffic, no longer maintaining any of the bridges or the roadway, and giving access to the road to private individuals. To avoid this, the Lincoln Highway Association is considering accepting the easement to the road and bridges. They are working with the local historical society, the Department of Natural Resources (DNR), and the Clinton County Conservation Board on plans to maintain and improve the area. The DNR manages the Syracuse Wildlife Management Area which is directly north of the three bridges and the Lincoln Highway. This area was once considered for a trail project and may be once again.

This scenario could be replayed across the state as the DOT and the Highway 30 Coalition (a group formed for the purpose of pushing for a four-lane road across Iowa) further their causes and plans over time. Locations where the Lincoln Highway and Highway 30 are separated, it is important that the counties and cities maintain the road. Where the Lincoln Highway and Highway 30 is the same road, the pavement is well-maintained. But as a new four-lane highway may be built, the new road may be relocated due to hills, bridges, and for other topographical reasons. It will be important to monitor what changes are made to the road as it may also change the condition of the road, due to change in jurisdiction and levels of maintenance due to funding.

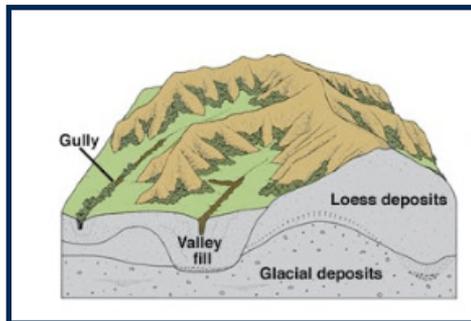
In the middle part of the state, between the city of Tama

The Lincoln Highway Heritage Byway Corridor Management Plan

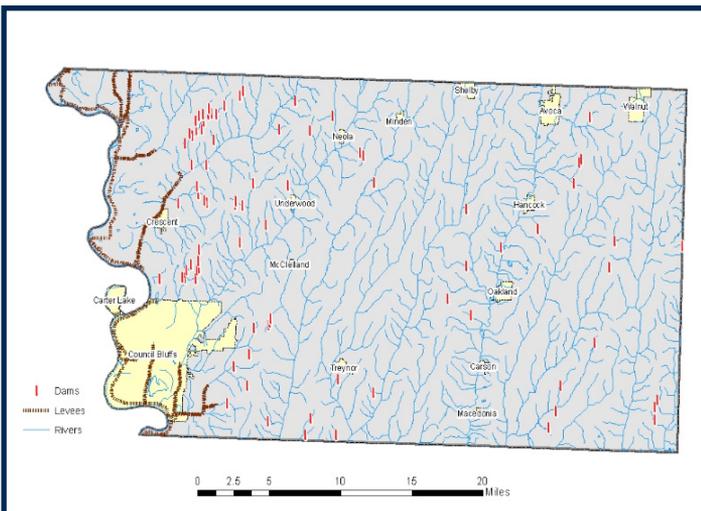
and the eastern side of the city of Carroll, the Lincoln Highway and Highway 30 are two separate roads and have been for some time. Each road is well-maintained. The section between Ames and Boone varies between gravel and pavement in the Boone County portion. The gravel sections of the Lincoln Highway are cause for some concern in early spring when the ground thaws or after heavy rainfall. The gravel roads, through no fault of their own, might be muddy and full of ruts until a grader can smooth it out again and/or add new a gravel layer to the road.

Between Carroll and Council Bluffs, the two roads- the Lincoln Highway and Highway #30 do separate off-and-on again for a few miles at a time. There are many gravel loops in Harrison and Pottawattamie County, in the Loess Hills area.

The Loess Hills make for interesting road conditions. At right is a diagram of the Loess Hills topography. The Loess deposits are very fine and dust-like and the Harrison County Engineer says shoulders on the county's roads are hard to maintain as they are likely to just fall away and he is continually repairing roads.



Pottawattamie County has issues with water and has an extensive dam and levee system due to the nearby Missouri River and flow of water draining into that system. Below is a map of all the rivers, dams, and levees in Pottawattamie County where the Iowa Lincoln Highway Heritage Byway ends in Council Bluffs, in the southwestern part of the county.

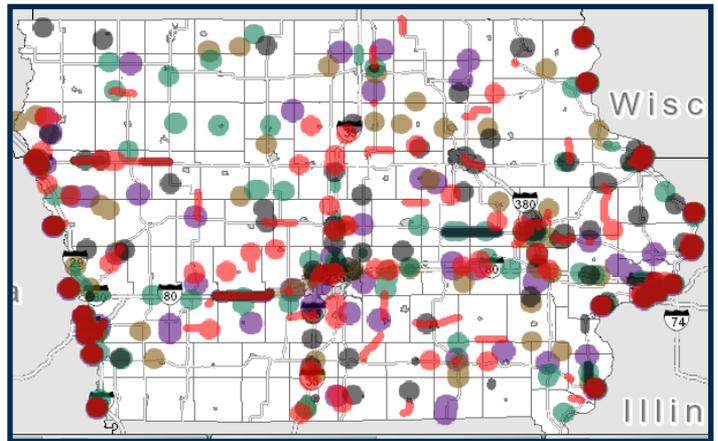


But Pottawattamie County is not the only place where water is an issue. Flooding from heavy rains has been known to happen in Linn County (Cedar Rapids), Tama County (Chelsea), Story County (Ames), and Harrison County (Missouri Valley). Floods affect the condition of the road, weakening the underlayment and sometimes washing away bridges and roads altogether. It is imperative to monitor the condition of bridges and pavement along the Lincoln Highway to make the traveling experience as pleasant as possible.

Changes to the Road

Overview

The DOT has a 5-year plan for the years 2016-2020 for the state roadways and the entire plan may be viewed at http://www.iowadot.gov/program_management/FINAL_2016-2020_5YrProg.pdf.



Listing of Projects for the Lincoln Highway

The following listing has been copied and pasted from the five-year plan and shows only the projects that will affect the Lincoln Highway, traveling East to West. The first section is the programmed changes and in the second section are four projects that are possible due to the increased tax revenues collected with the higher gas tax. The state is able to schedule these additional projects.

Of most importance are the Tama/Benton Bypass, the Mount Vernon Lisbon Bypass, the widening of Dunlap to Missouri Valley, and the interchanges in Nevada that might put more traffic onto the Lincoln Highway. The bridge project at Grand Junction will incorporate some of design styles of the Lincoln Highway. Highway 30 and the Lincoln Highway separate just before that point and Highway 30 then travels, by bridge, over the Lincoln Highway.

As several motor tours, motorcycle rides, and Lincoln Highway/Byway-related conference bus tours have plans

The Lincoln Highway Heritage Byway Corridor Management Plan

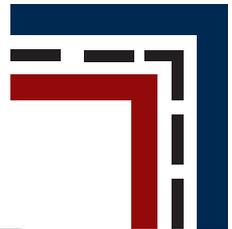
to travel the Lincoln Highway in the coming years, it is important to keep informed on the long-range changes these

projects will make as well as short-term changes that will hinder or impede the traveler.

2016 - 2020 IOWA HIGHWAY PROGRAM

RTE	ADT	LOCATION	MILES	TYPE OF WORK	PROJECT ESTIMATED COSTS X \$1000					
					2016	2017	2018	2019	2020	
(08) BENTON										
30	4700	IA 21 TO W JCT US 218	13.9	RIGHT OF WAY BRIDGE NEW GRADE AND PAVE		800		500 18231	12200	
(23) CLINTON										
30	5700	S 6TH AVE, 1.5 MI E OF S JCT US 61 (EB/WB)		BRIDGE DECK OVERLAY					880	
30	6500	MISSISSIPPI RIVER IN CLINTON (STATE SHARE)		BRIDGE CLEANING BRIDGE REHABILITATION	20 400	20	20	20	20	
(57) LINN										
30	35000	CEDAR RAPIDS/IOWA CITY RR, 0.8 MI W OF I-380 IN CEDAR RAPIDS (WB)		BRIDGE DECK OVERLAY			520			
30	10800	MOUNT VERNON/LISBON BYPASS	6.0	RIGHT OF WAY BRIDGE NEW CULVERT NEW GRADE WETLAND MITIGATION LIGHTING PAVE TRAFFIC SIGNS EROSION CONTROL	5500	18779 3190 21390 1885			125 46725 249	727
(88) TAMA										
30	5200	TAMA BYPASS TO BENTON CO	11.6	RIGHT OF WAY BRIDGE NEW CULVERT NEW GRADE WETLAND MITIGATION PAVE	7200	6000 500 37839 1600			34738	
(85) STORY										
30	12000	AIRPORT RD INTERCHANGE IN NEVADA	0.1	RIGHT OF WAY BRIDGE NEW GRADE GRADE AND PAVE LIGHTING TRAFFIC SIGNS		100		3313 3755	5052 194 324	
30	10000	WEST BRANCH INDIAN CREEK, 0.7 MI E OF CO RD S14 (EB)		BRIDGE DECK OVERLAY	367					
(37) GREENE										
30	4390	IA 144 TO JUST W OF CO RD R18	14.8	PAVEMENT REHAB	900					
30	4050	UNION PACIFIC RR, 1.3 MI E OF IA 144		BRIDGE REPLACEMENT WETLAND MITIGATION		6121 75				
30	4830	WEST BEAVER CREEK, 0.9 MI E OF GRAND JUNCTION		CULVERT REPLACEMENT		567				
(14) CARROLL										
30	6400	UNION PACIFIC RR, 1.1 MI W OF US 71		BRIDGE DECK OVERLAY					890	
(43) HARRISON										
30	4820	MISSOURI RIVER E OF BLAIR, NEBRASKA (STATE SHARE)		BRIDGE CLEANING	15	15	15	15	15	
30	9400	WILLOW CREEK, 0.8 MI E OF I-29 IN MISSOURI VALLEY		BRIDGE DECK OVERLAY			380			
30	4880	BOYER RIVER, AT CO RD F32		BRIDGE REPLACEMENT	4294					
30	2950	WOODBINE TO DUNLAP	9.5	PAVEMENT REHAB/WIDEN	4925					
30	3200	MILL CREEK, 7.2 MI E OF CO RD F32		BRIDGE REPLACEMENT			1850			
30	3200	BOYER RIVER, 3.7 MI W OF IA 37		BRIDGE DECK OVERLAY					400	

The Lincoln Highway Heritage Byway Corridor Management Plan



2016 - 2020 IOWA HIGHWAY PROGRAM
(Projects Funded with Increased Revenue)

RTE	ADT	LOCATION	MILES	TYPE OF WORK	PROJECT ESTIMATED COSTS X \$1000				
					2016	2017	2018	2019	2020
(08) BENTON									
30	4700	IA.21 TO WJCT US 218	13.9	BRIDGE NEW GRADE AND PAVE			589 18231		
(85) STORY									
30	12000	AIRPORT RD INTERCHANGE IN NEVADA	0.1	RIGHT OF WAY BRIDGE NEW GRADE GRADE AND PAVE LIGHTING TRAFFIC SIGNS			100 3313 3755		5052 194 324
(88) TAMA									
30	5200	TAMA BYPASS TO BENTON CO	11.6	RIGHT OF WAY BRIDGE NEW CULVERT NEW GRADE WETLAND MITIGATION PAVE		7200	6000 500 37839 1600		34738
(43) HARRISON									
30	3200	MILL CREEK, 7.2 MI E OF CO RD F32		BRIDGE REPLACEMENT					1850

Conversations with DOT Planners

The Byway talked to DOT Planners regarding their projects and these are the responses:

Catherine (Cathy) Cutler, District 10 Planner:

“The US 30 bypass is on new alignment south of existing US 30 through the towns of Mount Vernon and Lisbon. We are in final design so are past the point of needing any public meetings. The first major lettings are scheduled for August of this year. I anticipate a two year grade and structures time frame with paving to follow - likely opening in fall 2020.

There could be some small delays as connections are made between existing US 30 and new US 30 but we aren’t planning any real closures or detours of any significant length.

Since this is on new alignment, there are no historic bridges impacted. Existing US 30 will eventually be transferred to the local cities and counties, as appropriate, as a local street/road.

Both cities (Mount Vernon and Lisbon) are interested in retaining connectivity and designating the current US 30 as “Business US 30” once the bypass opens. There are two interchanges planned that will lead travelers to current US 30 from the bypass as well as local roads that will

connect.”

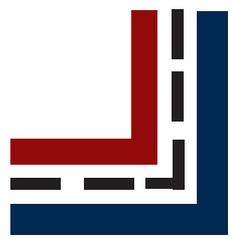
Mike Clayton, District 1 Planner:

“There is only one state project in District 1 where the LHHB route is actually affected: The department will be replacing the US 30 bridge over Middle Beaver Creek in (0.4 mi. west of the west junction of US 169 in Boone County) in 2015.

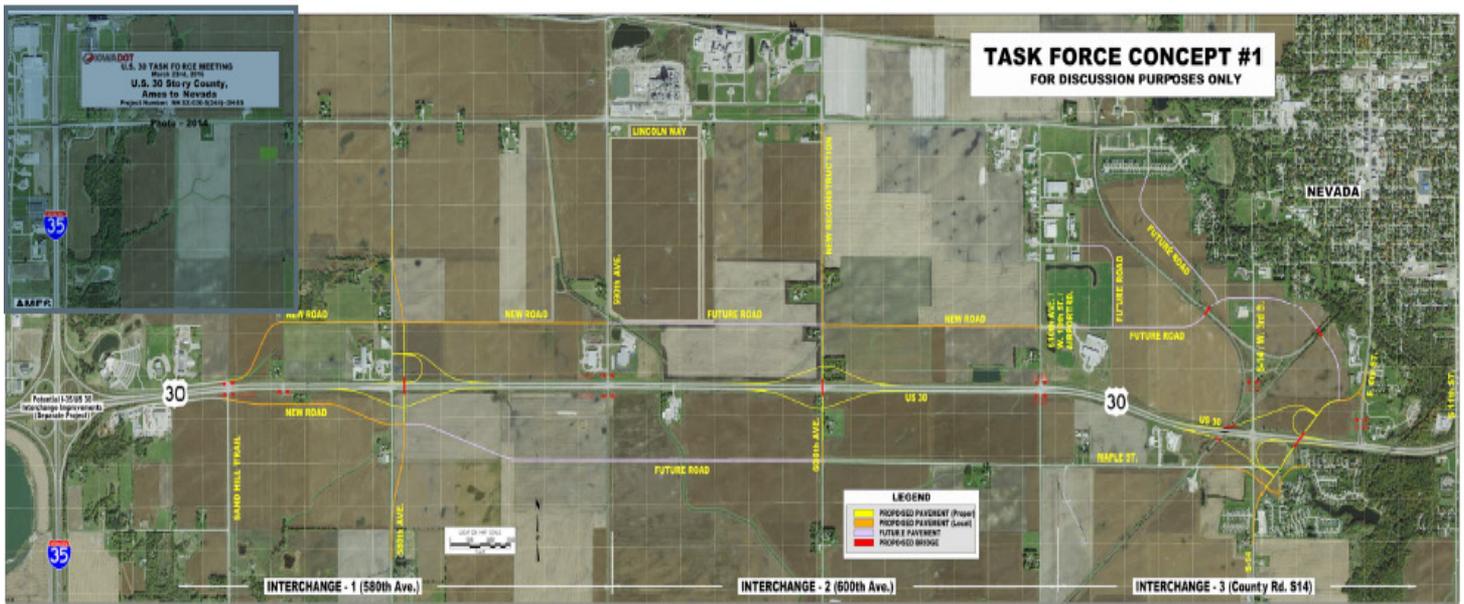
That said, there is a mostly un-programmed project in Tama and Benton Counties that you will want to be aware of. The four-lane widening of US 30 from the east edge of Tama/Toledo, east 26 miles to US 218 is currently being developed. This will affect the LHHB from the east Tama/Toledo interchange east to County Road E66 and again from County Road V40 east eleven miles to US 218 (second part is in Cathy’s (Catherine Cutler) planning area and is programmed for right-of-way purchase in 2018).”

Andy Loonan, District 1 Field Services Coordinator:

“The department will move forward with the 2020 bridge repair (at US 65 and Lincoln Highway near the Reed-Niland Corner) based on lower cost and overwhelming local support to maintain the current roadway facility.”



Task Force's Concept #1 Plan



Dakin Schultz, District 3, 4, 12 Planner:

“Both of the projects that you mention (Grand Junction overpass and bridge over West Beaver converted into culvert) are scheduled in our five-year plan for 2017 construction not 2015. Below is an aerial showing the location of the bridge and the culvert projects. Just to the east of the culvert project is the small roadside park east of Grand Junction.”

Scott M. Suhr, District 13, 14, 18 Planner:

“We have an asphalt resurfacing project from Woodbine to Dunlap scheduled for this summer (2016). The start date has not been set. Traffic will be controlled by the use of flaggers and a pilot car from 30 minutes after sunrise to 30 minutes before sunset on work days. We are replacing the bridge on US 30 in Woodbine. There will not be a detour for this project. Traffic will be shifted into temporary lanes during construction.”

Changes to the Nevada Project

It should be noted the plans for Highway 30 and Airport Road interchange to the west of Nevada, were voted down by the Nevada City Council in late 2015. The plans would have funneled traffic from Highway 30 onto Airport Road (also known as West 18th St. or 610th Ave.) and then onto the Lincoln Highway. This increased traffic on Lincoln Highway would be a mixture of farm equipment, semis headed for the ethanol and cellulose plants, regular traffic, and bicyclists. A task force of Nevada citizens, rural residents, business owners, city and county personnel, and DOT officials are meeting as this document is being

written to see if an alternative plan can be determined. Above is the task force's concept #1 plan which will be shared at a community discussion meeting this fall.

Maps of Changes

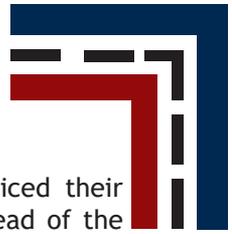
All maps discussed in this section can be found in Appendix I.

Maps 1, 2, and 3 feature details of the Mt Vernon/Lisbon Bypass. The Lincoln Highway is Highway 30 in Lisbon and continues westerly into Mt Vernon where turns north to the city's main street and then exits the community in the northwestern corner heading on a county road to Marion and Cedar Rapids. The Lincoln Highway route will still be accessible, but will become a county road on the east side of Lisbon.

This project will create five overpasses on the new highway.

Map 4 shows the new interchange near the Youngville Café in Benton County. The Café is in the Northeastern part of the intersection. Access to the Café will be from the north, and travelers will have to do a partial loop from either the east or the west to get to the Café.

Maps 5 and 6 show the changes in Tama and Benton County. Although the changes will be made to Highway 30, it will affect the turn-off on E66 to Chelsea (point 1) and create a new intersection at V18 (point 2) before heading on into Chelsea. There is an interpretive site that travelers will need to back track to if they wish to use the



binoculars and look out over the Iowa Valley.

In Map 5, the new 4-laned Highway 30 will be routed to the north in the “Bohemian Alps”, but will cut through them to create a flat road. Scenic views of the Iowa River valley will be lost. The new road will then reconnect with the Lincoln Highway to the east outside of Cedar Rapids.

Map 7 and 8 are at the intersection of US 65 and the Lincoln Highway at the Reed Niland Corner in Colo, Iowa. The first proposal is to just repair the bridge where the Lincoln Highway goes over US 65. This estimated cost is \$740,000.

Proposal 2, shown in Map 8 would raise US 65 up to meet the Lincoln Highway and put stop signs on the Lincoln Highway. The ramps would then be removed. This was one of the first, if not the first designed on-off ramp in the state.

Problems would still occur as US65 travels under the railroad to the south and that bridge is actually a lower height than the current US 65/Lincoln Highway bridge.

The estimated cost would be \$ 2,488,000 for this project.

The residents at the DOT public meeting voiced their opinions and preferred the bridge repair instead of the whole road revision.

Map 9 shows the proposed Grand Junction changes. The Lincoln Highway travels in a straight line under Highway 30, parallel to the Union Pacific railroad. A bridge on Highway 30 that goes over the West Beaver Creek will be converted into a box culvert and the overpass bridge over the Lincoln Highway.

Map 10 shows the project to widen the Lincoln Highway traveling from Dunlap to Woodbine.

Changes in Road Aesthetics

Members of the Lincoln Highway Association (Bob and Joyce Ausberger) worked with the Iowa DOT and their aesthetic bridge designer, Kimball Olson, to develop ways to add a Lincoln Highway element into future DOT projects. The first project to use this idea is the Grand Junction overpass near the Lion’s Tree Club Park (Map 9). What follows are the design elements that will be incorporated.

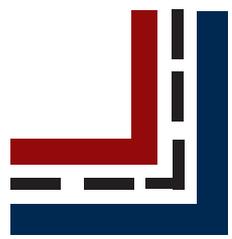
US 30 over 222nd Street and UPRR

***Greene County
Grand Junction, IA***



Proposed Bridge Conceptual Design Features (07 February 2014):

- Special concrete shaping at the piers and abutments to commemorate the Lincoln Highway
- Lincoln Highway marker icons at the four corners of the bridge, including cast stone “L” insignia, galvanized metal “Iowa” coins, and long-life mineral silicate paint accents
- Piers include a total of 12 fluted columns and pier cap cornices to recall the front portico of the Lincoln Memorial in Washington, D.C.

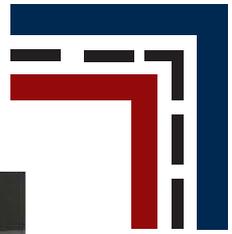




View of proposed bridge looking east along 222nd Street.



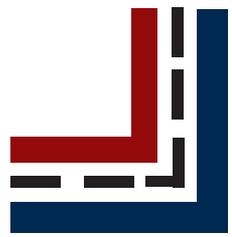
View of proposed bridge looking northwest from 222nd Street.



Detail view of proposed bridge pier columns and cap.



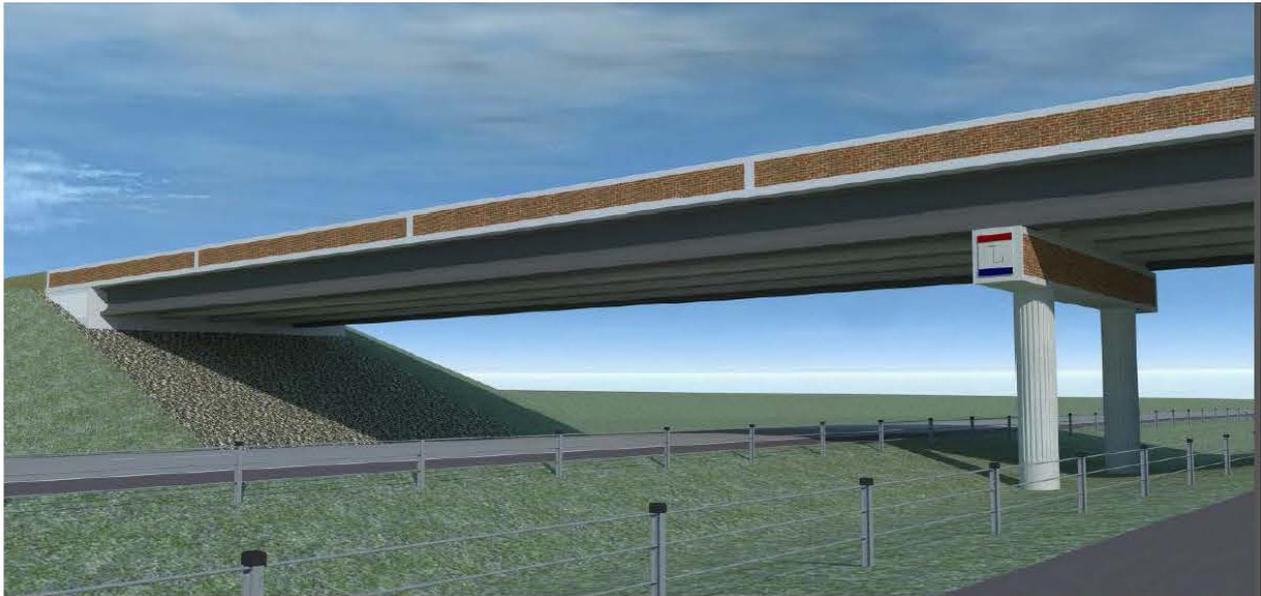
Detail view of Lincoln Highway marker icon located at each corner of bridge.



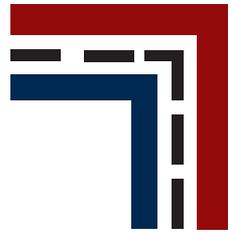
The Lincoln Highway Heritage Byway Corridor Management Plan

The approval of these design elements led Kimball Olson to consider the following design for other projects. Although, the Lincoln Highway logo could be added to the five overpasses in the Mt Vernon/Lisbon project, the Iowa Lincoln Highway did not agree to add to the new Highway 30, which is not the Lincoln Highway.

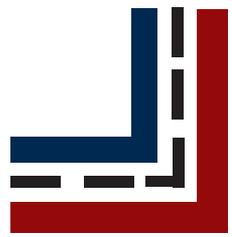
The following design, however, was approved by the LHA to be used on the overpass near Youngville in Benton County.



As noted earlier, since the Lincoln Highway is in some locations the same as Highway 30, the DOT may have upcoming projects for many years that affect the road. If bypasses are created, the Lincoln Highway may transfer to county jurisdiction. It will be very important for the Lincoln Highway Heritage Byway to keep current on changes to the road. The Lincoln Highway Heritage Byway, Iowa Lincoln Highway Association, and DOT staff will work to incorporate the logo into road design where appropriate.



Chapter 4: Weaving Strategies into Action





Section 1: Preserving and Maintaining the Intrinsic Qualities and Amenities

The Lincoln Highway Heritage Byway (LHHB) crosses through 13 counties in Iowa. The counties in this corridor through Iowa have some of the most unique lands and land forms in the state and transcends the spectrum of the most productive agricultural land in the world to secluded natural areas that provide critical habitat for 13 federally listed threatened and endangered species of plants and animals.

Iowa is one of the most altered landscapes in the world and has seen the conversion of a prairie and grassland environment to one of high production and intensively managed modern-day agriculture. Not only has much of the native prairie/grasslands been converted to agricultural land, but much of it has been drained with both surface and subsurface drainage systems or tile drains many of the wetlands that once existed and limited agricultural production.

In addition, as Iowa transitioned from the early subsistence farming to present day production farming, a road system was installed that places a road around all four sides of many square mile sections of land, making aerial views of much the land look as if it were a giant checker board.

In the 13 counties that the Lincoln Highway Heritage Byway crosses there are 5.5 million acres of land, of which 4.9 million acres are utilized in high intensity agricultural production. Each year, most of the 4.9 million acres of agricultural land undergoes intensive tillage, preparing this land as a seed bed for planting. The land is then planted in April and May, cultivated and managed throughout the summer and harvested by mid-to-late October. During this short nine-month intensive period the crop that is produced is estimated to have a value of \$4.5 billion. This intensive agricultural production truly alters and manipulated approximately 90 percent of the land in each coun-

ty the LHHB passes through each year.

The river system delineates the LHHB in Iowa. It begins with the Mississippi River on the eastern side of the state and ends with the Missouri River on the western side of Iowa. The LHHB crosses Iowa seven major internal rivers systems. From east to west: the Wapsipinicon, Cedar, Iowa, Skunk, Des Moines, Raccoon, and Boyer intersect with the Lincoln Highway Heritage Byway. It is these river systems that have defined the non-agricultural areas of the state. It is the geologic incising of the rivers into the prairie system that has left the steep forested and forested riparian areas that punctuated the miles of intense agriculture. These river systems have been the travel corridors for Native American cultures, the in-roads for early settlement and remains as the last piece of forgone landscape of forest. These systems exist today because of the incising of the river into the prairie system formed forested valleys too steep or too wet to be farmed. It is in these riverine systems that most of the habitat for the federally listed Threatened and Endangers species habitat exists and in many situations it holds much of our remnants of our archeological past. However, the single most important feature of the riverine systems may be that the forested areas associated with them provide protection of holding soil in place on steep highly erodible sites. They act as a final filter for waters coming of our agricultural planes. Although not adequate to clean our ground waters they are the final filtrations as water leaves Iowa. Without these riparian and forested water filters, and the forests on the steep highly erodible slopes, much more of Iowa would find itself in the Gulf of Mexico.

The 13 counties that the Lincoln Highway Heritage Byway passes through were never heavily forested. Recurrent prairie fires contained the forest expansion into the prairies in pre-settlement times, and agriculture today limits where forests exist. At the time of settlement in the 1850/60's these 13 counties had approximately 750,000 acres of forest land in them. Today, there is less than half that amount.



These forested corridors also contain much of the publicly owned recreation and public use areas. With the Lincoln Highway Heritage Byway corridor being about ten miles (five miles each side of the Lincoln Highway Heritage Byway) wide, there are about 2.1 million acres in the corridor. Within this corridor there are about 41,000 acres of public use areas. As travelers cross Iowa on the Lincoln Highway Heritage Byway, they will find it much of the publicly owned recreation lands located in the seven major river drainages.

A true challenge for the Lincoln Highway Heritage Byway is to find the mechanism that allows for the enhancement and preservation of these much needed and essential forested riverine corridors.

A chart outlining the public use areas within five miles of the Lincoln Highway Heritage Byway can be found in Appendix J.

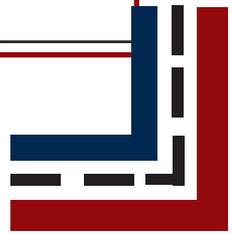
County	Total Acres
Clinton	4,448,000
Cedar	3,727,000
Linn	4,588,000
Benton	4,595,000
Tama	4,623,000
Marshall	3,674,000
Story	3,635,000
Boone	3,666,000
Greene	3,641,000
Carroll	3,673,000
Crawford	4,572,000
Harrison	4,453,000
Pottawattamie	6,164,000
TOTAL	55,459,000

Subsection 1: Threatened or Endangered Species

There are several endangered or threatened species along the Byway and below are listed their Federal status, habitat, threats, and how their habitat could be improved.

Threatened and Endangered Birds

Bird	Federal Status	Habitat	Threats	Habitat Improvement Guidelines
Piping Plover (Harrison)	Threatened	Wide flat, flat, sandy shorelines along River Small creeks and wetlands	Conversion of Missouri River to faster moving rivers with loss sandy shoreline Human disturbance during nesting Successional plant growth along sandy beaches and sand-bars	Clearing of vegetation along sandy beaches and sand-bars Limit human contact and other disturbance during nesting season
Interior Least Tern (Harrison)	Endangered	Sandbars along slow moving rivers	Conversion of Missouri River to faster moving rivers with loss shoreline Human disturbance during nesting Successional plant growth along sandy beaches and sand-bars	Clearing of vegetation along sandy beaches and sand-bars Limit Human contact and other disturbance during nesting season



The Lincoln Highway Heritage Byway Corridor Management Plan

Threatened and Endangered Fish

Threatened and Endangered Freshwater Mussel

Type of Fish	Federal Status	Habitat	Threats	Habitat Improvement Guidelines
<p>Palid Sturgeon (Pottawattamie, Harrison)</p>	Endangered	<p>Large turbid rivers with rock or sandy bottoms</p> <p>Naturally meandering rivers with channels, backwater, diversity in water depths and velocities</p>	<p>Human modifications of river habitat through dam construction and development of commercial navigation</p>	<p>Mimic natural hydrologic flows in areas with flow control structures such as dams</p> <p>Limit new construction dams</p> <p>Avoid channelization of rivers</p>
<p>Topeka Shinner (Crawford, Carroll, Greene, Boone, Marshall)</p>	Endangered	<p>Prairie streams with clear, cool water</p> <p>Streams must have consistent year round flow</p> <p>Found seasonally after high water flows in oxbows</p>	<p>Degradation of water quality</p> <p>Stream siltation and disturbance</p> <p>Increased nutrient loads in streams and rivers</p>	<p>Restoration of sandy/gravelly stream beds</p> <p>Enhancement of water quality and clarity</p> <p>Limit constructions of dams and in river structures</p> <p>Implementation of soil management on upland areas</p>

Type of Mussel	Federal Status	Habitat	Threats	Habitat Improvement Guidelines
<p>Higgins Eye Mussel (Linn, Clinton)</p>	Endangered	<p>Fresh water mussel found in larger rivers with deep and moderate current</p> <p>Bury themselves in sand gravel beds in river bed</p> <p>Siphons water through their system to remove organisms which they use for food</p>	<p>Water impoundments which slow currents and enhance siltation</p> <p>Decreased water quality</p> <p>Dredging which can cover and decrease bottom habitat</p>	<p>Increase water quality</p> <p>Reduce pesticide use and nutrient transport into river system</p> <p>Avoid land use systems that enhance siltation in rivers</p>



Topeka Shinner



Higgins Eye Mussels



Threatened and Endangered Mammals

Type of Mammal	Federal Status	Habitat	Threats	Habitat Improvement Guidelines
Indiana Bat (Story, Tama)	Endangered	Large diameter, loose barked trees Like low lying areas near water for drinking and abundance of insects	Loss of large, loose barked trees and loose barked near water Human disturbance Pesticide use Contamination of water sources	Maintenance of large loose barked trees Building bat boxes Maintaining “snag” trees Planting trees Reduced use of insecticides
Norther Long-Eared Bat (Pottawattamie, Boone, Story, Marshall, Tama, Linn, Cedar)	Threatened	Over winters in caves, mines, cracks, and crevices Summers in and under loose bark and crevices of trees	Susceptible to disease—white-nose syndrome Loss of forest habitat	Do not disturb hibernating bats Maintenance of large loose barked trees Building bat boxes

Threatened and Endangered Snails

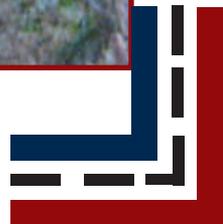
Type of Snail	Federal Status	Habitat	Threats	Habitat Improvement Guidelines
Iowa Pleistocene Snail (Clinton)	Endangered	Snails live in algific talus slopes Need algific slopes to maintain no greater than 50 degree soil temps in summer and no less than 14 degrees in winter	Increased temperatures/ climate change Loss of habitat due to disturbance, such as logging, grazing, road construction, human foot traffic, etc. Misapplications of pesticides Filling sinkholes	Excluding livestock and disturbance from algific slope areas Limit pesticide use Not filling or disturbing sinkholes



Northern Long-Eared Bat



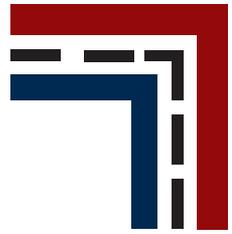
Iowa Pleistocene Snail



The Lincoln Highway Heritage Byway Corridor Management Plan

Threatened and Endangered Plants

<i>Type of Plant</i>	<i>Federal Status</i>	<i>Habitat</i>	<i>Threats</i>	<i>Habitat Improvement Guidelines</i>
W. Prairie Fringed Orchid (Crawford, Story, Tama, Benton, Linn)	Threatened	Mesic to wet tall grass prairie and sedge meadows	Conversion of prairie to ag, road or development Invasion of non-native plants Fragmentation Overgrazing and haying Herbicide drift	Early or late management burns Woody invasion removal Limited haying and grazing Hand harvesting of seed Establish grassland buffers to lessen pesticide drift exclusion
E. Prairie Fringed Orchid (Linn)	Threatened	Mesic to wet tall grass prairie and sedge meadows	Conversion of prairie to ag, road, or development Invasion of non-native plants Fragmentation Overgrazing and haying Herbicide drift	Early or late management burns Woody invasion removal Limited haying and grazing Hand harvesting of seed Establish grassland buffers to lessen pesticide exclusion
Prairie Bush Clover (Story, Linn)	Threatened	Well-moderately drained and drained tall grass prairie	Conversion of prairie to ag, road, or development Invasion of non-native plants Fragmentation Over grazing and haying Herbicide drift	Early management burns Woody invasion removal Limited haying and grazing Handharvesting of seed Establish grassland buffers to lessen pesticide drift exclusion
Meads Milkweed (Clinton)	Threatened	Mesic tall prairie	Conversion of prairie to ag, road or development Invasion of non-native plants Fragmentation Over grazing and haying Herbicide drift	Early management burns Woody invasion removal Limited haying and grazing Hand harvesting of seed Establish grassland buffers to lessen pesticide drift exclusion



Subsection 2: County and City Comprehensive Plans and Ordinances

The six intrinsic qualities (archaeological, cultural, historic, natural, recreational and scenic) and amenities will best be preserved through county and city comprehensive plans. A good plan will at least define appropriate include land use and create land use zones. At best, it will include detailed plans for arts, recreation, green space and vegetation, wildlife, natural resources, and other concepts important to the area. Chapter 2, Section 4 detailed what should or could be included in a comprehensive plan. County plans are adopted by their county's Planning and Zoning Commission and Board of Supervisors. A city plan is approved by the Planning and Zoning Committee and the City Council.

The Lincoln Highway Heritage Byway travels through 13 counties with varying ideas of what should be contained in a comprehensive plan. In Benton County, the comprehensive plan was created in 1984, is on paper, and can be found at the County Recorder's office in Vinton. It is a large document with outdated maps and statistics. The county has felt it was not worth spending the money and time to update the wording as their ideas for land use has not changed. Any land scoring a 70 or higher on the Corn Suitability Rating (CSR) will not be eligible for any improvements on the land. Most of the ground on either side of the Lincoln Highway in Benton County is at 70 or higher. So no new improvements will be allowed. However, the Youngville Café, already at the intersection of US Highway 218 and the Lincoln Highway, is grandfathered in and could rebuild should it be met with a natural disaster or fire.

In Story County, the area between Lincoln Highway and the new US 30 is targeted for strong commercial development. The area already contains stover (cornstalk) piles for the DuPont Cellulosic Ethanol Plant outside Nevada, the cellulosic plant itself, and the Lincolnway Energy ethanol plant as well. There are many semis traveling between the two roads (Lincoln Highway and US 30.)

Benton and Story counties are at extreme opposite ends of the Lincoln Highway corridor land use and the other 11 counties fall somewhere in-between.

Cities, like counties, should also have comprehensive plans that cover the same issues- land use, recreation facilities, etc. The City of Tama does not have a comprehensive plan and the Byway will encourage them to develop a plan.

The Byway will monitor each county or city plan on a regular basis and be aware of revisions and the creation of any new plans.

City and County Ordinances

Ordinances are the enforceable rules and regulations approved by a city or county and are created by using the plan as a guide. Ordinances are written with specifications such as signage dimensions, locations where a sign may be installed, if signage lighting is allowed, if multi-family housing is allowed in an area, if a new development must have a certain size green space included, etc. These ordinances are passed by the city council or Board of Supervisors and enforced through the planning departments or zoning officer.

Each city may have its own planning commission, attorney, or city council who reviews the ordinances. Land use zoning may also include an overlay zoning district which is placed over an existing base zone. The overlay district can share a common boundary with the base zone or cut across base zone boundaries. An example would be to protect a natural resource contained within a zone. Ordinances in the overlay district would be different than in the base zone.

Some other ordinances a city or county may approve are:

- Sign Ordinance
- Subdivision Ordinance
- Planned Conservation Development Ordinance
- Telecommunication Tower and Antennae Ordinance
- Small Wind Energy Systems Ordinances
- Property Tax Exemptions

Subsection 3: Department of Transportation and the Intrinsic Qualities

As changes are made to the road by the Department of Transportation (DOT), some intrinsic qualities may be affected. The Lincoln Highway was the first transcontinental road, stretching east to west across Iowa and since the early days, and has been a road deserving attention for improvements. As towns grew around the road and businesses sprung up to accommodate the traveler, it is an odd form of a complement that the vehicle loads are now too heavy in some locations and require building bypasses. Bypasses in one way, help preserve the original Lincoln Highway route, but they also drive the traveler away from it.

The Lincoln Highway Heritage Byway should keep abreast of the changes to the road and help identify ways to encourage travelers to drive the Byway.

Programmatic Agreement Signed in 2006

A programmatic agreement among the Federal Highway



The Lincoln Highway Heritage Byway Corridor Management Plan

Administration, the State Historical Preservation Officer, and the Iowa Department of Transportation was created in 2006 regarding the “Implementation of All Highway Projects Affecting Historically Significant Segments of the Lincoln Highway Corridor in Iowa.” It was signed by representatives of the Federal Highway Administration, the Iowa Department of Transportation, and the Iowa State Historical Preservation Officer, as well as the president of the Iowa LHA, Story County Board of Supervisors, Linn County Board of Supervisors, Clinton County Board of Supervisors, and the Mayors of Wheatland, Chelsea, Mechanicsville, Colo, Denison, Belle Plaine, Logan, Dunlap, and Lowden.

This document spells out specific sections or structures on the Lincoln Highway that has been deemed historical and should be preserved. Pages from the document can be found in Appendix K.

Resources and Amenities along the Byway

Attractions and amenities will also need the Byway’s assistance from time to time. The Byway will need to keep current on the conditions of all Byway related attractions and amenities. This could be done through partnering and contact with economic development groups, chamber of commerce, community groups, conservation boards, and the attractions and amenities themselves. The Byway could assist by writing grants, seeking other funding sources, or writing letters of support.

Natural Resources

Among the most delicate intrinsic qualities are the natural resources as once they have been disturbed, changed, or removed, they cannot be rebuilt as authentic resources.

Section 2: Interpretation, Heritage Tourism, and Visitor Management

Subsection 1: Interpretation

The Lincoln Highway Association, since being re-formed in 1992, has developed its own interpretive plan. The following were identified as National LHA themes:

- Westward Movement in the 19th century through wagon trails and railroads
- Auto trails, the campaign for a transcontinental auto highway, and the LHA
- Designating the route (“Main Street across America”)
- Paving the highway
- Development of a national highway system, including

- from named to numbered highways
- Route changes, including from Lincoln Highway routes to US1, 30, 40, 50, and I80
- Growth of the commercial roadside along the Lincoln Highway and successor highways
- Impact of Lincoln Highway on popular culture and public consciousness

Iowa Lincoln Highway themes identified by the LHA are:

- In the Mud: the road problem in Iowa, including reports by early motorists
- How Iowa got out of the Mud
- Early routes across Iowa, including River to River Road, Iowa Transcontinental Highway, Lincoln Highway
- Lincoln Highway as “Iowa’s Main Street”

Two areas identified as State Interpretive Centers are:

- Clinton
- Harrison County near Missouri Valley (a Welcome Center through the State of Iowa program)

Regional Interpretive Centers:

- Mt. Vernon region
- Tama/Belle Plaine region
- Colo region
- Grand Junction region
- Carroll region



Photo from construction of the Harrison County Welcome Center

Local Interpretive Sites

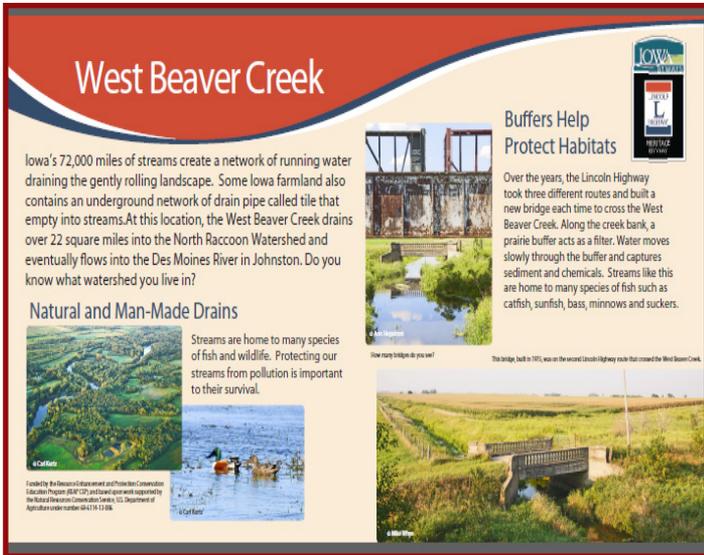
- Bridges of Wapsipicon Flood Plain, Clinton County
- Mt. Vernon Viaduct, Linn County
- Youngville Station, Benton County
- Sankot Garage, Lincoln Café and Preston Station all in Belle Plaine, Benton County
- Lincoln Highway Bridge, Tama, Tama County
- Shady Oaks Camp, Cabin Courts and Tree House, Marshall County
- Watson Grocery, State Center, Marshall County
- Lincoln Prairie Park, Ogden, Boone County
- Marsh Rainbow Arch Bridge, Boone County
- Jefferson Depot, Greene County
- Eureka Bridge, Greene County
- Westside Prairie Park, Westside, Carroll County
- Woodbine Brick Streets, Harrison County

In 2015, the Iowa Byways program participated in a Resource Conservation and Development (RC&D) project to create two conservation related interpretive panels to be placed along each Byway. Schmeekle Reserve from Stephens Point, WI was contracted through the DOT program

The Lincoln Highway Heritage Byway Corridor Management Plan

to develop an interpretive plan for each Byway. They supplied the Byway program with templates for the panels. The Lincoln Highway Heritage Byway panels are installed at the Lincoln Prairie Park on the west edge of Ogden and at the Lions Club Park, east of Grand Junction. The panels are shown below.

Sign at Lions Club Tree Park:



The base is made from weathered steel with the Iowa Byways logo cut out in the bottom section. The top of the base has either three cornflowers or three butterfly cutouts in the arch. Additional signs would keep the Byways logo cut-out and the top three cutouts would change depending on topic of the sign.

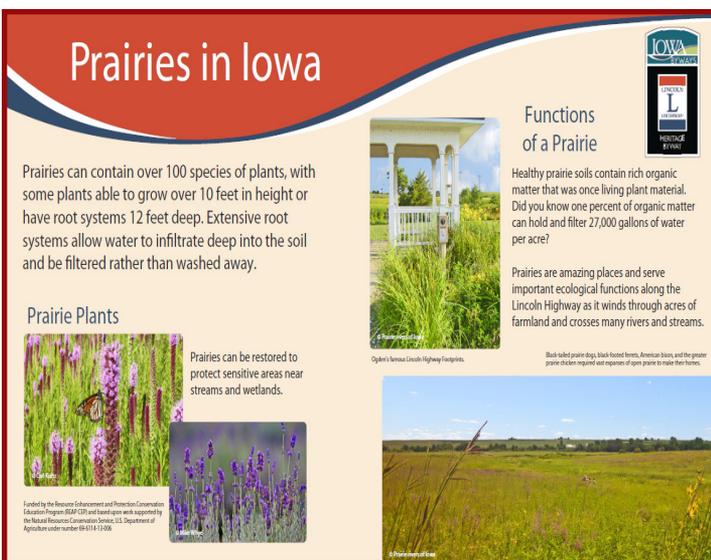
The Greene County LHA was funded by a grant from the Greene County Community Foundation to install more interpretive signs in Greene County with the Iowa Byway and Lincoln Highway Heritage Byway logos. The project will be completed by the end of 2016.

Schmeckle Reserve will incorporate the LHA interpretive ideas into the Interpretive Plan for the Lincoln Highway Heritage Byway and the plan should be completed in the winter of 2016-17. This will be a separate document and should be referred to for further information.

Sign at Lincoln Prairie Park, Ogden



Sign installation at Lincoln Prairie Park in Ogden



Subsection 2: Heritage Tourism

What is Heritage Tourism?

According to the Michigan State University Museum, a Smithsonian Institute Affiliate,

“Heritage tourism encompasses elements of living culture, history, and natural history of place that communities value and steward for the future. These elements are very specific to the community or region and can contribute to pride, stability, growth, and economic development. Heritage and culture are especially critical in rural settings.”

The MSU Museum further defines it as

“Heritage is what we value as a people and choose to pass on to future generations. Heritage has shaped the past and present, will influence future development, and can contribute to stability, growth, and economic development.”

Through the Corridor Management Plan process, the Lincoln Highway Heritage Byway conducted community input meetings and gathered intrinsic quality points from these meetings. Even though it is a “heritage” Byway with the historic and cultural being the most prominent qualities, there is more to the story of the Byway through the natural features that helped create and often hindered the road in the early days, recreational opportunities along the route, and scenic areas along the many rivers and hills of Iowa.

In the CMP process, communities have identified what it is they wish to pass down to future generations, how they would like their communities to develop, and how the Byway will aid in economic development. It is through this collaboration that the Corridor Management Plan was able to evolve into state and local projects to protect, preserve, educate, and celebrate the many attractions and sites along the route and in the communities it connects.

Why is Heritage Tourism Important?

The popularity of heritage tourism has increased in the past few years as noted on the MSU Museum website,

“For example, between 1996 and 2002 heritage travel increased by 13 percent, more than twice the growth of U.S. travel overall (5.6 percent).

Tourism is big business. According to statistics from the

U.S Travel Association (USTA), in 2010 travel and tourism directly contributed \$759 billion to the U.S. economy. Travel and tourism is one of America’s largest employers, directly employing more than 7.4 million people and creating a payroll income of \$188 billion, and \$118 billion in tax revenues for federal, state and local governments. In addition to creating new jobs, new businesses, and higher property values, well-managed tourism improves the quality of life and builds pride in the community. That is particularly true for the heritage segment of the market.

A national study completed by Mandala Research in the Fall of 2009, *The Cultural and Heritage Traveler*, indicated that 78 percent of U.S. adults who traveled for leisure in 2009 (118.3 million travelers) were considered heritage travelers. Heritage travelers stay longer and spend more money than other kinds of travelers, making them a very attractive target tourism market.

The U.S. Travel Association (USTA)’s 2003 *Cultural/Historic Traveler* study confirmed that cultural heritage travelers take frequent trips, with 25 percent taking three or more trips a year.

Heritage travelers are more likely to take part in a wide variety of activities when they are traveling: 17 percent participate in four or more activities compared with 5 percent of all travelers. Other activities such as visiting state/national parks, participating in culinary activities such as sampling artisan food and wines, visiting farmers’ markets and enjoying unique dining experiences rank highly with this target audience. The Mandala study found that heritage travelers are looking for more than just museums or historic sites. They are interested in “experiences where the destination, its buildings, and surroundings have retained their historical character...as well as lodging that reflects the local culture.” Combining experiences at historic sites with complementary attractions is an effective strategy to use heritage tourism to increase the length of stay and tourism expenditures.”

Heritage Tourism Importance in Iowa

The Iowa Tourism Office uses the U.S. Travel Association’s Travel Economic Impact Model (TEIM) to generate statistics on the economic impact of tourism. In Iowa, domestic travelers spent a total of \$8.06 billion in 2015 and tourism supported 67,400 in travel-generated employment. This translates into a payroll of \$1.28 billion in payroll. Tourism brought in \$466.7 million in travel-generated state tax receipts.

Subsection 3: Visitor Management

One of the Lincoln Highway Heritage Byway’s goals is to encourage travelers to visit attractions and sites along the Byway. If the numbers of travelers are not managed “correctly,” it may lead to a burdensome load for attractions and even cause deterioration to the sites. Managing visitors, or at least developing a policy to manage them, is a priority to help ensure all guests have a pleasurable experience.

According to Parks and Benefits website,

“A successful visitor management requires qualitative knowledge of visitor numbers and activities undertaken in the protected area. Also accurate information on visitors’ wishes is needed.

The aim of visitor management is not only to observe visitors and report about them. The management has also to deal with the visitor flows and activities against negative impacts on environment and nature resources. It is recommended to develop a system of cooperation between protected areas and tourism operators/businesses. Cooperation can support the visitor management and provide better services and more qualitative information to visitors.

A good example of visitor management is at George Washington’s Mount Vernon Estate. Tickets are sold to tour the house at a specific time. By knowing how long the house tour should take, a limited number of people are allowed to see it every half hour. The line for the tour is somewhat long, but moves rather quickly. Visitors are entertained by folks in period costume while they wait, which makes the time in line less unpleasant.

There are different strategies that could be employed to manage visitors. The following table was taken from the United Nations Environment Programme website to show the best strategies they have identified in the management of visitors. The goal is to provide an informative and enjoyable visit for all visitors. Although the ideas are for a park, the same ideas could be adapted for any attraction.



The Lincoln Highway Heritage Byway Corridor Management Plan

Strategy	Management tactics and techniques
1. Reduce use of the entire protected area	<ol style="list-style-type: none"> 1. Limit number of visitors in the entire protected area 2. Limit length of stay 3. Encourage use of other areas 4. Require certain skills and/or equipment 5. Charge a flat visitor fee 6. Make access more difficult in all wilderness
2. Reduce use of problem areas	<ol style="list-style-type: none"> 1. Inform about problem areas and alternative areas 2. Discourage or prohibit use of problem area 3. Limit number of visitors in problem areas 4. Encourage/require a stay limit in problem areas 5. Make access harder/easier to areas 6. Eliminate facilities/attractions in problem areas, improve facilities/attractions in alternative areas 7. Encourage off-trail travel 8. Establish different skill/equipment requirements 9. Charge differential visitor fees
3. Modify the location of use within problem areas	<ol style="list-style-type: none"> 1. Discourage/prohibit camping/use of horses 2. Encourage/permit camping/horses in certain areas 3. Locate facilities on durable sites 4. Concentrate use through facility design or info 5. Discourage/prohibit off-trail travel 6. Segregate different types of visitors
4. Modify the timing of use	<ol style="list-style-type: none"> 1. Encourage use outside of peak use periods 2. Discourage/ban use when impact potential high 3. Fees in periods of high use/high impact potential
5. Modify type of use and visitor behaviour	<ol style="list-style-type: none"> 1. Discourage/ban damaging practices/equipment 2. Encourage/require behaviour, skills, equipment 3. Teach a wilderness ethic 4. Encourage/require a party size and/or limit on number of horses 5. Discourage/prohibit horses 6. Discourage/prohibit pets 7. Discourage/prohibit overnight use
6. Modify visitor expectations	<ol style="list-style-type: none"> 1. Inform visitors about appropriate wilderness/PA uses 2. Inform about potential conditions in wilderness/PA
7. Increase the resistance of the resource	<ol style="list-style-type: none"> 1. Shield the site from impact 2. Strengthen the site
8. Maintain/rehabilitate resource	<ol style="list-style-type: none"> 1. Remove problems 2. Maintain/rehabilitate impacted locations

Section 3: Roadway Safety

As stated before, the Lincoln Highway Heritage Byway is in some cases the same as Highway 30 and is given much attention by the DOT for improvements and safety issues. As shown in the Chapter 3, changes are scheduled to occur on the Lincoln Highway and new bypasses installed will affect the Lincoln Highway which should also make the road safer. The DOT lists projects that are programmed to respond to safety issues and they may be found at http://www.iowadot.gov/program_management/FINAL_2016-2020_5YrProg.pdf . Projects listed in this report for the 2016-2020 years are within LHHB counties, but only one is directly on the Lincoln Highway. The City of Clinton is scheduled to do "Intersection pavement marking alignments and signage upgrades and signal timing on US 30" (which is the Lincoln Highway) for a cost of \$35,000.

Subsection 1: Top 200 Iowa Crash Iowa Sites

The DOT also compiles the top 200 crash sites based on accident reporting. The most current information available is from 2013 and the report is called "Top 200 Safety Improvement Candidate Locations (SICL) - Intersections." Of the 200 crash sites, 12 are on the Lincoln Highway and are listed in the table on the next page. Five of them are within the City of Ames. A new Lincolnway Corridor Plan is being created by the city of Ames, and hopefully it will help resolve these safety issues within the city limits. A more recent fatality, not shown in this table, occurred at the corner of Ash Ave and Lincolnway. The accident occurred December 14, 2015 and involved an Iowa State University student who was hit by a CyRide bus. The student was left in the street with serious injuries which led to her death and after investigations, the CyRide bus driver was charged. The City of Ames plan should also address this intersection.

The Lincoln Highway Heritage Byway Corridor Management Plan

Top 200 Crash Sites on the Iowa Lincoln Highway Heritage Byway

<i>Rating Number</i>	<i>City, if within limits</i>	<i>County</i>	<i>Road/Intersection</i>	<i>Problem</i>	<i>Fatalities/#</i>
73		Benton	US 30/73 St & Co Rd V44/16th Ave	Ran a stop sign	Yes-3
194		Benton	US 30/73 & Co Rd V66/21st Ave	Swerving, FTY (failure to yield) from stop, too fast	Yes-3
182	Cedar Rapids	Linn	8th Ave SE & 6th St SE	Ran signal, left turn, improper action	No
50	Ames	Story	Lincolnway & Welch Ave	Too fast/close, FTY to pedestrian	No
95	Ames	Story	US 69/Lincolnway & Clark Ave & S Walnut St	Left turn, too close/fast	No
97	Ames	Story	Lincolnway & University Blvd	Ran signal, left turn, too fast/close	No
103	Ames	Story	U S 69/S Duff Ave & Lincolnway	Ran signal, left turn, too fast/close, improper action	Yes-1
153	Ames	Story	US 69/Lincolnway & Grand Ave	Ran signal, left turn, too close, improper turn	No
188	Beaver	Boone	US 30/220th St & B Ave	Swerving road construction- on a Thurs at noon	Yes-2
52	Council Bluffs	Pottawattamie	U S 6/W Broadway & S 8th St & N 8th St	Ran signal, left turn, too close	No
149	Council Bluffs	Pottawattamie	U S 6/W Broadway & S 21st St & N 21st St	Ran signal, too close, imp action, right on red	No
180	Council Bluffs	Pottawattamie	IA 192/S 6th St & W Broadway & Broadway Kaneshville	Ran Signal, too close, improper turn	No

Other Possible Locations with Road Safety Issues

The Lincoln Highway Heritage Byway has identified two other possible safety locations.

One is in Linn County at the corner of Munier Rd and 35th Street, part of the Byway loop section. As the traveler heads south, they come upon a T-intersection with a steep slope. It is difficult to see traffic coming from the east. If icy, the vehicle would have a hard time scaling the slope and make a turn in either direction before sliding back down the hill.

The second location is in Crawford County on the west side of Denison. Highways 59, 30, and 39 all meet at a confusing intersection. The locals call it a “Can of Worms.” The Lincoln Highway Heritage Byway traveler has the most convoluted route to make it across another four-lane road and enter the city of Denison. The DOT has talked about this intersection, but as of date the Byway is unaware of any planned changes to the road.

Subsection 2: Railroads Crossings and the Lincoln Highway

The Lincoln Highway travels adjacent to the Union Pacific Railroad either to the north or to the south for a good share of the route. The road crosses the railroad several times and this could cause vehicular/train accidents. The DOT does not include any vehicular/train accidents in the top 200 crash sites, so this CMP has identified all crossings in the aerial shots and Google earth photos found in Appendix L. Some of them are underpasses or overpasses, but many are at-grade crossings.

Subsection 3: Bridges

See the maps in Chapter 3 for locations of bridges on the Lincoln Highway. Bridges often are a concern as they form ice in the winter months faster than regular pavement as the underside is exposed to the elements. In some situations, bridges may be susceptible to high winds.

Subsection 4: Complete Streets

Accommodating Bicyclists and Pedestrians through “Complete Streets”

Across Iowa, the Lincoln Highway serves as an important transportation corridor, tourist destination, and historical landmark. Though originally designed for automobiles, new traffic from cyclists, pedestrians, and other forms of transportation provides new opportunities for the historic road. Complete streets, streets that accommodate pedestrians, bicyclists, transit, and cars, can improve the

Lincoln Highway’s appearance and function, attract new visitors, and better serve local residents and businesses (American Planning Association, 2016).

“Complete streets is about integrating the needs of all users into transportation planning processes from the very beginning. And the benefits of this include improved safety, greater economic revitalization, reduction in greenhouse gas emissions, and the improvement in health from people getting more physical activity [which makes] communities more sustainable and more healthy.”

Barbara McMann, Executive Director of the National Complete Streets Coalition

Streets that are “complete” move all people conveniently and safely; slower speeds help reduce traffic fatalities and injuries through medians, bike lanes, and wider sidewalks. Additionally complete streets provide recreational opportunities that help citizens stay active and prevent disease. Safer and more easily-accessible main streets can revitalize rural and urban communities, and complete streets also provide travel options and improve safety for at-risk populations including children, older adults, and people with disabilities (Iowa Department of Public Health, 2014).

Complete street design considerations include skinnier streets to slow travel speeds and increased street connectivity for greater accessibility. The design of complete streets is also context specific. A complete street in a neighborhood may require sidewalks and shared roadway bicycle facilities while a complete street along a highway may require a separated trail (Iowa Bicycle Coalition, 2014). Streets adjacent to commercial, mixed-use, residential, or industrial land uses have different design challenges and opportunities, but they can all be designed as complete streets (American Planning Association, 2006).

The costs associated with complete streets are often no more and many times cost less than traditional roads. Overtime, small projects along the road, such as raised medians, pedestrian refuge islands, transit shelters, and street furniture, can have a significant impact without requiring a large budget (American Planning Association, 2006). Stepping beyond the original design of the Lincoln Highway by increasing travel options, flexibility, and usability will create a new network of travel for everyone along the highway (McCann and LaPlante, 2008).

Complete Streets along the Lincoln Highway

As the Lincoln Highway continues to evolve throughout the years, communities are recognizing the importance of preserving the highway’s sense of place while also accommodating all travelers.

Lancaster, Pennsylvania, an inland town with a population of about 60,000, integrated complete streets into the city's 2015 Lincoln Highway Streetscape Plan. A gateway into Lancaster County, the Lincoln Highway in Lancaster had lost its unique identity and struggled with safety, efficiency, and aesthetic issues (IBI Group, 2015).

The plan's study area encompasses a 2.5 mile segment of the Lincoln Highway, which has high traffic volumes and speeds, a large proportion of truck traffic, and limited sidewalks. In response, the plan aims to transform the corridor from a standard highway into a safer, more attractive roadway with a stronger sense of place (IBI Group, 2015).

Design principles include slowing traffic, providing multi-modal access along the entire corridor, buffering sidewalks from traffic, reallocating underutilized right-of-ways, maintaining consistent through lanes, reducing conflicts, increasing safety with protected left turn lanes, integrating signage and wayfinding, incorporating storm-water management facilities, and enabling interconnectivity (IBI Group, 2015).

Complete Streets in Iowa

Today, complete streets policies in Iowa are bolstered by statewide programs that promote shared values of safety, accessibility, and well-being, such as Safe Routes to School and the Healthiest State Initiative. The Safe Routes to School (SRTS) program is an effort to increase safety and promote walking and bicycling to school (Iowa Department of Transportation, 2016). The Healthiest State Initiative is dedicated to making Iowa the healthiest state in the nation; the program also supports complete streets policies that improve the health of citizens (Healthiest State Initiative, 2016).

Though Iowa communities along the Lincoln Highway vary in size and character from small to large and rural to ur-

ban, complete streets can be implemented in any setting. Cities such as Cedar Rapids and Marion have already adopted complete streets policies. The City of Ames is working to create a complete streets policy, while Clinton and Council Bluffs have complete street language integrated into their comprehensive plans (Iowa State University Extension and Outreach, 2016).

However, there are still a number of Lincoln Highway communities in Iowa without complete streets policies. The following case studies illustrate how complete streets can be integrated into small, medium, and large cities across the state.

Moville, Iowa

In Moville, a town of about 1,600 in northwestern Iowa, many parents were hesitant to allow their children to walk to school. There was no designated walking route that drivers were aware of,



Figure 1 image from visitmoville.com

and the sidewalks were also lacking curb ramps to ease passage to the street for pedestrians and cyclists. After a walkability assessment to gauge the condition of sidewalks and signage, the City of Moville passed a Complete Streets Resolution March 2, 2016 that says improvements to sidewalks and trails should be made in the upcoming years. Additional curb ramps and ADA pads will be installed funded in part by a three-year, \$120,458 grant awarded to Southland District Health Department and the Live Healthy Siouxland Coalition by the Centers for Disease Control and prevention. Ultimately, city officials hope to increase opportunities for physical activity and help students navigate to and from school safely (Butz, 2016).

Muscatine, Iowa

With a population of about 22,887, Muscatine is a growing city with one of the best complete streets policies in the nation. Muscatine has been involved in the Blue Zones Project initiative, which encourages all Iowa communities to change their built environments to make the healthy choice the easy choice. The creation and adoption of a



Figure 2 image from localtvquad.files.wordpress.com



Image from IBI Group, 2015

complete streets policy reinforced Muscatine's commitment to the Blue Zones Project and allowed the city to create written transportation policy that met the community's vision of safe, walkable streets (Anderson, 2014). In 2013, Smart Growth America ranked Muscatine as eighth nationwide for its complete streets program (Liegois, 2014). The city is currently considering incorporating a "green streets" policy into future transportation planning, which would involve sustainable rain water runoff and drainage (Mason, 2016).

Dubuque, Iowa

Dubuque is home to approximately 57,637 Iowans, and in 2012 the city completed an extensive renovation of its Historic Millwork District. The \$7.7 million project was designed with complete streets in mind and included safe and handicap-accessible street use for drivers, public transportation users, bicyclists, and pedestrians (City of Dubuque, 2016). Other sustainable elements included LED lighting, recycled brick and concrete, and permeable pavement. Additionally the Millwork District's history was incorporated into the project through the preservation of old railroad tracks in the street design (City of Dubuque, 2016). Complete streets in the Millwork District built upon the city's sustainability vision and capitalized on the district's assets to create a compact, walkable environment for over 1,000 residents (Environmental Protection Agency, 2013).

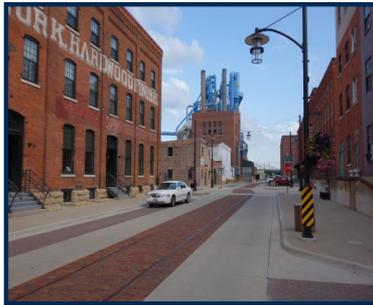


Figure 3 Image from streets.mn

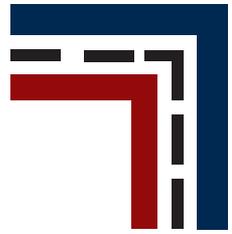
Iowa does not have laws requiring helmets when riding bikes or motorcycles, but protective gear is suggested. Cell phone usage is illegal for all learner permit and intermediate license holders. All drivers, regardless of age, are banned from texting.

Subsection 5: Other Safety Issues

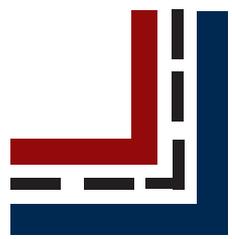
The Department of Motor Vehicle has more information relating to safety on their website, <http://www.iowadot.gov/index.html#/services>

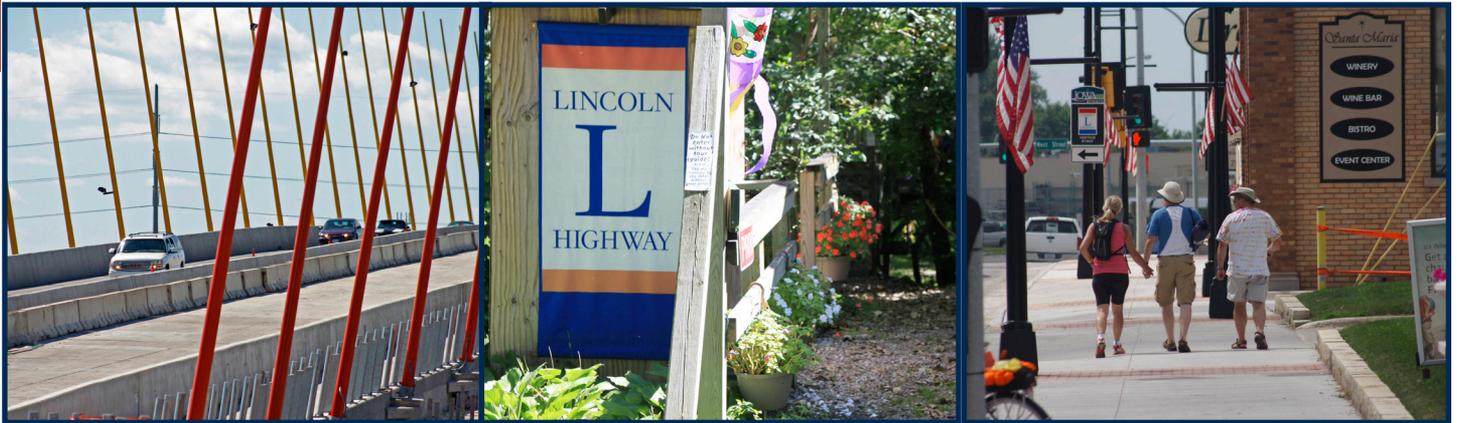
The law states:

- A child under 1 year old who weighs less than 20 lbs. must be secured in a rear-facing child restraint system.
- A child under 6 years old must be secured in a safety seat or booster seat. A seat belt alone is not appropriate.
- Children between 6 years old and 11 years old must be secured in a child restraint system or by a safety belt.
- All children under 18 years old must wear a seat belt in the back seat.
- Everyone in the front seat must wear a seat belt.



Chapter 5: Stewardship





Section 1: Iowa Department of Transportation Support

The Iowa Department of Transportation has contracted with Resource Conservation and Development (RC&D) organizations in the state of Iowa to manage the Scenic Byways. As new Byways are added to the program, other organizations may be asked to help with management in their local areas.

Contracts between the RC&D's (or other organizations) and the Iowa DOT are negotiated every three years. Deliverables are identified and agreed upon by both parties. Samples of deliverables are meeting with stakeholders, creating marketing materials, attending Byway meetings, and taking the lead on a state Byway project. This is called the Sustainability Agreement and is broken into phases and years. The DOT has a base funding amount per Byway and then pays an amount per mile to the Byway to carry out the Sustainability Program. This system may change under different 3-year contracts as they are written.

The DOT has also helped fund the Corridor Management Plans for each of the Byways. This is a long range plan and helps identify projects related to the specific Byway.

The funding from the Department of Transportation is essential to the Iowa Byways program. You can find more information on the Iowa Byways program at <http://www.iowadot.gov/iowasbyways/index.aspx>.

The Federal Highway Administration (FHWA) has a program still in existence but no longer funds byway development project. The LHHB had received funding to complete an interpretive plan, LIDAR, and other photo projects.

State Scenic Byway Program

The State Scenic Byway Program was established to identify, protect, and enhance roadways in Iowa that exemplify the state's scenic and historic resources. This effort

is carried out through volunteer work and cooperation between interested citizens, organizations, local governments, and the DOT; however this is not a funding program. The DOT designates a route as a State Scenic Byway on the basis of scenic and historic qualities, using established criteria. Applicants are then responsible for funding tourism and promotional plans. Federal grant opportunities may be available for scenic byways for certain infrastructure projects (see the [Federal Transportation Alternative Program](#) for more information).

Section 2: Lincoln Highway Association Support

The Lincoln Highway Association (LHA) has been an integral part of the Lincoln Highway Heritage Byway creation. They are the experts in the highway's history. The group was originally created to help layout the route and promote the road. The LHA worked with locals to make road improvements, create the Seedling Mile, oversee the Boy Scout marker installation, and push for a number in the new highway naming system.

In 1991, several Greene County, Iowa residents who were interested in saving the Eureka Bridge formed the Greene County Lincoln Highway Association. A year later, in 1992, the same group formed the national Lincoln Highway Association. Of the 867 national members, Iowa has 125 members. The LHA will celebrate their 25th anniversary at the national conference to be held in Denison, Iowa in 2017.

In Iowa, the LHA was the applicant requesting the Iowa Department of Transportation to consider the Lincoln Highway as designated Byway.

The Lincoln Highway Heritage Byway and Prairie Rivers of Iowa, the RC&D that manages the Byway, are supporters of the LHA just as the LHA continues to be supporters of the Byway. The Byway coordinator, housed at the Prairie Rivers of Iowa office, serves as the secretary of the Iowa LHA and has attended several National LHA conferences.



Prairie Rivers of Iowa also assists the Iowa LHA and county LHA groups with grant applications, creating brochures, and interpretive panel design and fabrication. Prairie Rivers of Iowa's marketing department also creates the Iowa LHA quarterly newsletter, maintains the Iowa LHA website and Facebook pages.

Section 3: Byway Coordinator

The Byway Coordinator serves under a contract between the Iowa Department of Transportation and the RC&D (or other organization) with which they work. The Lincoln Highway Heritage Byway Coordinator operates from the Prairie Rivers of Iowa office, currently in Ames, which is centrally located along the Byway.

The Coordinator works with a multitude of entities, some of which are: the Department of Transportation, other Iowa Byways, other states' Lincoln Highway Byway coordinators, the Iowa LHA, the National LHA, 43 Cities along the Byway, 13 Counties along the Byway, Conventions and Visitor Bureaus, Chamber of Commerce, planning groups, tourist attractions, historical societies, colleges and universities, ethnic groups, County Conservation, Department of Natural Resources, and private individuals.

Because of the length of the Byway and the diversity of the intrinsic qualities, the best way for the Coordinator to learn about the Byway is to travel it and make connections with all of the groups listed above. The public input meetings as part of the Corridor Management Plan was certainly just such a vehicle as the Lincoln Highway Corridor Management Plan project manager changed half way through the process. By including the Coordinator in these public meetings, it was an easier transition between project manager and the Byway Coordinator and allowed for the process to continue almost seamlessly.

Section 4: Advisory Board

The Lincoln Highway Heritage Byway Advisory Board was created to give input and direction towards the deliverables listed in the DOT contract, help develop the Corridor Management Plan process and give guidance as the Plan is carried forward. The Board meets at least once per year.

The current members are:

- Bob Ausberger, Greene County LHA Consul, Grand Junction
- Kathy Dirks, Harrison County Historical Village and Welcome Center Director, Missouri Valley
- Mitch Malcolm, Belle Plaine Area Museum Director, Belle Plaine
- Tonia McCarley, Prairie Rivers of Iowa Board member, Ames
- Matt Parbs, Sawmill Museum Director, Clinton

- Alan Robinson, former Jefferson Matters Director, Grand Junction

Section 5: Partners

As mentioned in the Coordinator section above, many groups are partners of the Byway. The LHA, the group that helped create the Byway, has the longest history as a partner of the Byway.

The Byway and Prairie Rivers of Iowa has also partnered with the University of Iowa's Office of Engagement to aid in statewide project development and through trainings on identified topics to advance the Byway and RC&D organization.

Other groups the Lincoln Highway Heritage Byway will partner with include Silos and Smokestacks, a National Heritage Area. This partnership is identified in the list of projects and is given a high priority. It is scheduled to happen immediately at the conclusion and adoption of the Corridor Management Plan. Although Silos and Smokestacks do not cover all of the 13 counties in the Lincoln Highway Heritage Byway, it does cover eight of them: Clinton, Cedar, Linn, Benton, Tama, Marshall, Story, and Boone. Silos and Smokestacks, is just as it implies, and is concerned with the education and promotion of the story of agriculture and industry in their defined area. The Lincoln Highway Heritage Byway, as they partner with Silos and Smokestacks, will welcome the opportunity to share the rich history Iowa has in the area of agriculture and industry with the travelers and visitors along the route.

The Byway will also partner with the Legacy Learning's "Parks to People" initiative. Projects will include Boone County and the Des Moines River Valley, with a special interest in nature, agriculture, the Lincoln Highway, and the story of Kate Shelley, and the Kate Shelley Bridge.

Section 6. Economic Opportunity

Subsection 1: Background

The Iowa DOT's Byway program will continue to grow and evolve in future years. The Lincoln Highway Heritage Byway will implement this Corridor Management Plan over the next 20 years and opportunities for economic growth will occur due to both organizations. The Byway program not only has a focus on tourism, but also in downtown and community revitalization and historic preservation.

Independent of the size of the community, similar strategies for revitalization exist for downtowns. Examples are that it has been found that creating two-way streets are better than one-way streets for downtown shoppers and visitors, any size of community should host their events and festivals in the downtown area, and the removal of parking restrictions (i.e. meters) it will encourage people



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to stop and enjoy the downtown businesses.

Historic preservation of downtown buildings not only leads to the ambiance of a downtown, but is attractive to businesses that want to occupy them. Through a multi-pronged approach to revitalization of communities, whether through an Iowa Main Street program or individual community efforts, the Lincoln Highway Heritage Byway will aid in revitalization through this Corridor Management Plan in its own projects and programs and by supporting other organizations with their projects and programs.

In order to track the success of the Corridor Management Plan, the Lincoln Highway Heritage Byway needed to collect a baseline of information to be used in the National Scenic Byway Economic Impact Model. To gather this information, an Economic Impact Study was done.

Subsection 2: Collecting Data for the Economic Impact Study

Different survey projects were reviewed that have been developed over the years and the Paul Bunyan Byway and Lake County Scenic Byway in Minnesota were both found to be the most helpful. These were done by Brigid Tuck from the Extension Regional Office in Mankato, MN. Her reports may be viewed at:

<http://www.scenic.org/storage/PDFs/u%20of%20minnesota%20paul%20bunyan%20scenic%20byway%20economic%20impact.pdf>

<http://www.tourism.umn.edu/sites/tourism.umn.edu/files/LakeCountryScenicByway.pdf>

In one of these studies, a separate Visitor Survey and Resident Survey were created and in the other, both types of questions were combined into one survey creating a document that was more than two pages long. For ease of distributing surveys, two different surveys were created—one for “resident” and one for “visitor.”

To calculate the sample size, the following equation and numbers were used.

Sample Size Equation

For 95% confidence

$$N = \frac{(1.96)^2 \sigma^2}{E^2}$$

Where N= Number of Surveys
σ = Standard deviation
E=margin of error

A pilot study, existing data, or other ways to estimate

these values was needed.

Using Iowa Tourism data, 2013 average spending per party per trip is \$999.15, average party size is 2.5, and average days per trip is 3.5. So, average spending per person per day = \$999.15/2.5=399.66 and 399.66/3.5 =\$114.19
If a margin of error was ± 5%, then 5% of \$114.19 = 5.7. This value can be used this as E.

If the standard deviation is 60 (from Iowa Tourism) then:

$$N = \frac{(1.96)^2 \sigma^2}{E^2} = \frac{(1.96)^2 \times (60)^2}{(5.7)^2} = \frac{13829.76}{32.49} = 425 \text{ surveys}$$

When checking this work with a variety of online calculators, a sample size of around 384 was shown, so the above numbers seemed logical.

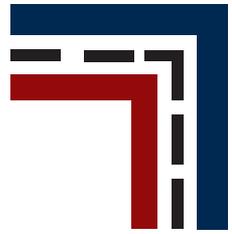
To get the sample size of around 400 visitors, optimal locations along the Byway were considered and 11 sites were identified to capture visitor responses. They were: Sawmill Museum in Clinton, Belle Plaine Museum in Belle Plaine, Lincoln Café and Winebar in Mount Vernon, John Ernest Winery outside of Tama, King Tower (restaurant) in Tama, Reed-Niland Café in Colo, Mahaney Bell Tower in Jefferson, Greene County Museum in Grand Junction, Cronk’s (restaurant) in Denison, Missouri Historic Village and Welcome Center in Missouri Valley and the Union Pacific Museum in Council Bluffs.

The visitor survey was created using questions to be used in the National Scenic Byway Economic Impact Tool. The paper surveys were distributed to the above locations in mid-July and collected at the end of October, catching both peak tourist season and shoulder season. On the advice of a Byway Advisory Board member and longtime Welcome Center Director, we created 2”x3” magnets to give away as a “thank-you” for taking the survey.

The resident survey was created based on questions required for the same Economic Impact tool. These were initially distributed as paper surveys at local events and then converted into an on-line survey using Survey Monkey. A drawing was to be held to give away a gift card as a “thank-you” for taking the on-line survey, but no respondents wished to be in the drawing.

In October, links were posted on the Prairie Rivers- Lincoln Highway Heritage Byway website and on Facebook to encourage residents and visitors’ responses. The link was also sent via email to local Historical Societies, Chamber of Commerce, and Economic Development groups to share with their memberships.

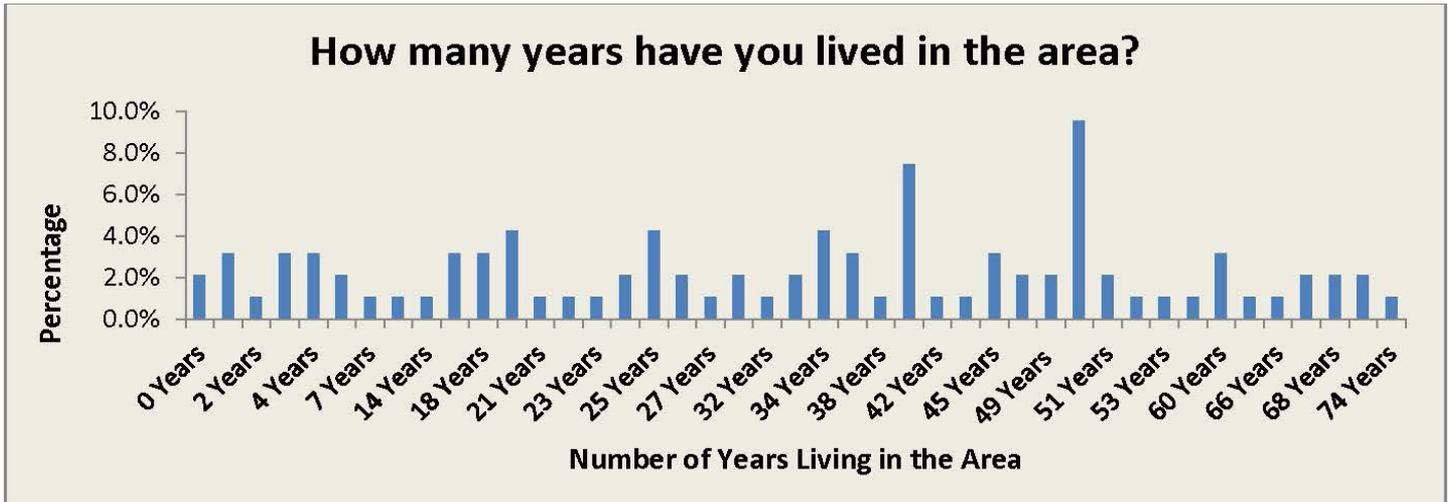
Paper responses for both residents and visitors were entered into Survey Monkey for ease of calculating outcomes.



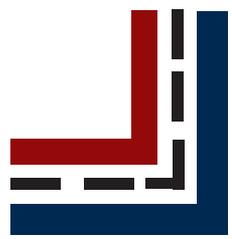
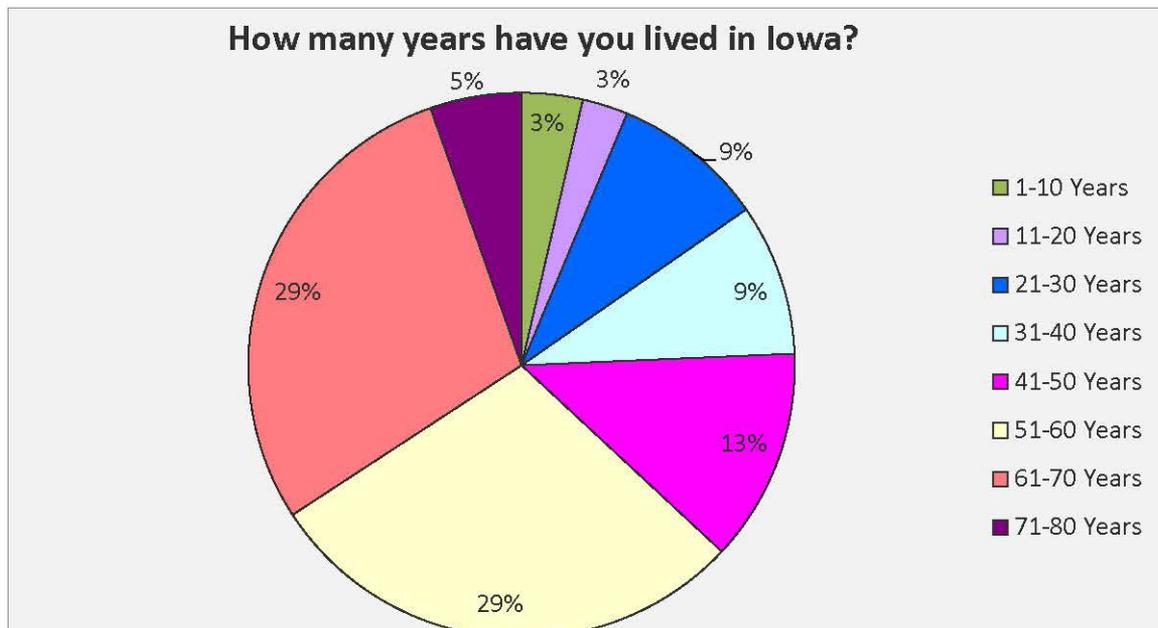
Subsection 3: Resident Survey Findings

A collection of 19 questions had an aggregate of 96 responses, within our Byway community.

When asked how many years Iowa residents have been living in the area, 95 percent responded. The number of years with the most responses was 50 years, with the average residency being 34 years.

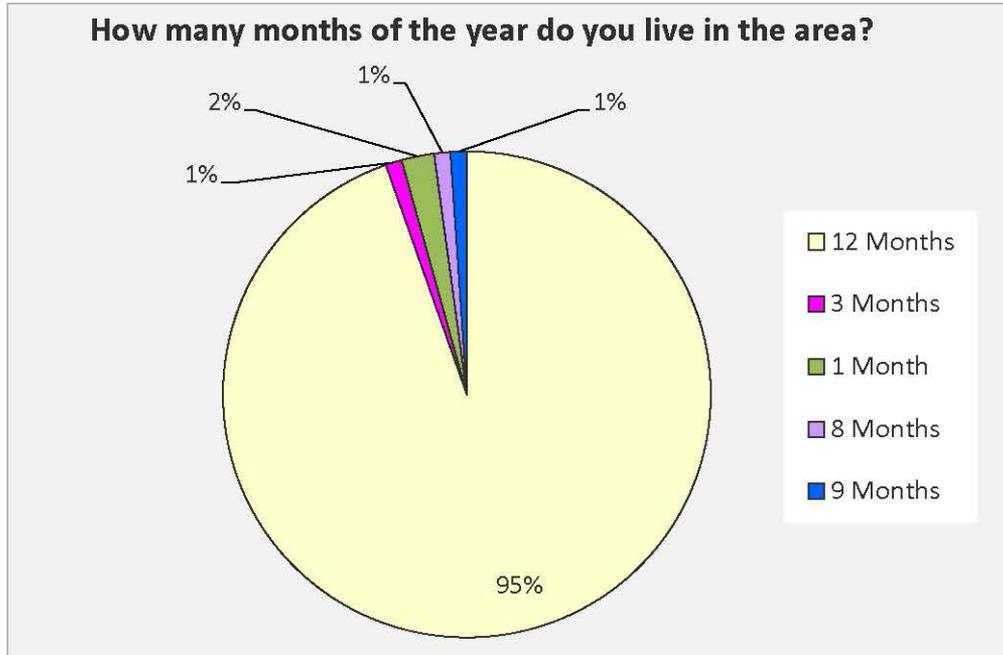


The second question asked, “How many years have you lived in Iowa?” A single person chose not to answer this question, leaving 95 results. The largest group of survey takers has been living in Iowa between 51 and 70 years, assuming they grew up here.

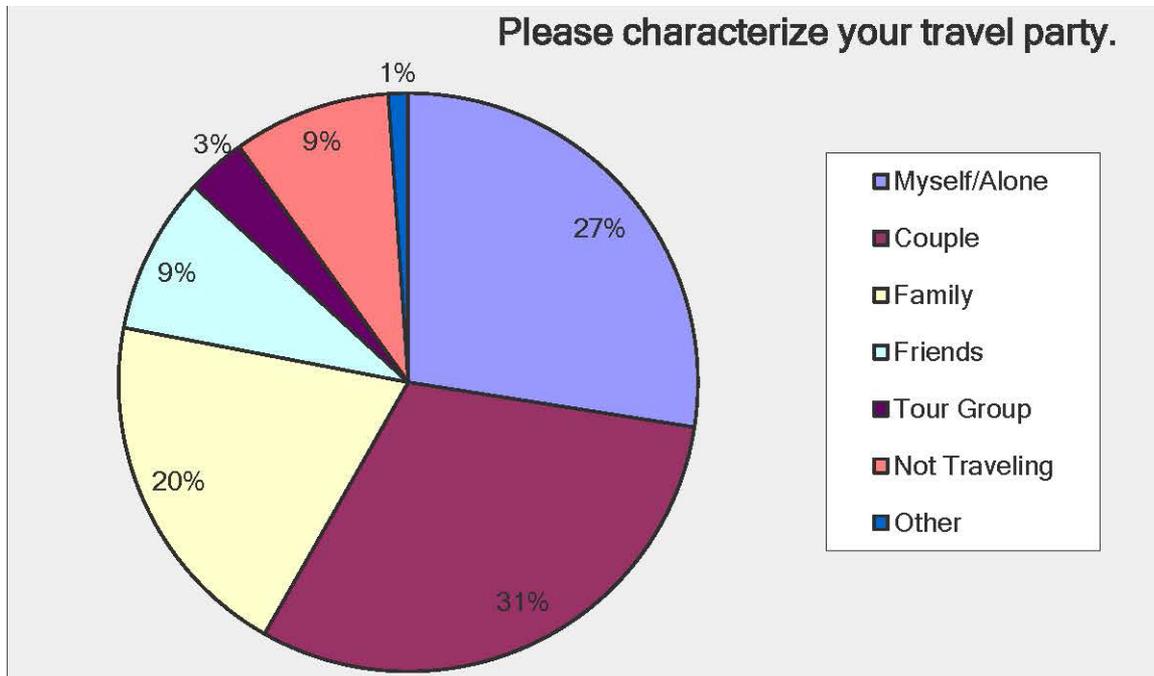


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Following, the third question purposed a follow up with those who had answered the one above with, “How many months of the year do you live in the area?” It was calculated that ninety-five percent of survey takers reside in Iowa the entire year. A small percentage equating to less than five percent, lives in the area for less than nine months of a given year. Two respondents chose to skip this question, with a response total from 94 residents.

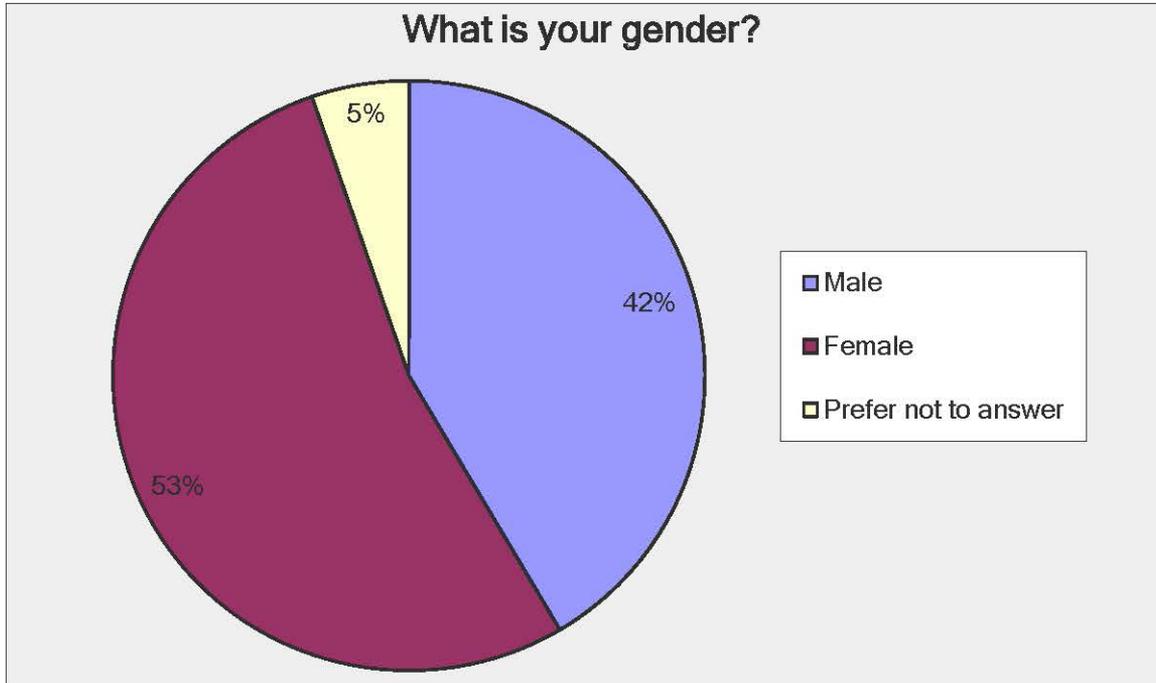


It was found that those traveling on the Lincoln Highway were in parties of either one or two. A small percentage of residents were traveling in either tour groups or with friends.

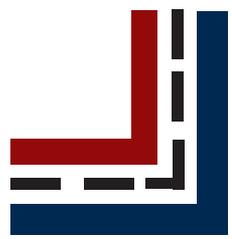
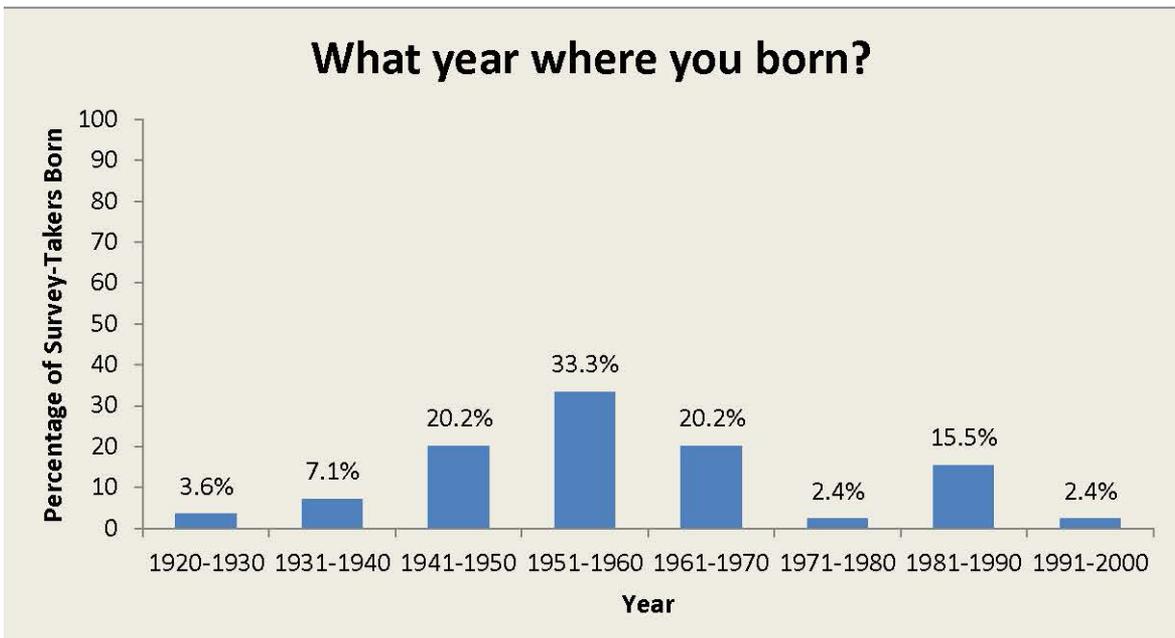




Gender among Iowa residents was separated into three sections: Male; Female; and Prefer not to answer. The majority of survey respondents classified as being a female, at 53 percent and males at 42 percent. Five percent of respondents choose not to classify their gender.

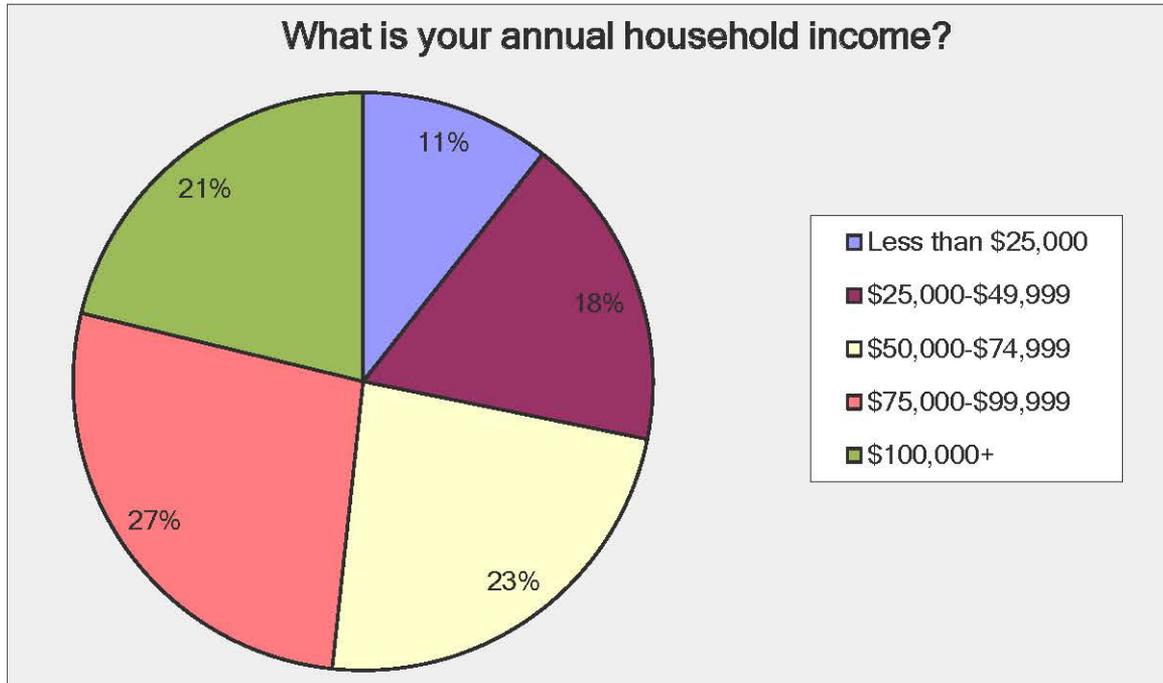


Birth dates were arranged in eight different groups, in increments of nine years. When asked “What year were you born?,” the highest number of residents was born between 1951 and 1960, at 33 percent. The second largest group of residents was tied at 20 percent, with birth periods ranging from 1941 to 1950 and 1961 to 1970.

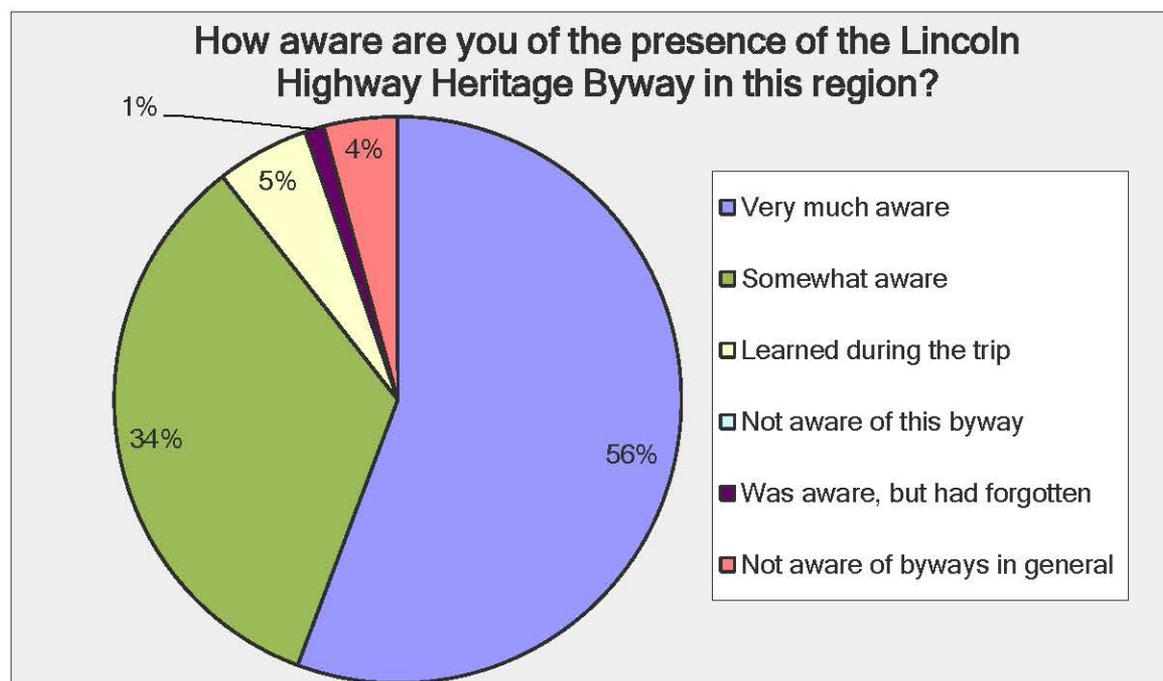


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The annual household income ranged between five different categorizes, with less than \$25,000 to over \$100,000. The greatest portion of resident respondents' income ranged between \$75,000 and \$99,999. Less than 11 percent obtain an annual household income of less than \$25,000 a year.



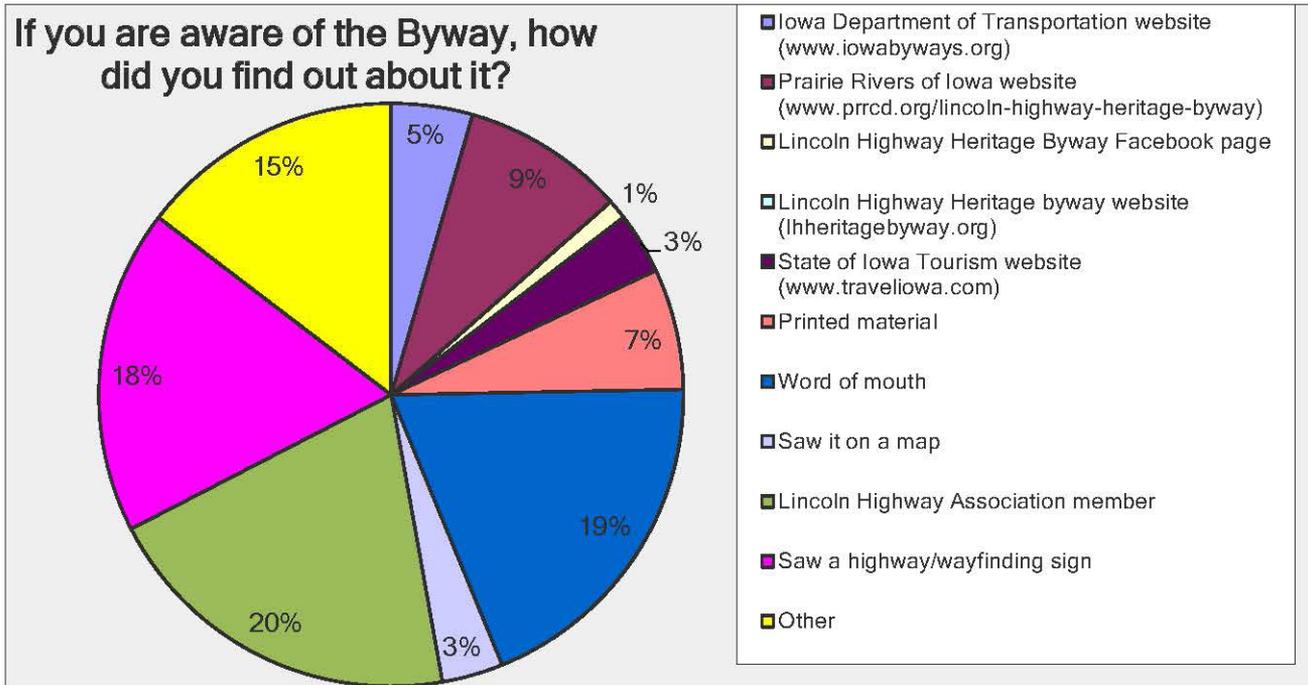
Present awareness of the Lincoln Highway Heritage Byway in the Iowa region was broken up into six responses: Very much aware; Somewhat aware; Learned during the trip; Not aware of this byway; Was aware, but had forgotten; and Not aware of byways in general. Fifty-six percent of residents were very much aware of the Lincoln Highway, in Iowa. Not one resident from this survey responded that they were not aware of the byway, and one percent stated that they were once aware, but had forgotten.



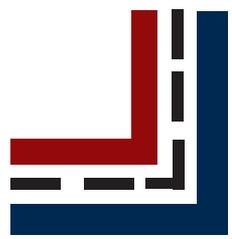
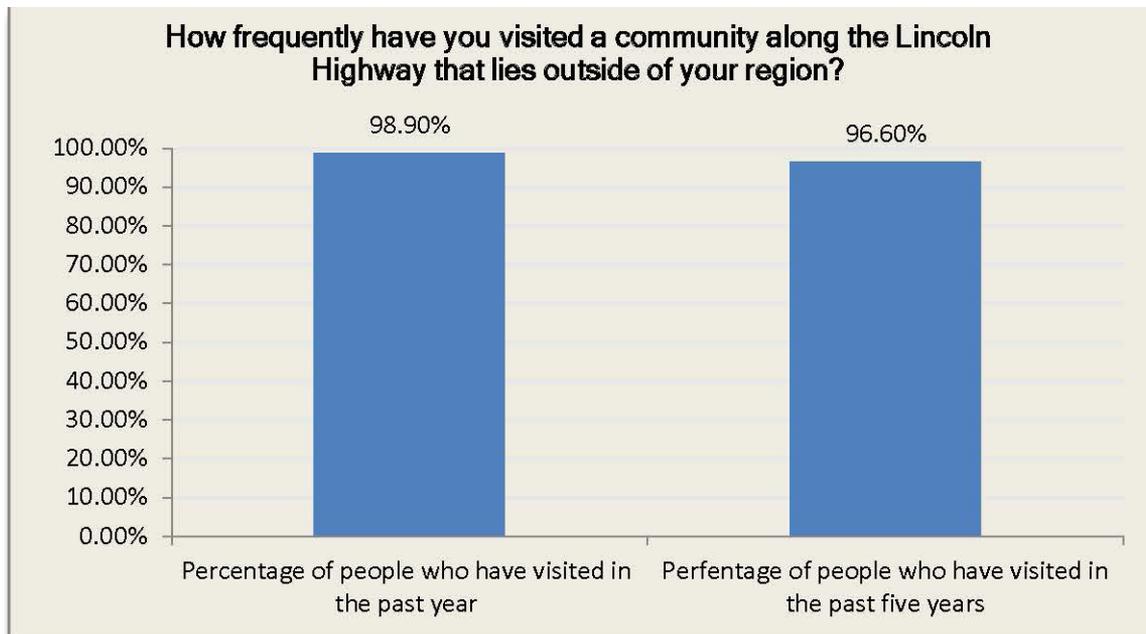
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When asked how residents heard about the Byway, seven percent of respondents did not answer this question. Twenty percent of those who did respond were Lincoln Highway Association members, and 19 percent were told about the Lincoln Highway by word of mouth. Eighteen percent drove past a highway or wayfinding sign that informed them about the Lincoln Highway.

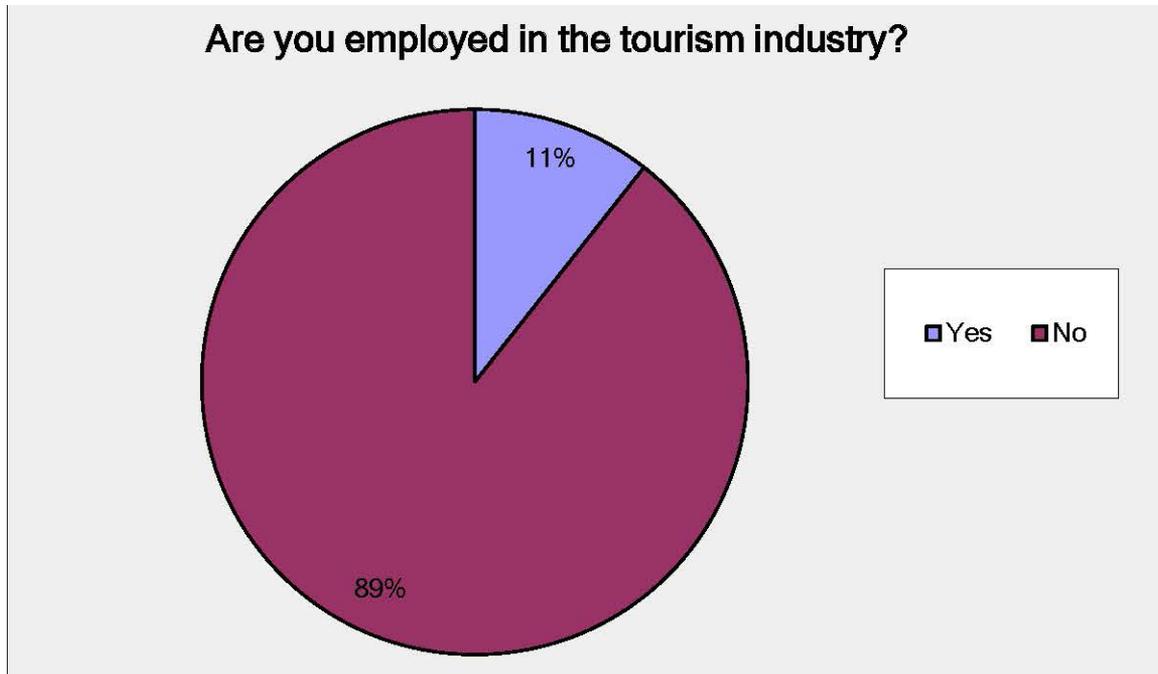


Residents were asked to describe the frequency of visits in a community along the Lincoln Highway that is outside of their residential region. The average amount of visits in the past year for Iowa residents was about 23 times. In the past five years, residents on average visited a community along the Lincoln Highway 64 times.

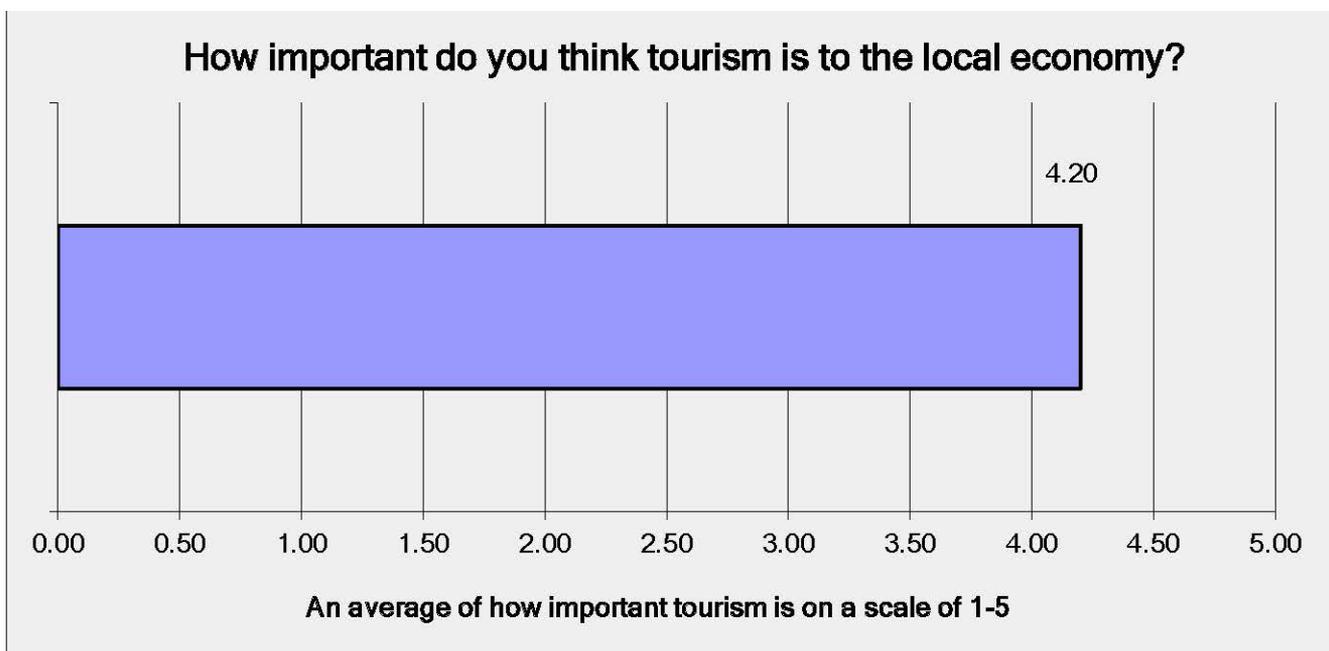


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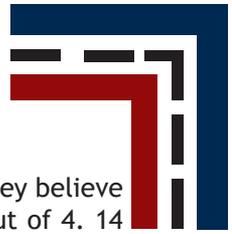
Residents were asked if they were employed in the tourism industry, however a minimal amount of 11 percent work in the tourism industry. The majority of residents, or 89 percent, are not employed in the tourism industry.



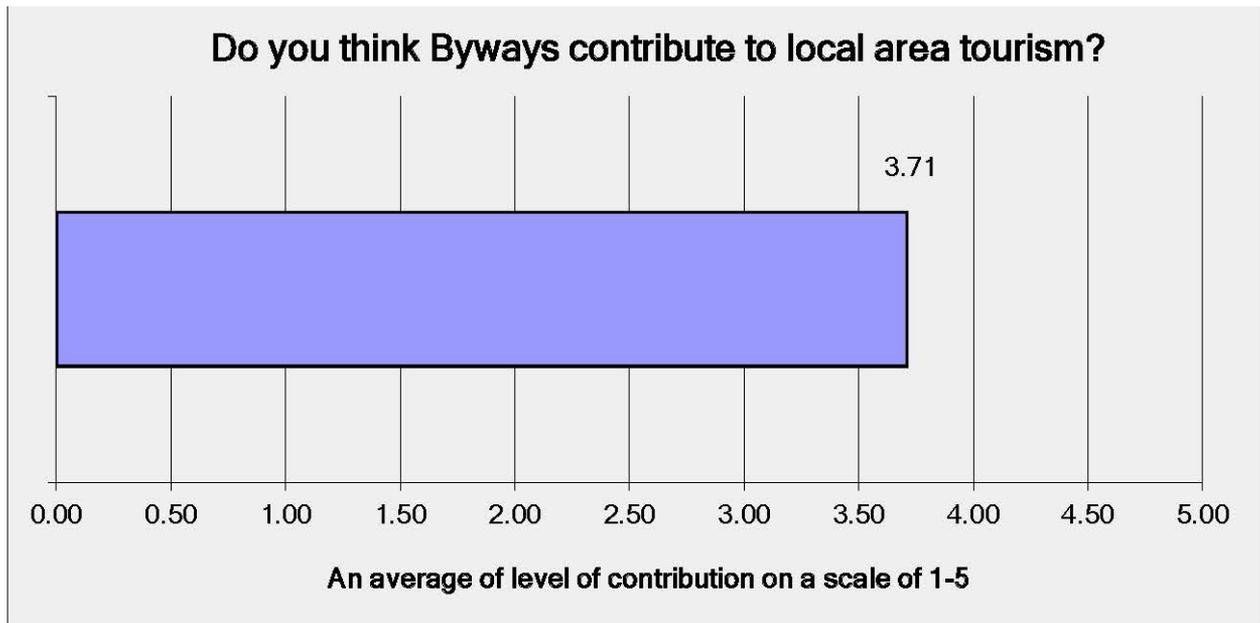
Iowa residents were asked how important tourism is to their local economy, on a scale of one to five, with five being very important and one being not important. Nearly 50 respondents stated that tourism is very important and one person writing that it is not important to Iowa's local economy. Iowans rated tourism as a 4.2, on average, for being important and having a greater effect on Iowa's economy.



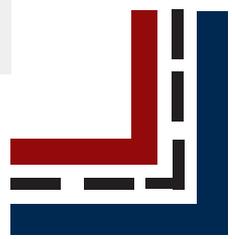
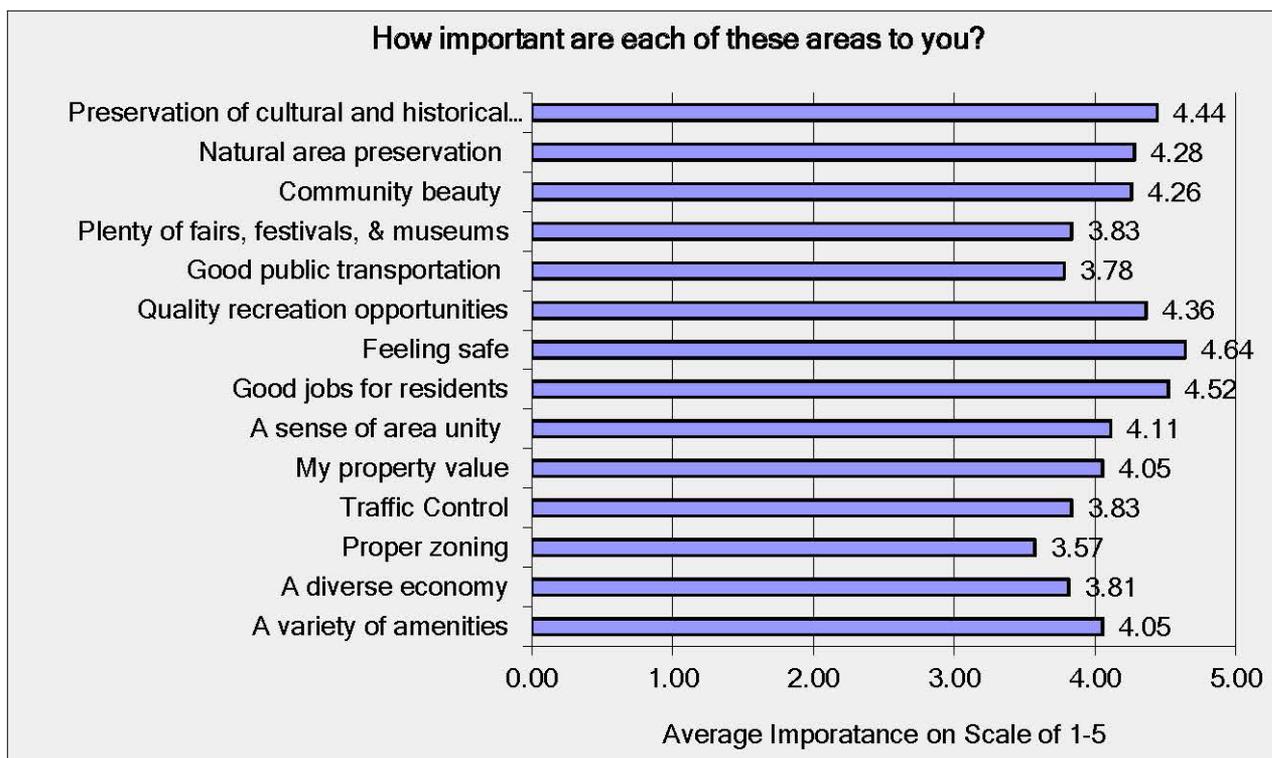
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On a scale of 1 to 5, with 5 being that Byways contribute to a great extent, residents were asked whether they believe Byways contribute to local area tourism. The overall average reaction to tourism contribution was a 3.7 out of 4. 14 responds were unsure as to whether Byways had any contribution to local tourism or not, but the majority of residents strongly believe that it has a great impact.

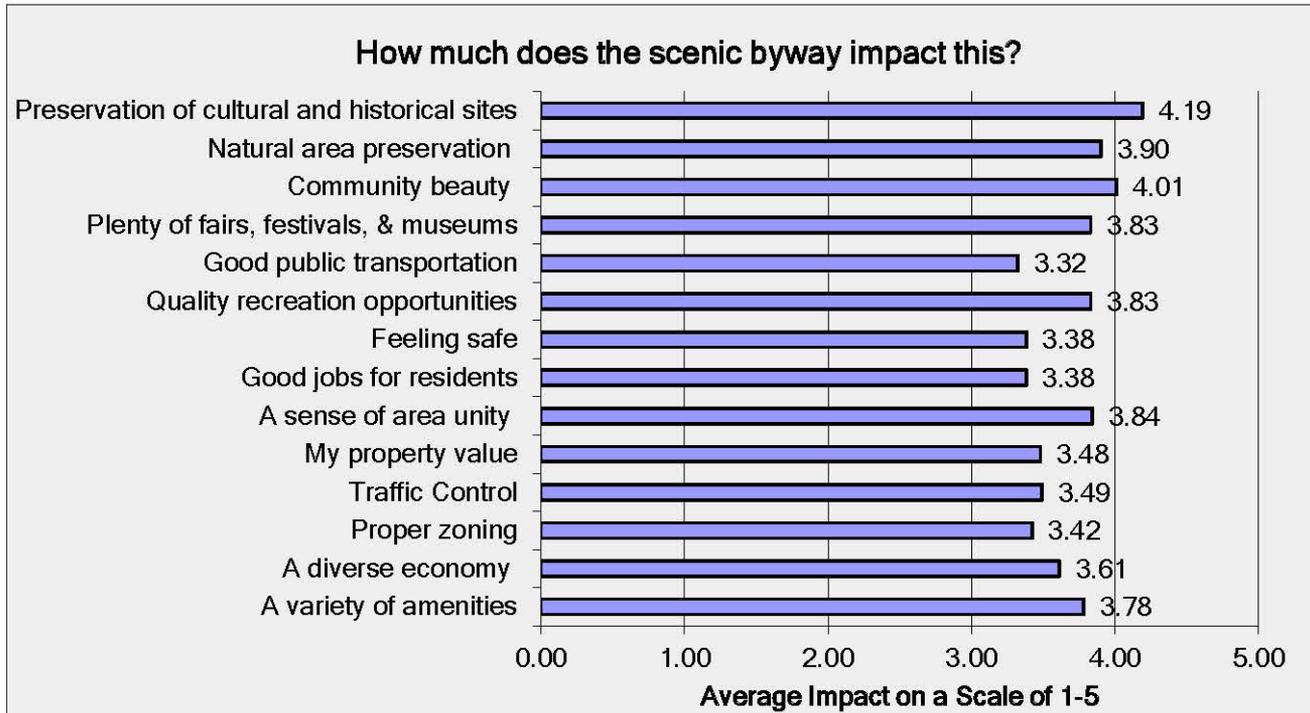


Residents were asked to rank 14 different scenarios, on a scale of 1 to 5, with 5 being the most important to them. The most important quality to residents was feeling safe with a rating of 4.4 out of 5. The next important, at 4.52, was having a good and stable jobs available. The least important was proper zoning, with an overall rating of 3.6. Overall, every scenario was ranked as being fairly important to the average resident.



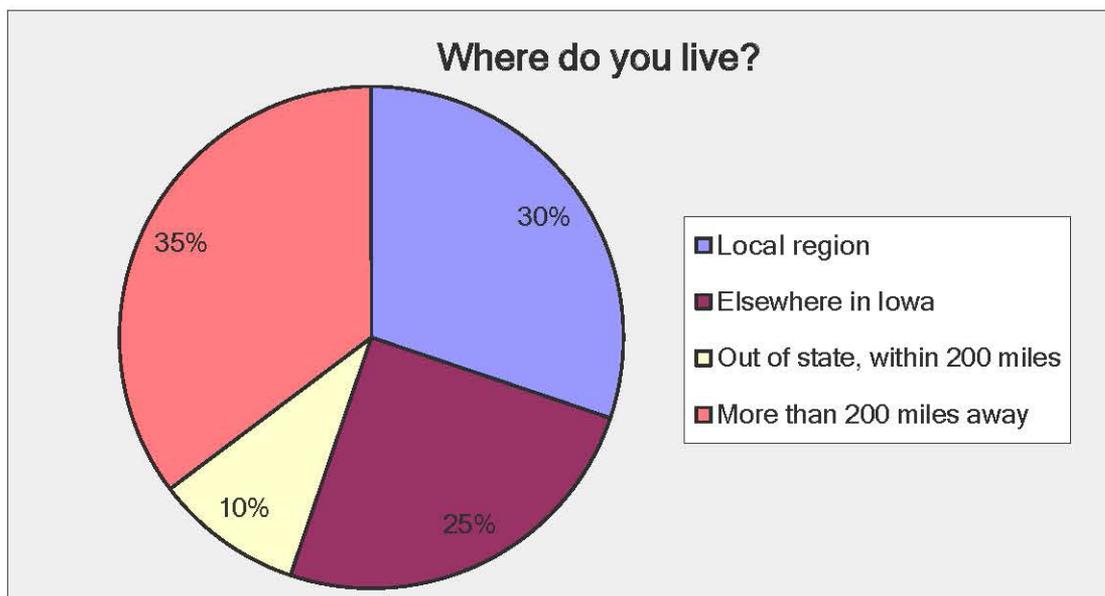
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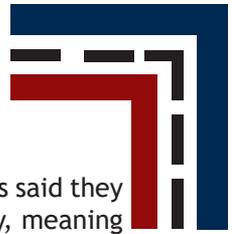
After asking residents how important different scenarios were to them, with the majority of them being very important, residents were then asked how the scenic byway impacts each of those areas. These impacts were ranked on a scale of 1 to 5, with 5 being that the byway greatly increases the impact of that particular area. Residents thought that preservation of cultural and historical sites were the most impacted by the scenic byway. The least impacted, ranked at 3.3 out of 5 was, good public transportation. Overall, residents believe that the scenic byway impacts each of these areas positively.



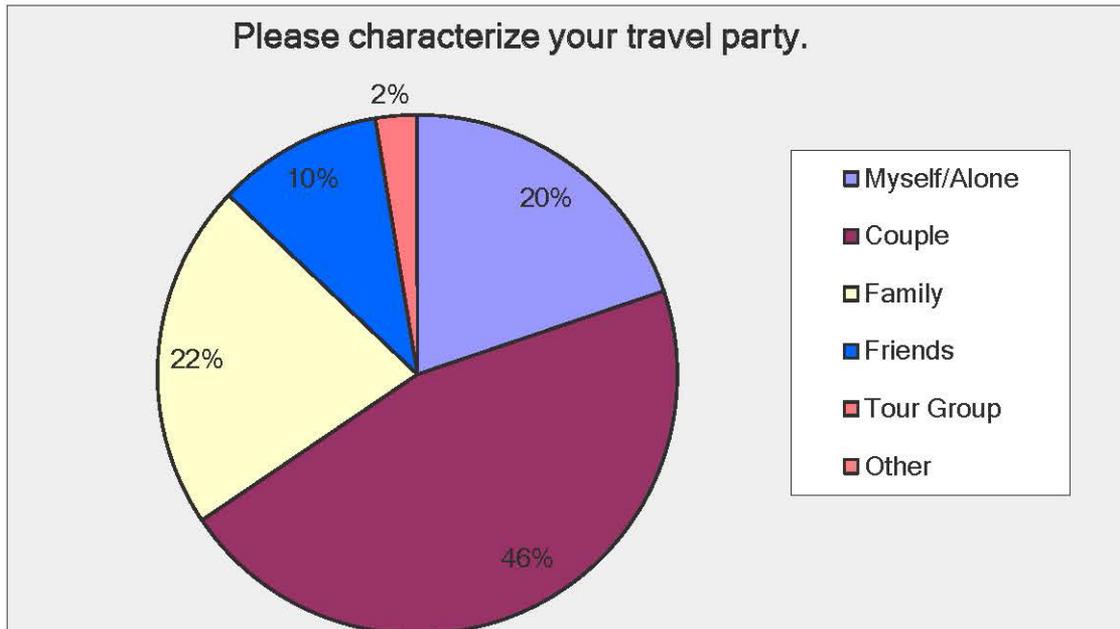
Subsection 4: Visitor Survey Findings

The first question asked in the Visitor Survey was, “Where do you live?” The largest group, a little more than 35 percent, of respondents was traveling from more than 200 miles away. Thirty percent of travelers were coming from the area’s local region, 25 percent were traveling somewhere within the state of Iowa, and ten percent were from out of state, but within 200 miles of the Iowa border.

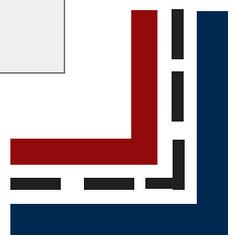
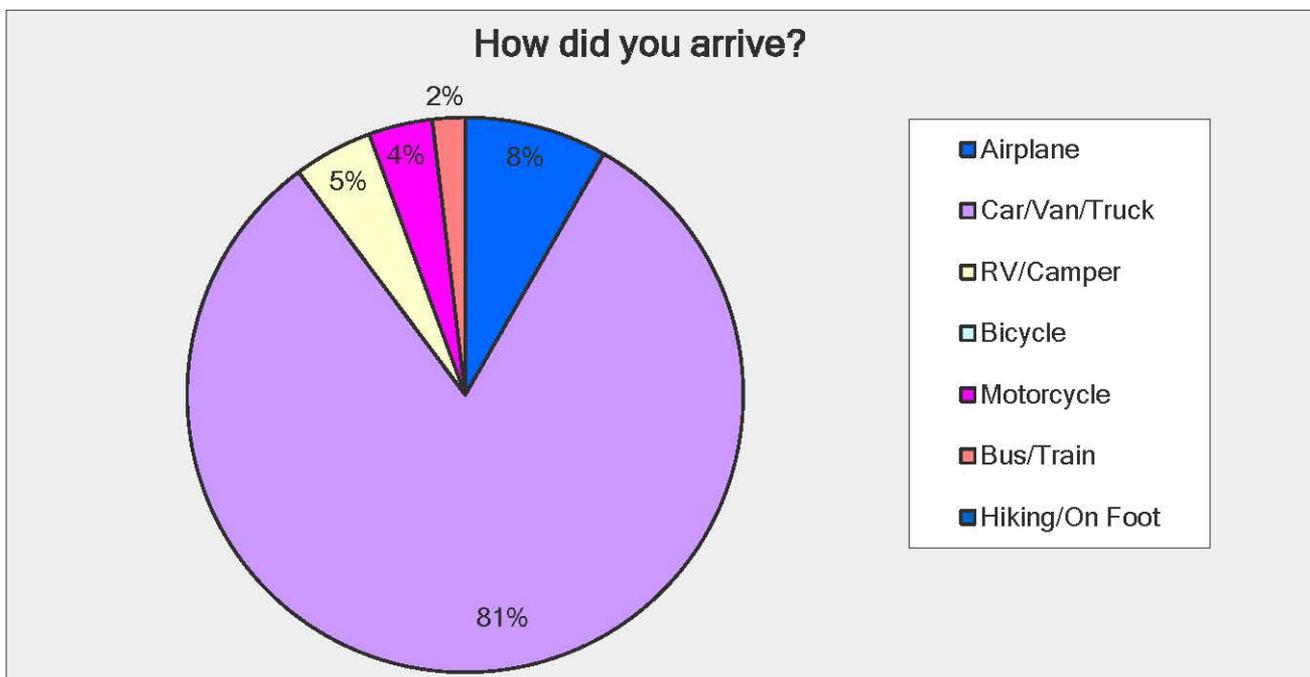




The next significant question was to characterize their travel party. Almost half (46 percent) of all respondents said they were traveling as a couple, or in pairs of two. The next largest traveling party was characterized as a family, meaning more than two traveling at a time. Family parties represent 22 percent. About 20 percent of all people were by themselves. Traveling with friends made up about 10 percent and touring groups covered just around two percent.

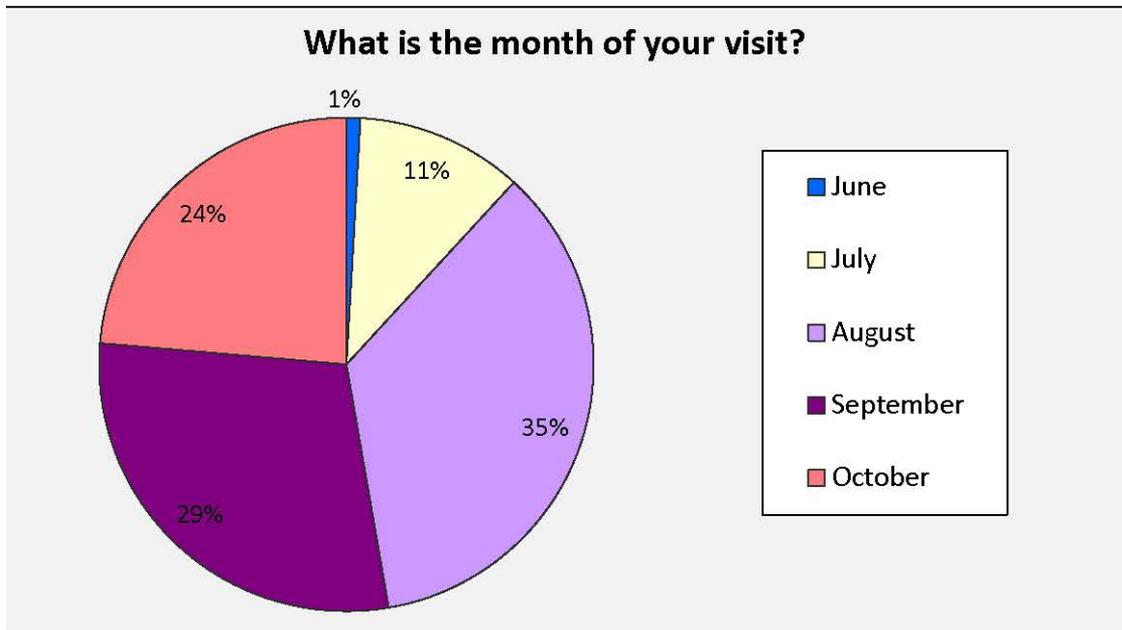


After receiving travel party characteristics, we next asked how travelers arrived: whether by airplane, car, camper, bicycle, motorcycle, bus/train, or on foot. Nearly every traveler arrived using a car, van, or truck, at 81 percent. The next largest travel method was by airplane. A few travelers used a camper, motorcycle, bus or train. No one traveled by bike or on foot.

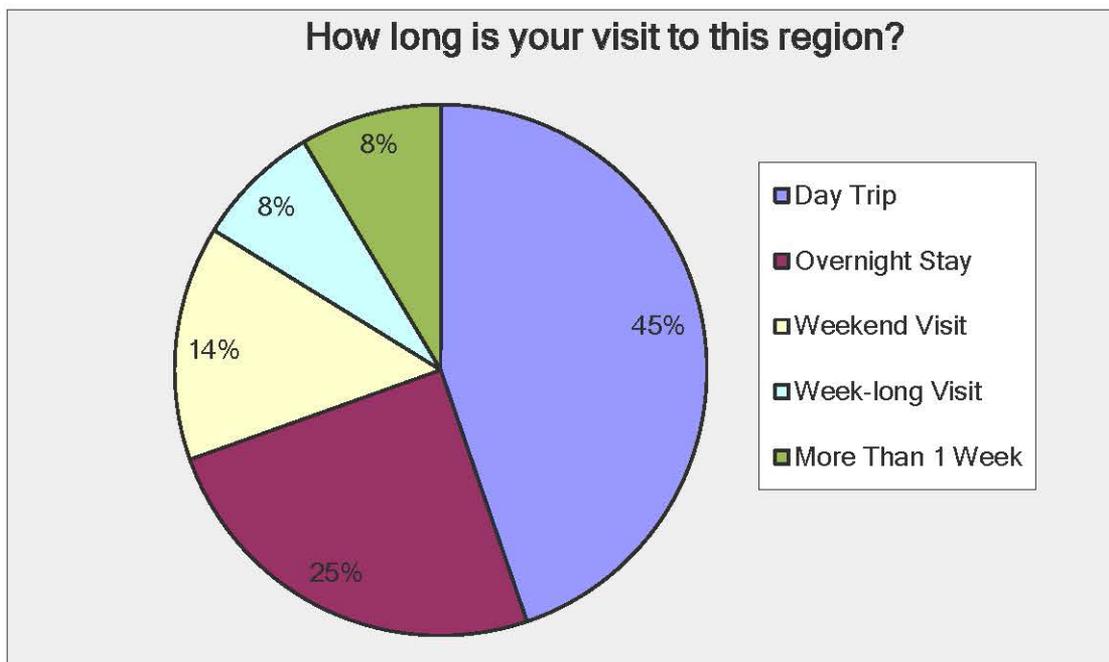


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The largest number of visitors (35 percent) traveled to visit the area in August, with September following at 29 percent. June and July had the smallest amount of reported travelers, in the Iowa region, with July at 11 percent and June representing a minimal amount just under one percent.



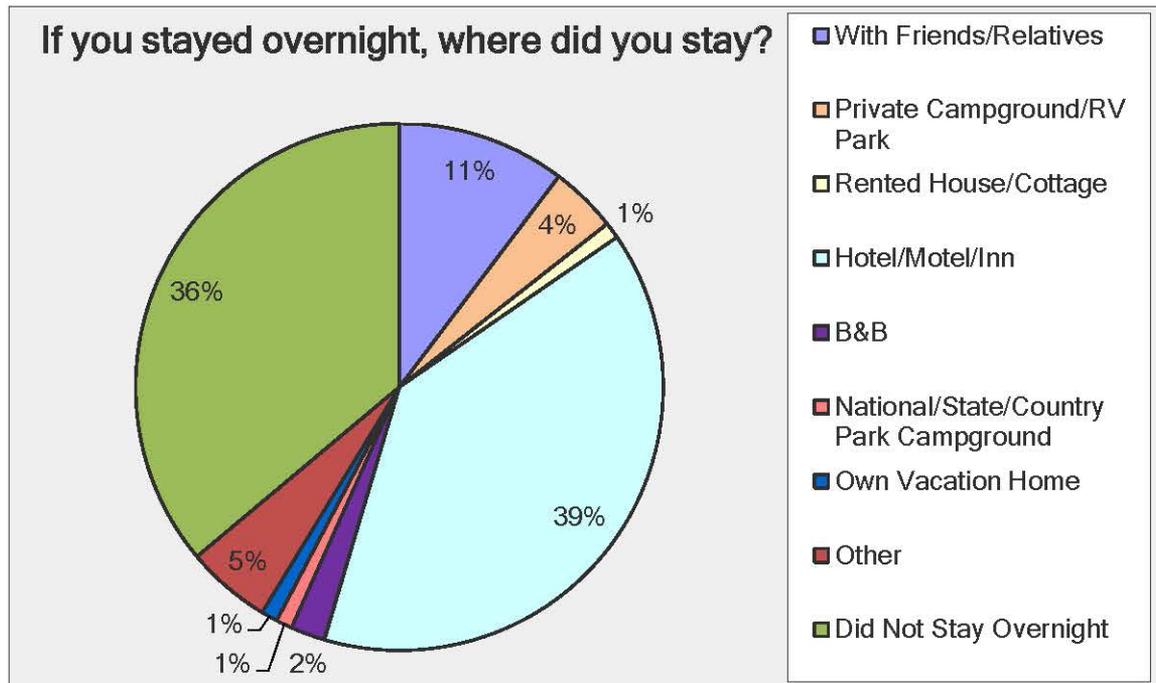
The next important question was how long each travel party visited the region. Almost half of all travelers came for a day trip. A quarter, or 25 percent of visitors stayed overnight for their travel, 15 percent stayed for the entire weekend, nine percent stayed for more than a week and eight percent stayed for a week-long visit.



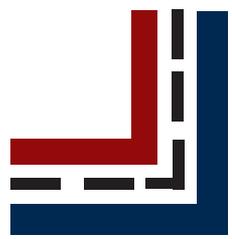
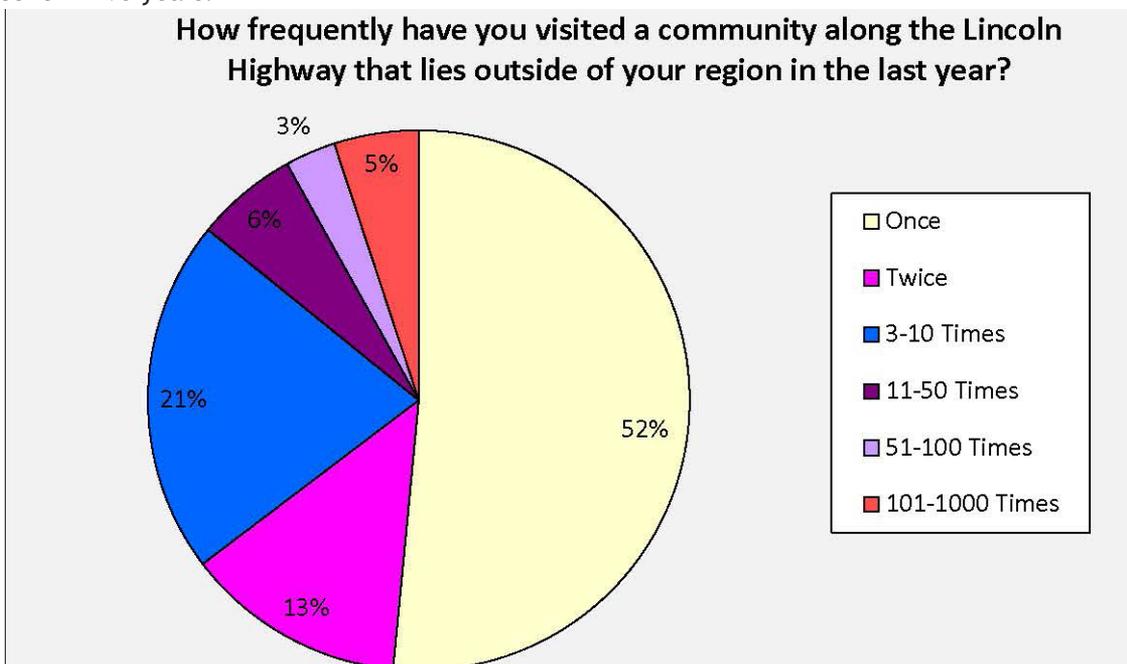
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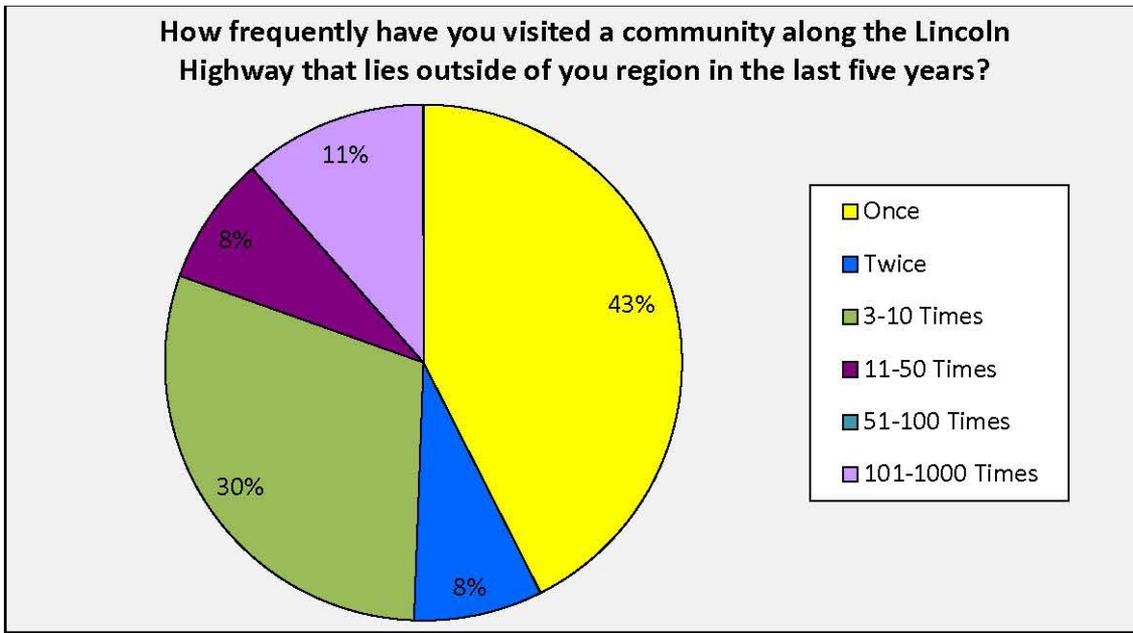


Of those that stayed overnight, 40 percent stayed in a hotel, motel, or inn. Thirty-six percent of visitors did not stay overnight and traveled only for the day. Ten percent of overnight travelers stayed with either friends or relatives. Around four percent slept at a private campground or RV park. Five percent stayed at places other than the options listed. Two percent stayed at local B&Bs. A minimal amount of one percent rented a house, stayed at a national, state, or country park campground, or owns a vacation home in Iowa.

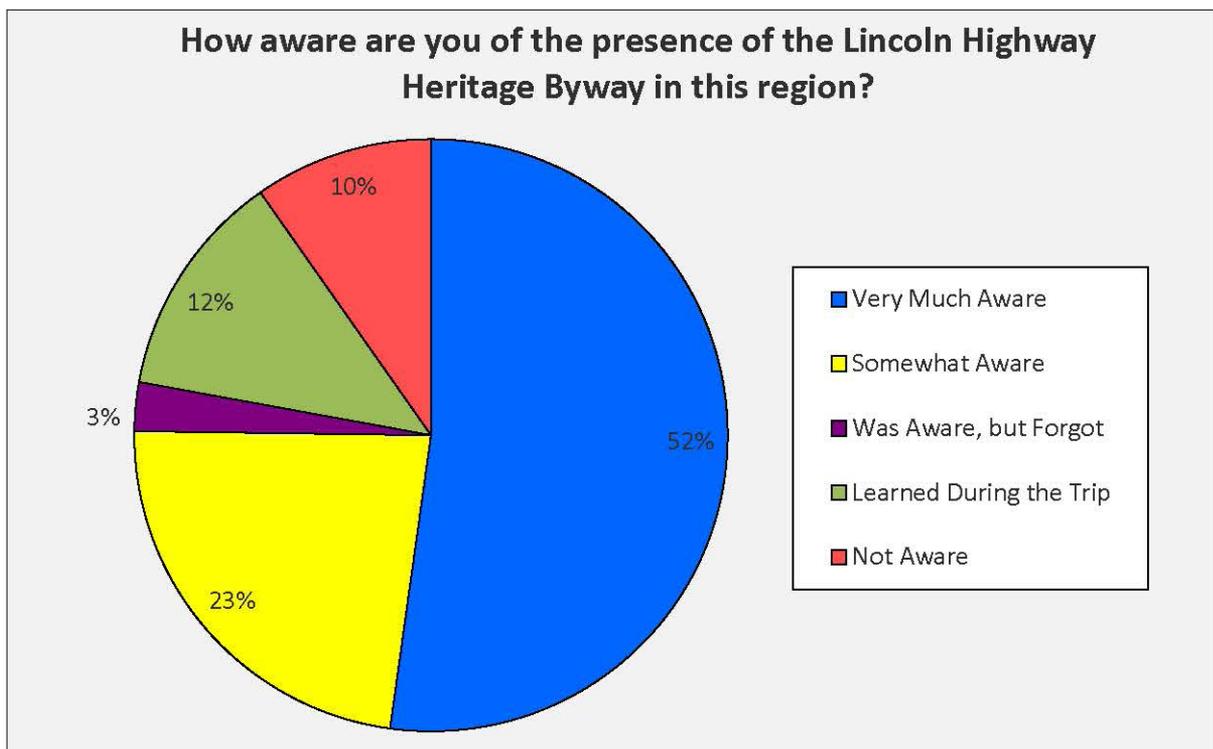


Visitors were asked to describe how frequently they traveled to a community along the Lincoln Highway that lies outside of their region, in the last year and last five years. The results between one and five years were a little different, but overall, fairly projective of what visits in the last year represent. Both graphs show that the majority of visitors travel outside of their region to visit the Lincoln Highway about once, within a year and five years. In one year, 13 percent of visitors reported traveling outside of their region twice to visit the Lincoln Highway in a year, and eight percent in five years. A large amount of travels, 21 percent, stated that they traveled out of the region three to ten times in one year, and 30 percent in five years.

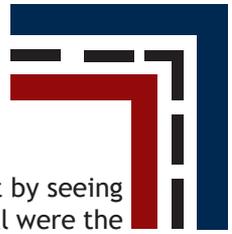




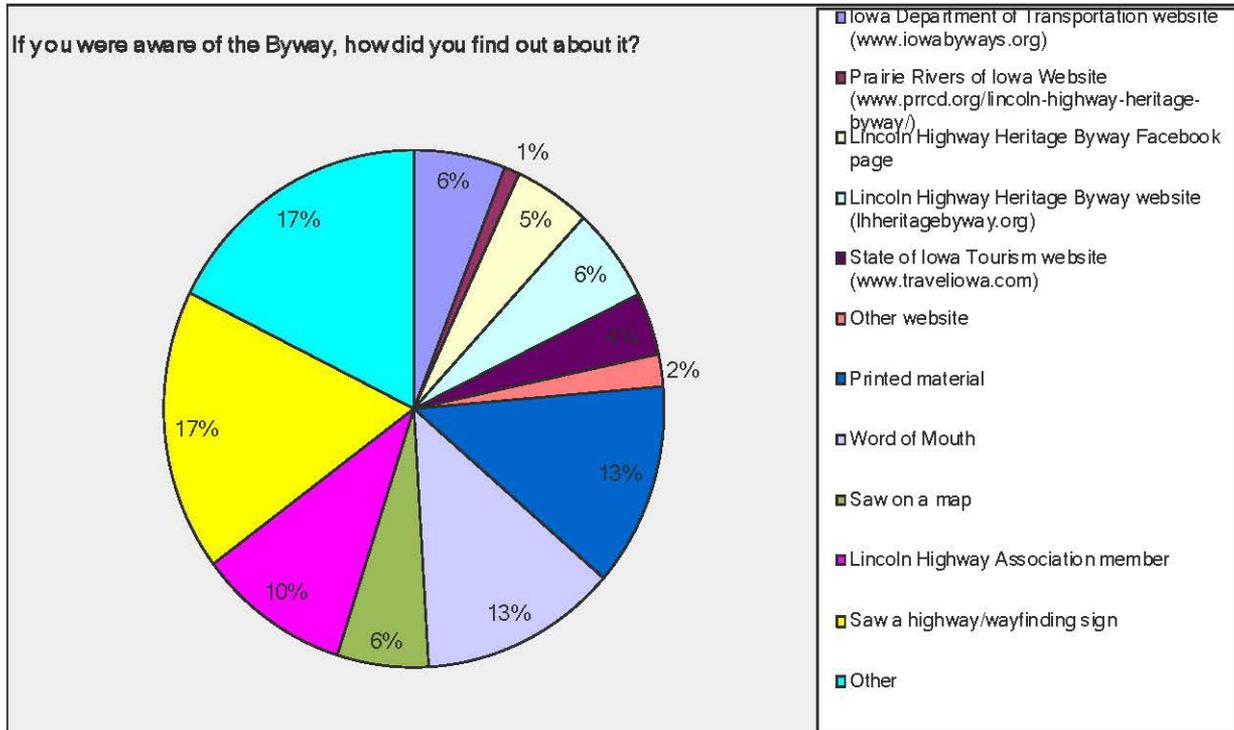
When asked how aware visitors were of the presence of the Lincoln Highway Heritage Byway, in the region, 52 percent said that they were very aware, 23 percent were somewhat aware, 12 percent learned about the Byway during their visit, ten percent was not aware of the Byway, and three percent were once aware, but had forgotten about it.



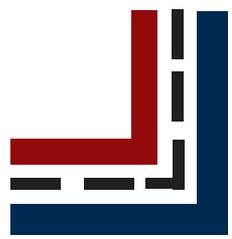
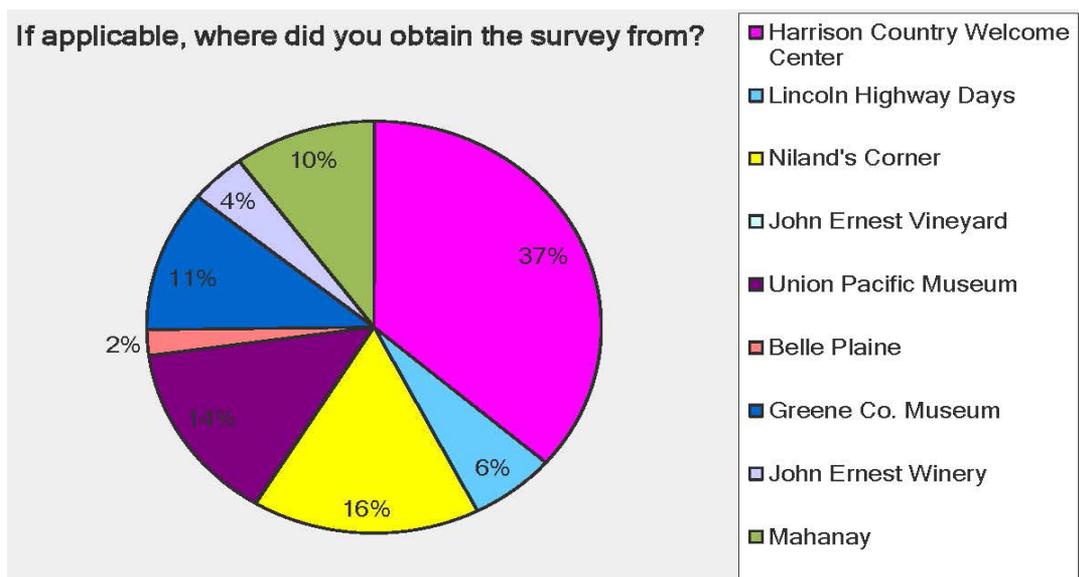
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Of those that were aware of the Lincoln Highway Heritage Byway, the majority of aware visitors found about by seeing a highway, wayfinding sign, or by another source not listed in the options. Word of mouth and printed material were the next two highest sources for informing visitors about the Byway. About ten percent of all travelers with prior knowledge and awareness toward the Byway were Lincoln Highway Association members. Six percent of travelers found out about the Byway through the Iowa Department of Transportation website, the Lincoln Highway Heritage Byway website, or saw information about the Byway on a map. Five percent visiting looked on the Lincoln Highway Heritage Byway Facebook page, four percent looked on the State of Iowa Tourism website, and two percent found information on other websites not listed in the survey.

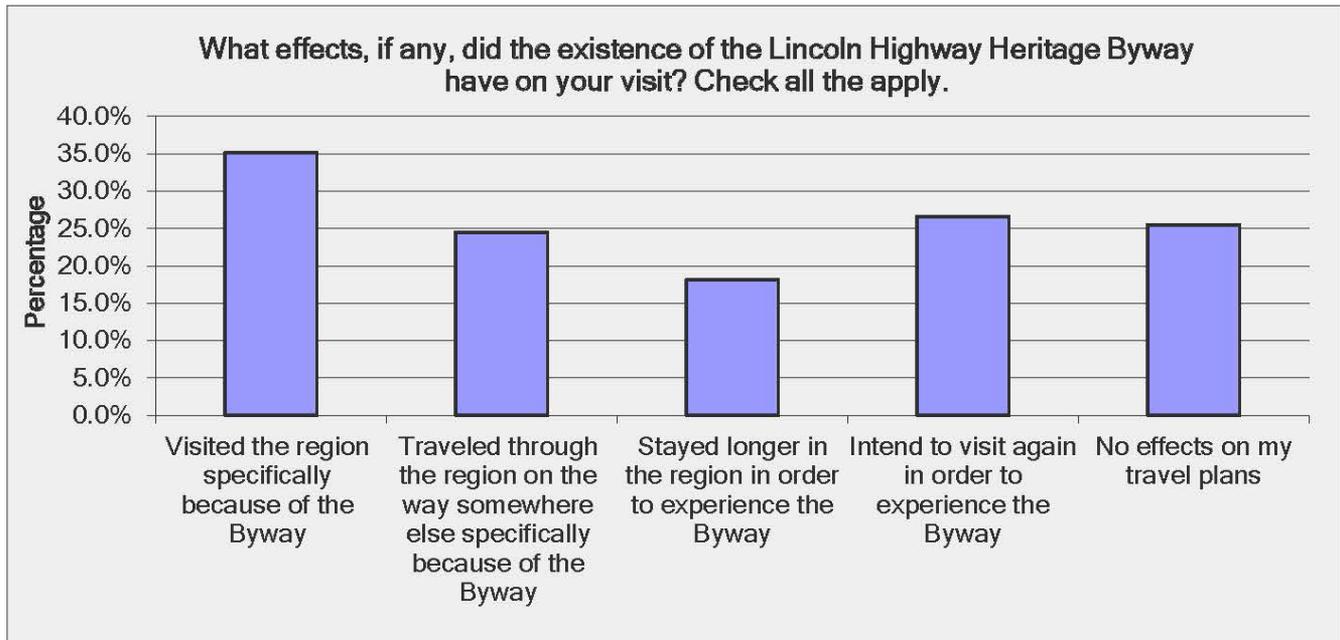


The surveys for visitors were placed at nine different locations, throughout the state of Iowa, at the convenience for incoming travelers. Of these nine locations, 37 percent of visitors obtained a survey from Harrison Country’s Welcome Center. Niland’s Corner gathered 16 percent of all visitor surveys and Union Pacific Museum had 14 percent. Greene Co. Museum completed about 11 percent and Mahanay Bell Tower averaged ten percent of feedback from visiting groups. Six percent of surveys were completed at the Lincoln Highway Days event, held in Nevada. John Ernest Winery gathered four percent and Belle Plaine two percent of all surveys.

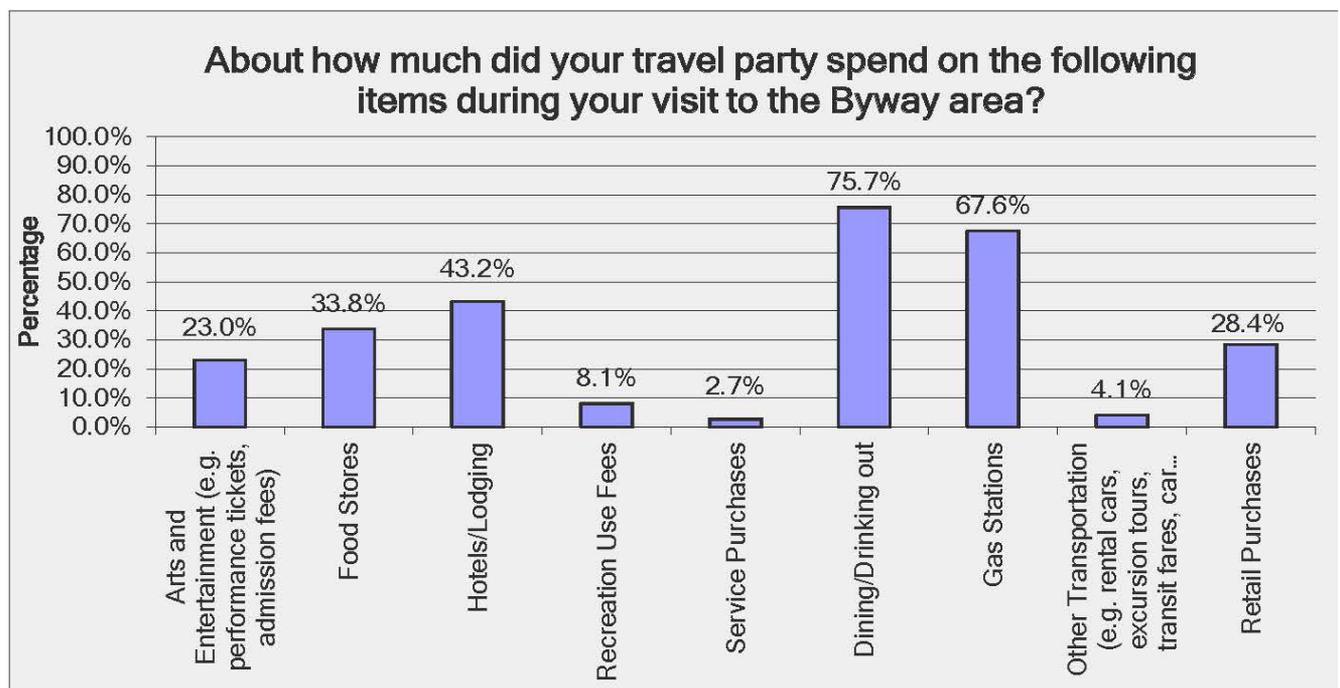


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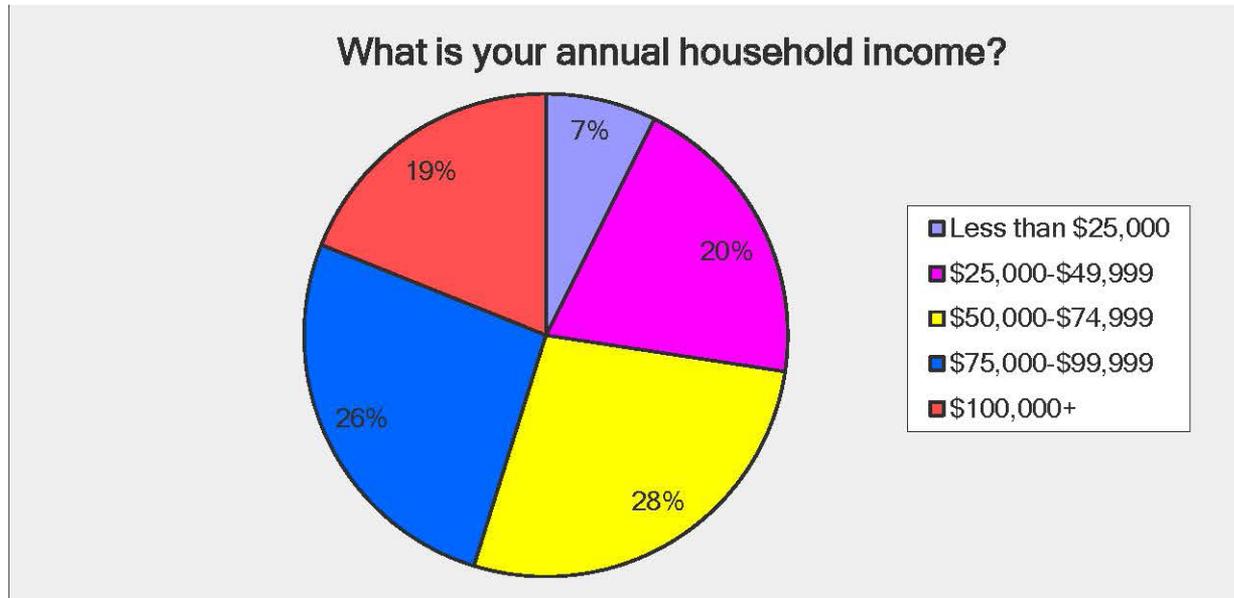
When asked what effects, if any, the existence of the Lincoln Highway Heritage Byway had on visitor's visit experience, many had positive reactions. About 35 percent of all visitors said that they visited the region specifically because of the Byway. Twenty-seven percent of travels intend to visit the area again, in order to experience the Byway. Some travelers of about 26 percent said that the Byway had no effects on their travel plans for visiting the area. Twenty-five percent were traveling through the region on their way to somewhere else. Eighteen percent stayed longer in the region, in order to experience the Byway during their visit.



To better understand how tourism drives our Iowa economy, travelers were asked how much their travel party spent on a list of items during their visit to the Byway region. The largest amount of travelers spent money on dining and drinking out, ranging at 76 percent. Being a necessity, 68 percent of travelers spent money at gas stations. Hotels and Lodging received 43 percent of incoming visitors. Thirty-four percent of travel parties spend money at local food and grocery stores. Twenty-eight percent went shopping for retail purchases, in the region. In total, groups had an expenditure of 34 percent on arts and entertainment, like performance tickets. Eight percent was spent on recreational use fees, four percent on transportation costs like car rentals and tours, and three percent was made on service purchases.



Annual household income ranges were broken up into five different groups of traveling residents. The largest group of visitors (27 percent) has an annual salary ranging between \$50,000 and \$74,999. The next group (26 percent) receives an annual salary from \$75,000 to \$99,999. A smaller percentage of people, have salaries anywhere from \$25,000 to \$49,000, which makes up 20 percent of the group of visitors. At 19 percent, more than \$100,000 is made per year. The smallest group makes up eight percent, with those travelers making less than \$25,000 per year. Note that some of the smaller salary ranges may make up a high percentage of people who are retired, and not receiving a yearly earned salary.



Subsection 5: Analysis of Findings

We found that the results are very similar to the data collected Iowa Tourism Office. Travelers are usually one to two people, from Iowa on a daytrip by car. If they do spend the night, it is just for one night.

August is the more heavily traveled month due to school and extracurricular activities. Iowans do travel outside their area often as they indicated they visit other areas along the Byway during the year.

Responses were collected from across the state and no one area dominated. Perhaps by using museums and welcome centers, the respondents were a little biased towards history and perhaps made them a little more familiar with the Byway. But to alleviate that, the survey was emailed out to all Byway Chamber of Commerce as well to broaden the sample.

Visitors were aware of the Byway through the Lincoln Highway Heritage Byway and Facebook, so it will be important to keep those up-to-date and do current postings. The Byway visitor still uses printed materials as a source of information (13 percent). Although the percentage is not very high, it is one of the more preferred methods to receive information. A new 52-page Byway brochure was created in late 2016 which should help increase awareness of the Lincoln Highway and the Byway.

Once the visitor came to the Byway area, they stayed a little longer or indicated they would come back to spend more time.

Positive comments were, “Beautiful,” “Good signage,” “Friendly,” “Nice Welcome Center,” “Love the Tama Bridge,” “Loved the food at Niland’s,” and “Traveling from Canada along the Lincoln Highway.”

Visitor suggestions included, “More Kiosks,” “Focused on the Highway, don’t understand the Byway,” “Don’t know what Byway is, why is this an attraction?,” “Need more signage, promotion, and awareness,” and “Want more restored cafes and motels.”

Resident comments were “Lived along the Lincoln Highway forever,” “Retired from a business along the Lincoln Highway,” “Travel the Lincoln Highway daily,” “Great community pride and historical significance.”

Resident suggestions included “More bike lanes,” “Need more campgrounds in the Ames area,” “Keep the old bridges,” “High expectations of Byway plan. Hope it is creative and thoughtful.”

These comments and findings will be incorporated into the plan as well as the community input meetings comments.

Subsection 6: State Fair Survey Findings

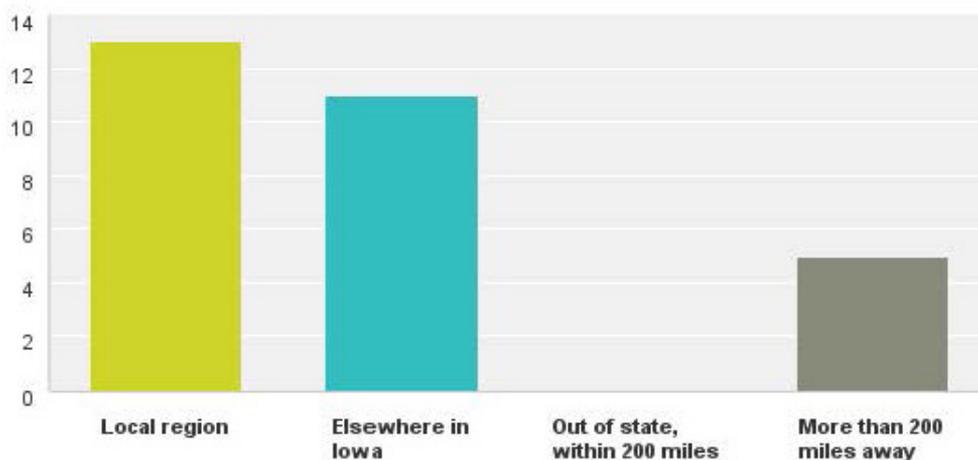
The visitor survey was given out at the Iowa Byway's booth at the Iowa State fair in August 2016 to gather information from people not directly traveling on the Lincoln Highway and gain insight into the average tourist to Iowa.

A collection of 19 questions had an aggregate of 29 responses, within State Fair visitors from August 10 to August 20, 2016. The State FAir is held in Des Moines, Iowa, just 30 miles south of the Lincoln Highway.

When asked where they lived, 100 percent of State Fair survey participants responded. The majority of people live in the local region (13 respondents) while a minority live more than 200 miles away (five respondents).

Q1 Where do you live?

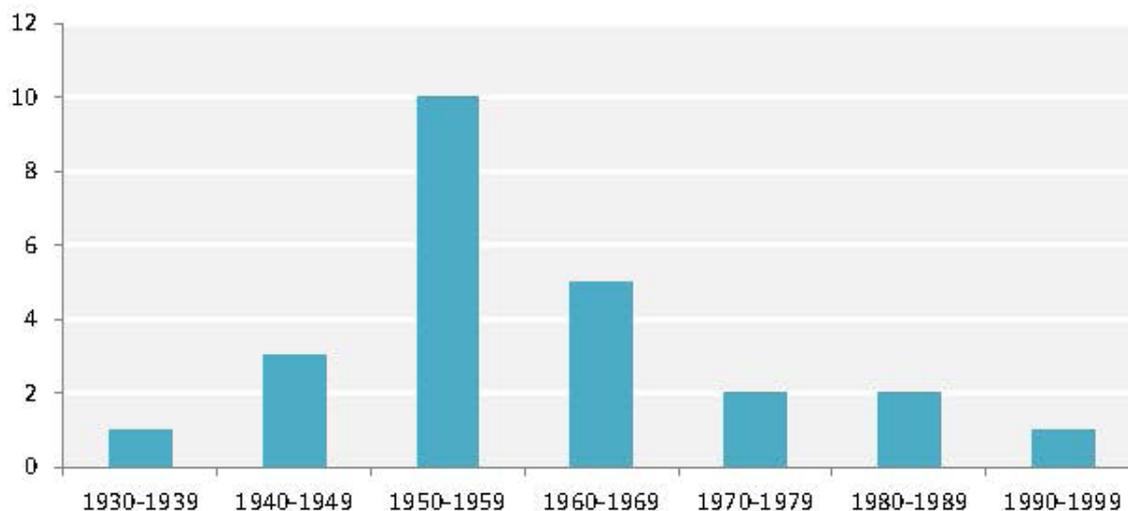
Answered: 29 Skipped: 0

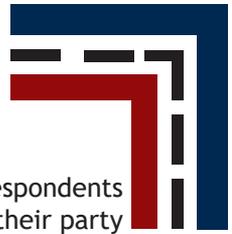


The second question was, “What year were you born?” Five respondents chose not to answer this question, leaving 24 results. The largest group of respondents was born between the years 1950-1959 and are currently ages 66 and 57.

Q2 What Year Were You Born?

Answered: 24 Skipped: 5

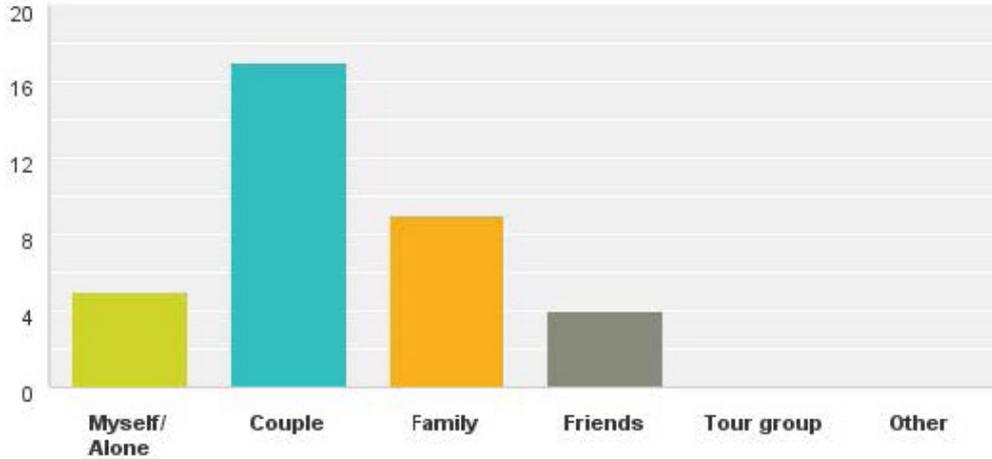




Following, the third question prompted, “Please characterize your travel party.” The majority of State Fair respondents characterized their travel party as a couple (17 respondents) while a minority of respondents characterized their party as myself/alone (five respondents) or friends (four respondents).

Q4 Please characterize your travel party

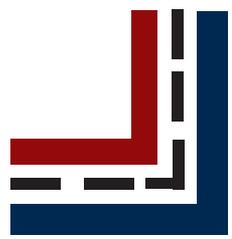
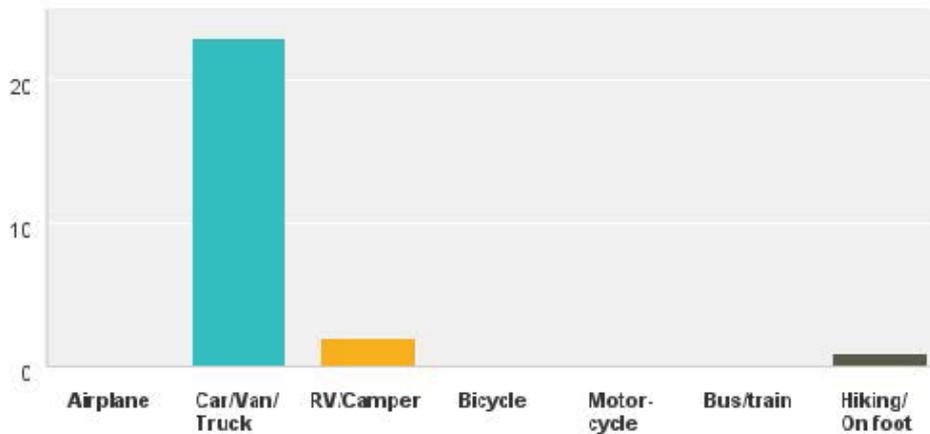
Answered: 29 Skipped: 0



Next respondents were asked, “How did you arrive?” Six respondents chose not to answer the question, and respondents had the option of selecting more than one method of transportation. It was found that the majority of State Fair visitors arrived at the fair via car, van, or truck (23 respondents). A small percentage traveled in an RV or camper (two respondents) or arrived on foot (one respondent).

Q5 How did you arrive?

Answered: 23 Skipped: 6

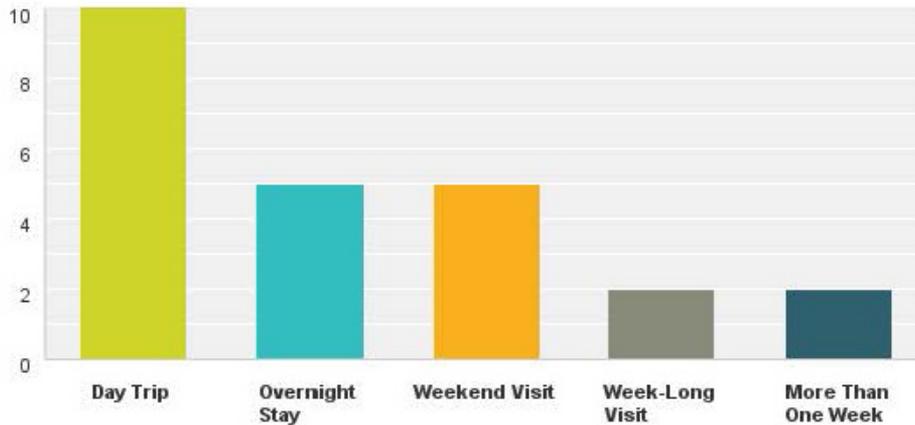


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Participants were asked to share the duration of their visit to the region. The majority of survey respondents reported visiting the region as a day trip (ten respondents), overnight stay (five respondents), or weekend visit (five respondents) while a smaller percentage reported visiting the region for a week-long visit (two respondents) or more than one week (two respondents). Five respondents chose to skip the question.

Q8 How long is your visit to this region?

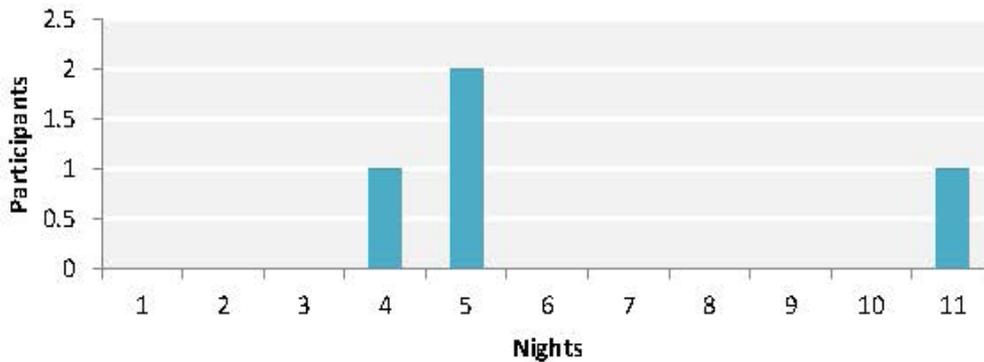
Answered: 24 Skipped: 5

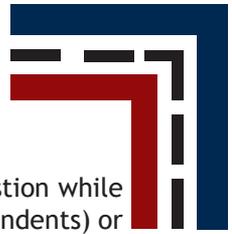


Of the respondents staying more than one night, four respondents answered the follow up question, “How many nights are you staying in the region?” Two respondents answered five nights while one respondent answered four nights and the other answered eleven nights.

Q9 How many nights are you staying in the region?

Answered: 5 Skipped: 24

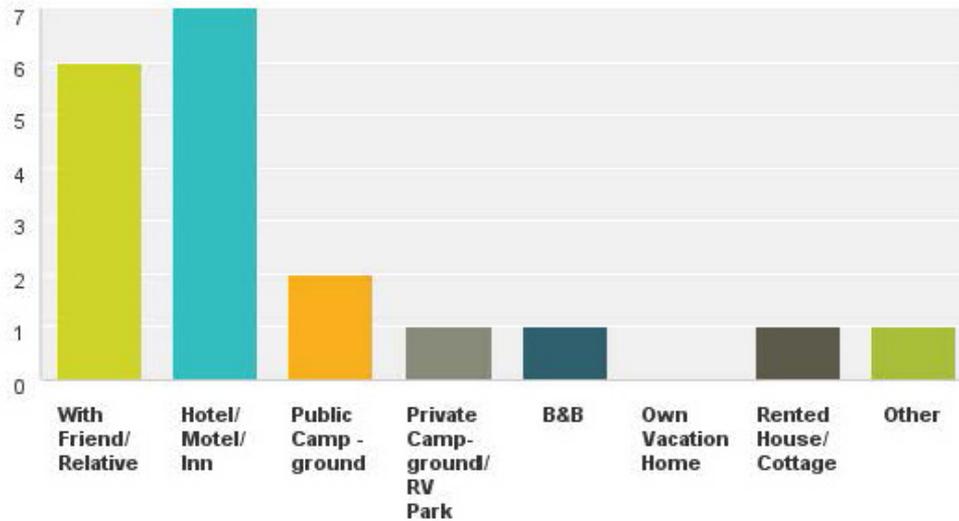




Respondents were asked, “If you stayed overnight, where did you stay?” 15 respondents replied to this question while 14 respondents chose not to answer. The majority of participants stayed at a hotel, motel or inn (seven respondents) or with a friend or relative (six respondents). No respondents reported staying at their own vacation home.

Q10 If you stayed overnight, where did you stay?

Answered: 15 Skipped: 14

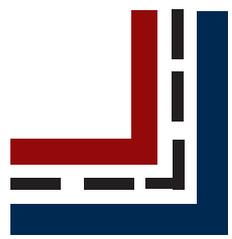
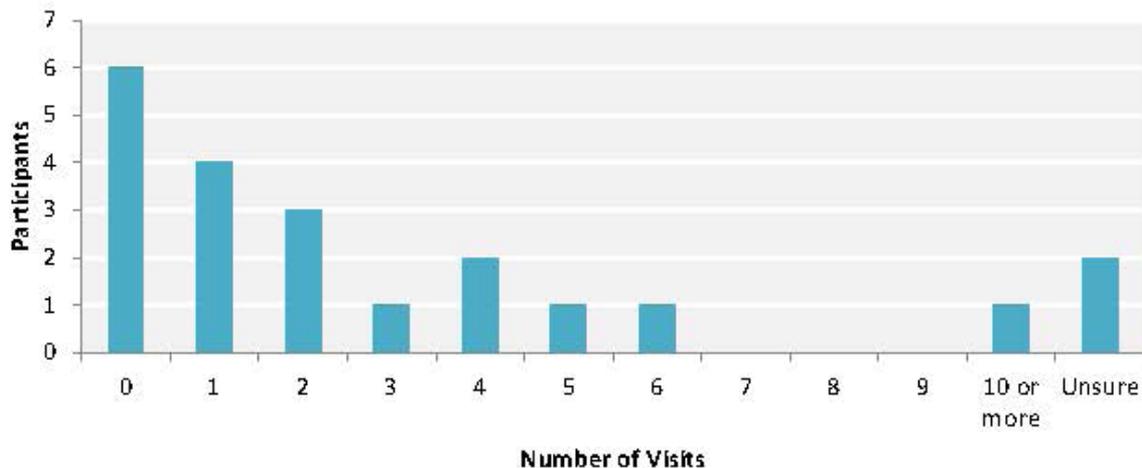


Next respondents were prompted to answer, “How frequently have you visited a community along the Lincoln Highway that lies outside of your region.” Responses were given for the number of visits in the past year and the number of visits in the past five years.

In the past year, six respondents reported never having visited a community along the Lincoln Highway that lies outside your region. However one respondent reported visiting ten times or more within the past year.

Q11a Number of visits in past year

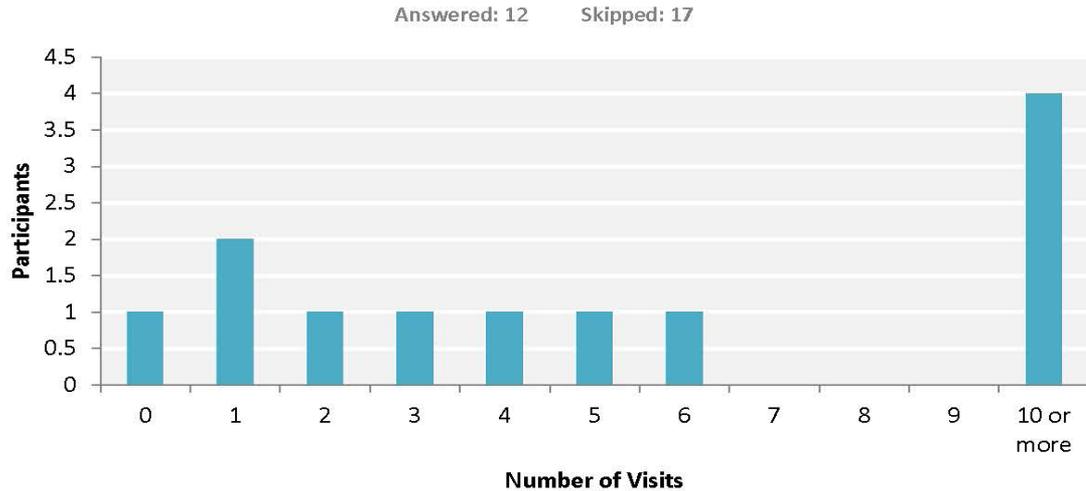
Answered: 21 Skipped: 8



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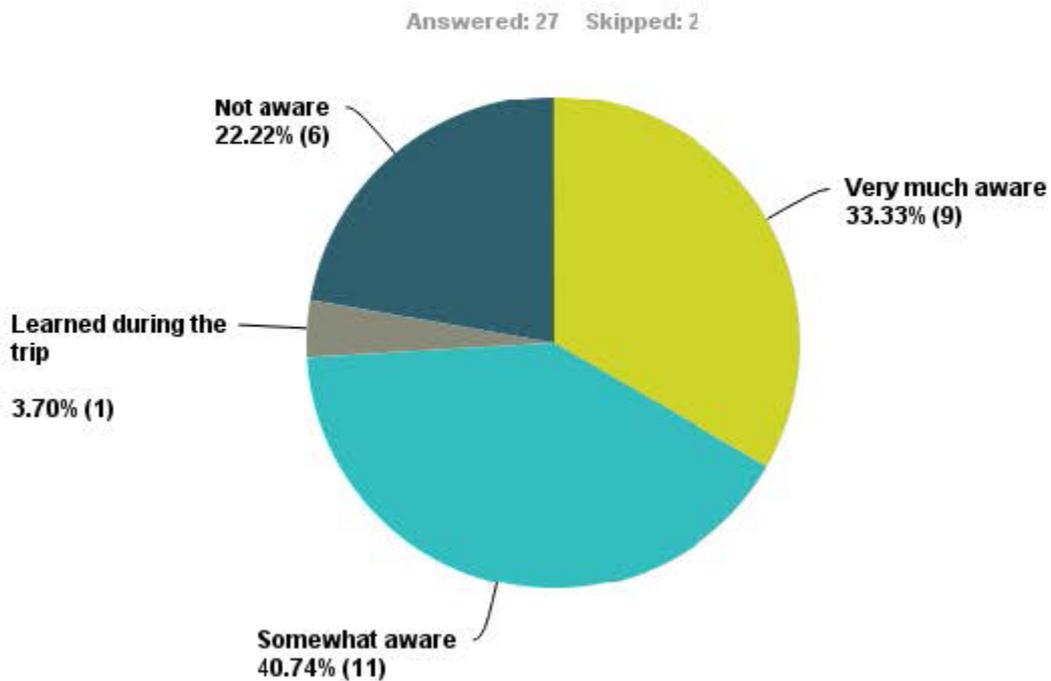
In the past five years, four respondents reported visiting ten times or more. The remaining eight respondents had a range of answers from zero visits to six visits within the past five years.

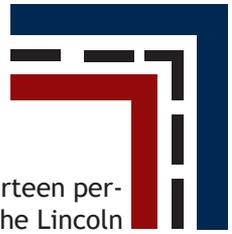
Q11b Number of visits in past 5 years



Present awareness of the Lincoln Highway Heritage Byway in the Iowa region was broken up into six responses: Very much aware; Somewhat aware; Learned during the trip; Not aware of this byway; Was aware, but had forgotten; and Not aware of byways in general. Thirty-three percent of respondents were very much aware of the Lincoln Highway, in Iowa. However, 22 percent of respondents reported that they were not aware of the Byway.

Q12 How aware are you of the presence of the Lincoln Highway Heritage Byway in this region?

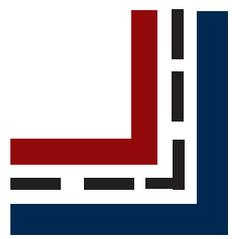
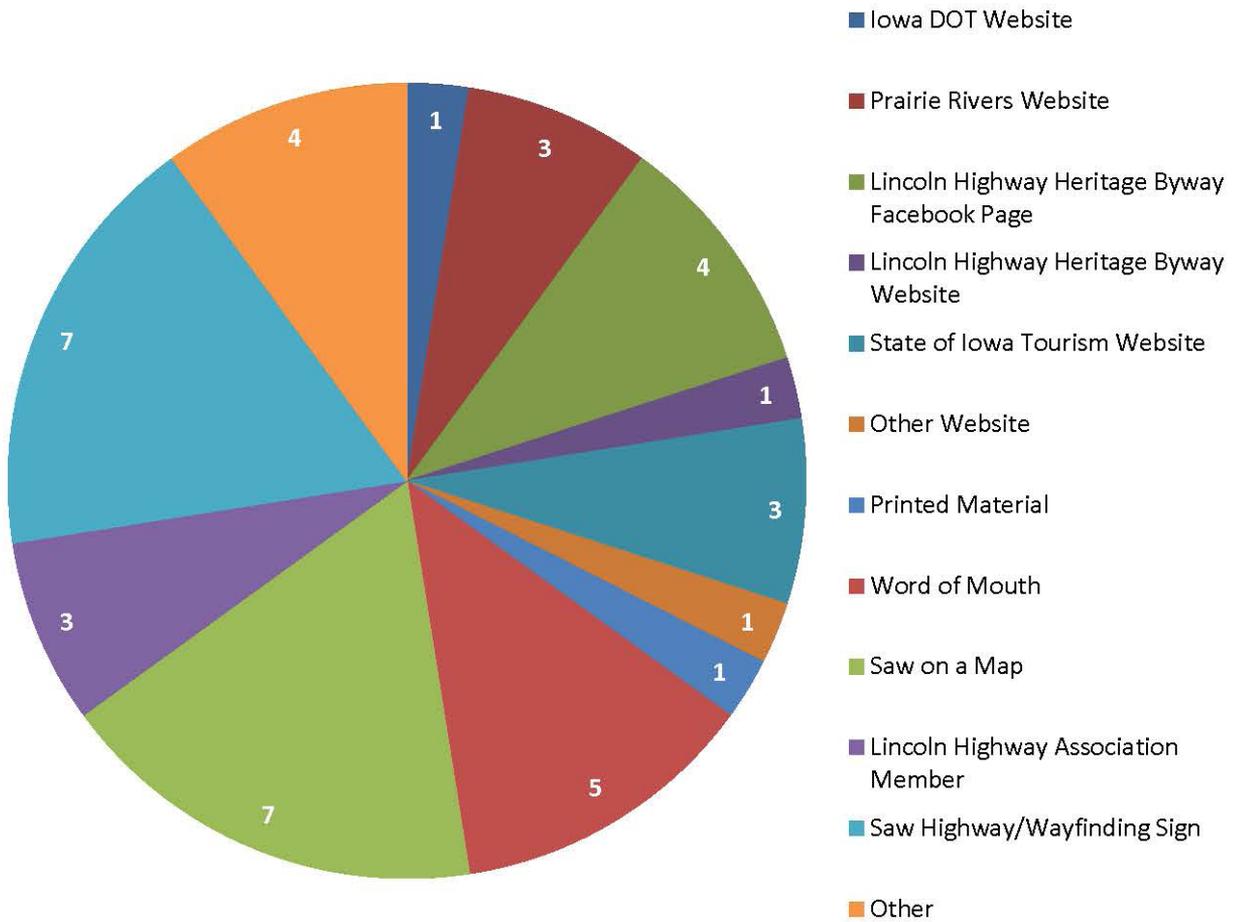




When asked about how residents heard about the Byway, eight respondents did not answer this question. Fourteen percent of those who did respond were Lincoln Highway Association members, and 23 percent were told about the Lincoln Highway by word of mouth. Thirty-three percent drove past a highway or wayfinding sign that informed them about the Lincoln Highway.

Q13 How did you find out about the Byway?

Answered: 21 Skipped: 8

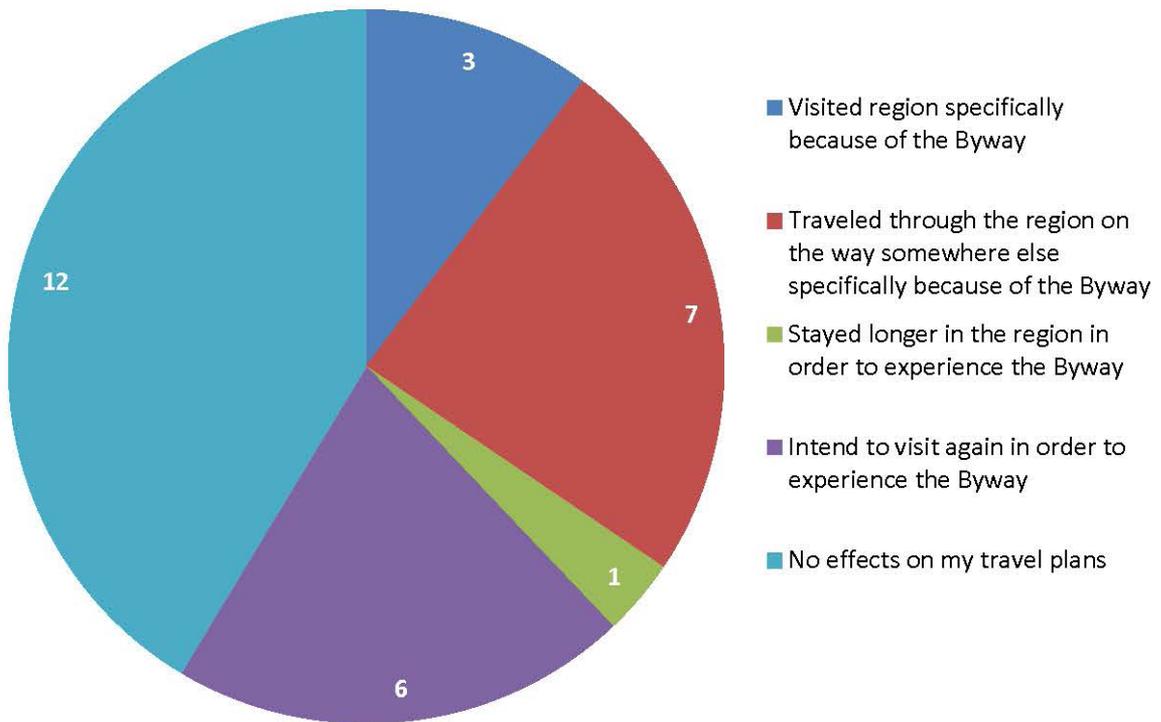


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State Fair visitors were asked what effects, if any, did the existence of the Lincoln Highway Heritage Byway have on their visit. Ten respondents stated that the Lincoln Highway had no effect on their travel plans, and six respondents replied that they traveled through the region on the way somewhere else specifically because of the Byway.

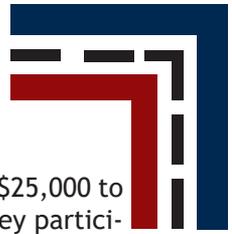
Q14 What effects, if any, did the existence of the Lincoln Highway Heritage Byway have on your visit?

Answered: 22 Skipped: 7



Next respondents were asked, “How much did your travel party spend on the following items during your visit to the Byway area?” Ten categories of expenditures were given as options, and respondents did not respond to the Other Transportation and Service Purchases categories.

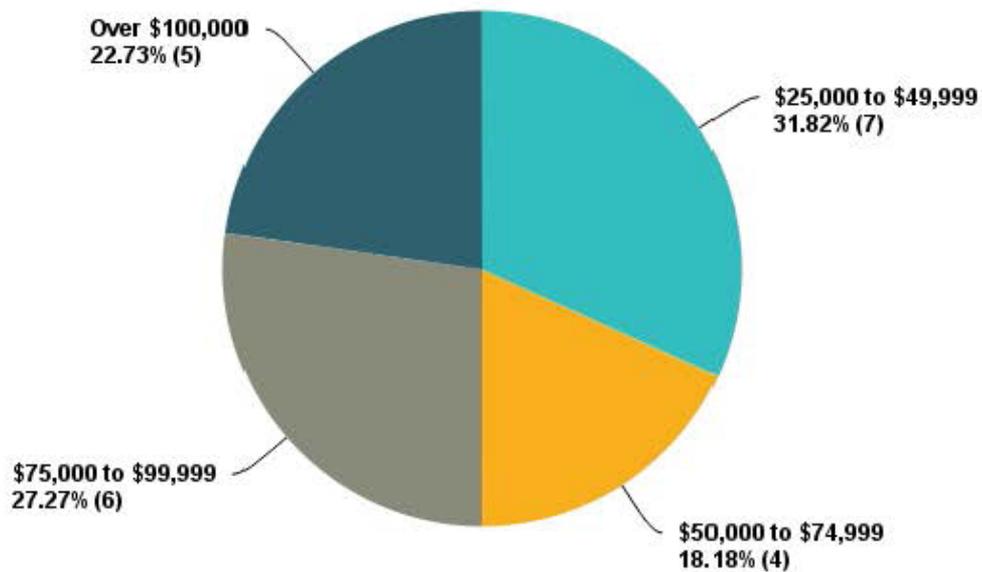
	<i>Range of Amounts</i>	<i>Participants</i>
Arts and Entertainment	\$20-\$50	4
Dining/Drinking Out	\$20-\$120	10
Food Stores	\$10-\$40	5
Gas Stations	\$10-\$100	11
Hotels/Lodging	\$100	3
Recreation Use Fees	\$20-\$80	2
Retail Purchases	\$50-\$100	2



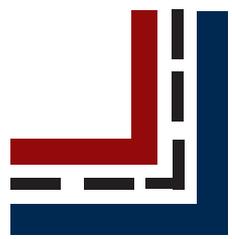
Finally visitors were asked, “What is your annual household income?” The majority of participants responded \$25,000 to \$49,999 annually; the remaining participants were distributed among the three other categories. Of all survey participants, seven skipped this question.

Q16 What is your annual household income?

Answered: 22 Skipped: 7



Only one participant replied with an additional comment or suggestion. The participant wrote, “Traveled around Iowa and have seen many Lincoln Highway signs.”



Subsection 7: Analysis of State Fair Findings versus Visitor along the Byway Findings

The visitors to the Iowa State Fair either lived locally or at least within 200 miles and inside of Iowa. The largest group in the Byway route study lived more than 200 miles away. Both groups traveled mostly as a couple on a day trip. For those staying overnight, a hotel was the preferred choice.

The state fair visitor, perhaps because they lived in the area or within 200 miles of the Lincoln Highway, traveled in the Byway corridor more often, where the other group only once or twice a year.

Interestingly, the state fair visitor, even though living closer to the Byway, had 40.74 percent responding as “somewhat aware” of the Byway and 22.22 percent “not aware” at all. The traveler coming from over 200 miles away and on the Byway was more aware (52 percent) and only ten percent were “not aware” at all. The Byway will need to educate not only the tourists to the area, but also the local residents about the history of the road and the existence of the Byway.

State fair attendees knew about the Byway through word of mouth, saw it on a map, or saw a sign. Those on the Byway knew about the Byway by 17 percent seeing a sign, 13 percent by word of mouth, or 13 percent through printed material. Both groups learned about the Byway through social media, though not through one single website or Facebook (36 percent social media responses by state fair attendees and 20 percent for visitors on the Byway.) This shows the importance of printed materials, social media presence, and educating the public about the Lincoln Highway Heritage Byway.

The figures gathered in this study will be used as a baseline in the National Scenic Byway Economic Impact Model and the study repeated in a few years after the Corridor Management Plan has been implemented to determine the impact of the Byway.

Subsection 8: Resident Questionnaire

Residents along the Lincoln Highway were given the opportunity to fill out a survey. A copy of this survey can be found in Appendix M.

Subsection 9: Visitor Questionnaire

A copy of the questionnaire given to visitors along the Lincoln Highway Heritage Byway can be found in Appendix N.

Section 7: Priority Projects and Programs

Subsection 1: Background

The Lincoln Highway Heritage Byway gathered input from individuals at the community meetings along the Byway as well as consulted the many City and County Comprehensive plans. Projects identified in these existing plans were reviewed and if the Lincoln Highway Heritage Byway could help support (whether through our own resources, applying for grants, or writing letters of support for other organization grant applications) we included them in this listing.

Some will be implemented state-wide and some are more county or city specific. The first listing is for the state-wide and the following are by County, but identified in the left column if county-wide or if for a specific city. Level 1 projects are ones the Byway will take an active lead in and Level 3 are those the Byway will play more of a support role. Level 2 are somewhere in-between.

This plan covers 20 years and each fall a yearly a review of the Lincoln Highway Heritage Byway’s progress will be conducted. Every five years, the Lincoln Highway Heritage Byway will conduct an on-line public review. Changes will be made to the document every 10 years or as needed. Since the CMP will be shared electronically with many organizations, changes will be easily made.



Haskell Park, Linn County

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Subsection 2: Project List for State and by County

State Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
State	Developing “Greening the Lincoln”, piloting program in Jefferson.	Lincoln Highway Heritage Byway	2017
State	Restore old gas stations and install electric charging stations. Example is Youngville and Reed-Niland Corner.	Lincoln Highway Association/ LHHB/cities	2017
State	Support hospitality training to ensure communities are welcoming to visitors. Partner with Iowa Tourism/ISU Extension program.	Lincoln Highway Heritage Byway	2017
State	Identify important sites in each community and identify what sets them apart.	Lincoln Highway Heritage Byway	2017
State	Identify ways to market attractions to different interest groups (food, parks and recreation), create a sample itinerary for travelers on website, format for mobile devices.	Lincoln Highway Heritage Byway	2017
State	Identify where Lincoln Highway information is located and where there is a void.	Lincoln Highway Heritage Byway	2017
State	Become a Historical Civil Engineering Landmark through the American Society of Civil Engineers.	Lincoln Highway Heritage Byway	2017
State	Collaborate with the American Automobile Association (AAA).	Iowa Byways/ Lincoln Highway Heritage Byway	2017
State	Translate the Lincoln Highway story into other languages (Babel Fish).	Lincoln Highway Heritage Byway	2017
State	Create Lincoln Highway Heritage Byway stickers and give to businesses to place in their windows.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2017
State	Give presentations to City Councils/Chambers and share weblinks.	Lincoln Highway Heritage Byway	2017
State	Inventory installed Byway signs every three years and replace signs as needed.	Lincoln Highway Heritage Byway	2017-2037
State	Develop Oral Histories.	Lincoln Highway Heritage Byway	2017-2027
State	Increase art along the byway (murals, etc.) in each county	Lincoln Highway Heritage Byway	2017-2037
State	Brand nationally in conjunction with other Lincoln Highway states.	Lincoln Highway Heritage Byway	2017-2037

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State Projects cont.

State	Work with Boy Scouts on projects as needed.	Lincoln Highway Heritage Byway/ Lincoln Highway Association	2017-2037
State	Understand the Lincoln Highway traveler better and tailor marketing to them.	Lincoln Highway Heritage Byway	2018
State	Enhance the story/connection to President Lincoln.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2018
State	Promote electronic wayfinding, including Google Maps and audio tours (especially Benton County). May use codes on signs to call and get recorded information.	Lincoln Highway Heritage Byway	2018
State	Connect downtowns, theaters, B&B's and similar businesses along the Byway.	Lincoln Highway Heritage Byway	2018
State	Research a single clearing-house for cell phone apps.	Lincoln Highway Heritage Byway	2018
State	Develop and/or promote geocaching along the Lincoln Highway.	Lincoln Highway Heritage Byway	2019
State	Develop Lincoln Highway education for 5th grade curriculum.	Lincoln Highway Heritage Byway	2019
State	Increase motor tours/military caravans and improve communication so communities are able to plan ahead for tourists.	Lincoln Highway Heritage Byway	2020
State	Broaden promotion to engage all demographics.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2020
State	Become a National Scenic Road.	Lincoln Highway Heritage Byway	2020
State	Create "templates" for communities to improve and promote the Lincoln Highway.	Lincoln Highway Heritage Byway	2025
Level 2			
State	Research old newspapers for 1928 marker and dedication dates.	Lincoln Highway Association	2017
State	Partner with Visitor Bureaus, Museums, and Libraries to make them vibrant.	Lincoln Highway Heritage Byway	2017-2037
State	Encourage travelers to spend money along the Byway through events and promotions.	Lincoln Highway Heritage Byway/Cities/Counties	2017-2037
State	Expand Lincoln Highway merchandise.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2018
State	Support an annual RAGBRAI, Great Race, or LH themed ride on route.	Lincoln Highway Heritage Byway	2020

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State Projects cont.

State	Communicate life in 1913 to travelers, including improved versus unimproved roads, historical architecture and transportation, and the story of the area.	Lincoln Highway Heritage Byway	2020
State	Create replicas of 1928 markers for businesses to sponsor and install.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2022
State	Develop and/or authentic experiences along the Byway (haying, combining, caring for animals, etc.) even if by simulators.	Lincoln Highway Heritage Byway	2025
State	Market Lincoln Highway Heritage Byway at the International "Powwow" for international travel agents.	Lincoln Highway Heritage Byway	2030

Clinton County Projects

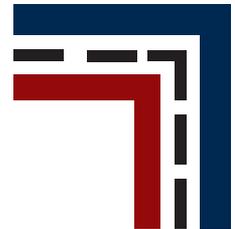
<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Clinton County	Promote interpretation along the Wapsie.	Lincoln Highway Heritage Byway	2017
Clinton County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
Clinton County	Follow progress on DOT's US 30 S14th to S14th St in Clinton - Stage 2 Liberty Square.	Lincoln Highway Heritage Byway	2017-2037
Dewitt	Support roadside architecture rehab in DeWitt.	City of DeWitt	2017-2037
Wheatland	Monitor the three Wheatland bridges - may be at risk.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Calamus	Enroll in a "Main Street" like program.	City of Calamus	2020
City of Clinton	Create Welcome to Iowa/Iowa Byway signage.	Lincoln Highway Heritage Byway/ City of Clinton	2020
Grand Mound	Enroll in a "Main Street" like program.	City of Grand Mound	2020
Wheatland	Enroll in a "Main Street" like program.	City of Calamus	2020
Level 2			
Clinton County	Absorb 235th St into Syracuse Wildlife Area for conservation (east to 142 Ave).	Clinton County	2017
Wheatland	Interpret and preserve Wheatland, including bridges, different routes, and cemeteries.	Lincoln Highway Heritage Byway	2017

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Clinton County Projects cont.

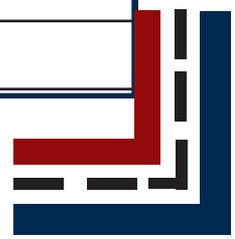
City of Clinton	Promote Clinton as a tourist destination.	City of Clinton/Lincoln Highway Heritage Byway/Great River Road	2017-2037
Grand Mound	Preserve the remains of old motor court, original buildings in backyards, and tourist cabins.	City of Grand Mound/Lincoln Highway Association	2017-2037
Clinton County	Replace bridge on Y44 over Calamus Creek.	Clinton County	2020
Clinton County	Share information on agriculture types and history, fields, crops, barges, and ships.	Lincoln Highway Heritage Byway	2020
City of Clinton	Provide markers on historic buildings to share what they were originally.	City of Clinton/ Lincoln Highway Heritage Byway	2020
Level 3			
DeWitt	Expand fitness center - build new or partner with school.	City of DeWitt	2017
DeWitt	Expand Paul Skeffington Memorial Trail.	City of DeWitt	2017
Wheatland	Provide new street lights and/or hanging baskets.	City of Wheatland	2017
City of Clinton	Support development of golf course, more trails, fitness center with pool, senior center, cold weather activities, skating rink, climbing wall, and children's activity center.	City of Clinton	2017-2037
DeWitt	Rename 11th St in DeWitt as Lincoln Highway.	City of DeWitt	2018
City of Clinton	Promote the riverfront (it was an inaugural "Great Places").	City of Clinton/Lincoln Highway Heritage Byway/Great River Road	2020
City of Clinton	Promote start-up businesses.	City of Clinton	2020
City of Clinton	Proactively work to attract new residents.	City of Clinton	2020
City of Clinton	Preserve Lubbers Fountain and re-establish 100 steps in Eagle Point Park.	City of Clinton	2020
DeWitt	Add downtown bicycle parking.	City of DeWitt	2020
DeWitt	Support community gardens and/or a food forest.	City of Dewitt	2020
Clinton County	More planned landscaping (back of property is front for Lincoln Highway).	Clinton County/private land-owners	2025

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Cedar County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Cedar County	Help County Engineer with application for LRTF funds.	Lincoln Highway Heritage Byway	2017
Cedar County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
Lowden	Support Historical Society with Lowden Depot.	Lincoln Highway Heritage Byway	2017
Cedar County	Improve county's highways to include wider, paved shoulders and make bike friendly- currently narrow and deteriorating driving surfaces.	Cedar County	2017-2037
Cedar County	Create windbreaks and living snow fences.	Cedar County	2017-2037
Cedar County	Preserve and manage the abandoned section of the Old Lincoln Highway west of Lowden (now in private hands).	Cedar County	2017-2037
Cedar County	Encourage protection of significant woodland areas, scenic vistas, historic sites from destruction and encroachment.	Cedar County	2017-2037
Cedar County	US 30 east of Lisbon, Provide access to Old Lincoln Highway.	Iowa DOT	2017-2037
Mechanicsville	Preserve and manage the abandoned section of the Old Lincoln Highway.	City of Mechanicsville	2017-2037
Stanwood	Promote further community development within town while retaining historic buildings. US 30 in Stanwood is reminiscent of the Lincoln Highway era and E Front St North is an early frontage road. Landscape has high/moderate level of integrity.	City of Stanwood	2017-2037
Cedar County	Sites for kiosks: Stanwood (former Highway Gardens site), Lowden: Lincoln Hotel.	Lincoln Highway Heritage Byway	2018
Cedar County	Develop safe rooms and emergency sirens at county parks, public camps, and Herbert Hoover Historic Site.	Cedar County/ Herbert Hoover National Historic Site	2020
Lowden	Enroll in a "Main Street" type program.	City of Lowden	2020
Mechanicsville	Enrollment in a "Main Street" type program.	City of Mechanicsville	2020
Level 2			
Cedar County	Complete a Community Wildlife Protection Plan.	Cedar County	2020



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Cedar County Projects cont.

Level 3			
Lowden	Find new owners for Lincoln Hotel.	Lincoln Highway Association/ City of Lowden	2017
Cedar County	Ensure extraction for Cedar County's mineral resources will not create a detrimental impact on adjacent lands.	Cedar County	2017-2037
Cedar County	Encourage extension, reconstruction, and improvement of county local road system.	Cedar County	2017-2037
Cedar County	Monitor historic sink holes - 3 in Cedar County (most in Iowa further north along Mississippi River).	Cedar County	2017-2037
Cedar County	Discourage non-farming development on prime agricultural land with a high Corn Suitability Rating (CSR).	Cedar County	2017-2037
Cedar County	Continue residential land use along Washington Ave, which has a significant connection to Herbert Hoover Highway.	Cedar County	2017-2037
Cedar County	Update the structural inventory of residential, commercial, industrial, public/quasi-public spaces as needed.	Cedar County	2017-2037
Clarence	Retain the character at 7th Ave/Quincy Ave (residential character with tree-lined and Victorian style homes reminiscent of Lincoln Highway era).	City of Clarence	2017-2037
Clarence	Support rehab of roadside architecture along Lombard St, which already has examples of successful adaptive reuse of LH structures.	City of Clarence/Cedar County Economic Development Commission	2017-2037
Cedar County	Inventory weather radios at schools and other critical facilities; provide additional radios as needed.	Cedar County	2018
Cedar County	Become a Fire Wise Community through the US Forest Service.	Cedar County/Cities in county	2020
Cedar County	Become a Tree City USA through the National Arbor Day Foundation.	Cedar County/Cities in county	2025

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Linn County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Linn County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
Linn County	Promote the Seedling Mile.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Linn County	Promote Linn County's cultural and historic resources as economic assets.	Lincoln Highway Heritage Byway/ Historical Societies	2017-2037
Linn County	Coordinate/collaborate with Linn County Historical Preservation Commission, State Preservation Office to identify and nominate historic resources to NRHP.	Cities in Linn County/Lincoln Highway Heritage Byway	2017-2037
Cedar Rapids	Make kiosks more visible from the road.	Iowa Lincoln Highway Association/Cities of Mount Vernon, Marion, Cedar Rapids/ Lincoln Highway Heritage Byway	2017-2037
Lisbon	Find new ways to get people downtown via bypass.	City of Lisbon/Lincoln Highway Heritage Byway	2017-2037
Mount Vernon	Preserve Main Street.	City of Mount Vernon	2017-2037
City of Marion	Revise sign ordinances to include regulations on height and features.	City of Marion	2018
Linn County	Form a regional alliance for marketing efforts.	Cities in Linn County	2020
Cedar Rapids	Establish a linkage to Cedar Rapids Lincoln Highway routes at the Williams Boulevard exit.	DOT/ City of Cedar Rapids/Lincoln Highway Heritage Byway	2020
Cedar Rapids	Expand city's outdoor warning system.	City of Cedar Rapids	2020
Lisbon	Create entrance signs and wayfinding signs.	City of Lisbon	2020
Lisbon	Enroll in a "Main Street" type program.	City of Lisbon	2020
City of Marion	Establish uniform wayfinding and signage system utilizing city's marketing. Signage and banners are currently in the Historic Districts.	City of Marion	2020
City of Marion	Central Corridor Redevelopment (7th Ave) has potential to emerge as regional destination and drastically transform city, but is constrained by industrial uses and brownfields.	City of Marion	2020
Lisbon	Expand warning siren coverage.	City of Lisbon	2025
Mount Vernon	Expand outdoor siren coverage.	City of Mount Vernon	2025

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Linn County Projects cont.

Cedar Rapids	Prepare a corridor action plan for 1st Ave Corridor (LH loop from Marion) and Williams Blvd SW.	City of Cedar Rapids	Work in as needed
Cedar Rapids	Prepare a corridor action plan for 16th Ave SW (LH).	City of Cedar Rapids	Work in as needed
Level 2			
Linn County	Encourage rehabilitation and reuse of existing commercial buildings in un-incorporated towns.	Linn County	2017-2037
Cedar Rapids	Retrofit high priority corridors with sidewalks and pedestrian amenities ensuring ADA compliance.	City of Cedar Rapids	2017-2037
City of Marion	Encourage tree planting in all parkway areas along major and minor arterials, collectors, local streets, and center of boulevards and roundabouts.	City of Marion	2017-2037
Cedar Rapids	Establish Wayfinding Program.	City of Cedar Rapids	2018
Cedar Rapids	Establish Master Gateway Plan.	City of Cedar Rapids	2020
Linn County	Install trail connections between Marion and Lisbon/Mt Vernon.	Linn County	2025
Cedar Rapids	Install warning system on Indian Creek and develop plan for response.	City of Cedar Rapids	2025
Lisbon	Develop safe rooms.	City of Lisbon	2025
City of Marion	Develop safe rooms.	City of Marion	2025
Mount Vernon	Develop safe rooms.	City of Mount Vernon	2025
Level 3			
Lisbon	Create a Hwy 30 Bypass Area Street Plan within the next five years.	City of Lisbon	2017-2022
Linn County	Support preventative maintenance programs and rehabilitation of housing stock.	Cities of Lisbon, Mount Vernon, Marion, and Cedar Rapids	2017-2037
Linn County	Retain and protect access to open spaces and significant natural areas near historic/cultural resources.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Encourage projects designed to construct and/or restore prairies, prairie corridors, and wetlands.	Linn County	2017-2037
Linn County	Continue to invest in conservation and recreational infrastructure such as parks, trails, and watershed management.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Connect trail systems.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037

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Linn County Projects cont.

Linn County	Add bike and pedestrian trails along former rail corridors.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Increase bike access without removing trees or widening the road.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Support organic waste diversion and composting efforts.	Linn County	2017-2037
Linn County	Support efforts towards protection and propagation of native species and control/eradication of invasive species.	Linn County	2017-2037
Linn County	Promote open space and recreational opportunities by supporting the Linn County Conservation Department.	Linn County	2017-2037
Linn County	Support “Buy Fresh-Buy Local.”	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Support recommendations of the Linn County Food Systems Council.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Support the expansion of community gardens and farmers markets, and eliminate food deserts.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Encourage small or mid-size farms with Community Supported Agriculture (CSA) programs or Pick-Your-Own programs.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2017-2037
Linn County	Support the Linn County Multi-Jurisdictional Hazard Mitigation Plan: 1. Identify how a community can minimize the negative impacts of natural, technological and human caused hazards. Minimize death, injury, property damage, and community disruptions. Completing plan and each jurisdiction adopting is eligible to apply for Mitigation Assistance to complete mitigation strategy. 2. Since 1996, 30 flash floods. Identified critical items to protect including Duane Arnold Energy Center (nuclear) to the north. 3. Completing plan and each jurisdiction adopting, eligible to apply for Mitigation Assistance to complete mitigation strategy.	Linn County	2017-2037
Cedar Rapids	Preserve Bloomington Rd - it includes many original structures and high quality landscape.	City of Cedar Rapids	2017-2037
Cedar Rapids	Continue with City’s “Complete Streets” policy.	City of Cedar Rapids	2017-2037

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Linn County Projects cont.

Cedar Rapids	Track construction of High Priority Sidewalk segments per Sidewalk Master Plan.	City of Cedar Rapids	2017-2037
Cedar Rapids	Support the update of Corridor Metropolitan Planning Organization (MPO) Long Range Transportation Plan.	City of Cedar Rapids, City of Marion, City of Mount Vernon, City of Lisbon	2017-2037
Lisbon	Preserve and/or restore streams with native vegetation.	City of Lisbon	2017-2037
Lisbon	Promote and support downtown rehabilitation projects in Lisbon.	City of Lisbon	2017-2037
Marion	Continue plan monitoring and evaluation; through the Corridor Metropolitan Planning Organization a 20 year plan is updated every 5 years (LRTP) and a Trans Improvement Plan (TIP) is updated every 6 years.	City of Marion	2017-2037
Marion	Support realignment of 6th, 7th, 8th Ave in the Central Corridor Master Plan.	City of Marion	2017-2037
Marion	Support the “Central Corridor Master Plan” as addendum to comprehensive plan. Detail land uses, building design, streetscape, and utilities plan. Promote in-fill development before expanding into county. Encourage pedestrian traffic uptown and development with professional offices on the upper floors and a mix of dining/civic/entertainment venues.	City of Marion	2017-2037
Marion	Expand local trail network to connect parks, schools, and regional trails.	City of Marion, City of Cedar Rapids, Linn County	2017-2037
Mount Vernon	Promote and support downtown rehabilitation projects in Mt Vernon.	City of Mount Vernon	2017-2037
Mount Vernon	Promote small businesses like the Sleep Inn in Mount Vernon.	City of Mount Vernon/Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Mount Vernon	Continue work of Iowa’s Living Roadways Community Visioning Program (worked with Trees Forever and ISU faculty to create).	City of Mount Vernon	2017-2037
Mount Vernon	Preserve historic Mt Vernon; retain characteristics of traditional neighborhoods (narrower right of way, porches, mixed uses).	City of Mount Vernon	2017-2037

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Linn County Projects cont.

Lisbon	Apply for the Downtown Reinvestment Grant (to fund façade improvement, expansion, start-ups).	City of Lisbon	2018
Cedar Rapids	Rehab transportation-related structures on 1st Ave and Mt Vernon Rd.	City of Cedar Rapids	2019
Cedar Rapids	Promote Core Districts through façade program and other improvements.	City of Cedar Rapids	2019
Linn County	Mitigate challenges to documenting history; currently takes inordinate amount of time to scan documents, catalogue items. Knowledge is lost.	Linn County Historical Societies/Lincoln Highway Heritage Byway	2020
Cedar Rapids	Create an economic development brand (for marketing and communications).	City of Cedar Rapids	2020
Cedar Rapids	Evaluate transit ridership, serviceability, and analysis of a mini-hub system at the Lindale Mall and Westdale.	City of Cedar Rapids	2020
Cedar Rapids	Rename 1st Ave and 7th Ave as Lincoln Highway.	City of Cedar Rapids	2020
Cedar Rapids	Coordinate with adjacent jurisdictions to identify conservation opportunities in future growth areas.	City of Lisbon, Mount Vernon, Marion, and Cedar Rapids and Iowa City	2020
Cedar Rapids	Convert select areas of park turf grass to native prairie or woodland plantings to create wildlife habitat and reduce maintenance.	City of Cedar Rapids	2020
Cedar Rapids	Create a green building program that facilitates projects that incorporate green building and low-impact development features.	City of Cedar Rapids	2020
Cedar Rapids	Amend urban agriculture policies to allow for flexibility, such as gardens in ROW and front yards; allow beekeeping in certain zones.	City of Cedar Rapids	2020
Cedar Rapids	Identify ways to promote connectivity and accessibility as part of the comprehensive update to zoning code.	City of Cedar Rapids	2020
Cedar Rapids	Prepare a one-way to two-way conversion plan including schedule.	City of Cedar Rapids	2020
Cedar Rapids	Create a business advisory board.	City of Cedar Rapids	2020
Cedar Rapids	Develop site master plans for Noelridge, Bever, Ellis, Jones, and Cherry Hill Parks.	City of Cedar Rapids	2020

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Linn County Projects cont.

Cedar Rapids	Apply agriculture land preservation programs to Bloomington Rd and W Mt Vernon Rd.	City of Cedar Rapids	2020
Lisbon	Connect parks and trails.	City of Lisbon	2020
Lisbon	Promote Main Street as a friendly/walkable destination.	City of Lisbon	2020
Marion	Clean up brownfield areas. Rail corridor no longer in service, but industrial uses and brownfields occupy much of city's historic center.	City of Marion	2020
Marion	Build and/or expand more north/south and east/west connections for better traffic flow; the existing road network has divided the community into segmented neighborhoods.	City of Marion	2020
Mount Vernon	Partner with Cedar Rapids Metro Economic Alliance for marketing.	City of Mount Vernon	2020
Mount Vernon	Connect City's Nature Park with new development south of Hwy 30.	City of Mount Vernon	2020
Mount Vernon	Establishing a pedestrian crossing at Hwy 30 and 1st St SE.	DOT/City of Mount Vernon	2020
Mount Vernon	Develop the Highway 30 (Lincoln Highway) Bypass Area and promote strategic investment in economic development.	City of Mount Vernon	2020-2037
Linn County	Develop strategies to replace volunteers as they age out.	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2022
Marion	Provide free wi-fi hotspots throughout Uptown and Central Corridor (7th Ave.)	City of Marion	2022
Mount Vernon	Develop a process to notify the special needs population of weather.	City of Mount Vernon	2022
Linn County	Become the next "first" road to use new materials (like recycled ground-up tires).	DOT/ Linn County	2025
Linn County	Create an energy plan (for example including incentives or converting waste to energy).	Linn County/ Cities of Lisbon, Mount Vernon, Marion, Cedar Rapids	2025
Cedar Rapids	Prepare a Climate Action Plan that addresses emissions from land use, transportation, street lights, water consumption, waste generation, and building energy. Develop a greenhouse gas emission inventory and reduction target.	City of Cedar Rapids	2025
Cedar Rapids	Create a business expansion and retaining program.	City of Cedar Rapids	2025

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Linn County Projects cont.

Cedar Rapids	Use segues as mode of tour transportation.	City of Cedar Rapids	2025
Lisbon	Educate community about weather radios and flood insurance.	City of Lisbon/Linn County	2025
Marion	Rehabilitate transportation-related structures on 7th Ave.	City of Marion	2025
Mount Vernon	Develop truck routes, increase north/south arterial street on west side of town.	City of Mount Vernon	2025
Marion	Build new fire station.	City of Marion	2030
Mount Vernon	Develop a light rail.	DOT/City of Mount Vernon	2030

Benton County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Benton County	Support DOT enhancements on overpass by Youngville.	Lincoln Highway Heritage Byway	2017
Benton County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
Belle Plaine	Support preservation of Sankot Garage.	Lincoln Highway Heritage Byway	2017
Belle Plaine	Support preservation of Preston's Gas Station.	Lincoln Highway Heritage Byway	2017
Belle Plaine	Support preservation of Herring Hotel.	Lincoln Highway Heritage Byway	2017
Level 2			
Belle Plaine	Develop and/or support family friendly activities and attractions.	Lincoln Highway Heritage Byway/ Benton County	2018
Benton County	Add 24/7 restrooms and/or rest stops.	Lincoln Highway Heritage Byway/ Benton County	2020
Level 3			
Belle Plaine	Support current and future rehab projects in Belle Plaine.	Lincoln Highway Heritage Byway, City of Belle Plaine	2017
Youngville	Expand hours and recruit more volunteers.	Youngville	2017
Benton County	Retain existing and promote future development at Hwy 218 and V40 intersections.	Benton County	2018
Belle Plaine	Expand the Glad Hand Club.	City of Belle Plaine	2020

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Tama County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Tama County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
City of Tama	Repair and preserve E 5th St iconic bridge (City plan due 11/2016.)	City of Tama/Lincoln Highway Heritage Byway	2017
Tama County	Preserve the Lincoln Highway and retain its character after the 4-lane Hwy 30 is built.	DOT/Tama County	2017-2037
Meskwaki Settlement	Elevate the story of the Meskwaki.	Meskwaki Tribal Council/Lincoln Highway Heritage Byway	2017-2037
Tama County	Interpret site east of Montour of Henry Osterman's death in a Packard on an early tour across US.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2018
Montour	Repair the 1947 Montour gas station; signs and gas pumps willing to be donated.	City of Montour/private owner/Lincoln Highway Association	2018
City of Tama	Support Tama in creating a Comprehensive Plan.	City of Tama/Lincoln Highway Heritage Byway	2018
City of Tama	Move King Tower Cabin to Lincoln Park.	Lincoln Bridge Park organization/City of Tama	2020
City of Tama	Improve wayfinding for King Tower, the Lincoln Highway Bridge, and tourist cabins, and encourage businesses to showcase pictures on walls.	City of Tama/Lincoln Highway Heritage Byway	2021
Level 2			
Tama County	Communicate life in 1913 to travelers, including improved versus unimproved roads, historical architecture and transportation, and the story of the area.	Lincoln Highway Heritage Byway	2017-2037
Tama County	Promote land use controls on T47, E40, US 30 east of Tama to retain high landscape integrity.	Tama County	2017-2037
Chelsea	Preserve Chelsea's many transportation-related structures from the Lincoln Highway era, including the bridge.	City of Chelsea	2017-2037
Montour	Support current and future rehab projects in Montour.	City of Montour	2017-2037
City of Tama	Support current and future rehab projects in Tama, especially the King Tower Café.	City of Tama	2017-2037

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Tama County Projects cont.

Tama County	Encourage travelers to spend money along the Byway through events and promotions.	City of Tama, Chelsea, Montour/Lincoln Highway Heritage Byway	2018
City of Tama	Restore neon sign at King Tower.	Owner of King Tower/Ec Development	2020
Level 3			
Tama County	Support the “Pitch and Build” program. Businesses “pitch” ideas and economic development helps develop them.		2017-2037
Tama County	Support the County developing a Comprehensive Plan.		2020
City of Tama	Rename E 5th St as Lincoln Way		2020
City of Tama	Create a replica of one of the depots.		2030
Meskwaki Settlement	Create a museum with international connections - a place where people can gather, relax, and explore.		2030

Marshall County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Marshall County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
LeGrand	Increase connectivity to bypass north of LeGrand - currently isolated community.	City of LeGrand/Lincoln Highway Heritage Byway	2017
Marshall County	Connect fragments or discontinuous habitat areas to create wildlife travel corridors.	Marshall County	2017-2037
Marshall County	Develop key exit points from Hwy 30 to lead travelers to the Lincoln Highway.	DOT/Lincoln Highway Heritage Byway	2018
LeGrand	Enroll in “Main Street” type program.	City of LeGrand	2020
Level 2			
Marshall County	Preserve 230th St’s (LaMoille Rd) 5 original structures because they have high landscape integrity and strong association with railroad and Lincoln Highway road design.	Marshall County	2017-2037
State Center	Combine historical resources with a profitable business.	City of State Center	2017-2037

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Marshall County Projects cont.

Marshall County	Partner with trip planners (arranged auto tours) to better welcome tourists to community.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2020
Marshall County	Enhance quality of vegetative, hydrologic, and visual resources.	Marshall County	2020
Level 3			
Marshall County	Preserve agricultural land for agriculture production, except in identified growth areas.	Marshall County	2017-2037
Marshalltown	Promote optimal health for all residents/promote healthy living.	City of Marshalltown	2017-2037
Marshalltown/ Marshall County	Improve trails, parks, and trail access.	City of Marshalltown/Marshall County	2017-2037
Marshalltown	Support the 7 focus areas for development/redevelopment, including Lincoln Way and Madison Rd.	City of Marshalltown	2017-2037
Marshalltown	Support IEDA's Main Street programs in Marshalltown.	City of Marshalltown	2017-2037
State Center	Support IEDA's Main Street programs in State Center.	City of State Center	2017-2037
Marshall County	Use a picture of the Old Rainbow Bridge on interpretive sign. Bridge is gone.	Lincoln Highway Heritage Byway	2018
Marshall County	Support an open air bus with tour guide (Marshalltown to Tama) and/or use established tour groups.	Marshall and Tama County Economic Development	2020
Marshall County	Develop Riverfront at River-view Park - beautified and more access.	Marshall County/City of Marshalltown	2020
Marshalltown	Extend streets and explore pedestrian/bicycle facilities.	City of Marshalltown	2020
Marshalltown	Create incentives for density in new construction.	City of Marshalltown	2020
Marshalltown	Create design standards in zones, including ordinances for building materials, setbacks, streetscapes, site amenities, parking area, signage, etc.	City of Marshalltown	2020
Marshall County	Create buffers between development and sensitive environmental areas.	Marshall County	2025

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Story County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Story County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
Nevada	Support the Nevada Historical Community Society in grant applications and projects.	Lincoln Highway Heritage Byway	2017
Nevada	Support Nevada becoming a Main Street community.	City of Nevada/Lincoln Highway Heritage Byway	2017
Story County	Encourage agri-tourism (i.e. local festivals, farm tours, farmer's markets).	City of Colo, Nevada, Ames/Lincoln Highway Heritage Byway	2017-2037
Story County	Encourage maintenance and adaptive reuse of historic buildings, including barns and silos.	Story County/private landowners	2017-2037
Story County	Ensure any known cemeteries, human burials, and/or arch sites are protected from encroachment by roads or other development.	Story County	2017-2037
Ames	Improve signage along entry points located on Hwy 30 and 13th St off I35; currently don't include the Lincoln Highway at all.	DOT/Lincoln Highway Heritage Byway	2017-2037
Ames	Improve ways for pedestrians/bikes to cross Lincoln Way in Campustown and access downtown.	City of Ames	2017-2037
Ames	Preserve large sycamore tree at Lincoln Way and University Boulevard.	City of Ames/Iowa State University/DOT	2017-2037
Colo	Support Reed/Niland and LH/JH interchange.	City of Colo/Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Nevada	Create and environmental education program.	City of Nevada/Lincoln Highway Heritage Byway	2019
Ames	Create gateway at east and west ends of Lincoln Way as developed in the City of Ames LincolnWay Corridor Plan.	City of Ames	2020
Level 2			
Ames	Promote roadside architecture adaptive reuse in Ames.	City of Ames	2017-2037
Ames	Support natural resource areas for pedestrian ways and bikeways.	City of Ames	2017-2037
Ames	Support the creation of a "Complete Streets" policy - should include safety, bikes, pedestrian, auto, transit needs.	City of Ames	2017-2037

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Story County Projects cont.

Nevada	Expand promotion of the Jefferson Highway and Lincoln Highway conjoining and traveling through Nevada.	City of Colo/Lincoln Highway Heritage Byway/ Jefferson Highway Association	2017-2037
Story County	Rehab Union Pacific underpass between Nevada and Colo.	DOT/ Union Pacific	2020
Nevada	Expand community wide recycling.	City of Nevada/Greening the Lincoln program	2021
Level 3			
Nevada	Organize a community volunteer program.	City of Nevada/Nevada Chamber	2017
Story County	Inspect wells and close abandoned wells.	Story County	2017-2037
Story County	Promote mixed use zoning on E Lincoln Highway between Ames and Colo and E Lincoln Way in Ames.	Story County	2017-2037
Ames	Increase connectivity for bike, pedestrian, and automobile traffic from east Lincoln Way to County Line Road.	City of Ames	2017-2037
Ames	Link Lincoln Highway to bike trails and offer bike rentals.	City of Ames	2017-2037
Ames	Develop new streetscaping - unified but different for different parts of town.	City of Ames	2017-2037
Ames	Create a proactive program of public acquisition and replanting because the original vegetation is virtually depleted.	City of Ames	2017-2037
Ames	Support resources vital to community: provide habitat for wildlife, minimize storm water run-off, stabilize soils, modify climatic effects, provide visual attractions and serve recreational purposes.	City of Ames/Story County	2017-2037
Ames	Preserve the Tip-Top Lounge.	City of Ames	2017-2037
Ames	Preserve the Ames Motor Lodge.	City of Ames	2017-2037
Ames	Rehabilitate scarce roadside resources on Ontario, Hyland, Sheldon, and Lincoln Way in Ames.	City of Ames	2017-2037
Nevada	Attract more doctors to hospital/clinic.	City of Nevada/Story County Hospital	2017-2037
Nevada	Focus on needs of existing businesses.	City of Nevada/Nevada Chamber	2017-2037
Nevada	Promote "Whole Community" in marketing campaign.	City of Nevada/Nevada Chamber	2017-2037
Nevada	Promote new park at City Hall with band shelter.	City of Nevada	2017-2037

Story County Projects cont.

Nevada	Link City trail to the Ames and/or Story County trail system.	City of Nevada/Story County	2017-2037
Nevada	Develop 1,000 housing units in next 20 years.		2017-2037
Nevada	Tap resources of senior volunteers.	City of Nevada/Nevada non-profits	2017-2037
Nevada	Develop a Youth Leadership Nevada class.	City of Nevada	2019
Ames	Create more park areas in the former Taylor Farm, Hallett's Quarry, Northwest, and Southwest.	City of Ames	2020
Ames	Start a tree planting program - recognized by Tree USA Organization.	City of Ames	2020
Ames	Create a "Sense of Place" with mixed use development and variety in housing density.	City of Ames	2020
Nevada	Define/develop family resource center.	City of Nevada/Nevada Schools	2020
Nevada	Hire someone with specialization in multi-language skills.	City of Nevada	2020
Nevada	Create school-to-career programs.	Nevada Schools	2020
Nevada	Develop life skills training for low-income/transitional residents.	City of Nevada/Nevada Schools	2020
Nevada	Retain community grant writer to seek funds.	City of Nevada	2020
Nevada	Rename L Ave in Nevada to Lincoln Way.	City of Nevada	2020
Nevada	Develop new recreation complex (YMCA/gym).	City of Nevada	2025
Nevada	Promote the fairgrounds as center for agriculture expositions.	Story County Fair Association	2025
Nevada	Develop public transportation to Ames.	City of Nevada	2025
Nevada	Develop community college campus and continuing education center.	City of Nevada/DMACC	2025
Nevada	Create more senior housing.	City of Nevada	2025
Nevada	Develop regional rapid transit or interurban system.	Cities of Nevada and Ames	2030

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Boone County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Boone County	Work with “Parks to People” program to create a Dragoon Master Plan and a Welcome Center focused on Kate Shelley, transportation, and hands-on arts, history, and nature learning.	Parks to People and the Lincoln Highway Heritage Byway	2017
Boone County	Develop relationship with Silos and Smokestacks National Heritage Area.	Lincoln Highway Heritage Byway	2017
City of Boone	Support “YesterBoone” history event.	Boone County History Center	2017
Ogden	Create an interpretive panel about the Lincoln Highway footprints in the 1920’s pavement. Footprints have been partially removed and stored for an installation in a park.	City of Ogden/Lincoln Highway Heritage Byway	2017
Boone County	Retain historic structures and promote land use controls on 210th St.	Boone County	2017-2037
Boone County	Preserve the high quality views of Des Moines River Valley through preservation programs.	Boone County	2017-2037
Boone County	Increase public arts and connections with local artists.	Lincoln Highway Heritage Byway	2017-2037
Boone County	Create kiosk about the Lincoln Highway in the Des Moines River Valley (Nic-O-Let Park cabins flowed down river).	Lincoln Highway Heritage Byway	2018
City of Boone	Identify historical and significant architecture. Identify resources in existing housing stock and create inventory.	City of Boone/Lincoln Highway Heritage Byway	2018
City of Boone	Support the History Center’s pocket park.	Boone County History Center/ Lincoln Highway Heritage Byway	2018
City of Boone	Create experience for travelers and visitors (like Galena, IL).	Lincoln Highway Heritage Byway/City of Boone	2020
Level 2			
City of Boone	Preserve and protect natural resources and ecological systems while promoting activities and tourism in a sensitive way.	City of Boone/Lincoln Highway Heritage Byway	2017-2037
City of Boone	Work with Department of Cultural Affairs to survey historic structures and see if any qualify as historic districts or buildings.	City of Boone/Lincoln Highway Heritage Byway	2018

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Boone County Projects cont.

City of Boone	Historical buildings with kiosks - Mamie Eisenhower and building to the north. History center installing one in 2017.	City of Boone/Lincoln Highway Heritage Byway	2020
City of Boone	Promote urban landscape rehab through a "Main Street" type program.	City of Boone	2020
Level 3			
City of Boone	Create a Nathaniel Boone monument. (Boone was an important mapmaker for Dragons.)	Lincoln Highway Heritage Byway/City of Boone	2017
Boone County	Protect endangered species in Boone County: Bald Eagle, Least Tern, Piping Plover, and Peregrine Falcon. Birds use Des Moines River for migration.	Boone County	2017-2037
Boone County	Protect endangered mammals: Indiana Bat, Bobcat, and River Otter. Recent sightings of Bobcats and many deer.	Boone County	2017-2037
Boone County	Protect endangered amphibians: Crawfish Frog and Mudpuppy.	Boone County	2017-2037
Boone County	Protect endangered reptiles: Slender Glass Lizard, the Copperhead, the Western Hognose Snake, and the Speckled King Snake.	Boone County	2017-2037
Boone County	Create contiguous land for habitats; presence of small breaks in vegetation has a negative impact on travel.	Boone County	2017-2037
Boone County	Increase paths, trails, walking, biking, and hiking connections.	Boone County/City of Boone/City of Ogden	2017-2037
City of Boone	Redevelop the NE corner of Boone as industrial land; it is served by Boone and Scenic Valley Rail Road.	City of Boone	2017-2037
City of Boone	Promote industrial development east of Boone on 210th to Hwy 17.	Boone County/City of Boone	2017-2037
City of Boone	Develop vacant and undeveloped land within city limits first.	City of Boone	2017-2037
City of Boone	Provide tax abatements to promote restoration rather than selling and moving.	City of Boone	2017-2037
City of Boone	Apply unpaved to concrete recommendations for area of suburban development.	City of Boone	2017-2037
City of Boone	Promote roadside architecture reuse in Boone - especially the adaptive reuse of Mamie Eisenhower.	City of Boone	2017-2037

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Boone County Projects cont.

City of Boone	Develop parks and trails - especially to Ledges and part of potential regional trail.	Boone County/City of Boone	2017-2037
City of Boone	Identify locations for new commercial/retail locations.	City of Boone	2017-2037
Ogden	Support Ogden in efforts retaining historic character of downtown. Rename Walnut St to Lincoln Way.	City of Ogden	2017-2037
City of Boone	Expand industrial land and utilize airport property after expansion.	City of Boone	2018
City of Boone	Highlight specialty shops downtown.	City of Boone	2018
City of Boone	Double the size of the Boone Business Park.	City of Boone	2020
City of Boone	Paint a red and blue line in town to mark the Lincoln Highway.	City of Boone	2020
City of Boone	Develop programs and grants that promote preservation, rehabilitation, and restoration of housing stock.	City of Boone	2020-2037

Greene County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Greene County	Create Interpretive Panels for grant received in 2016 for Jefferson, Scranton, and Grand Junction communities along the Byway.	Lincoln Highway Association/ Lincoln Highway Heritage Byway	2017
Greene County	Pilot the "Greening the Lincoln" program.	Lincoln Highway Heritage Byway	2017
Greene County	Create interpretive panels at Eureka Bridge; it is a unique and significant LH resource.	Greene County/ Lincoln Highway Association	2017
Jefferson	Support complete bell cotillion in the Mahanay Bell Tower.	Mahanay Bell Tower/Greene County Chamber and Development	2017
Scranton	Catalogue items in the community center memory room.	City of Scranton/Lincoln Highway Heritage Byway/ University of Iowa	2017
Greene County	Preserve buildings along the route.	Greene County/ Lincoln Highway Association	2017-2037
Greene County	Rehabilitate transportation-related structures that retain roadside character of urban landscape.	Greene County/ Lincoln Highway Association	2017-2037

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Greene County Projects cont.

Greene County	Support the preservation of X Ave/210th St - this route retains the road design character of original engineering and several original structures including Marsh Rainbow Arch Bridge.	Greene County/ Lincoln Highway Association	2017-2037
Greene County	Preserve monuments to Lincoln, 18' of original pavement (now in right-of-way), and high landscape integrity section in road design and land use controls.	Greene County/ Lincoln Highway Association	2017-2037
Grand Junction	Promote and support interpretive program at Lion's Club Tree Park	Greene County/ Lincoln Highway Association/Lincoln Highway Heritage Byway	2017-2037
Greene County	Add National Register of Historic Places listings all along the Lincoln Highway route.	Lincoln Highway Association	2020
Grand Junction	Encourage Grand Junction to consider a "Main Street" type program again.	City of Grand Junction	2020
Level 2			
Greene County	Embrace Raccoon River as a resource with canoeing, fishing, snowmobile events, wildlife hikes, river clean-up and/or other annual events.	Greene County	2017-2037
Jefferson	Increase marketing for businesses, especially social media and co-op advertisements.	City of Jefferson/ Iowa Tourism	2017-2037
Greene County	Support bus tours (like through RSVP- Retired Senior Volunteer Program.)	Lincoln Highway Heritage Byway/Lincoln Highway Association	2020
Jefferson	Continue with the Community Development Block Grants (CDBG) for downtown buildings that are at a "tipping point". Rehabbing several in 2016.	City of Jefferson	2020
Level 3			
Greene County	Use preservation and/or zoning to protect character of Greene County.	Greene County	2017-2037
Greene County	Preserve Greene County soil, which has one of the highest Corn Suitability Ratings (CSR) in Iowa.	Greene County	2017-2037
Greene County	Protect the Western Prairie Fringed Orchid and Prairie Bush Clover; the Topeka Shiner is also endangered.	Greene County	2017-2037
Greene County	Expand recreational opportunities at County Conservation areas.	Greene County	2017-2037

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Greene County Projects cont.

Greene County	Encourage bike trails with bike shops, concessions, and lodging	Greene County/Cities of Jefferson, Scranton, and Grand Junction	2017-2037
Greene County	Support economic development: promote new businesses, support existing businesses, increase workforce, encourage entrepreneurs, and expand renewable energy	Greene County/ Cities of Jefferson, Scranton, and Grand Junction	2017-2037
Greene County	Promote green spaces in communities, like the Jefferson Gardens.	Cities of Jefferson, Scranton, and Grand Junction	2017-2037
Jefferson	Continue work to upgraded movie theater and bowling alley, benches, flower pots, artwork, lamp posts. City has already completed streetscaping, landscaping, alley renovations, public gardens, live theater.	City of Jefferson	2017-2037
Greene County	Provide interpretation or handouts regarding corn/agriculture, ethanol, and wind farms.	Lincoln Highway Heritage Byway/ Lincoln Highway Association	2018
Greene County	Monitor changes to the road as the Lincoln Highway is expanded to 4-lanes (currently 2-lanes) or transformed into "Super Two."	DOT/ Lincoln Highway Heritage Byway/ Lincoln Highway Association	2020
Greene County	Continue Deep Rock station impromptu reenactment and similar types of programs.	Greene County Historical Society/Lincoln Highway Association	2020
Jefferson	Develop a design review process and/or fine tune design guidelines.	City of Jefferson	2022
Greene County	Expand public hunting areas.	Greene County	2025
Greene County	Clean up dilapidated/abandoned farmsteads.	Greene County/ private landowners	2025

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Carroll County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
City of Carroll	Increase interest in history and help travelers stop at Historical Society/Carnegie Library.	Lincoln Highway Heritage Byway/Carroll Historical Society	2017-2037
Glidden	Enroll in a "Main Street" type program.	City of Glidden	2020
Level 2			
City of Carroll	Create an interpretative site at Grant Park.	Lincoln Highway Heritage Byway/City of Carroll	2018
Level 3			
City of Carroll	Enact Downtown streetscape in Phase 9 during 2016.	City of Carroll	2017
City of Carroll	Salvage the mural from the old courthouse for the new one.	Carroll County	2017
Glidden	Collect family recipes for a book and vintage clothing/props for style show to celebrate the 150th in 2017.	Glidden 150th committee	2017
Carroll County	Support economic diversification of unincorporated areas, including home businesses and rural enterprises.	Carroll County	2017-2037
Carroll County	Encourage wind towers as popular/viable source of alternative energy.	Carroll County	2017-2037
Carroll County	Promote the "virtual" speculative building north of Farner-Bocken.	Carroll County	2017-2037
Carroll County	Preserve ghost signs on sides of buildings (such as advertising); save originals or produce new re-creations.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Carroll County	Encourage non-agriculture uses to locate in areas that are less suitable for agriculture due to soil types, topography, vegetation/structures.	Carroll County	2017-2037
Carroll County	Locate industrial development near rail and highway access.	Carroll County	2017-2037
Carroll County	Prioritize the protection of high quality agricultural lands in rural areas of the county.	Carroll County	2017-2037
City of Carroll	Retain historic transportation-related businesses in Carroll.	City of Carroll	2017-2037
City of Carroll	Consider emission of smoke, gasses, condensation in development near airspace zones. Visibility problems.	City of Carroll	2017-2037

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Carroll County Projects cont.

Carroll County	Start a Service Corps of Retired Executives (SCORE) chapter in Carroll County.	Carroll County/City of Carroll	2020
Carroll County	Create signage that is like the old Burma Shave advertisements.	Lincoln Highway Heritage Byway/Lincoln Highway Association	2020
Carroll County	Promote community theater; dress in period costumes and recreate historic scenes.	Carroll Community Theater/Lincoln Highway Heritage Byway	2020
Carroll County	Create a business succession strategy plan.	City of Carroll	2020
Carroll County	Assemble equity capital group for entrepreneurial development.	City of Carroll	2025
City of Carroll	Provide free Campgrounds (maybe in Grant Park).	City of Carroll	2025

Crawford County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Westside	Integrate Lincoln Highway Heritage Byway interpretive panels into planned park.	City of Westside/Lincoln Highway Heritage Byway	2017
Denison	Encourage streetscaping committee to continue streetscaping in the Hwy 30 corridor, using Jens Jenson landscaping ideas. Need entryway beautification with a large archway of larger, branded signs on Hwy 30 leading to uptown/downtown area.	City of Denison	2017-2037
Crawford County	Create passing lanes on hills to aid in comfortable travel.	Crawford County	2020
Dow City	Enroll in a "Main Street" type program.	City of Dow City	2020
Level 2			
Crawford County	Retain garages and other industrial buildings and allow for future development of similar character and style.	City of Denison	2017-2037
Denison	Retain historic transportation-related businesses and architecture in Denison.	City of Denison	2017-2037

Crawford County Projects cont.

Vail	Retain route in Vail with grain elevators and remnants of transportation-related structures for future industrial developments within the city limits.	City of Vail	2017-2037
Denison	Create park with kiosk and interpretation about Denison.	City of Denison/Lincoln Highway Heritage Byway	2018
Crawford County	Restore/interpret the museum, tourist camp, and gas stations.	Crawford County Hist Society/ Lincoln Highway Association/ Cities in Crawford County/Lincoln Highway Heritage Byway	2025
Level 3			
Denison	Support performance standards for key and highly visible corridors. Enforce the Hwy 30 Overlay.	City of Denison/P and Z Department	2017-2037
Denison	Promote agriculture industry developments on Lincoln Highway (west of Denison).	City of Denison/Crawford County	2017-2037
Vail	Promote industrial and commercial development that is compatible with Lincoln Highway in Vail.	City of Vail	2017-2037
Westside	Promote industrial and commercial development that is compatible with Lincoln Highway in Westside.	City of Westside	2017-2037
Crawford County	Support creation of comprehensive plan; currently 35 ordinances/amendments since 1979 include flood plain management and airport obstructions.	Crawford County	2018
Denison	Rename 4th Ave South to Lincoln Way.	City of Denison	2020
Denison	Support a Rent-to-Own housing program.	City of Denison	2020
Westside	Rename First Street as Lincoln Way.	City of Westside	2020

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Harrison County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Woodbine	Prioritize the preservation of 11 block brick street section.	City of Woodbine	2017
Harrison County	Retain original route - 2 sections of stair-steps are earthen, only remaining in state.	DOT/Harrison County	2017-2037
Woodbine	Support the 2011 Woodbine Façade Master Plan.	City of Woodbine	2017-2037
Harrison County	Address safety issues - Woodbine intersection, Logan Intersection.	DOT, City of Woodbine, City of Logan	2020
Missouri Valley	Mitigate impacts of traffic congestion in Missouri Valley.	DOT/ City of Missouri Valley	2020
Harrison County	Add city parks with restrooms; also need signs for travelers.	City of Dunlap, Woodbine, Logan, and Missouri Valley	2022
Level 2			
Woodbine	Work with Woodbine on a sound barrier around the bandstand.	City of Woodbine/Lincoln Highway Heritage Byway	2017
Harrison County	Retain Niagra Trail - original road design retains much of LH character including original structure.	Harrison County	2017-2037
Missouri Valley	Retain historic transportation-related businesses and architecture in Missouri Valley and Logan.	City of Logan and City of Missouri Valley	2017-2037
Woodbine	Support the continued efforts of art in Woodbine.	City of Woodbine	2017-2037
Woodbine	Retain historic transportation-related businesses and architecture in Woodbine.	City of Woodbine	2017-2037
Logan	Establish viewing areas at the quarry north of Logan, and at abandoned section north of the stair-step.	Harrison County	2025
Level 3			
Harrison County	Monitor changes to road as others push for 4-lane for Hwy 30.	DOT/Lincoln Highway Heritage Byway/Lincoln Highway Association	2017-2037
Harrison County	Build community with similar businesses.	Cities of Dunlap, Woodbine, Logan, Missouri Valley	2017-2037
Harrison County	Promote land use controls along Spokane/Toledo Ave.	Harrison County	2017-2037
Harrison County	Focus quality and appropriate development at the Interstate 29 interchange.	DOT/ Harrison County	2017-2037
Harrison County	Support BlueZone project member efforts (www.bluezoneproject.com).	Harrison County	2017-2037

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Harrison County Projects cont.

Dunlap	Support "Main Street" efforts.	City of Dunlap/Lincoln Highway Heritage Byway	2017-2037
Woodbine	Support green Initiatives of the Main Street 4-Point Approach (Woodbine is one of 2 pilot Green Communities): 1. Wise selection of construction sites and materials 2. Preservation of existing buildings and systems. 3. Working for a compact community utilizing energy and water efficiency. 4. Designs which include an emphasis on Walkability and Health/wellness for community members.	City of Woodbine	2017-2037
Woodbine	Support "Cross the Rail Art Trail" and Main Street District's sculpture contests.	City of Woodbine/Lincoln Highway Heritage Byway	2017-2037
Harrison County	Connect with trails.	Harrison County	2020
Missouri Valley	Promote Missouri Valley and adjacent urban landscape character through a "Main Street" type program.	City of Missouri Valley/Lincoln Highway Heritage Byway	2020
Woodbine	Support "Main Street" efforts.	City of Woodbine/Lincoln Highway Heritage Byway	2020

Pottawattamie County Projects

<i>State/County/City</i>	<i>Action</i>	<i>Lead Agency(s)</i>	<i>Time Frame</i>
Level 1			
Honey Creek	Support interpretation of Honey Creek Lane abandoned section in the Hitchcock Nature Area.	Lincoln Highway Heritage Byway/Hitchcock Nature Area	2017
Pott County	Market Economic Development as a regional prospective.	Pottawattamie County	2017-2037
Pott County	Promote Loess Hills tourism as appropriate.	Pottawattamie County/Lincoln Highway Heritage Byway/Loess Hills Scenic Byway	2017-2037
Council Bluffs	Provide a positive image of Iowa at a significant gateway through quality development and opportunities for visitor interpretation.	City of Council Bluffs/Lincoln Highway Heritage Byway	2017-2037
Pott County	Implement stabilization projects on stream and river banks.	Pottawattamie County	2020

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Pottawattamie County Projects cont.

Council Bluffs	Develop art area - West Broadway railroad viaduct.	City of Council Bluffs/Lincoln Highway Heritage Byway	2020
Council Bluffs	Develop art area -West Gateway (green space between Kanesville and Broadway).	City of Council Bluffs/Lincoln Highway Heritage Byway	2020
Pott County	Ensure shelters and critical facilities have adequate back-up power capabilities.	Pottawattamie County	2025
Level 2			
Council Bluffs	Encourage participation in Council Bluff's local landmark designation program.	City of Council Bluffs	2017
Pott County	Prevent soil erosion, especially in Loess Hills.	Pottawattamie County	2017-2037
Pott County	Retain historic transportation-related business on Highway 6 and L20.	Pottawattamie County	2017-2037
Pott County	Retain high quality visual landscape character.	Pottawattamie County	2017-2037
Pott County	Promote preservation methods that preserve the Loess Hills region, yet allow appropriate levels of development.	Pottawattamie County	2017-2037
Pott County	Identify areas that contain prime farmland, sensitive ecosystems, rough terrain, and important environmental features considered poorly suited for future development.	Pottawattamie County	2017-2037
Pott County	Restore natural habitats that have been compromised through land development wherever possible.	Pottawattamie County	2017-2037
Council Bluffs	Encourage new housing in Downtown through rehabilitation of historic buildings.	City of Council Bluffs	2017-2037
C Bluffs Wish list	Support improved landscaping and beautification.	City of Council Bluffs	2017-2037
Council Bluffs	Create guide for Art Gift and Loan Policy, guide for maintenance, restoration, and conservation.	City of Council Bluffs	2018
Council Bluffs	Find new uses for the existing 1st Ave corridor; it is a former rail line and is currently unused. Large vacant lots set stage for creative development.	City of Council Bluffs	2025
Council Bluffs	Find creative uses for brown-fields, including parks (i.e. dog park, water park/splash park/world's largest water slide using Indian Creek).	City of Council Bluffs	2025

Pottawattamie County Projects cont.

Level 3			
Pott County	Maintain and improve dam and levee structures as needed.	Pottawattamie County	2017-2037
Pott County	Maintain County Emergency Plan Action for possible failure of dam located on Indian Creek. (Dam failure changed from “medium” to “high”.)	Pottawattamie County	2017-2037
Pott County	Ensure road conditions are conducive to driver safety by implementing capital improvements to upgrade roads and safety devices.	Pottawattamie County	2017-2037
Pott County	Offer household hazardous waste initiatives.	Pottawattamie County	2017-2037
Pott County	Limit concentrations of single family dwellings to prevent erosion of sensitive Loess Hills soils. Develop methods that promote least amount of site leveling and re-grading.	Pottawattamie County	2017-2037
Pott County	Allow lot sizes that utilize natural topography to “step” the dwellings into the hillside. Cluster housing environmentally suitable.	Pottawattamie County	2017-2037
Pott County	Develop a Slope Protection Overlay District.	Pottawattamie County	2017-2037
Pott County	Strive to improve substandard conditions of rural Pottawattamie County by providing a cleanup and reuse program.	Pottawattamie County	2017-2037
Pott County	Create incentives to preserve agricultural lands for traditional agricultural uses.	Pottawattamie County	2017-2037
Pott County	Partner with Iowa Western Community College, Pottawattamie County Growth Alliance, and Council Bluffs.	Pottawattamie County	2017-2037
Pott County	Leverage technology for economic development and give incentives to businesses.	Pottawattamie County, Cities in the County, Economic Development Organizations	2017-2037
Pott County	Promote further conservation of Missouri River lands.	Pottawattamie County	2017-2037
Council Bluffs	Strengthen relationship between community and Council Bluff’s collection of museums.	City of Council Bluffs/Area Museums	2017-2037
Council Bluffs	Encourage redevelopment of obsolete commercial property following current design standards (look into transit, cycle, and pedestrian opportunities within corridor).	City of Council Bluffs	2017-2037

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Pottawattamie County Projects cont.

Council Bluffs	Recognize and preserve the character of Council Bluff's individual neighborhoods through contextually appropriate infill development.	City of Council Bluffs	2017-2037
Council Bluffs	Continue public land acquisition to increase transformative redevelopment.	City of Council Bluffs	2017-2037
Council Bluffs	Continue to implement design enhancements to bridges and overpasses.	City of Council Bluffs	2017-2037
Council Bluffs	Continue to update the Parks and Recreation Master Plan and Recreation Trails Master Plan.	City of Council Bluffs	2017-2037
Council Bluffs	Encourage/incentivize upkeep and maintenance of historic housing in neighborhoods adjacent to downtown.	City of Council Bluffs	2017-2037
Council Bluffs	Continue revitalization of Downtown as guided in the 2003 Downtown Plan.	City of Council Bluffs	2017-2037
Council Bluffs	Permit local community gardens and urban agriculture in neighborhoods with vacant properties where appropriate.	City of Council Bluffs	2017-2037
Council Bluffs	Require development to provide appropriate buffers from critical natural areas.	City of Council Bluffs	2017-2037
Council Bluffs	Continue to implement and update Loess Hills Preservation Plan through development, regulation, infrastructure investment, and ecological restoration.	City of Council Bluffs	2017-2037
Council Bluffs	"Cluster" new development to protect wetlands, wooded areas, and/or floodplains.	City of Council Bluffs	2017-2037
C Bluffs Wish list	Add neighborhood and community park amenities.	City of Council Bluffs	2017-2037
Pott County	Encourage residents to prepare disaster kits.	Pottawattamie County	2019
Pott County	Develop and promote programs to educate the residents of Pottawattamie County and visitors of the rich heritage and history of region.	Pottawattamie County/Lincoln Highway Heritage Byway	2020
Pott County	Create a "shelter-in-place" program with Pottawattamie County Emergency Plan Committee.	Pottawattamie County	2020
Pott County	Create view sheds - especially in Loess Hills area.	Pottawattamie County	2020
Pott County	Develop safe rooms - especially at schools.	Pottawattamie County/local school systems	2020

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Pottawattamie County Projects cont.

Council Bluffs	Enhance the function of the city's commercial districts through wayfinding and access management.	City of Council Bluffs	2020
Council Bluffs	Continue marketing image campaign that projects a clear and positive image for Council Bluffs and introduces landscape enhancement including median tree planting, lighting, signage, furnishings, & reconstruct cross streets.	City of Council Bluffs	2020
Council Bluffs	Develop 1st Ave as a "Green Street" with Bus Rapid Transit and Recreation trails.	City of Council Bluffs	2020
Council Bluffs	Support the establishment of a business incubator within the Chamber of Commerce.	City of Council Bluffs	2020
Council Bluffs	Expand city's free wi-fi service to all commercial areas and public spaces.	City of Council Bluffs	2020
Council Bluffs	Implement the City's Public Art Master Plan in conjunction with the Iowa West Foundation.	City of Council Bluffs	2020
Council Bluffs	Create a public art ordinance, including governance structure, funding consideration, and contract authority.	City of Council Bluffs	2020
Council Bluffs	Provide accommodations for a future Bus Rapid Transit corridor that connects region and downtown.	City of Council Bluffs	2020-2037
Council Bluffs	Develop 2nd Ave as a neighborhood street, including 2-way traffic and cycle track connecting riverfront trail through mid-city and downtown.	City of Council Bluffs	2020-2037
Council Bluffs	Introduce multi-family housing and residential units in urban environment, close to amenities and employment.	City of Council Bluffs	2020-2037
Council Bluffs	Develop and implement a comprehensive tourism strategy that builds on Council Bluffs' unique history and geography.	City of Council Bluffs	2021
Council Bluffs	Transform parallel streets Ave A (convert from 1-way to 2-way) and 1st Ave (66 ft wide ROW) into a regionally unique "green street" with Bus Rapid Transit (BRT), shared side path, green infrastructure.	City of Council Bluffs	2022
C Bluffs Wish list	Develop a rec-plex with indoor aquatic center.	City of Council Bluffs	2025

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Pottawattamie County Projects cont.

C Bluffs Wish list	Create twelve miles of new trails and 113 acres of greenway.	City of Council Bluffs	2025
C Bluffs Wish list	Renovate Fairmont Park.	City of Council Bluffs	2025
C Bluffs Wish list	Develop an aquatic center for family water play.	City of Council Bluffs	2030
C Bluffs Wish list	Develop nine new neighborhood parks in underserved or new development areas.	City of Council Bluffs	2030
C Bluffs Wish list	Enhance Lake Manawa North Shore.	City of Council Bluffs	2030
C Bluffs Wish list	Develop a nature center at Big Lake Park and Vincent Preserve.	City of Council Bluffs	2035

Subsection 3: Sample of Projects

In the agreement with the Department of Transportation, the Lincoln Highway Heritage Byway was to identify 14 projects that would be implemented upon the completion of the Corridor Management Plan. The following sections will be used in the implementation of the Corridor Management Plan. Included are six state-wide projects and eight city-specific projects.

Greening the Lincoln

“Greening the Lincoln” will be a program developed by Prairie Rivers of Iowa to assist businesses along the Byway to be more sustainable and energy efficient. Many larger communities already have programs in place and some communities in the Iowa Main Street program are utilizing their “green” pilot program. However, a vast majority of the towns along the Lincoln Highway do not have these options or resources. After a business would join the “Greening the Lincoln” program, the Lincoln Highway Heritage Byway would assist the business in entering their energy data into a computer program, develop an energy reduction or re-use program geared toward the individual business, and help track the success of the program. The city of Jefferson has been identified as a good size community to pilot the program. This is identified as a Level 1, 2017 start date, state project.

Electric cars and the Lincoln Highway

Also identified as a Level 1, 2017 start date, state project was the idea of electric cars and the Lincoln Highway.

About the same time the Byway was researching the possibility of this project and the feasibility of it, the State of Iowa was doing the same research. The State report may be viewed at <http://www.iowaeconomicdevelopment.com/userdocs/documents/ieda/AdvancingIowasElectric-VehicleMarketReport.pdf>. The Byway’s findings mirror that state’s findings. Iowa does not have an abundance of electric charging stations and appears to be significantly behind other states. Stations are clustered in larger communities, usually along the Mississippi River (Quad Cities) on the east side of the state and along the Missouri River (Council Bluffs/Omaha) on the west side of the state. The electric car driver is not able to drive across the state on one charge. The Lincoln Highway Heritage Byway would make a great east/west electric highway with more for the traveler to experience than of I-80 as the state report suggests. The Lincoln Highway also has several old gas stations that could be restored and retrofitted as charging stations. This could spur community revitalization efforts, lead to more tourism, and be an amenity for visitors and residents. Following is our research on the idea.

Background

Currently, Iowa is lacking in terms of electric vehicle programs and charging access throughout the state, when compared to more pro-active states throughout our country. There are many states that presently offer incentivized programs for the advancement of electric vehicles, including the implementation of charging station infrastructures.

Iowa is one of 13 states to not offer any current programs



in favor of electric vehicles. The other 37 states and the District of Columbia offer state and utility or local electric vehicle incentives. Some states, like California and Washington, offer dozens of programs and incentives to their residents. The majority of thirty-seven states offer at least a handful of jump-start programs including, free parking, HOV lane exemption, rebate programs, manufacturers sales tax exclusion, incentives, insurance discounts, rate reductions, tax credits, reduced fees, emission inspection exemptions, equipment financing, and loans.

Charging Infrastructure

One of the biggest problems with electric vehicles in the state of Iowa, is the lack of public access to charging stations, especially along the Lincoln Highway. Implementing new charging infrastructure throughout the Lincoln Highway will not only increase consumer flexibility and minimize range anxiety while traveling, but boost local business and attraction among charging locations.

Charging equipment for electric vehicles (PHEVs or EVs) is described as the rate of which batteries are being charged, per length of time. There are three different levels of charging currently offered, ranging anywhere from 15 minutes to 20 hours per charge. These different levels are classified at AC Level 1, AC Level 2, and DC Fast Charging. AC Level 2 and DC fast charging will most often be used for public charging use. AC Level 1 and 2 are best used when EV owners are concentrated in one area for a long period of time, areas where there are shopping malls, airports, hotels, offices, and parking garages, for example.

AC Level 1 produces about 2-5 miles per hour of charging with 120V available, and requires a J1772 charge port. This level of charging requires the longest amount of wait time, demanding eight hours to produce 40 miles of electrical driving range. Most frequently, level 1 charging is found in homes of electric vehicle owners or available at work offices, where is it convenient to charge overnight or during a full day of work.

AC Level 2 is the second type of charging and generates anywhere from 10-20 miles of range for every hour of charge, demanding a J1772 charging port. Level2 equipment commonly offers a 240V. Level 2 charging is also popular for home and business use, allowing for a shorter time commitment per charge, along with a higher driving range.

DC (direct current) fast charging offers three types of quick charging systems, based upon charging port types. This charging level option allows for 50-70 miles for every 20 minutes of charging. Charging ports include J1772, CHAdeMO, and the Tesla combo. J1772 is used by Chevy and BMW, CHAdeMO by Nissan, Mitsubishi, Toyota, and

Fuji, and the Tesla supercharge restricted to only Tesla users.

Adapters are available for all electric vehicles, allowing users to plug-in to any level station. (U.S. Department of Energy)

Workplace charging, fleet charging, zoning, codes, and ordinances are all things to keep in mind as well. There are all regulatory tools to organize electric vehicle implementation and equipment usage. Parking regulations, along with permits are usually enforced by regulators either within the public, like officers, or by private monitoring. Parking ordinances are essential, especially when parking for longer periods of time. A system of allocating charging spot to only EV owners is essential and can be implemented with signs and online cellular phone applications.

More information on code requirements for electric vehicles is available in the Draft Handbook 44 Device Code Requirements and the NIST Handbook 130 Method of Sale for Electrical Energy.

Current Charging Stations

As mapped by the Department of Energy, there are currently 75 electric stations and 147 charging outlets, throughout the entire state of Iowa. Along the Lincoln Highway specifically, stations are very seldom. There are stations placed in Jefferson, Boone, Ames and DeWitt, and six in Cedar Rapids. Public stations in Pottawattamie, Harrison, Crawford, Carroll, Greene, Marshall, Tama, Benton, Cedar, and Clinton are non-existent, making long-distance traveling for electric vehicle users unpractical.

All current charging stations or outlets located along the Lincoln Highway are either Level 1 or Level 2. There are eight Tesla DC Fast charging stations located in Council Bluffs; however these are restricted to Tesla users only. All other stations, excluding dealership stations, are open daily, 24 hours a day. Dealership stations may not be open to the public, but allowable to their customers when calling ahead of time and are open during regular business hours.

The majority of stations are operated by cash, credit, or checks, like any other gas station procedure. Other companies and organizations, like Tesla, offer free charging as an incentive to customers to use their products. Along the Lincoln Highway, using a system similar to the ones offered at gas stations are the most logical economically.

Proposed Charging Stations along Lincoln Highway

To utilize the ability for electric vehicles to travel along the Lincoln Highway throughout the state of Iowa, plac-



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ing charging stations in counties where stations are currently obsolete will allow users to travel without running out of a charge and reduce range anxiety. Placing one station in Pottawattamie, Crawford, Tama, Cedar, and Clinton will allow electric vehicle owners the ability to travel across the state of Iowa with confidence. The appropriate charging stations would be Level 2 and DC Fast Charging stations.



Rendering of an electric charging station

Working with these communities to place charging stations in optimal areas will depend on the location and desired areas of attraction. Commonly, residents across the state of Iowa are looking to see historical buildings and land restored and preserved. This is a perfect area to implement new charging stations, allowing visitors to stop along multiple historical spots, during an hour-long charge.

Finance and Implementation

There are several different charging station options ranging from \$1000-\$10,000. Commercial charging stations would be the best option for the Lincoln Highway to adopt due to the practicality and pricing. For example, ChargePoint, a company selling Level 2 and DC Fast Charging options are optimal, equipped with two charging ports on each station with the ability to easily incorporate the Lincoln Highway logo. ChargePoint Level 2 charges at a rate of 25RPH (mile range per hour) and their DC Fast Charge allows for the option of either a 100RPH or 200RPH. These charging capabilities are accessible by all electric vehicle users.

Incentives and Programs

Incentives for electric vehicles are offset by state and federal tax credits. To qualify, the vehicle needs to occupy a capacity of 4kWh at minimum, and have to ability to recharge. The standard federal tax credit is \$2,500, adding \$417 for vehicles with batteries, and on top of that, an additional \$417 for every kWh, up to the amount of \$7,500 total. There are a few additional specialized federal programs and incentives to cover the costs of electric vehicle adoption as well.

Unfortunately, the state of Iowa currently does not offer electric vehicle incentives, due to the high cost of implementation. There are a few other programs that offer financial support to small business working to jump-start electric vehicle programs. Incentives are available through tax credits, refunds by state, the state's refund-

able research credit, or local property taxes, and through the Iowa Economic Development Authority. The Alternative Fuel Vehicle organization provides grants to organizations that are interested in conducting research in electric car conversion.

The High Quality Jobs Program also offers a tax credit to electric vehicle projects to businesses, within the state, through the Iowa Economic Development Authority. This program offers incentives in the form of tax credits distributed over five years, a refund within state revenue or services, refundable research credits, or property tax exemptions qualifying up to the full amount.

Among a few of the state level programs, there are several federal incentives. The Federal Transit Administration with the U.S. Department of Transportation has a Low and Zero Emission Vehicle Research, Demonstration, and Deployment Funding incentive to a few listed providers, including non-profit organizations for the use of research, demonstration, and projects involving low or zero emission transportation. Requirements are mandated for vehicle use to be used for public transportation and show that the vehicle is being used to reduce emissions. The DOT covers up to 80 percent of the vehicle costs.

The U.S. Internal Revenue Service also offers a tax credit through the Alternative Fuel Infrastructure Tax Credit, which provides a tax credit of up to \$30,000 for qualified fueling equipment. The credit is available for each charging site individually. Qualified unused credits may be transferred to general tax credits, and held back for one year, and then carried for 20 years following.

Another program that could be implemented within different communities of Iowa, where prospective charging stations would be located, could be a program devoted to reducing air pollution within their county. The following program would then offer a loan to finance the charging stations. The U.S. Department of Energy's Loan Guarantee Program provides Improved Energy Technology Loans to projects devoted to reducing air pollution and greenhouse gases, covering up to 100 percent of the project costs.

Partnering

The DOT has pledged by public law, 114-94, to establish electric vehicle charging stations, along with fueling corridors along highways throughout the nation by December of 2016. The Lincoln Highway could work alongside the DOT to implement charging stations along the Byway throughout the state of Iowa.

Clean Ports USA is a program that works to reduce emissions and adopt cleaner fuels by offering incentives to organizations and entities to overcome the adoption of clean technologies. The U.S. Environmental Protection

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Agency has a program that offers strategies through their National Clean Diesel Campaign through Clean Ports USA.

The U.S. Department of Energy offers several programs to assist in the process of adapting electric vehicles programs. Specifically, their State Energy Program (SEP) provides funding to implementation of designing and developing clean energy programs. Funding is also available through their Energy Efficiency and Renewable Energy program geared towards special projects.

In California, Farmer's Insurance offers a discount to electric vehicle owners. Speaking with Farmer's Insurance about reduced pricing for insurance coverage for electric vehicle charging stations in Iowa may be a good starting point. Local outreach may also be important in starting a charging station program along the Lincoln Highway. Because charging stations allow for promotion to be shown on the screen of the actual station, large donors could be awarded with ads along the screen of the station throughout Byway.

Hospitality Program

Why a Hospitality Program and What Is It?

Byway leaders are the official host for the Byway, but since they cannot be everywhere and at all times an ambassador team of front-line employees should be created. The front-line people help create the first impression of the Byway. The ambassador program should be an organized system of identifying, equipping and rewarding front-line employees who sell the Byway to travelers. There should be one leader who will organize and groom the program. By having one central contact person, accessible by address, phone, email, a business will know who to contact should they want to be included, need materials or training or have news to share with other ambassadors, such as new/expanded services or location.

These ambassadors are the front-line employees and volunteers of places where your traveler goes, such as gas station clerks, hotel front desk staff, restaurant waitresses, attraction employees, and shop clerks. They should be given the necessary knowledge to be effective ambassadors through a familiarization tour of local businesses and attractions, a fact sheet of the history of the area or frequently asked traveler questions, and be taught how to give directions (with the map upside down).

The Ambassadors should be trained in customer service and how to handle complaints. As front-line people often have high turnover, this training should be on-going.

Printed materials of suggested restaurants (including addresses, hours, and menu basics), things to do (attractions, events, interesting stops), and lodging (including

addresses, phone numbers, websites) should be available for them to share with travelers. A map that is easy to understand should be created with street names and important landmarks identified.

The Byway program or community should reward the ambassadors through recognition in the local media, offer "Ambassador Specials" to gain familiarity with fellow attractions and businesses, or offer exclusive "Ambassador Events." Ambassadors should be awarded for exceptional customer/traveler service. Remember to thank the ambassadors for their invaluable expertise in customer service. They should feel valued and appreciated for their efforts to enhance the traveler's experiences.

Travel Iowa, Eastern/Central/Western Tourism Regions and the Iowa State University's Extension Service collaborated through a Hospitality/Customer Service Training Special Project and gave training sessions for community leaders, business owners, attractions and tourism professionals in 2016. The trainings were two hours in length and included speakers from ISU's Extension and Outreach Community Economic Development Division. Through a pre-workshop questionnaire, they were able to facilitate a customized session for the community. Each Community paid \$150 to host the meeting and organized the event and registration.

The Lincoln Highway Heritage Byway will continue this type of training and bring it to the front-line workers in the service industry- gas stations, fast food, hotel/motels, etc. as well as businesses decision makers along the Byway.

Historic Civil Engineering Landmark Award

The Lincoln Highway Heritage Byway will apply for a Historic Civil Engineer Landmark Award through the American Society of Civil Engineers in 2017. This distinction is awarded to sites that have demonstrated engineering accomplishments. As the first improved transcontinental road, the Lincoln Highway was first nothing more than dirt roads, wagon trails, and some existing roads. Through the development of the Lincoln Highway and the "Seedling Mile," much research and refinement of road building was done for the road by the Iowa State University Engineering Department. It was from these early roads, that the road system we know today with interstates, overpasses, underpasses, bridges and other road building designs and infrastructure was developed.

The application is quite extensive and it will take at least a year for the American Society of Civil Engineers to review once the state chapter submits it. The Lincoln Highway Heritage Byway has the support from the officer of the state chapter to pursue this application. This is a Level 1, 2017 start date, state project.

Oral Histories

The Lincoln Highway Heritage Byway and the University of Iowa Outreach Department will work together to develop an Oral History project. The stories of people along the Byway will be recorded and housed at the University of Iowa Library. This may be a two-pronged endeavor with one part of the project using existing recordings exposed to the Byway during the CMP public input meetings. These (often cassette recordings) would be converted into modern technology to share electronically with the public. The other portion would be to interview residents as they tell their stories; and those recordings will be shared with public as well. This is a Level 1, 2017 start date, state project.

Geocaching

A popular activity to do outdoors is geocaching. The Lincoln Highway will pilot this program in one county, and if successful will replicate it in other counties as well. The premise of geocaching is to hide, in a fairly visible location, some kind of trinket. People searching for the trinket would use latitude and longitude coordinates to find the trinket and then sign their name with date of discovery. They may also have a book that could be stamped (stamp also in the hidden location), that they would turn in after finding all objects within the county and receive some kind of prize or award.

This would help promote the natural and recreational areas within the county. Some county parks already offer geocaching on some level. The Lincoln Highway Heritage Byway contacted the 13 county conservation offices to see if geocaching was allowed in their parks and the results are listed in the table below. This is a Level 1, 2017 start date, state project.

County	Active Program	Allow Caching	Active Groups	Comments
Clinton	No	Yes	Yes	Teach outdoor classroom classes
Cedar				Cannot get response
Linn	Yes	Yes	Yes	Very active, https://linnparkschallenge.org/
Benton	No	Yes	Some	
Tama	No	Yes	Some	
Marshall	No	Yes	Some	
Story	Yes	Yes	Yes	
Boone	No	Yes	Yes	
Greene	No	Yes	Some	Most groups from outside of area
Carroll	No	Yes	Some	
Crawford	No	Yes	Some	
Harrison	No	Yes	Some	
Pottawattamie	Yes	Yes	Yes	Teach classes, loan equipment

County Plans

These are all Level 1, start date of 2017, in the respective county list of projects.

Belle Plaine-Preston's Garage

George Preston operated a garage in Belle Plaine that is covered with auto-related stickers. He had many stories to tell about life along the Lincoln Highway and was often a guest on "The Tonight Show" with Johnny Carson. His daughter, Mary Helen Preston, is moving back to Belle Plaine from Kansas and wishes to restore the garage to its former glory when her father was alive. She is currently undertaking renovation of the house and then will proceed with restoration of the garage and small tour-



Hannen Lake

ist cabin in the backyard. The Lincoln Highway Heritage Byway met Mary Helen at our community input meeting and discussed her timeline and plans for the property. An instructor at Kirkwood Community College, which has a satellite office in Belle Plaine, is interested in any “hands-on” restoration/preservation projects the Byway will be working on. This will be a collaborative project between the Preston family, Kirkwood Community College, and the Lincoln Highway Heritage Byway.

Tama- Iconic E 5th St Bridge

The bridge on E. 5th St. in Tama has long been a favorite spot for tourists to stop and take photos. The side concrete panels spell out “Lincoln Highway.” The bridge was built in 1915 and is a one-of-a-kind bridge in the entire United States.



Tama's E. 5th St. Bridge

The nearby Lincoln Highway Bridge Park has an engraved plaque that tells about the history of the bridge. The city of Tama hosts a Lincoln Highway Bridge Festival every year with the kick-off activities in this park.

During an inspection of the bridge by city officials, it was discovered that repairs should be made to the bridge to ensure the safety of all that travel over it. The life expectancy of the bridge with some temporary patches made to the underside should be 2024. Initial verbal quotes were for \$15,000 for the underside repairs and \$25,000 for the topside. The City of Tama took core samples and according to the Tama city clerk (Judy Welch) “cores samples were taken from the bridge testing for chloride levels and the testing failed. This means the levels were higher than acceptable and would cause corrosion in any steel in the bridge.” The City should have an engineer’s report by November, 2016 and will decide at that time as to how to proceed.

The city does want to repair this bridge and the Lincoln Highway Heritage Byway will work with them to locate funds and support for this project

Ogden- Footprint Interpretive Panel

When the city of Ogden paved their section of the Lincoln Highway (Walnut St- their main street) in the summer of 1929, a person walked across the new fluid mix and left his shoe imprints in the concrete. The footprints were filled in with other aggregate as a way for other pedestrians and cars to avoid the footprint “pothole,” but the prints were still visible to the eye. As the road was repaved over the years, projects stopped just short of the footprints.

As time passed and more vehicles wore the prints down, it was feared they would disappear. In the summer of 2016, the more visible prints were cut out of the roadway and the slab saved to be installed in a park within Ogden. The city has the slab safely stored until needed. The City of Ogden would like an interpretive panel installed beside the footprints to tell the story. One version is that the person was heading to a saloon. Another version which has surfaced is an older gentleman, when in his youth, accidentally walked across and never confessed to the act.

Grand Junction- Interpretive Panel

The Greene County LHA applied for, and received funding, to do interpretive panels. They will follow the Byway interpretive design that was created by Schmeekle Reserve in the Conservation Innovation Grant (CIG) project. A sign was installed through that program in the Lions Club Tree Park to the east of Grand Junction. Two new signs will be created to tell the story of the connection between the railroad (which is within feet of the park) and the Lincoln Highway.

Jefferson- Interpretive Panel

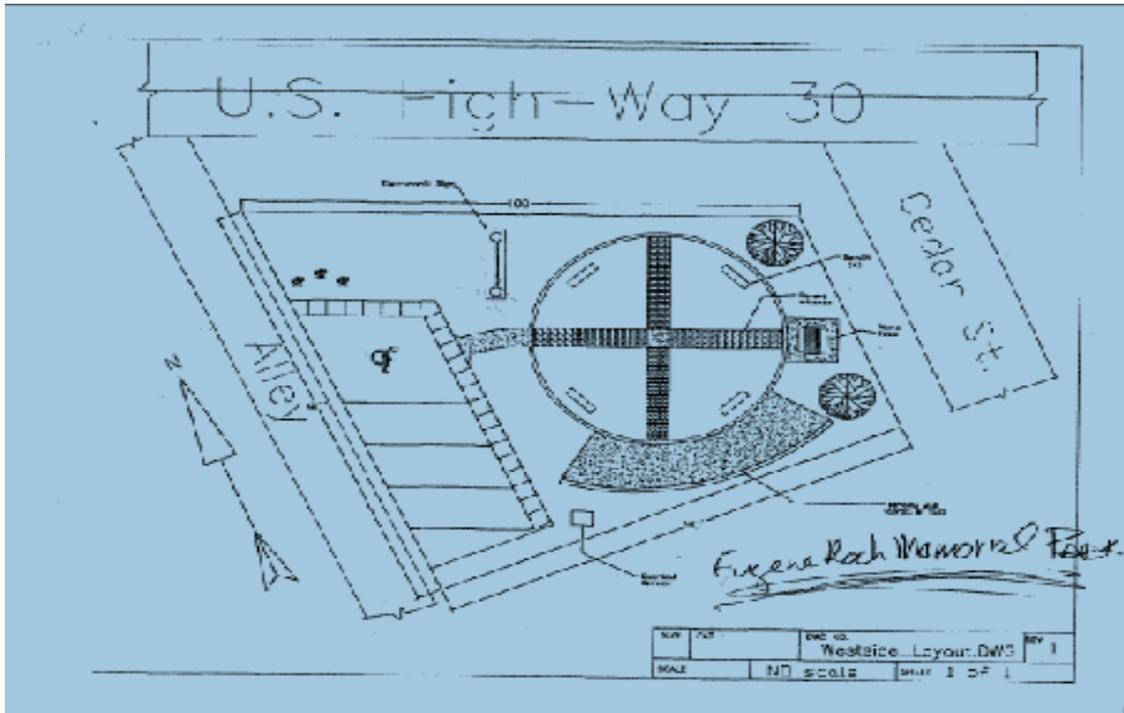
The Greene County LHA will also install an interpretive panel in Jefferson at the restored Deep Rock gas station with information about early travel and gas stations. This will use the same Byway interpretive design developed by Schmeekle Reserve.

Scranton- Interpretive Panel

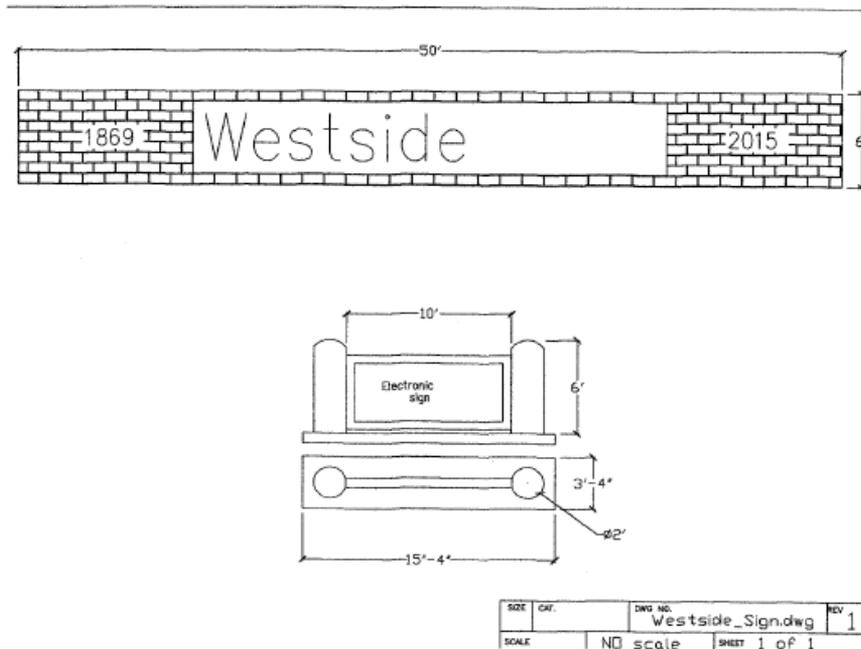
The Greene County LHA will install an interpretive panel in Scranton near the water tower, built in 1897. It is the oldest working water tower in Iowa and the 9th oldest in the United States. There is an interesting story about the water in it freezing in it one winter. To resolve this, a fire was lit underneath. The frame caught on fire and in the process of putting out the fire, several workers fell into the water tower. One brave sole rescued everyone and became the town hero. This panel will also follow the design created by Schmeekle Reserve.

Westside- Eugene Roch Memorial Park

The City of Westside is developing a new park on the south side of the Lincoln Highway in memory of Eugene Roch, a local youth who was a casualty in the Vietnam War. The park committee has approached the Lincoln Highway Heritage Byway to add an interpretive panel using the Schmeekle Reserve design and the Iowa Byway logo. Dirt work and pouring the concrete portion of the memorial took place in late summer 2016 and will continue as funds are secured for each phase. Drawings of the park and side views of the welcome sign can be found on the following page.



Drawings for Eugene Roch Memorial Park





Denison- Entryway along the Lincoln Highway

The City of Denison completed their downtown streetscaping in 2015-2016. The 20/20 Committee and the City would like to continue this same look of native plantings along the entryways to the community, which is the Lincoln Highway. The land is mostly automotive businesses and the entryway stretches for a great length. The City Administrator reports they may tie into the Jens Jensen landscape drawings and his ideas for natural, native plantings. Jensen also designed a streetlight and that design is being considered as well.

The Lincoln Highway Heritage Byway will aid the city in locating funding sources and support them in this plan. The Byway has already connected them to the archives at the University of Michigan to obtain Jens Jensen drawings of the Lincoln Highway landscape designs and streetlight drawing.

Section 8. Marketing

Subsection 1: Why Market the Byway?

Introduction to Marketing the Byway

Marketing and promotional strategies that work with our communities along the Byway will attract more visitors to the Byway while influencing and instilling important historical value in our marketing messages. Our Lincoln Highway Heritage Byway program includes strategies for educating visitors on the first improved transcontinental road, the community they are visiting, and the resources around them. It is important to discuss the preservation of the Lincoln Highway and its aspects so that, in Iowa, it will always be a special place for generations to enjoy as time goes on.

Encouraging the awareness, education, and knowledge of the resources and the intrinsic qualities of the Lincoln Highway Heritage Byway is an essential aspect of the marketing and promotions portion of the program. Marketing the Lincoln Highway Heritage Byway has direct results in the economic benefits in the 43 communities and 13 counties the Byway travels through. More travelers translate into more hotel stays, jobs, revenue generated by sales, and hotel taxes. Even existing businesses benefit from new clientele, such as visitors coming into their shops to purchase food and merchandise. In 2015, Iowa's travelers spent an average of \$710 during their time in Iowa. Day-trippers spent an average of \$318. Lodging constituted 31 percent of spending, entertainment 20 percent, food 19 percent, shopping 18 percent, and transportation 13 percent.

The Ideal Lincoln Highway Heritage Byway Visitor

Typically, the type of visitor that is targeted by the Lincoln Highway Heritage Byway is those interested in the historical aspects of the Lincoln. This ideal visitor, a heritage tourism traveler, believes and understands the responsibilities and rewards of travel. Figures from the Iowa Economic Development Authority indicate this visitor wants to experience outdoor recreation (68.7 percent), wildlife watching, unique attractions, scenic byways (74.8 percent), food and drink (57.3 percent), local art, performing arts, historic features (69.9 percent), and festivals and events (73.9 percent). These are aspects that the traveler is already seeking, we just need to communicate that we have them.

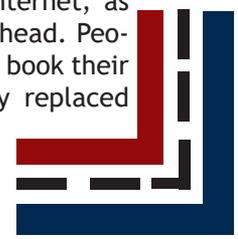
Once on the byway, the traveler will stay for two or more nights along the byway (49 percent of visitors stay for one to two days on their trips with an average of 3.6 days per trip), allowing them to experience all the amenities and attractions the community and county have to offer. Once returning home, they will tell their friends and family about their wonderful experience through social media and word of mouth.

The Iowa Economic Development Authority defines a traveler as someone who travels fifty miles or more from their home. Most of Iowa travelers are from within the state (39.3 percent). The majority of Iowa trip planners are also female (74.3 percent) with an average age of 54.6 years old. On average, groups travel with a party size of 2.7 people and 77.6 percent of them are adults traveling with no children.

The surrounding states of Minnesota, Wisconsin, Illinois and Missouri combine for 50.5 percent of the other travelers. During the months of June-December, 42 percent of Iowans have a trip planned within thirty days of any given date.

Important travel trends, based on research and data from the United States Travel Association, to consider when planning marketing and promotion schedules are:

- Travelers are taking shorter, more frequent trips closer to home. This is a trend that is influenced by the economy and time constraints of modern travelers.
- Travelers are doing less advance planning and making more last-minute bookings related to their travel, again due to the economy and busy schedules. People often are not sure they will have the time or resources to take a trip until the last minute.
- Websites are crucial to travel planning, due in large part to the growing accessibility of the Internet, as well as travelers having less time to plan ahead. People continue to use the Internet to plan and book their trips. Online travel programs have largely replaced



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travel agent services, and many destinations are providing authentic, niche experiences in ways that make them attractive and easy to purchase online.

- Visitors are demanding more authentic and enriching travel experiences - unique destinations and experiences with more exposure to local culture. More and more, travelers want the “local experience” of the places they visit, not the “visitor experience,” and as such, they seek out the local fare and culture when they travel.

Subsection 2: Marketing Thus Far

Involving Communities and Public with Other Outreach

Traveling through 43 communities and 13 counties, the Lincoln proceeds through the middle part of Iowa and may be used as a tool to growing awareness of the importance of the road and its history and bring people in these towns together to share their similarities and differences, not only with visitors but to the residents too. The way the Byway has built this relationship with communities is by holding grassroots meetings for the Corridor Management Plan. Residents were made aware of what the Byway is and what the Byway is planning for the future. This was a way to be transparent to them. It was also a way to educate the public and ourselves on what is important in their community and to the Lincoln Highway Heritage Byway. Through these conversations, we were able to create the Corridor Management Plan and update our marketing brochure. This information will be used as we continue to move forward, including surveying residents and visitors across the state to acquire data on their thoughts of travel, and the Lincoln Highway.

The Lincoln Highway Heritage Byway also created a children’s camp for the summer to educate children on the importance of the Lincoln Highway, as well as to educate them on the natural resources along the Lincoln Highway Heritage Byway. From these summer camps, we were able to fit into the educational component of Iowa School curriculum. We were able to work with two elementary schools in Ames and one school in Tama. The school year component was similar to the summer camp, as visits along the Lincoln Highway fit into their areas of study. This helped promote the Byway on a local level and inspired stewardship for the Byway in future generations of residents and visitors.

The Lincoln Highway Heritage Byway is in partnership with many different organizations. One relationship the Byway has built up over the years, and one that we are proud to have such a close relationship with, is the relationship with the Iowa Lincoln Highway Association. Over the years, the Byway has helped them toward achieving their goal of educating the public on the Lincoln Highway.

The ways the Byway has helped are:

- Hired and managed interns
- Created a new website and updated information
- Created a PowerPoint to showcase the 2017 National Conference to be held in Denison
 - Creation of conference materials
 - Creation of the 2017 conference logo
- Oversaw their social media
- Created marketing materials such as individual county brochures
- Updated their membership brochure
- Scanned historical postcards
- Facilitated registration of the Buy-Way yard sale
- Submitted facts and pictures for the Central Iowa Tourism Region guide
- Oversaw their quarterly newsletter
- Created interpretive panels in Greene County

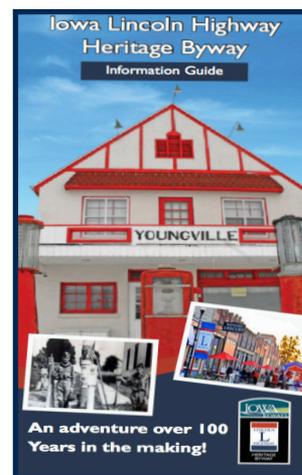
Promotional Tools

There are a variety of specific tools and projects that aid marketing and promotional efforts for the Lincoln Highway Heritage Byway. Many tools, like travel guides and brochures, are already developed and distributed by Prairie Rivers of Iowa and our partners each year.

Byway Interpretive Guide(s) and Map(s) and Information Displays

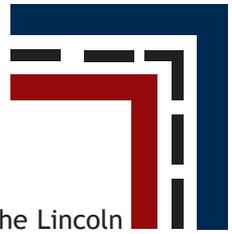
As a primary promotional piece, printed materials are a staple for the Byway’s general traveler. The ways the Lincoln Highway Heritage Byway fulfills this need is:

- Creation of a calendar of events
- Iowa Byways book (In 2015 there were 7,942 books requested state-wide.)
- Creation of an initial tri-fold Brochure
 - Distributed across the state of Iowa at events, rest stops, welcome centers, restaurants, and other various locations
 - In 2016, this brochure was updated into a 52-page booklet based on the intrinsic qualities from the Corridor Management Plan and included a pull-out map.
- Contributions are made in our organization’s Annual Report about the Lincoln Highway Heritage Byway’s major accomplishments.
- Created banners and displays to take to events we par-



The front cover of the 2016 Byway Booklet

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ticipate in.

- Worked with other organizations who want to showcase the Lincoln by developing interpretive panels. The Byway brand image on these signs will aid in recurring messages across the state of Iowa.

Media Outreach

Involving the media is a very cost-effective way to get the word out to the public. It is also a means for conveying strong messages about the historic staple the Lincoln Highway plays in our lives. The Lincoln maintains strong ties with media representatives in various towns and the thirteen counties across the state to help promote the Byway.

Items that have been accomplished:

- Prepared notices of special events. For example, when we held a photo contest with the Iowa State Fair.
- Festivals, such as local events and the Iowa State Fair
- We welcomed special byway tours to our state such as the 100th year LHA anniversary tour and foreign tours. We also participated when RAGBRAI came through Marshalltown on the Lincoln.
- Provided local and regional newspaper stories on the Byway. We participate in the Power of Travel Day at the State Capital and sent out press releases.
- Community meetings were held for this CMP plan and the media was notified to spread the word for the public to participate.
- Completed a grant for Conservation Innovation Grant (CIG). The Byway designed the interpretive panels and when they were installed, the Byway alerted the me-

dia and documented the occasion.

- In celebration of the 100th anniversary of the Lincoln Highway formation (2013) the Byway asked for, and received, a proclamation signed by the Governor, to be known as “The Lincoln Highway Heritage Byway Day” on October 31st, 2013.

Other ways we have done outreach is through magazines, television and radio venues.

Byway-specific opportunities include the following:

- Given various radio interviews over the years to promote events along the byway and the byways itself to educate and inform
- Partnered with Iowa magazines (*Our Iowa* and *The Iowa*) to help write articles about food stops along the Lincoln and about traveling the Lincoln.
- Prairie Rivers of Iowa held a Local Food Cycle event and the route taken was partially along our byway. The last stop was at a historical staple in central Iowa for the Lincoln Highway (Reed-Niland Café.) Through that partnership, we were able to talk about the Lincoln Highway in all of the Local Food Cycle promotions, radio and TV interviews, as well as marketing materials.
- Partnered with another RC&D to help organize and facilitate a regional conference. Using the Lincoln Highway Heritage Byway support at this event, it gave us a platform to share our branding with byway professionals and talk about our organization and byway to a greater audience from across the United States.

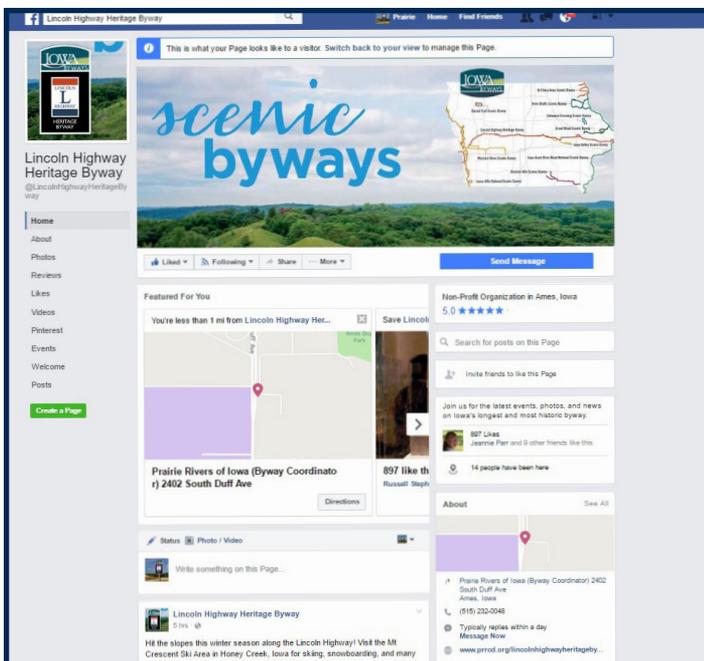
Social Media

Social marketing such as Twitter, Facebook, Pinterest, Instagram, travel websites, popular blogging sites, and others have become crucial in how people communicate, learn about places and events, or plan leisure activities or vacations. They learn from family and friends that they trust and even from online reviews from strangers.

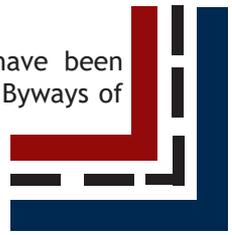
The Lincoln Highway Heritage Byway has worked on partnering with travel bloggers, visitors, locations, and other organizations to build relationships to cross promote one another. The Byway’s Facebook page has grown to over 842 likes (June 2016) and has interaction through comments, likes, and shares. We also have a Pinterest page to show off the scenic views, art, and history of our highway. It has grown to over 16,649 average engaged users through its lifetime. The Lincoln Highway also participates in our organization, Prairie Rivers of Iowa’s Facebook and Twitter, to hit another audience it may not have on its own.

Website

Byway information and scenic photographs have been combined to create a specific website for the Byways of



Screenshot of the Lincoln Highway Heritage Byway Facebook page



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Iowa on the Iowa Tourism webpage as well as the Lincoln Highway Heritage Byway page on the Prairie Rivers of Iowa website. In the past, the Byway shared a site with the other Iowa Byways on the DOT website. But it has been integrated to be a part of the Iowa Tourism site. This will be a benefit to us as it gives us more potential travelers from Iowa and other states. In 2015, Iowa Tourism's Travel Iowa site had 1,290,057 total visitors.

As stated, the Lincoln Highway Heritage Byway has a page on the Prairie Rivers of Iowa site. Maintaining a blog with various posts, the Byway is able to customize what we want our visitors to see and learn about the Byway and its history. We also link to the main byways site mentioned above and other options. A domain name was bought specifically for our portion of the site for quicker and easier access to the traveler, www.lhheritagebyway.org.

Other

Other initiatives we have taken with the Lincoln Highway include a successful internship program. Prairie Rivers of Iowa has had four interns work in this program and also oversaw two interns for the Iowa Lincoln Highway Association. Interns have been a vital part to continuing our work as they help us accomplish more and bring a new, younger perspective to the table.

To also help further our efforts, our organization created an online store and a majority of the items for sale were Lincoln Highway memorabilia. These efforts allowed us to raise some funds to continue our outreach efforts.

Pursuing National Scenic Byway Designation

The National Scenic Byways Program provides excellent tools for marketing and promoting byways. The Lincoln Highway Heritage Byway would like to apply to be a National Byway should a call come for new applications. With a national designation, the Lincoln Highway Heritage Byway would be listed in other brochures and maps. Information on the national website includes not only places visitors are encouraged to see, but also travel information messages that are critical to the byway experience. The National Scenic Byways Program also has a comprehensive clearinghouse of guidance for local scenic byway organizations, including marketing and promotions ideas and strategies. A feature of the National Scenic Byways Program website is a section on Marketing Byways, which contains useful information about brand building and other online trainings.

The Iowa Lincoln Highway Heritage Byway met with other Lincoln Highway Byway representatives from the states of Ohio, Indiana, and Nebraska to form the Lincoln Highway National Byway Alliance (LHNBA) in 2015. The Alliance will work with the Illinois Lincoln Highway Coalition (already a

National Scenic Byway) and the Lincoln Highway Heritage Corridor in Pennsylvania as well as any of the other seven states that wish to join forces to promote the entire road. The Alliance will work together now and if another call is made for National Scenic Byway status, they will be in position to make that application.

Subsection 3: Future Marketing Plans

Taking into consideration our market research and our past marketing efforts, our future marketing plans for the Lincoln Highway Heritage Byway include the following.

Printed Materials/Brochures

Printed brochures are still relevant today, especially when there is low cell service and/or access to the internet is unavailable. We will continue to work with our partners to develop and distribute travel guides and brochures to travelers along the Byway.

In addition to our 52-page booklet, we are creating a brochure that highlights camping and recreational opportunities along the Lincoln Highway. Information for this brochure will be compiled by the Byway Coordinator and design and layout will be completed by the Marketing Coordinator.

Future plans also include brochures featuring other interests, such as food and wineries/breweries found along the Byway. This will follow a similar process as the camping brochure with the Byway Coordinator compiling information and design done by the Marketing Department.

Another possible future marketing project includes introducing a passport program to Byway visitors. These projects have proved successful to other byways in the past and we expect Lincoln Byway visitors would find it engaging and entertaining as well.

Website and Blog

The Lincoln Highway Heritage Byway website and blog are ongoing projects. The Byway provides the Prairie Rivers of Iowa Marketing Coordinator with semi-annual updates, as well as on an as needed basis.

We plan to continue blogging at least once a month on the Prairie Rivers of Iowa website. Posts will be about the Byway experience, what there is to see and do along the Byway, event announcements and recaps, along with other miscellaneous posts. We plan to post links to these blog entries on our social media channels as well.

With the Internet being a key travel planning tool, we plan to have downloadable information and maps available, as well as links to special attractions, locations, and



amenities for travelers. This could all culminate in a trip planner feature on our website that includes a brief description of the attraction, days and times of operation, seasonal changes, street addresses, a website link, and contact information. Sample itineraries will also be available for download by travelers.

Social Media

Social media is also an ongoing project. We will continue to do Facebook posts on the Prairie Rivers of Iowa Facebook page for “Motoring Monday,” and will continue to have someone (usually the Byway Intern) handle posting on the Lincoln Highway Heritage Byway Facebook page regularly. An active presence on Pinterest will also be maintained.

A future project for social media includes a Facebook photo contest. Users will submit pictures that follow a given prompt or theme. Winners will see their photos used in various promotional materials for the Lincoln Highway Heritage Byway. This contest will be run by the Marketing Coordinator and will likely take place in the months of September and/or October due to the picturesque scenery during that time of year.

Interpretive Panels and Other Promotional Items

Plans are already in place to install more interpretive panels along the Byway. We expect this to continue in different places along the byway in the future.

We plan to promote the Lincoln Highway National Byway Association in various promotional materials, particularly in conjunction with the national conference being held in Denison in June 2017.

Media interviews and press releases will continue to be important tools in our arsenal for promoting events and accomplishments to local and national media outlets.

Future Events

Annual events include:

- Iowa State Fair
- The Iowa Tourism Conference

A presentation on this Corridor Management Plan is scheduled for the National Lincoln Highway Association conference in June 2017.

We would like to continue having a regular presence at trade shows and special interest events, such as H.O.G. rallies and other motorcycle rides and automotive tours.

Subsection 4: Lincoln Highway Heritage Byway Social Media Policy/Technology Policy

To ensure that all employees protect themselves and the RC&D from improper use of social media and technology, a policy has been written and adopted by the Prairie Rivers of Iowa board. This can be found in Appendix O.

Section 9. Funding Opportunities

The Lincoln Highway Heritage Byway will need to find funds from outside sources to aid in the project delivery and program development. Currently, the Department of Transportation is the main funder of the program, but grants and other sources will be required help carry out projects.

Past Grants/Funding

Past grants has included one from Alliant Energy for the “Greening the Lincoln” program which is being piloted in Jefferson and then be replicated across the state. We are helping small businesses become more sustainable through small projects and work towards larger projects to conserve our natural resources.

Another grant was received from Iowa Tourism to create a 52-page brochure showcasing the 6 intrinsic qualities (Archaeological, Cultural, Historic, Natural, Recreational, and Scenic) in all 13 counties.

Future Grants/Funding

The Lincoln Highway Heritage will seek out funding opportunities to aid in projects along the route and the communities it ties together. A good source will be the local Community Foundations which are organized by county, except in Clinton County which has a separate foundation for the city of Clinton and another one for the rest of the County. Care should be taken to check the due dates and review instructions for each grant as application is made as changes due occur from year-to-year.

Community Foundations in Lincoln Highway Counties:

Clinton County (Eastern): River Bluff Community Foundation

Several grant opportunities, but some located outside of the Lincoln Highway Heritage Byway Corridor. Those the Byway could qualify for are the Q2030 grants (smaller, general purpose) and the Amy Helpenstell Foundation Grant.

<http://www.cfgrb.org>



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Clinton County (Western): Lincolnway Community Foundation

Community Grant Application due in March and September.

<http://www.iowacommunityfoundations.org/lincolnway-community-grant-information.aspx>

Cedar County: Community Foundation of Cedar County

Grant Application is due February.

<http://www.iowacommunityfoundations.org/community-foundation-of-cedar-county-grant-information.aspx>

Linn County: Greater Cedar Rapids Community Foundation

- Program Grant Fund: due Feb 15, July 16, Oct 15 (supports new or ongoing programs \$5000-50,000)
- Capacity Grant Fund: due Feb 15, July 16, Oct 15 (supports org development \$2000-\$15,000)
- Linn County Endowment Applications due June 15 and Oct 15
- Corporate and Advised Funds Applications due Feb 15, July 16, Oct 15
- Education Grant Program Applications due Sept 7
<http://www.grcrf.org/page22834.cfm>

Benton County: Benton County Community Foundation

Application deadline March 15

Grants awarded in Arts and Culture, Community Betterment, Education, Environment, Health, Historical Preservation, and Human Services (under \$10,000)

<http://www.cfneia.org/affiliates/BentonCounty/grants>

Tama County: Tama County Community Foundation

Application deadline March

Grants awarded in Arts and Culture, Community Betterment, Education, Environment and Protection, Health, Historical Preservation, and Human Services

<http://www.cfneia.org/affiliates/TamaCounty/grants>

Marshall County: Application deadline January

Grants awarded in Arts and Culture, Community Development, Education, Environmental Education and Protection, Health, Historical Preservation, and Human Services

<http://www.cfneia.org/affiliates/MarshallCounty/grants>

Story County: Story County Community Foundation

- Major Grant (up to \$20,000) Intent to Apply August 1 and Full Application due September 30 [http://www.](http://www.storycountyfoundation.org/MajorGrants.html)

[storycountyfoundation.org/MajorGrants.html](http://www.storycountyfoundation.org/MajorGrants.html)

- Community Grant Application (\$6000) September 30
<http://www.storycountyfoundation.org/CommunityGrants.html>

Boone County (Boone County all): Boone County Community Endowment Fund

Grant Application due February

<http://www.iowacommunityfoundations.org/boone-county-endowment-fund-grant-information.aspx>

Greene County: Greene County Community Foundation

Grant due February

[forgreenecounty.org](http://www.forgreenecounty.org)

Carroll County: Community Foundation of Carroll County

Grant Application due September

<http://www.communityfoundationcarrollcounty.org/grant-process.html>

Crawford County: Crawford County Community Foundation

Grant Applications due February

<http://www.iowacommunityfoundations.org/crawford-county-community--foundation-grant-information.aspx>

Harrison County: Harrison County Community Foundation

Grant Applications due February

<http://www.iowacommunityfoundations.org/harrison-county-community-foundation-grant-information.aspx>

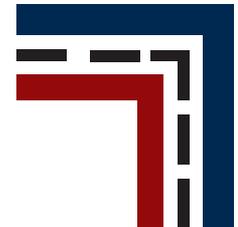
Pottawattamie County: Pottawattamie County Community Foundation

- Community Grants (up to \$2500) due March and September <http://www.ourpccf.org/grants/community-grants-1>
- Neighborhood Strengthening Grants (must be neighborhood based) (up to \$5000) due April-Nov <http://www.ourpccf.org/grants/neighborhood-strengthening-grants>

Other Sources of Funding

There are many other private and public sources of funding. One of them is the REAP (Resource Enhancement and Protection) grant are available to nonprofits, cities, and counties to protect and enhance natural and cultural resources. In Iowa, the Department of Natural Resources

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es manages the grant process. The Iowa legislature has funded REAP for 25 years and the dollars allocated go to Conservation Education, DNR administration, Roadside Vegetation, Historical Resources, Public Lan Management, City Parks and open Space, Soil and Water Enhancement, County Conservation, State Open Space.

Many large corporations have grant programs. The key is to find a grant that fits your project, follow the application instructions, and submit the application prior to the deadline. If there are questions about the process, most grant programs have grant application trainings or are willing to answer any questions.

Calendar of Funding Opportunities for Lincoln Highway Heritage Byway

January

February

March

April

May

State Historical Society: Historical Resource Development Program Grant/REAP

<http://www.iowahistory.org/about/grants/hrdp/index.html>

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/HistoricalResources.aspx>

May - Silos and Smokestacks Deadline

May 2 - Robert Wood Johnson Foundation Brief Proposal for Roadmaps to Health

May 15 - REAP Conservation Education Program

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/ConservationEducation.aspx>

June

June 1 - REAP Roadside Vegetation

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/RoadsideVegetation.aspx>

July

July 1 - Iowa State Recreational Trails Program

http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm

July 25 - Robert Wood Johnson Foundation Full Proposals for Roadmaps to Health due

August

August 1 - Story County Community Foundation Major Grant - Intent to Apply

<http://www.storycountyfoundation.org/MajorGrants.html>

August 15 - REAP City Parks and Open Spaces (available only to cities)

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/CityParksOpenSpaces.aspx>

August 15 - REAP County Conservation (available only to counties)

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/CountyConservation.aspx>

August 15 - REAP Open Spaces Protection

<http://www.iowadnr.gov/Environment/REAP/REAPFund-ingatWork/OpenSpacesProtection.aspx>

September

September 30 - Story County Community Foundation Major Grant - Full Application

<http://www.storycountyfoundation.org/MajorGrants.html>

September 30 - Story County Community Foundation Community Grant Application

<http://www.storycountyfoundation.org/CommunityGrants.html>

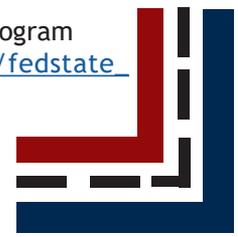
October

October 1 - IDOT Transportation Enhancement Grants

http://www.iowadot.gov/systems_planning/trans_enhance.htm

October 1 - Iowa Federal Recreational Trails Program

http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm



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October 1 - Iowa Safe Routes to School Program
<http://www.iowadot.gov/saferoutes/>

October 1 - Iowa's Clean Air Attainment Program
http://www.iowadot.gov/systems_planning/icaap.htm

November

November 1 - REAP Conservation Education program Fall Deadline

December

Volunteer Iowa AmeriCorps VISTA Concept Papers due (or January)
<http://www.volunteeriowa.org/americorps/ac-vista.aspx>

Other Ideas

http://www.rurdev.usda.gov/RD_Grants.html

<http://www.iowawestfoundation.org/>

Main Street Iowa Challenge Grants (because of funding cuts, no funding cycles in near future)

Other Sources of Funding

University of Iowa/Office of Engagement

The University of Iowa's Office of Engagement partnered with the Prairie Rivers of Iowa/Lincoln Highway Heritage Byway and a non-profit class under Dr. Jill Smith to create a list of possible grants with which the Byway could apply.

<i>Name of Community Foundation</i>	Boone County Community Endowment
<i>Website</i>	http://www.iowacommunity-foundations.org/boone-county-endowment-fund-grant-information.aspx
<i>Types of Grants Offered</i>	Arts and culture, community affairs & development, education, environmental protection, health, historic preservation and human services
<i>Grant Due Dates</i>	2017 application will likely be early February 2017

<i>Name of Community Foundation</i>	Madrid Community Endowment Fund
<i>Website</i>	http://www.iowacommunityfoundations.org/madrid-community-endowment-fund-grant-information.aspx
<i>Types of Grants Offered</i>	Arts and culture, health and fitness, youth activities, education, human services, community betterment, historic preservation, etc. Limited to the 50156 zipcode
<i>Grant Due Dates</i>	Annually on April 30th

<i>Name of Community Foundation</i>	Community Foundation of Marshall County
<i>Website</i>	http://cfmarshallco.org
<i>Types of Grants Offered</i>	Arts and culture, community development, education, environmental protection, health, historic preservation, human services- emphasis on meeting "critical needs"
<i>Grant Due Dates</i>	January 15

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<i>Name of Community Foundation</i>	Story County Community Foundation
<i>Website</i>	http://www.storycountyfoundation.org/
<i>Types of Grants Offered</i>	<p>Major Grant (up to \$25,000), Community Grant (up to \$6,000), Capacity Building Grant (up to \$2,500)</p> <ul style="list-style-type: none"> • Address community needs in the areas of art/culture/humanities, education, health, human services, environment of community/public/society benefit <ul style="list-style-type: none"> • Strengthen the nonprofit sector by supporting nonprofit organizations, promoting philanthropy, and encouraging civic involvement. • Encourage residents of Story County communities to be inclusive, welcoming, and understanding of diverse cultures. • Support strong, stable families and provide solid beginnings for children and youth. <ul style="list-style-type: none"> • Serve as a catalyst in collaborative efforts for the betterment of communities in Story County. • Serve as seed money for a new program or project. • Address other identified community needs with identified solutions.
<i>Grant Due Dates</i>	Major Grant- July 31, Community Grant-September 30, Capacity Building- August 31

<i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i>	Aegon Transamerica Foundation, corporate foundation
<i>Website</i>	https://www.transamerica.com/individual/about-us/who-we-are/aegon-transamerica-foundation/
<i>Types of Grants Offered</i>	<p>Arts & Culture: Programs that foster creativity in the areas of music and the performing arts, including venues for artistic expression.</p> <p>Civic & Community: Programs that strive to promote community development, encourage civic leadership, and enhance work and business opportunities.</p> <p>Education & Literacy: Programs with a mission to provide knowledge and to expand individuals' capabilities, especially in the areas of financial literacy.</p> <p>Health & Welfare: Programs committed to improving the condition of the human body through nutrition, housing for the homeless, disease prevention and more.</p> <p>United Way: In addition to leading an annual campaign, employees' contributions are matched by at least 50%.</p>
<i>Grant Due Dates</i>	Applications accepted on a rolling basis

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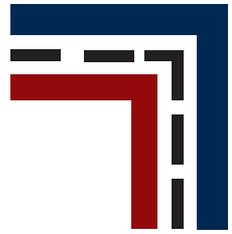
<i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i>	Rockwell Collins Community Partnership, corporate foundation
<i>Website</i>	https://www.rockwellcollins.com/Our_Company/Corporate_Responsibility/Community_Overview/Charitable_Giving.aspx
<i>Types of Grants Offered</i>	<ul style="list-style-type: none"> • Education with an emphasis on math, science and engineering. • Culture and the arts, with an emphasis on youth educational programs.
<i>Grant Due Dates</i>	Applications accepted on a rolling basis

<i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i>	Martha Ellen Tye Foundation, private foundation
<i>Website</i>	http://marthaellentiefoundation.org/grantMaking.php
<i>Types of Grants Offered</i>	The Martha Ellen Tye Foundation, in collaboration with Marshalltown leaders and organizations, will focus its resources to attract, develop, and retain people who will help build and sustain an innovative, civic-minded, healthy and caring community.
<i>Grant Due Dates</i>	March 1, June 1, September, and December 1

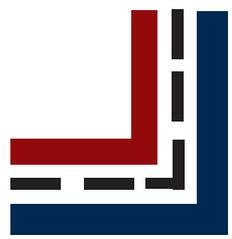
<i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i>	Alliant Energy Charitable Foundation, corporate foundation
<i>Website</i>	http://www.alliantenergy.com/CommunityInvolvement/CharitableFoundation/Programs/CommunityGrants/030180
<i>Types of Grants Offered</i>	<ul style="list-style-type: none"> • Helping Families: The Helping Families category covers programs that offer families tools for meeting their basic needs, such as food and housing support, as well as parenting skills classes and similar programs. • Education: The Education category will concentrate on various areas: job training, mentoring, public library support, financial literacy and STEM (science, technology, engineering and math.) Education, which align with our business and help develop the Alliant Energy employees of tomorrow. • Environment: We help protect the environment by supporting organizations that seek to educate, inform, and advance environmental issues that have the potential to impact our communities.
<i>Grant Due Dates</i>	September 1

<i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i>	DuPont Pioneer Community Giving, corporate foundation
<i>Website</i>	http://www.pioneer.com/home/site/about/business/pioneer-giving/community-giving
<i>Types of Grants Offered</i>	<p>PreK to 12 educations (e.g. support of literacy programs, science fairs, supplies for science classrooms, teaching gardens and greenhouses, support of local FFA and 4-H programs)</p> <p>Food Security (e.g., support of school to home backpack meal programs, food banks, rural meal delivery, congregate meal programs, meals on wheels programs, community gardens)</p> <p>Community betterment (e.g. programs and projects that create sustainable infrastructure to benefit communities in which our employees and customers live and work)</p>
<i>Grant Due Dates</i>	Applications accepted on a rolling basis-contact local Pioneer rep for details/

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<p><i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i></p>	<p>John Deere Foundation, corporate foundation</p>
<p><i>Website</i></p>	<p>http://www.deere.com/en_US/corporate/our_company/citizenship/philanthropy_community_enrichment/working_with_us/working_with_us/page?</p>
<p><i>Types of Grants Offered</i></p>	<ul style="list-style-type: none"> • John Deere Foundation Grants- Support for initiatives that create lasting impacts for communities and constituencies served by the requesting organization. • Community Relations Contributions. Monetary donations, John Deere branded merchandise, and local sponsorships that improve the quality of life in communities where John Deere has a major presence.
<p><i>Grant Due Dates</i></p>	<p>Application accepted on a rolling basis; on-line application</p>



<p><i>Name of Grant Resource (e.g. government agency, private foundation, corporate foundation, etc.)</i></p>	<p>Principal Financial Group Foundation, corporate foundation</p>
<p><i>Website</i></p>	<p>https://www.principal.com/about-us/corporate-citizenship/community-involvement/giving-back</p>
<p><i>Types of Grants Offered</i></p>	<ul style="list-style-type: none"> • Community Grants The Principal® and the Principal Financial Group Foundation, Inc., have embraced corporate responsibility by awarding more than \$100 million to nonprofit organizations that are making a difference in the communities where our employees work and live. • Art and Culture Our contributions in arts and culture focus on promoting the arts as a key component of viable communities. Special consideration is given to programs that celebrate cultural diversity and make the arts more accessible to all audiences. • Civic, Community, and Environment Organization and programs funded through this focus area include quality-of-life attractions, civic betterment programs that promote the vitality of communities, and organizations that work to protect and enhance the environment
<p><i>Grant Due Dates</i></p>	<p>May</p>

Appendix A: List of Planners, Administrators, & Engineers

Table 1: Regional and Area Planning Organizations **Table 2: County Engineers**

County	City	First Name	Last Name	Organization
Linn	Cedar Rapids	Jennifer	Pratt	
Johnson	Iowa City	Kent	Ralson	Metropolitan Planner
Story (City of Ames)	Ames	John	Joiner	Ames Area Metropolitan Planner
	Sioux City	Michelle	Bostinelos	
	Omaha	Gregg	Youell	Metropolitan Area Planning
Clinton	Dubuque	Kelly	Deutmeyer	East Central Metropolitan Office
Cedar, Linn, Benton	Cedar Rapids	Mary	Rump	Transportation Director, East Central Iowa Council of Governments
Marshall, Tama	Marshalltown	Marty	Wymore	
Story, Boone	Des Moines	R. Todd	Ashby	Des Moines Area Metropolitan Planner
Greene, Carroll, Crawford	Carroll	Rick	Hunsaker	Region XII Planner
Harrison, Pottawattamie	Omaha	Gregg	Youell	Metropolitan Area Planning

County	First Name	Last Name
Benton	Myron	Parizek
Boone	Scott	Kruse
Carroll	David	Paulson
Cedar	Robert	Fangman
Clinton	Todd	Kinney
Crawford	Paul	Assman
Greene	Wade	Weiss
Harrison	Steve	Struble
Linn	Steve	Gannon
Marshall	Paul	Geilenfeldt
Pottawattamie	John	Rasmussen
Story	Darren	Moon
Tama	Lyle	Brehm

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Table 3: City Administrators/Planners/Engineers Table 4: Iowa DOT Officials

County	City	First Name	Last Name	Position
Clinton	Clinton	Jessica	Kinser	City Admin.
Clinton	DeWitt	Steve	Lindner	City Admin.
Linn	Lisbon	Connie	Meier	City Clerk/ Admin.
Linn	Mt. Vernon	Michael R.	Beimer	City Admin.
Linn	Marion	Lon	Pluckhahn	City Manager
Linn	Marion	Dan	Whitlow	City Engineer
Linn	Cedar Rapids	Jeff	Pomerantz	City Manager
Linn	Cedar Rapids	Nate	Kampman	City Engineer
Tama	Tama	Judy	Welch	City Clerk
Benton	Belle Plaine	Jeff	Horne	City Admin.
Marshall	Marshall- town	Randy	Wetmore	City Admin.
Story	Nevada	Liz	Hansen	City Admin.
Story	Ames	Steve	Schainker	City Admin.
Story	Ames	Kelly	Diekmann	City Planner
Boone	Boone	Luke	Nelson	City Admin.
Boone	Ogden	Donovan Jane	Olson Zahasky	City Admins.
Greene	Jefferson	Michael	Palmer	City Admin.
Carroll	Carroll	Gerald	Clausen	City Manager
Crawford	Denison	Terry	Crawford	City Admin.
Harrison	Missouri Valley	Rita	Miller	City Clerk/ Admin.
Harrison	Logan	Angela	Winther	City Clerk/ Admin
Pottawat- tamie	Council Bluffs	Marcy	Worden	City Clerk
Pottawat- tamie	Council Bluffs	Matt	Cox	City Engineer

County	City	First Name	Last Name	Position
District 5 (Harrison, Pottawatta- mie)	Fairfield	Jim	Armstrong	District Engineer
District 3 (Crawford, Carroll)	Sioux City	Tony	Lazarowicz	District Engineer
District 1 (Greene, Boone, Story, Marshall, Tama)	Ames	Scott	Dockstader	District Engineer
District 6 (Benton, Linn, Cedar, Clinton)	Cedar Rapids	Jim	Schnobelen	District Engineer
District 3 (Harrison, Pottawatta- mie)	Atlantic	Scott	Suhr	DOT Plan- ner
District 8 (Crawford, Carroll, Greene)	Sioux City	Dakin	Schultz	DOT Plan- ner
District 1 (Boone, Story, Marshall, Tama)	Ames	Phil Garrett	Meascher Pedersen	DOT Plan- ners
District 5 (Benton, Linn, Cedar)	Cedar Rapids	Catherine	Cutler	DOT Plan- ner
District 6 (Clinton)	Cedar Rapids	Sam	Shea	DOT Plan- ner
District 4 (Harrison, Pottawatta- mie)	Atlantic	Vince	Ehlert	Local Systems Engineer
District 3 (Crawford, Carroll)	Sioux City	Brian	Catus	Local Systems Engineer
District 1 (Greene, Boone, Story, Marshall, Tama)	Ames	Gregg	Durbin	Local Systems Engineer
District 6 (Benton, Tama, Cedar, Clinton)	Cedar Rapids	Kent	Ellis	Local Systems Engineer

Appendix B: List of Plans Consulted

NAME OF PLAN	DATE OF PLAN	LINK TO PLAN
City of Clinton 2030 Comprehensive Plan	2014	http://www.cityofclintoniowa.us
Clinton County website	2016	www.clintoncounty-ia.gov
DeWitt Strategic Plan	2014	http://www.cityofdewittiowa.org/
2030 Long Range Transportation Plan (East Central Intergovernmental Agency)	2008	http://www.ecia.org/
Wheatland Betterment Org Plans	2016	www.cityofwheatland.org
Cedar County Land Use Plan	2006	www.cedarcounty.org/offices
Cedar County Multi-Jurisdictional Hazard Mitigation Plan	2010	www.cedarcounty.org/office/ema
Lowden Garden Club Webpage	2016	http://www.cityoflowden.org/garden-club.html
City of Stanwood Webpage	2016	http://cityofstanwood.net/
2002-2022 Comprehensive Plan	2002	http://www.cityoflisbon-ia.gov
Linn County Strategic Plan FY2017-2021	2016	www.linncounty.org
Linn County Multi-Jurisdictional Hazard Mitigation Plan	2014	www.linncounty.org
Linn County Comprehensive Plan	2013	www.linncounty.org/documentcenter
Mt. Vernon Comprehensive Plan	2016	http://www.cityofmtvernon-ia.gov
Marion Comprehensive Plan	2010	http://www.cityofmarion.org/departments/planning-development/comprehensive-plan
EnvisionCR	2015	http://www.cedar-rapids.org
Belle Plaine Zoning Ordinance (Belle Plaine discussing creating a Comp Plan in 2015-16)	1994	http://www.belleplaineiowa.us
Tama County Economic Development	2016	http://tamacountyiowa.org/
A Guide to Country Living in Tama County	1999	www.tamacounty.org/documents
Otter Creek Lake Watershed Plan	2015	www.tamacounty.org/documents
Marshalltown Comprehensive Plan 2030	2012	https://ci.marshalltown.ia.us/
2004 Marshall County, Iowa Development Plan	2004	www.co.marshall.ia.us/departments/zoning
State Center Development Assoc	2016	http://www.statecenteriowa.org
Story County Cornerstone to Capstone (C2C) Comprehensive	2016	www.storycountyiowa.gov
Nevada Comprehensive Plan	2003	http://www.cityofnevadaiaowa.org/pdf/comprehensive-plan.pdf
Ames Land Use Plan (Comprehensive Plan)	2011	http://www.cityofames.org/government/departments-divisions-i-z/planning/land-use-policy-plan
City of Ames Lincoln Way Corridor Plan	2016+	http://www.hlplanning.com/portals/ames/
Boone Comprehensive Plan 2005-2030	2005	http://boonegov.com/pdf_files/Boone_Comprehensive_Plan_2005-2030_sm.pdf
Parks To People- Boone County	2016	Planning phase- not online
Grand Junction website	2016	http://grandjunctioniowa.org/

Appendix B: List of Plans Consulted cont.

NAME OF PLAN	DATE OF PLAN	LINK TO PLAN
Boone County Comprehensive Development Plan	2007	www.co.boone.ia.us
Greene County Comprehensive Plan	2008	www.co.greene.ia.us
Downtown Jefferson 2015 Market Study	2015	http://www.cityofjeffersoniowa.org/jefferson-historic-district.php
City of Scranton 1/26/16 Council Minutes	2016	http://www.scrantoniowa.com/city_government.html
City of Glidden website	2016	http://www.cityofglidden.org
Comprehensive Plan	2008	www.co.carroll.ia.us/zoning
Carroll Area Development 3 Year Strategic Plan	2013-2015	www.carrollareadev.com
Crawford County Website	2015	www.crawfordcounty.org
Chamber and Development Council of Crawford County	2016	http://www.cdca.org/
Dunlap Iowa website	2016	http://www.dunlapia.com/
Woodbine Iowa website		http://www.woodbineia.org/
BlueZone project	2012	http://www.woodbineia.org/green-initiatives/projects
Cross the Rail Art Trail/Main St District	2013	http://www.woodbineia.org/green-initiatives/projects
Green Initiatives	2016	http://www.woodbineia.org/green-initiatives/projects
Woodbine Façade Master Plan	2011	http://www.woodbineia.org/main-street
Logan, Iowa website	2016	http://www.loganiowa.com/
Willow Creek/Boyer River Section 205 Flood Management	2015	http://www.nwo.usace.army.mil/Missions/CivilWorks/Planning/PlanningProjects/MoValleyIA.aspx
Pottawattamie County Comprehensive Plan	2005	http://www.pottcounty.com/wp-content/uploads/2012/10/Pott-Cty-Comp-Plan-final-V.2.pdf
Pottawattamie County Multi-Jurisdictional Pre-Disaster Mitigation Plan	2013	http://mapacog.org/reports/2013-pottawattamie-county-multi-jurisdictional-pre-disaster-mitigation-plan/
Bluffs Tomorrow: 2030 Comprehensive Plan	2014	http://www.councilbluffs-ia.gov
Council Bluff West Broadway Corridor Plan	2015	http://www.councilbluffs-ia.gov
Council Bluff Mid-City Neighborhood Area-Wide Plan	2015	http://www.councilbluffs-ia.gov
Council Bluff Park and Recreation Master Plan	2011	http://www.councilbluffs-ia.gov
Council Bluff Public Art Master Plan	2015	http://www.councilbluffs-ia.gov

Appendix C: Signage Documentation

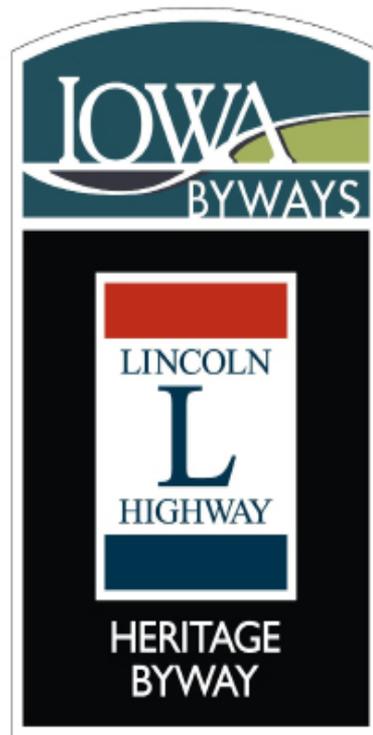
<h1>IOWA</h1>		No: W00924000 Date: 06/16/2014
<h2>SECRETARY OF STATE</h2>		
5480TM-480672 HERITAGE BYWAY & DESIGN		
REGISTRATION OF MARK		
APPLICANT: IOWA DEPARTMENT OF TRANSPORTATION 803 LINCOLN WAY AMES, IA 50010		
Pursuant to Iowa Code Chapter 548, the applicant named above at the address above has registered a mark in the following class: Transportation and storage		
The mark was first used in the state of Iowa on Mar 1 2010 12:01AM and was registered on May 22 2014 2:35PM for a term of five years.		
The applicant is a State agency.		
The mark is described as follows: MARK CONSISTS OF 3 PARTS: 1. BLACK BACKGROUND (RATIO 1 W X 1.25H) 2. WHITE RECTANGLE CONTAINING A RED (C20 M90 Y100) BAR AT THE TOP AND BLUE (C100 M90 Y60) BAR AT THE BOTTOM AND A LARGE BLUE "L" BETWEEN THE STACKED WORDS "LINCOLN HIGHWAY" 3. THE NAME "HERITAGE BYWAY" IN GILF SANS SET IN ALL CAPS IN WHITE LETTERING ON THE BOTTOM OF THE BLACK BACKGROUND. FOR MORE INFO, PLEASE SEE ATTACHMENT A		
This amount of \$60.00 was received in full payment of the filing fee.		
	 MATT SCHULZ, SECRETARY OF STATE	
		

Appendix C: Signage Documentation cont.

<h1>IOWA</h1>		No: W00923909 Date: 06/16/2014
<h2>SECRETARY OF STATE</h2>		
54831M-48367D HERITAGE BYWAY & DESIGN		
REGISTRATION OF MARK		
APPLICANT: IOWA DEPARTMENT OF TRANSPORTATION 300 LINCOLN WAY AMEN, IA 50010		
Pursuant to Iowa Code Chapter 548, the applicant named above at the address above has registered a mark in the following class: Advertising and business		
The mark was first used in the state of Iowa on Mar 1 2010 12:01AM and was registered on May 22 2014 2:35PM for a term of five years.		
The applicant is a State agency.		
The mark is described as follows: MARK CONSISTS OF 3 PARTS: 1. BLACK BACKGROUND (RATIO 1W X 1.25H) 2. WHITE RECTANGLE CONTAINING A RED (C20 M90 Y100)BAR AT THE TOP AND BLUE (C100 M90 Y60) BAR AT THE BOTTOM AND A LARGE BLUE "L" BETWEEN THE STACKED WORDS "LINCOLN HIGHWAY" 3. THE NAMES "HERITAGE BYWAY" IN GILL SANS SET IN ALL CAPS IN WHITE LETTERING ON THE BOTTOM OF THE BLACK BACKGROUND. FOR MORE INFO, PLEASE SEE ATTACHMENT A.		
The amount of \$100.00 was received in full payment of the filing fee.		
		
	MATT SCHULTZ, SECRETARY OF STATE	
		

Appendix D: Policy and Procedures Manual

Lincoln Highway Heritage Byway Policy and Procedures Manual



Last Updated: June 2012

Appendix D: Policy and Procedures Manual

Introduction

This manual is a document outlining the business practices of the Lincoln Highway Heritage Byway, as described by the Iowa's Byways Sustainability Project – Phase 2 Task #2.

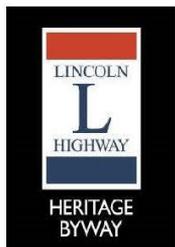
This manual is intended to be updated as necessary to include pertinent resources and policies for the operation of the byway.

Lincoln Highway Heritage Byway

The Lincoln Highway Heritage Byway is currently run as a program of Prairie Rivers of Iowa, a 501(c)(3) nonprofit organization located at 2402 S. Duff Avenue, Ames, IA 50010.

Logo/Signage Guidelines

The use of the logo for the Lincoln Highway Heritage Byway is governed by the Iowa Byways Brand Guidelines developed by the Iowa Department of Transportation Office of Media and Marketing Services. This document contains specific information on logo usage and specifications.



Lincoln Highway Heritage Byway

Managed by Prairie Rivers of Iowa
2402 South Duff Avenue

Ames, IA 50010

(515) 232-0048

www.prrcd.org/lincolnhighway

Appendix D: Policy and Procedures Manual

Lincoln Highway Heritage Byway Logo Use Agreement

The Lincoln Highway Heritage Byway is an Iowa Byway reflecting the route of the historic Lincoln Highway, America's first coast-to-coast improved highway. Established in 1913, the Lincoln Highway passes through thirteen states, from New York City to San Francisco. In Iowa, the Lincoln Highway Heritage Byway spans more than 460 miles through thirteen counties and over forty communities.

Requests for Use:

Requests for using the Lincoln Highway Heritage Byway logo should explain:

- Where the logo will be used (on flyers, brochures, posters, etc.) and how it will be used.
- The primary audience for the materials using the logo.
- How long the logo will be used for this purpose.

Logo Use Terms and Conditions:

The Lincoln Highway Heritage Byway, managed by Prairie Rivers of Iowa, grants permission to use and display

the Lincoln Highway Heritage Byway logo, subject to the following terms and conditions:

- The user will use the logo in its entirety with no revisions or alterations.
- The user will use the logo according to the explanations submitted in the request for use.
- Any use of the Iowa Byways graphic identity and the Lincoln Highway Heritage Byway logo must meet the standards and requirements described in the "Iowa Byways Brand Guidelines" for the Lincoln Highway Heritage Byway.
- The word mark "Lincoln Highway" is a registered trademark of the National Lincoln Highway Association. Use of the Lincoln Highway Heritage Byway word mark and byway logo for profit is prohibited.
- The user agrees to send a copy of all materials using the logo to the Lincoln Highway Heritage Byway.

User Information:

Name:	Organization:
Address:	City/State/ZIP:
Phone:	Email:
Where and how will the logo be used?	
Who is the primary audience/recipient of the materials?	
How long (or during what date range) will the logo be used for this purpose?	
Additional Notes:	

Appendix D: Policy and Procedures Manual

Agreement:

_____ (User) agrees to use the Lincoln Highway Heritage Byway (LHHB) and the Iowa Byways Logo in its entirety with no revisions, for the purpose of promoting the LHHB and the Iowa Byways program according to the terms in this document. I have also received, read, and agree to the terms of the "Iowa Byways Brand Guidelines" for the Iowa Byways Identity and Member Byways of the Iowa Byways System, which includes Word and Design Marks & Specifications for Proper Use. For future use, please request a new use agreement.

User Signature

Date

Lincoln Highway Heritage Byway/Prairie Rivers of Iowa Representative

Date

Please return this agreement to the Lincoln Highway Heritage Byway
by fax to (515) 233-1131 or by email to ipcmmen@prrod.org.

Appendix D: Policy and Procedures Manual

IOWA BYWAYS BRAND GUIDELINES

for the Iowa Byways Identity and

Member Byways of the Iowa Byways System

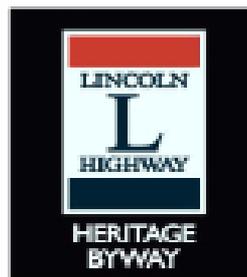
Word and Design Marks

& Specifications for Proper Use



Prepared for

LINCOLN HIGHWAY HERITAGE BYWAY



MARCH 2010



Appendix D: Policy and Procedures Manual

Introduction

This document describes the components developed to create a recognizable, consistent, and memorable graphic identity for the Iowa Department of Transportation's Scenic Byway Program, the Iowa Byways brand. The brand is ultimately the program's public identity intended to create awareness of the program and its benefits and to encourage and enhance the visitor's experience on Iowa's scenic byways. This document also outlines rules for the brand's proper use and application.

Definitions and Terms in this Document

WORD MARK

The word mark consists of the exact wording chosen to identify the subject. In this case, the words Iowa Byways is the official designation identifying the Iowa Department of Transportation's scenic byway program. This wording is legally and exclusively affiliated with this program irrespective of punctuation, associated graphics, or typographic style. This is also true of the names of the 11 individual byways which make up the Iowa Byways program; for example; Lincoln Highway Heritage Byway is the official word mark of the Lincoln Highway Heritage Byway and is likewise protected under state law.

IOWA BYWAYS BRAND

The Iowa Byways brand consists of the word mark, graphic design, and color palette developed to identify and create recognition for the Iowa Department of Transportation's scenic byway program. The brand is designed to consistently identify the program across a range of media such as signage, brochures, and websites.

SYSTEM-WIDE IDENTITY GRAPHIC

The system-wide identity graphic is a stand-alone graphic that incorporates the word mark, graphic design and color palette and is the identity for the Iowa Byways program.

INDIVIDUAL BYWAY LOGO

Each of the 11 byways in the Iowa Byways program is identified with a unique graphic, in combination with a name, to create a logo. While unique logos have been developed for each byway, they share graphic and typographic characteristics designed to unite them as a family of logos within the Iowa Byways brand.

WAYSHOWING SIGNAGE

(Byway Guide Signs)

Wayshowing signage describes byway guide signs designed to assist visitors in safely and efficiently finding their way along Iowa's scenic byways. Wayshowing signage consists of a combination of the system-wide identity graphic and individual byway logo.

Appendix D: Policy and Procedures Manual

Iowa Byways

Lincoln Highway Heritage Byway

(Word Marks)

(System-wide Identity Graphic)



(Individual Byway Logo)



(Way Signage)



1

Appendix D: Policy and Procedures Manual

System-Wide Identity Graphic

The Iowa Byways brand System-wide identity graphic was designed to represent the comprehensive family of Iowa Byways.



It is designed to be a stand-alone graphic for use in identifying and promoting the Iowa Byways program.

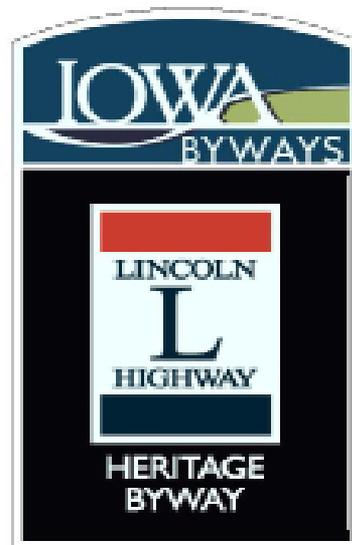
It is also designed to be used in combination with individual byway logos on roadway wayshowing signage.

The system-wide identity graphic was developed in an intentionally simple graphic style so as to appear as a recognizable and memorable graphic theme without competing with or dominating the individual byway logo when displayed on wayshowing signage.

The colors and curves in the logo are an abstraction of the undulating Iowa landscape. These colors serve as the primary color palette for the Iowa Byways brand.

Appendix D: Policy and Procedures Manual

System-Wide Identity Graphic



System-Wide Identity Graphic in combination with individual byway logo
on wayshowing signage

Appendix D: Policy and Procedures Manual

System-Wide Identity Graphic

FOR PRINT, DIGITAL, & PROMOTIONAL APPLICATIONS:

Light Blue
C100 M60 Y50
(Spot: PMS7477c)

White

Green
C40 M20 Y80
(Spot: PMS5777c)

Dark Blue
C100 M90 Y70
(Spot: PMS546c)

The typeface for "IOWA" is a derivation of Cheltenham BT set in all caps. The original typeface has been manipulated to blend with abstract graphic representations of hills and valleys. Typeface for "BYWAYS" is Gill Sans set in all caps.

Colors for the brand identity are Light blue (C100 M60 Y50) or PMS equivalent, Dark blue (C100 M90 Y70) or PMS equivalent, and green (C40 M20 Y80) or PMS equivalent.

A black and white version consists of 70% black = light blue, 100% black = dark blue, and 30% black = green.



System-Wide Identity Graphic
Grayscale version



70% Black

30% Black

100% Black

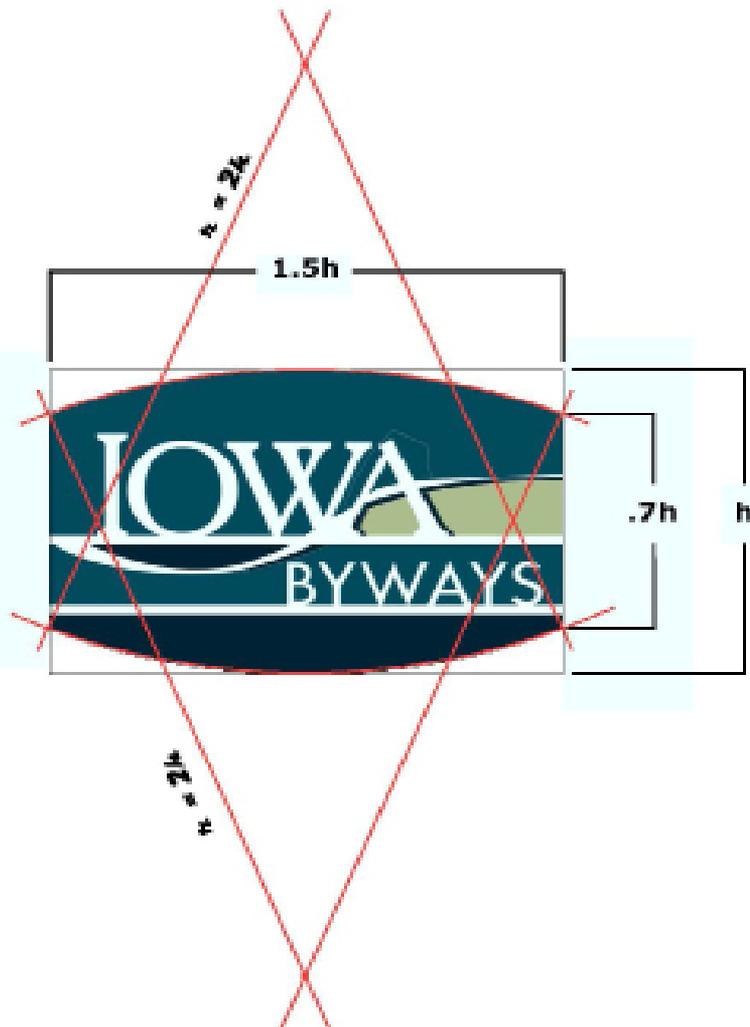
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System-Wide Identity Graphic

The proportion of the system-wide identity graphic is created in a ratio of 1h:1.5h. Any enlargement or reduction of the logo must maintain the ratio. At a ratio of 1:1.5, the radii of the arcs comprising the top and bottom of the mark = 2h.

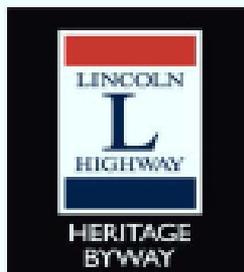
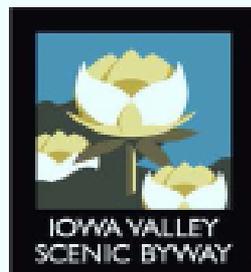
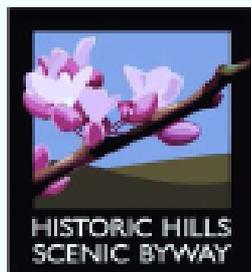
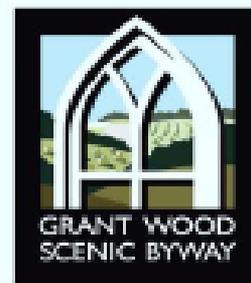
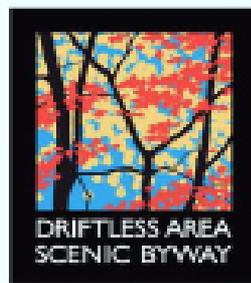
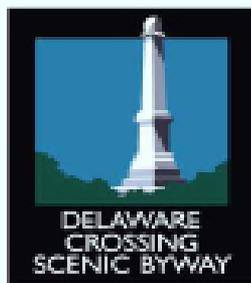
FOR PRINT, DIGITAL, & PROMOTIONAL APPLICATIONS:

For printed media, the minimum size of the logo must not be less than 1/2" high.

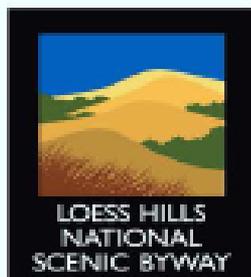


Appendix D: Policy and Procedures Manual

*Individual Byway
Logos*



Logos for the individual byways in the Iowa Byways program were developed in an intentionally simple graphic style so as to appear as a recognizable and memorable graphic theme, descriptive of the character and experience of the byway, and as a safe and effective wayshowing tool when displayed on signage.



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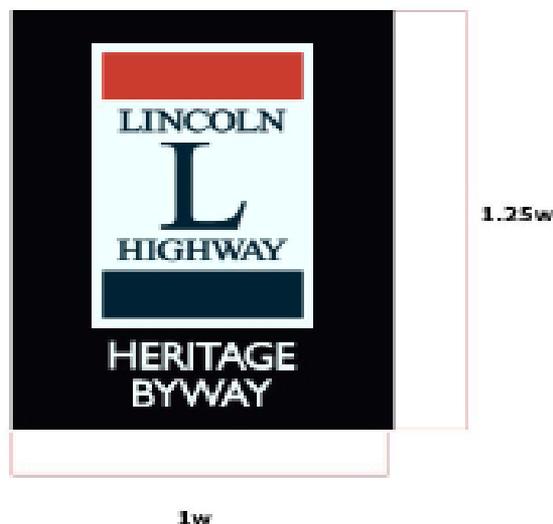
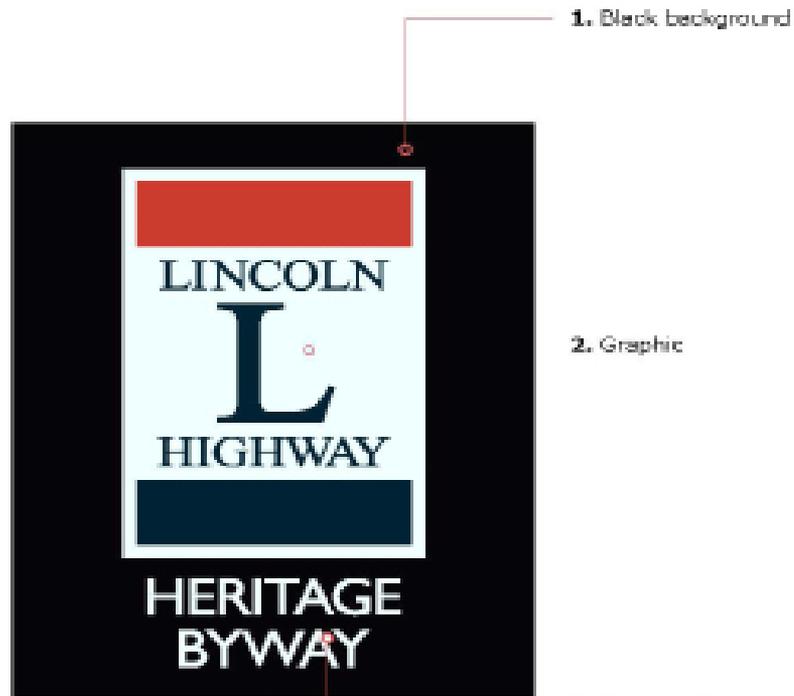
Individual Byway Logos

The individual byway logos were developed in an intentionally simple graphic style so as to appear as a recognizable and memorable graphic theme and a safe and effective wayshowing tool when displayed on signage.

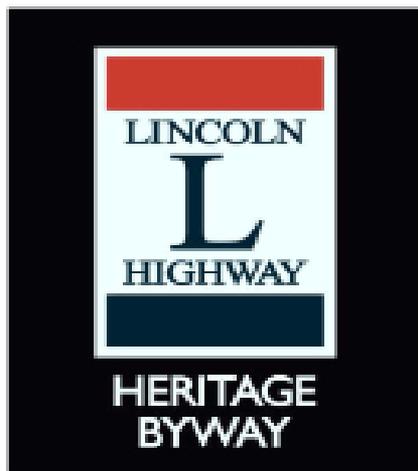
The Lincoln Highway Heritage Byway logo consists of three parts; 1. the black background; 2. the historic red, white, and blue logo including the Lincoln Highway 'L'; 3. the designation of the byway as a "HERITAGE BYWAY" in the Iowa Byways program.

All three parts comprise the entirety of the logo, the graphic and/or text may not be separated from the black background.

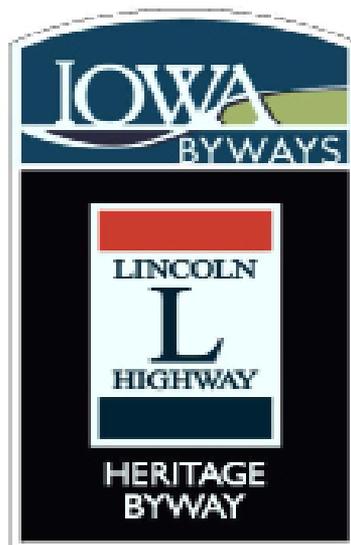
The proportion of each logo is created in a ratio of width = $1w$, height = $1.25w$. Any enlargement or reduction of the logo must maintain the ratio.



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Lincoln Highway Heritage Byway logo
(stand-alone)



Lincoln Highway Heritage Byway Logo
in combination with Iowa Byways
System-Wide Identity Graphic

on wayshowing signage

Individual Byway Logos

*Lincoln Highway Heritage
Byway*

THE WORD MARK

The word mark, LINCOLN HIGHWAY HERITAGE BYWAY, consists of standard characters, without claim to any particular font, style, size or color.

LOGO

The Lincoln Highway Heritage Byway logo reflects the historic Lincoln Highway design that includes a red, white, and blue background and the large "L". Heritage Byway is an additional designation within the Iowa Byways program and refers to the intrinsic historic qualities of the Lincoln Highway in Iowa.

It is designed to be a stand-alone graphic for use in identifying and promoting the Lincoln Highway Heritage Byway and the entirety of the Iowa Byways program.

It is also designed to be used in combination with the Iowa Byways system-wide identity graphic on roadway wayshowing signage.

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Individual Byway Logos

Lincoln Highway Scenic Byway

FOR PRINT, DIGITAL, & PROMOTIONAL APPLICATIONS:

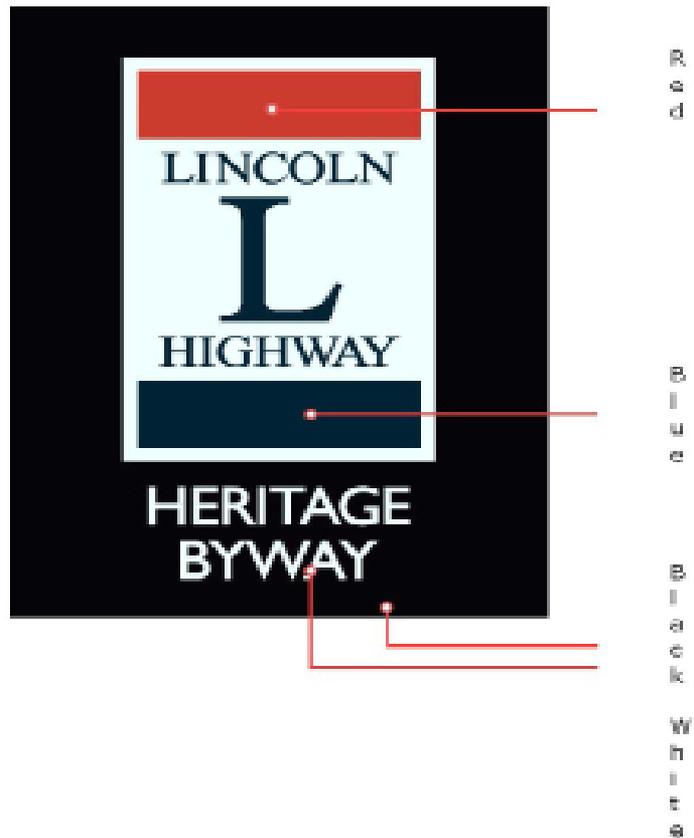
For printed media, the minimum size of the logo must not be less than 1" high. Requests for exceptions to the minimum size must include a sample/mockup at the proposed size, be submitted to IDOT, and obtain written approval before proceeding.

The typeface for "HERITAGE BYWAY" is Gill Sans set in all caps.

Colors for the Lincoln Highway logo are;

Red: C20 M90 Y100
Blue: C100 M90 Y60
Black
White

A black and white/grayscale version is available for use in non-color applications.



Appendix D: Policy and Procedures Manual

Iowa Byways Brand System- Wide Identity

PROPER NOTICE:

A trademark symbol is required for all prominent uses of the mark (e.g., titles of documents, headlines, labels, packaging, marketing collateral, signage, Web site promotion, brochures, data sheets, news releases, advertising, etc.) except where space or style criteria prevent compliance with this requirement. A trademark symbol is required on the first use of the mark in any text or body copy, even though the symbol may have already been used in the headline or other prominent use: Iowa Byways®. The ® indicates the trademark is registered in the United States. Whenever possible, the trademark notice should appear in superscript in a size smaller than the mark itself and without parentheses. Where such formatting is not available, however, place the appropriate letters in parentheses next to the mark.

PROPER USE:

The Iowa Byways® trademark is an adjective (brand name) and should be followed by the generic term it describes (highway, route, corridor, roadway, etc.). Please follow these guidelines in using the trademark:

- Do not use the mark as a noun or verb.
- Do not pluralize the mark.
- Do not hyphenate the words in the mark.
- Keep the trademark distinct from other text, images or material.
- Do not alter, stretch, skew, edit, modify or combine the trademark with other marks.
- Adhere to the color schemes in attachments A and B.
- Do not render the trademark possessive through use of an apostrophe.
- Provide a proper trademark notice and attribution.

PROPER ATTRIBUTION:

When you use the Iowa DOT's trademark in any materials, please include a brief statement attributing ownership of the mark to the Iowa Department of Transportation. For example: The word mark Iowa Byways and Iowa Byways design mark are registered trademarks.

The word mark 'Lincoln Highway' is a registered trademark with the National Lincoln Highway Association.

QUESTIONS:

Questions about proper usage of the Byways mark should be directed to:

Iowa Department of Transportation
Office of Media and Marketing Services
800 Lincoln Way
Ames, IA 50010

Appendix D: Policy and Procedures Manual

Iowa Byways Brand System- Wide Identity

ORIGINAL ARTWORK

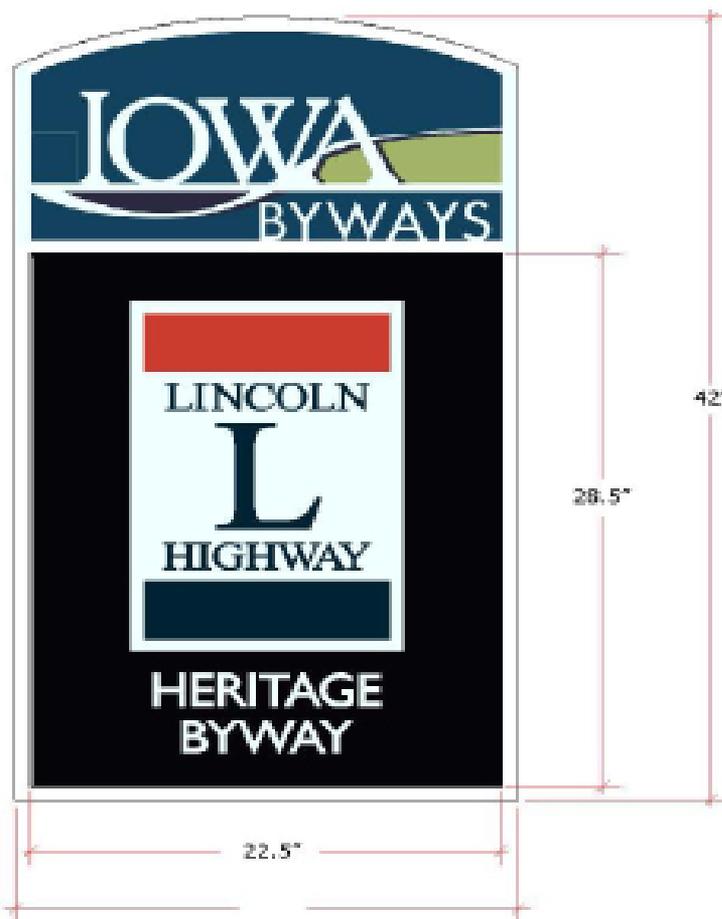
Original artwork should be obtained directly from the Iowa DOT.

YOU MAY NOT USE THE IOWA BYWAYS BRAND WORD MARK, SYSTEM- WIDE IDENTITY GRAPHIC, OR ANY OF THE INDIVIDUAL BYWAY WORD MARKS OR LOGOS:

- In, as or part of your own business name, product name, domain name or in the name of your service.
- To identify products or services that are not associated closely with the Iowa Byways program or any Individual Byway.
- In a manner likely to cause confusion.
- In a manner that directly or indirectly expresses or implies Iowa DOT sponsorship, affiliation, certification, approval, or endorsement in relation to your own activities, products and services that are separate from or unrelated to Iowa Byways or participating members of the Iowa Byways program.
- In connection with any obscene or pornographic materials; and your use of the mark may not be disparaging, defamatory or libelous to the Iowa DOT, any of its products or services, or any person or entity.
- In any manner that shortens or abbreviates the mark.
- As a slang term.

Appendix D: Policy and Procedures Manual

Iowa Byways Brand



System-Wide Identity Graphic
in combination with
Individual Byway Logo on
roadway wayshowing signage

FOR ROADWAY WAYSHOWING SIGNAGE:

The mark consists of a variation of the system-wide identity graphic with a straight horizontal bottom in contrast to the arched bottom. The straight bottom is designed to accommodate the straight top of the individual byway logos that will appear below the system-wide identity graphic on roadway wayshowing signage.

The Iowa Department of Transportation will supply art to the signage fabricator.

Colors for roadway wayshowing signage are printed using 3M inkjet process on to SP4000 Provisional Spec Diamond Grade DG Cubed Series 4000 to be attached to die-cut aluminum substrate. (See page 3 of this document for colors assigned to the system-wide identity graphic on roadway wayshowing signage.)

The largest specified size for the individual byway logo is designed for roadway wayshowing signage and is 22.5" wide X 28.5" high. Use of the logo at sizes larger than the roadway sign dimension must be approved by IDOT.

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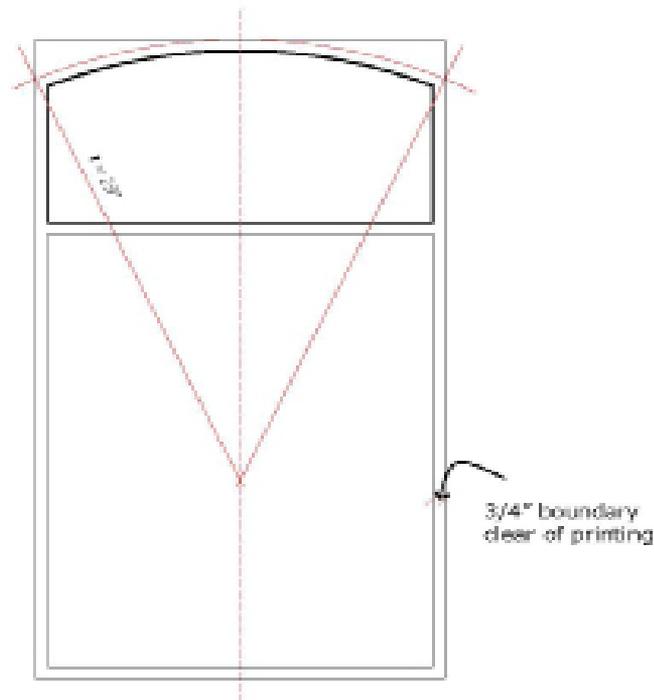
Iowa Byways Brand

FOR ROADWAY WAYSHOWING SIGNAGE:

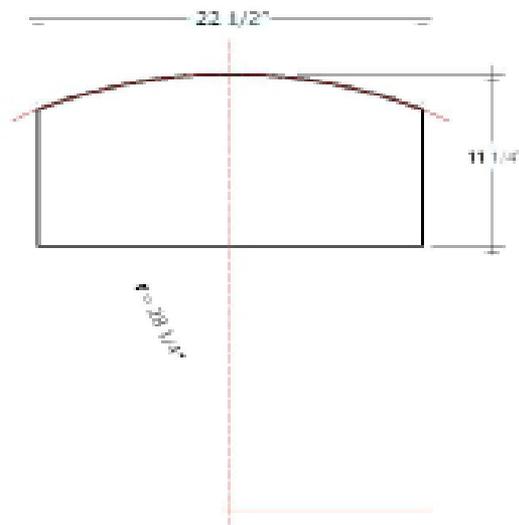
Substrate sign blank dimension is rectangular 42" tall x 24" wide die-cut with an arc at the top. The radius of the arc = 29".

Substrate is aluminum blank (.080).

There is a consistent 3/4" border around the sign blank clear of any printing. The arc of the system-wide identity graphic is consequently 3/4" shorter than the arc of the sign blade, $r = 28 \frac{1}{4}"$.



Arc on wayshowing signage sign blank



Arc on system-wide identity graphic on wayshowing signage

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AGREEMENT FOR USE OF IOWA BYWAYS GRAPHIC IDENTITY AND THE LINCOLN HIGHWAY HERITAGE BYWAY LOGO

The Iowa Department of Transportation (IDOT) has registered the Iowa Byways word mark and graphic identity and the Lincoln Highway Heritage Byway word mark and logo with the State of Iowa and maintains exclusive rights to their use.

This agreement extends the use of the Iowa Byways graphic identity and the Lincoln Highway Heritage Byway logo to the signee for the purposes of promotional use related to the byway. This agreement between IDOT and the signee exists in perpetuity with the following provisions:

- Any use of the Iowa Byways graphic identity and the Lincoln Highway Heritage Byway logo must meet the standards and requirements described in the Brand Guidelines.
- Any use not included in the Brand Guidelines must first be submitted to IDOT and written approval obtained.
- Any unauthorized use deemed inappropriate by IDOT may result in suspension of this agreement.
- The word mark Lincoln Highway is a registered trademark of the National Lincoln Highway Association. Use of the Lincoln Highway Heritage Byway word mark and byway logo for profit is prohibited.

The IDOT Office of Systems Planning reserves the right to modify, suspend, or revoke this agreement if the above provisions are not met. Written notification of any change to this agreement will be provided to the signee(s).

Iowa Lincoln Highway Association

Date

Iowa Department of Transportation

Date

Prairie Rivers RC&D

Date

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field Verified	41.8968387	-92.27701516	160438	13TH ST	E	BENTON	Belle Plaine	Loop		LIH-L-M6-1(L)			
Field Verified	41.903332	-92.27720951	160422	19TH ST	E	BENTON	Belle Plaine	Loop		LIH-L-M6-1(R)			
Field Verified	41.90622993	-92.28021137	160421	21ST ST	E	BENTON	Belle Plaine	Loop		LIH-L-M6-1(R)			
Field Verified	41.90610357	-92.29431401	160413	77TH ST	E	BENTON		Loop		LIH-L			IV
Field Verified	41.9060102	-92.2974559	160416	E66	E	BENTON		Loop		LIH-L-M6-1(S)			IV
Field Verified	41.89682986	-92.27592306	160673	13TH ST	E	BENTON	Belle Plaine	Spine	LIH-S				
Field Verified	41.89863337	-92.24032908	160644	77 ST DR	E	BENTON		Spine	LIH-S-M6-1(L)				
Field Verified	41.96379866	-92.24248828	160648	US 30	E	BENTON		Spine	LIH-S-M6-6(R)				
Field Verified	41.9637371	-92.23928703	160650	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.96368634	-92.20038286	160654	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.96299759	-91.96700359	160656	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.96287916	-91.92829608	160658	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.96295781	-91.89038059	160660	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.963191	-92.08346997	160664	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.96341962	-92.14161003	160666	US 30	E	BENTON		Spine	LIH-S				
Field Verified	41.90591763	-92.27813295	160419	7TH AVE	N	BENTON	Belle Plaine	Loop		LIH-L-M6-1(L)			
Field Verified	41.90327044	-92.27628608	160424	8TH AVE	N	BENTON	Belle Plaine	Loop		LIH-L-M6-1(L)			
Field Verified	41.89769585	-92.2762941	160426	8TH AVE	N	BENTON	Belle Plaine	Loop		LIH-L			
Field Verified	41.90486825	-92.29481372	160441	IA 21	N	BENTON		Loop		LIH-L-M6-1(R)			IV
Field Verified	41.90487107	-92.29481638	160414	IA 21	N	BENTON		Spine	LIH-S-M6-1(L)				IV
Field Verified	41.89653832	-92.27798812	160670	IA 21 / 7TH AVE	N	BENTON	Belle Plaine	Spine	LIH-S-M6-4				IV

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_B	Comments
Field Verified	41.96300998	-92.24017969	160646	V40	N	BENTON		Spine	LIH-S-M6-1(R)				
Field Verified	41.93608864	-92.23981879	160651	V40	N	BENTON		Spine	LIH-S				
Field Verified	41.9002933	-92.2390684	160643	Y40	N	BENTON		Spine	LIH-S				
Field Verified	41.90437693	-92.27896644	160420	7TH AVE	S	BENTON	Belle Plaine	Loop		LIH-L-M6-1(L)			
Field Verified	41.89770718	-92.2769293	160425	8TH AVE	S	BENTON	Belle Plaine	Loop		LIH-L-M4-6			
Field Verified	41.90729084	-92.29739971	160675	IA 21	S	BENTON		Loop		LIH-L-M6-1(L)			IV
Field Verified	41.90619022	-92.29646847	160417	IA 21	S	BENTON		Spine	LIH-S				IV
Field Verified	41.96617029	-92.0281379	160667	US 218	S	BENTON		Spine	LIH-S-M6-4				
Field Verified	41.96296064	-92.24108487	160647	V40	S	BENTON		Spine	LIH-S				
Field Verified	41.93388015	-92.24071309	160652	V40	S	BENTON		Spine	LIH-S				
Field Verified	41.90019063	-92.24005897	160642	Y40	S	BENTON		Spine	LIH-S-M6-1(R)				
Field Verified	41.89722688	-92.27572694	160439	13TH ST	W	BENTON	Belle Plaine	Loop		LIH-L-M6-1(R)			
Field Verified	41.90437857	-92.27800983	160423	19TH ST	W	BENTON	Belle Plaine	Loop		LIH-L-M6-1(R)			
Field Verified	41.90689868	-92.28004503	160418	21ST ST	W	BENTON		Loop		LIH-L			
Field Verified	41.9069445	-92.29587971	160636	77 ST	W	BENTON		Loop		LIH-L-M4-6			IV
Field Verified	41.89927883	-92.24138241	160645	77 ST DR	W	BENTON		Spine	LIH-S				
Field Verified	41.90693245	-92.29586942	160415	77TH ST	W	BENTON		Spine	LIH-S-M6-6(L)				IV
Field Verified	41.89738864	-92.27876555	160671	IA 21 / 13TH ST	W	BENTON	Belle Plaine	Spine	LIH-S				IV
Field Verified	41.89731576	-92.27708921	160672	IA 21 / 13TH ST	W	BENTON	Belle Plaine	Spine	LIH-S-M6-1(R)				
Field Verified	41.96447148	-91.83515445	160626	US 30	W	BENTON		Spine	LIH-S				
Field Verified	41.9644657	-92.23970799	160649	US 30	W	BENTON		Spine	LIH-S-M6-1(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_B	Comments
Field Verified	41.96441059	-92.20256234	160653	US 30	W	BENTON		Spine	LIH-S				
Field Verified	41.96359945	-91.97213173	160655	US 30	W	BENTON		Spine	LIH-S				
Field Verified	41.96359986	-91.93268563	160657	US 30	W	BENTON		Spine	LIH-S				
Field Verified	41.96352206	-91.8939908	160659	US 30	W	BENTON		Spine	LIH-S				
Field Verified	41.9638582	-92.02977831	160661	US 30	W	BENTON		Spine					
Field Verified	41.9639756	-92.08683101	160663	US 30	W	BENTON		Spine	LIH-S				
Replace damaged/missing sign	41.96412852	-92.14518412	160665	US 30	W	BENTON		Spine	LIH-S				
Field verified	42.05617405	-93.83367146	160034	205TH ST	E	BOONE		Spine	LIH-S				gravel
Field verified	42.05606115	-93.79785257	160035	205TH ST	E	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.05613636	-93.85323292	160027	210TH ST	E	BOONE	Boone	Spine	LIH-S				
Field verified	42.04972911	-93.79409697	160041	210TH ST	E	BOONE		Spine	LIH-S				
Field verified	42.04893711	-93.77790399	160043	210TH ST	E	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03624099	-94.12671623	160104	217TH ST	E	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03420498	-94.04467292	160108	219TH ST	E	BOONE		Spine	LIH-S				
Field verified	42.03424115	-94.03839493	160109	219TH ST	E	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03442829	-93.77472013	160049	220TH ST	E	BOONE		Spine	LIH-S				
Field verified	42.03438963	-93.75518673	160052	220TH ST	E	BOONE		Spine	LIH-S				
Field verified	42.03431562	-93.71643609	160055	220TH ST	E	BOONE		Spine	LIH-S				
Replace damaged/missing sign	42.03616534	-94.14312463	160307	3RD ST	E	BOONE	Beaver	Spine	LIH-S				
Field verified	42.06244833	-93.90202818	160010	7TH ST	E	BOONE	Boone	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.06239301	-93.89239351	160014	7TH ST	E	BOONE	Boone	Spine	LIH-S				
Replace damaged/missing sign	42.06261986	-93.88140321	160017	7TH ST	E	BOONE	Boone	Spine	LIH-S-M6-1(R)				
Field verified	42.03864789	-94.02689264	160287	E WALNUT ST	E	BOONE	Ogden	Spine	LIH-S				
Field verified	42.05575849	-93.83656528	160029	E41 / 210TH ST	E	BOONE		Spine	LIH-S				
Field verified	42.05546187	-93.91796603	160001	E41 / 216TH DR	E	BOONE		Spine	LIH-S				
Field verified	42.03728405	-93.94942029	160282	E41 / 216TH DR	E	BOONE		Spine	LIH-S				
Field verified	42.03791795	-93.98326907	160285	E41 / 216TH DR	E	BOONE		Spine	LIH-S				
Field verified	42.05930237	-93.87901333	160022	EISENHOWER AVE	E	BOONE	Boone	Spine	LIH-S				
Field verified	42.05934006	-93.86514316	160024	EISENHOWER AVE	E	BOONE	Boone	Spine	LIH-S				
Field verified	42.03431508	-94.14618224	160102	US 30	E	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03426213	-94.10390336	160290	US 30	E	BOONE		Spine	LIH-S				Move above interstate signs
Field verified	42.03428096	-94.12435613	160305	US 30	E	BOONE		Spine	LIH-S				
Field verified	42.03423489	-94.16416302	160846	US 30	E	BOONE		Spine	LIH-S				
Field verified	42.03262115	-94.04881139	160308	US 30 / US 169	E	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.05926816	-93.90351903	160005	W MAMIE EISENHOWER AVE	E	BOONE	Boone	Spine	LIH-S				
Field verified	42.03871861	-94.03661244	160112	W WALNUT ST	E	BOONE	Ogden	Spine	LIH-S				
Field verified	42.03563722	-94.1443798	160103	B AVE	N	BOONE	Beaver	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03605071	-94.12508064	160099	C AVE	N	BOONE		Spine	LIH-S-M6-1(L)				L arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03541108	-94.12598676	160100	C AVE	N	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.0329237	-94.04670986	160107	G AVE	N	BOONE		Spine	LIH-S				
Field verified	42.05564329	-93.79532652	160038	IA 17	N	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.05109838	-93.79517876	160040	IA 17	N	BOONE		Spine	LIH-S				
Field verified	42.05971697	-93.90247577	160006	MARION ST	N	BOONE	Boone	Spine	LIH-S				
Field verified	42.06194627	-93.90256811	160009	MARION ST	N	BOONE	Boone	Spine	LIH-S-M6-1(R)				
Field verified	42.03313139	-94.12505715	161142	P54 / C AVE	N	BOONE		Spine	LIH-S-M6-6(R)				Up and r arrow
Field verified	42.05606098	-93.83453835	160030	R AVE	N	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03612149	-93.95053405	160283	R18 / L AVE	N	BOONE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.03838406	-94.02779722	160286	S 1ST ST	N	BOONE	Ogden	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.06194072	-93.89273273	160013	S DIVISION ST	N	BOONE	Boone	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.05560869	-93.85398673	160026	SNEDDEN DR	N	BOONE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.06220431	-93.87961501	160015	STORY ST	N	BOONE	Boone	Spine	LIH-S				
Field verified	42.06054616	-93.87961638	160020	STORY ST	N	BOONE	Boone	Spine	LIH-S				
Field verified	42.05892547	-93.87980483	160023	STORY ST	N	BOONE	Boone	Spine	LIH-S-M6-6(R)				Up and r arrow
Field verified	42.03529693	-94.03728373	160110	SW 8TH ST	N	BOONE	Ogden	Spine	LIH-S				
Field verified	42.03827557	-94.03721017	160111	SW 8TH ST	N	BOONE	Ogden	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03639999	-93.7758758	160048	U AVE	N	BOONE		Spine	LIH-S				
Replace damaged/missing sign	42.04837208	-93.77574091	160045	U AVE	N	BOONE		Spine	LIH-S-M6-1(L)				No post or sign
Field verified	42.03324971	-93.7177897	160054	X AVE	N	BOONE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.03544127	-94.14526831	160106	B AVE	S	BOONE		Spine	LIH-S-M6-1(R)				R arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03333822	-94.04744813	160309	G AVE	S	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.05836119	-93.79619245	160036	IA 17	S	BOONE		Spine	LIH-S-M6-6(R)				Up and right arrow
Field verified	42.05114345	-93.7961397	160039	IA 17	S	BOONE		Spine	LIH-S-M6-1(L)				L narrow
Field verified	42.05536307	-93.79628434	160082	IA 17	S	BOONE		Spine	LIH-S				
Field verified	42.06005619	-93.90341803	160003	MARION ST	S	BOONE	Boone	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.0624307	-93.90341803	160008	MARION ST	S	BOONE	Boone	Spine	LIH-S				
Field verified	42.03949359	-94.02811535	160289	N 1ST ST	S	BOONE	Ogden	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.05658865	-93.83544292	160032	R AVE	S	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.06355914	-93.89346916	160012	S DIVISION ST	S	BOONE	Boone	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.06212917	-93.88044557	160016	STORY ST	S	BOONE	Boone	Spine	LIH-S				
Field verified	42.06028233	-93.88044557	160019	STORY ST	S	BOONE	Boone	Spine	LIH-S-M6-1(L)				L arr
Field verified	42.0636368	-93.88025712	160280	STORY ST	S	BOONE	Boone	Spine	LIH-S				
Field verified	42.03835191	-94.03815329	160114	SW 8TH ST	S	BOONE	Ogden	Spine	LIH-S				
Field verified	42.03537427	-94.03817549	160115	SW 8TH ST	S	BOONE	Ogden	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.04814594	-93.77668318	160044	U AVE	S	BOONE		Spine	LIH-S				
Field verified	42.03641913	-93.7767827	160047	U AVE	S	BOONE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03661324	-94.10636535	160434	US 169	S	BOONE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.05692797	-93.83388447	160031	205TH ST	W	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.05677391	-93.79783093	160037	205TH ST	W	BOONE		Spine	LIH-S				
Field verified	42.05039833	-93.79440137	160042	210TH ST	W	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.04961567	-93.77797726	160046	210TH ST	W	BOONE		Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03691595	-94.12655309	160304	217TH ST	W	BOONE		Spine	LIH-S				
Field verified	42.03488289	-94.04438204	160116	219TH ST	W	BOONE		Spine	LIH-S-M6-2(L)				
Field verified	42.03510427	-93.77479841	160050	220TH ST	W	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03510411	-93.7582029	160051	220TH ST	W	BOONE		Spine	LIH-S				
Field verified	42.03496251	-93.71979172	160053	220TH ST	W	BOONE		Spine	LIH-S				
Field verified	42.03684539	-94.14363337	160306	3RD ST	W	BOONE	Beaver	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.06304657	-93.90214629	160007	7TH ST	W	BOONE	Boone	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.06303319	-93.89392515	160011	7TH ST	W	BOONE	Boone	Spine	LIH-S				
Field verified	42.06303338	-93.88079659	160018	7TH ST	W	BOONE	Boone	Spine	LIH-S				Poor visibility
Field verified	42.055571	-93.83340763	160250	E41 / 210TH ST	W	BOONE		Spine	LIH-S-M6-6(R)				Up and r arrow
Replace damaged/missing sign	42.05619957	-93.83639574	160033	E41 / 210TH ST	W	BOONE		Spine	LIH-S				Bent corner upper r
Field verified	42.05573635	-93.91885819	160002	E41 / 216TH DR	W	BOONE		Spine	LIH-S				
Field verified	42.03746344	-93.95208366	160281	E41 / 216TH DR	W	BOONE		Spine	LIH-S				
Field verified	42.03844397	-93.98538354	160284	E41 / 216TH DR	W	BOONE		Spine	LIH-S				
Field verified	42.0599059	-93.87903581	160021	EISENHOWER AVE	W	BOONE	Boone	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.0600185	-93.86521855	160025	EISENHOWER AVE	W	BOONE	Boone	Spine	LIH-S				
Field verified	42.05722899	-93.85510521	160028	EISENHOWER AVE	W	BOONE	Boone	Spine	LIH-S				
Field verified	42.03499757	-94.14612087	160101	US 30	W	BOONE		Spine	LIH-S				
Field verified	42.0349966	-94.12431395	160105	US 30	W	BOONE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.0349822	-94.10804304	160435	US 30	W	BOONE		Spine	LIH-S				
Field verified	42.03318836	-94.04851162	160117	US 30 / US 169	W	BOONE		Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.05940233	-93.90344795	160004	W MAMIE EISENHOWER AVE	W	BOONE	Boone	Spine	LIH-S				
Field verified	42.03936932	-94.03715654	160113	W WALNUT ST	W	BOONE	Ogden	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03936295	-94.02901638	160288	W WALNUT ST	W	BOONE	Ogden	Spine	LIH-S				
Field verified	42.048765	-94.63016271	160782	210TH ST	E	CARROLL	Ralston	Loop	LIH-L-M6-6(L)				
Field verified	42.04928604	-94.72786467	161137	210TH ST	E	CARROLL		Loop	LIH-L				
Field verified	42.04912736	-94.68200656	161141	210TH ST	E	CARROLL		Loop	LIH-L				
Field verified	42.06387039	-94.72994685		N33	E	CARROLL	Glidden	Loop		LIH-L			
Field verified	42.06313464	-94.6305491	160762	200TH ST	E	CARROLL		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.04875996	-94.63013729	160768	210TH ST	E	CARROLL	Ralston	Spine	LIH-S-M6-6(L)				
Field verified	42.06379641	-94.87719932	160866	3RD ST	E	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06410113	-94.87553268	160868	3RD ST	E	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06328457	-94.87229781	160869	3RD ST	E	CARROLL	Carroll	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.06416326	-94.99415446	160858	E35	E	CARROLL		Spine	LIH-S				
Field verified	42.06378622	-94.91635859	160862	E35	E	CARROLL		Spine	LIH-S				
Field verified	42.06379674	-94.87955985	160865	E35 / 3RD ST	E	CARROLL	Carroll	Spine	LIH-S-M6-1(S)				Up arrow
Replace damaged/missing sign	42.06480628	-95.09075224	160848	E35/200TH ST	E	CARROLL		Spine	LIH-S				
Replace damaged/missing sign	42.06445184	-95.03286481	160856	E35/200TH ST	E	CARROLL		Spine	LIH-S				
Replace damaged/missing sign	42.06414917	-94.95523095	160859	E35/200TH ST	E	CARROLL		Spine	LIH-S				
Field verified	42.05403081	-94.63048287	160773	US 30	E	CARROLL		Spine	LIH-S-M6-4				Dbl arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.06363377	-94.82158981	160883	US 30	E	CARROLL		Spine	LIH-S				
Field verified	42.06357318	-94.78305135	160891	US 30	E	CARROLL		Spine	LIH-S				
Field verified	42.06350679	-94.68622643	160893	US 30	E	CARROLL		Spine	LIH-S				
Field verified	42.06330997	-94.64610826	160895	US 30	E	CARROLL		Spine	LIH-S-M6-2(R)				Diagram arrow
Field verified	42.06580063	-94.86925296	160874	US 30 / 6TH ST	E	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06645303	-94.87110026	160877	US 30 / 6TH ST	E	CARROLL	Carroll	Spine	LIH-S-M6-6(R)				Up and r arrow
Field verified	42.06394503	-94.8460814	160881	US 30 / 6TH ST	E	CARROLL	Carroll	Spine	LIH-S				
Replace damaged/missing sign	42.06401775	-94.86105859	160878	US 30 / 6TH ST	E	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06377147	-94.72821365	160886	US 30 / 9TH ST	E	CARROLL	Glidden	Spine	LIH-S				
Field verified	42.06374335	-94.72511354	160888	US 30 / 9TH ST	E	CARROLL	Glidden	Spine	LIH-S				
Field verified	42.06349603	-94.72920656		IDAHO ST	N	CARROLL	Glidden	Loop		LIH-L			
Replace damaged/missing sign	42.05055631	-94.72845152	161139	N44 / IDAHO ST	N	CARROLL	Glidden	Loop		LIH-L			Damaged, bends
Field verified	42.06441111	-94.72825325	160887	US 30 / 9TH ST	N	CARROLL	Glidden	Loop		LIH-L-M6-1(L)			L arrow
Field verified	42.06581983	-95.09151525	160850	ASPEN AVE	N	CARROLL		Spine	LIH-S				
Field verified	42.07238723	-95.09135096	160851	ASPEN AVE	N	CARROLL		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.06554878	-94.87007818	160873	CARROLL ST	N	CARROLL	Carroll	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.06276426	-94.82263404	160882	N33	N	CARROLL		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.06359387	-94.87830394	160863	US 71	N	CARROLL	Carroll	Spine	LIH-S-M6-4				Dbl arrow
Replace damaged/missing sign	42.06398987	-94.87104177	160870	N CARROLL ST	NE	CARROLL	Carroll	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.0634801	-94.72950697		IDAHO ST	S	CARROLL	Glidden	Loop		LIH-L			
Field verified	42.05058851	-94.72929096	161136	N44 / COL-ORADO ST	S	CARROLL	Glidden	Loop		LIH-L-M6-1(L)			L arrow
Field verified	42.05004951	-94.62949138	160766	N58	S	CARROLL		Loop					
Field verified	42.064259	-94.87151683	160871	CARROLL ST	S	CARROLL	Carroll	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.06581648	-94.8708041	160876	CARROLL ST	S	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06550323	-94.72648873	160885	N41	S	CARROLL		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.06227263	-94.62943616	160764	N58	S	CARROLL		Spine	LIH-S				
Field verified	42.05004495	-94.62948163	160765	N58	S	CARROLL		Spine	LIH-S				
Field verified	42.05474924	-94.62943957	160772	N58	S	CARROLL		Spine	LIH-S				
Field verified	42.05232606	-94.62938954	160774	N58	S	CARROLL		Spine	LIH-S				
Field verified	42.06493232	-94.87891194	160864	US 71	S	CARROLL	Carroll	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.04994407	-94.72782549	161138	210TH ST	W	CARROLL	Glidden	Loop		LIH-L-M6-1(R)			R arrow
Field verified	42.04965146	-94.68275778	161140	210TH ST	W	CARROLL		Loop		LIH-L			
Replace damaged/missing sign	42.07574072	-95.10148443		1ST ST	W	CARROLL	Westside	Spine	LIH-S				
Field verified	42.06384074	-94.63068339	160761	200TH ST	W	CARROLL		Spine	LIH-S				
Field verified	42.06470418	-94.87601512	160867	3RD ST	W	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06395503	-94.87220178	160872	3RD ST	W	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06474632	-94.99588228	160857	E 35	W	CARROLL		Spine	LIH-S				
Field verified	42.06456446	-94.9567322	160860	E35	W	CARROLL		Spine	LIH-S				
Replace damaged/missing sign	42.06502532	-95.09090781	160849	E35/200TH ST	W	CARROLL		Spine	LIH-S-M6-1(R)				

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	42.06487252	-95.03529707	160855	E35/200TH ST	W	CARROLL		Spine	LIH-S				
Replace damaged/missing sign	42.06422882	-94.91815209	160861	E35/200TH ST	W	CARROLL		Spine	LIH-S				
Field verified	42.06441685	-94.82422721	160884	US 30	W	CARROLL		Spine	LIH-S				
Field verified	42.0642068	-94.78468355	160890	US 30	W	CARROLL		Spine	LIH-S				
Field verified	42.06419243	-94.68790857	160892	US 30	W	CARROLL		Spine	LIH-S				
Field verified	42.06391933	-94.64614585	160894	US 30	W	CARROLL		Spine	LIH-S				
Field verified	42.06643825	-94.86902243	160875	US 30 / 6TH ST	W	CARROLL	Carroll	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.06437251	-94.86102932	160879	US 30 / 6TH ST	W	CARROLL	Carroll	Spine	LIH-S				
Field verified	42.06452327	-94.84613397	160880	US 30 / 6TH ST	W	CARROLL	Carroll	Spine	LIH-S				Slightly bent
Field verified	42.06433236	-94.72988226	160889	US 30 / 9TH ST	W	CARROLL	Glidden	Spine	LIH-S				
Field verified	42.06424475	-94.87791896		W 3RD ST	W	CARROLL	Carroll	Spine	LIH-S				
Field verified	41.87344136	-90.97553167	160458	150TH	E	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.87349267	-91.01332362	160463	150TH	E	CEDAR		Spine	LIH-S				
Field verified	41.87370664	-91.05224196	160464	150TH	E	CEDAR		Spine	LIH-S				
Field verified	41.86602207	-90.94969525	160457	155TH	E	CEDAR		Spine	LIH-S				
Replace damaged/missing sign	41.86613328	-90.92851639	160447	155TH	E	CEDAR	Lowden	Spine	LIH-S-M6-1(R)				Bent
Field verified	41.85749619	-90.92625327	160449	MAIN ST	E	CEDAR	Lowden	Spine	LIH-S				INSTALL ON UTILITY POLE
Replace damaged/missing sign	41.85528217	-90.91661811	160443	MAIN ST	E	CEDAR	Lowden	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.86626873	-90.95316709	160456	OLD LINCOLN HIGHWAY	E	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.89517781	-91.2227082	160478	OLD LINCOLN HIGHWAY	E	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.90711415	-91.26497417	160479	OLD LINCOLN HIGHWAY	E	CEDAR		Spine	LIH-S				
Field verified	41.91763309	-91.3104179	160483	OLD LINCOLN HIGHWAY	E	CEDAR		Spine	LIH-S				
Field verified	41.86769619	-90.95859559	160454	US 30	E	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.87334285	-90.97372725	160459	US 30	E	CEDAR		Spine	LIH-S				
Field verified	41.88841577	-91.05594697	160469	US 30	E	CEDAR	Clarence	Spine	LIH-S				INSTALL ON EX LIGHT POLE
Field verified	41.88813372	-91.13107358	160472	US 30	E	CEDAR		Spine	LIH-S				
Field verified	41.88816963	-91.15821868	160474	US 30	E	CEDAR	Stanwood	Spine	LIH-S				
Field verified	41.894488	-91.22292905	160476	US 30	E	CEDAR		Spine	LIH-S-M6-6(L)				
Field verified	41.91733962	-91.3132173	160482	US 30	E	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.89241638	-91.21918596	160486	US 30	E	CEDAR		Spine	LIH-S				
Field verified	41.8883729	-91.08324611	160669	US 30	E	CEDAR		Spine	LIH-S				
Field verified	41.88798624	-91.05426627	160467	7TH AVE / X64	N	CEDAR	Clarence	Spine	LIH-S-M6-1(L)				
Field verified	41.88739079	-91.13204765	160488	IA38	N	CEDAR		Spine	LIH-S-M6-4				
Field verified	41.86717658	-90.95589064	160455	VERMONT / OLD LINCOLN HIGHWAY	N	CEDAR		Spine	LIH-S				INSTALL NORTH OF R/R LINE
Field verified	41.85816742	-90.92659995	160492	WASHINGTON AVE	N	CEDAR	Lowden	Spine	LIH-S				
Field verified	41.85692034	-90.92660531	160493	WASHINGTON AVE	N	CEDAR	Lowden	Spine	LIH-S-M6-6(R)				INSTALL SOUTH OF 3RD ST

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.87562851	-91.0541504	160490	X64	N	CEDAR		Spine	LIH-S				
Field verified	41.86544471	-90.92675108	160448	Y24 / WASHINGTON AVE	N	CEDAR	Lowden	Spine	LIH-S-M6-1(L)				
Field verified	41.89595683	-91.22244207	160477	OLD LINCOLN HIGHWAY	NW	CEDAR		Spine	LIH-S				
Field verified	41.88768754	-91.05513595	160470	7TH AVE / X64	S	CEDAR	Clarence	Spine	LIH-S				
Replace damaged/missing sign	41.88774436	-91.15165361	160487	US 30 - IA38	S	CEDAR	Stanwood	Spine	LIH-S-M6-4				INSTALL W/ EX ASSEMBLY AT SOUTH SIDE OF US 30-1A
Replace damaged/missing sign	41.86791228	-90.95675887	160452	VERMONT / OLD LINCOLN HIGHWAY	S	CEDAR		Spine	LIH-S				
Field verified	41.85823235	-90.97690304	160445	WASHINGTON AVE	S	CEDAR	Lowden	Spine	LIH-S-M6-1(L)				
Replace damaged/missing sign	41.87567105	-91.05494721	160466	X64	S	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.86495247	-90.92761359	160491	Y24 / WASHINGTON AVE	S	CEDAR	Lowden	Spine	LIH-S				
Field verified	41.87400528	-90.97766976	160461	150TH	W	CEDAR		Spine	LIH-S				
Field verified	41.87422265	-91.01624056	160462	150TH	W	CEDAR		Spine	LIH-S				
Field verified	41.87433099	-91.05260765	160465	150TH	W	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.86656395	-90.92836153	160446	155TH	W	CEDAR		Spine	LIH-S				
Field verified	41.86660892	-90.95172621	160450	155TH	W	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.85612328	-90.91766626	160442	MAIN ST	W	CEDAR	Lowden	Spine	LIH-S				
Field verified	41.85771444	-90.92633642	160444	MAIN ST	W	CEDAR	Lowden	Spine	LIH-S-M6-1(R)				
Field verified	41.86787058	-90.95550957	160451	OLD LINCOLN HIGHWAY	W	CEDAR		Spine	LIH-S-M6-1(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.90782701	-91.26495983	160480	OLD LINCOLN HIGHWAY	W	CEDAR		Spine	LIH-S				
Field verified	41.91830233	-91.3112573	160484	OLD LINCOLN HIGHWAY	W	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.86852182	-90.95851112	160460	US 30	W	CEDAR		Spine	LIH-S-M6-1(L)				
Field verified	41.88910308	-91.05600391	160468	US 30	W	CEDAR	Clarence	Spine	LIH-S				INSTALL ON EX LIGHT POLE
Field verified	41.8887028	-91.13337631	160471	US 30	W	CEDAR		Spine	LIH-S				
Field verified	41.88877191	-91.15835624	160473	US 30	W	CEDAR		Spine	LIH-S				
Field verified	41.89320527	-91.21922385	160475	US 30	W	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.91809248	-91.31358258	160481	US 30	W	CEDAR		Spine	LIH-S				
Field verified	41.91721878	-91.31082055	160485	US 30	W	CEDAR		Spine	LIH-S-M6-6(R)				
Field verified	41.88899444	-91.05296621	160489	US 30	W	CEDAR	Clarence	Spine	LIH-S-M6-6(L)				
Field verified	41.91798823	-91.36447098	160494	US 30	W	CEDAR		Spine	LIH-S				
Field verified	41.9186468	-91.36453929	160497	US 30	W	CEDAR		Spine	LIH-S-M6-1(R)				
Field verified	41.88901042	-91.08515543	160668	US 30	W	CEDAR		Spine	LIH-S				
Field verified	41.85918824	-90.20556852	160140	13TH AVE N	E	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.85898194	-90.22692258	160163	13TH AVE N	E	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.85880041	-90.35212314	160185	220TH ST	E	CLINTON		Loop		LIH-L			
Field verified	41.85886268	-90.27196137	160189	220TH ST	E	CLINTON		Loop		LIH-L			
Replace damaged/missing sign	41.87022794	-90.17463326	160400	23RD AVE N	E	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.87142268	-90.1752724	160083	24TH AVE N	E	CLINTON	Clinton	Loop		LIH-L-M6-1(R)			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.8722971	-90.17937315	160085	24TH AVE N	E	CLINTON	Clinton	Loop		LIH-L-M6-1(R)			GRR - INSTALL ON EX UTILITY POLE
Field verified	41.81527601	-90.36027805	160196	US 30	E	CLINTON		Loop		LIH-L-M6-2(R)			
Field verified	41.81400146	-90.35563128	160197	US 30 EXIT RAMP	E	CLINTON		Loop		LIH-L-M6-1(L)			
Field verified	41.82497695	-90.54555344	160222	10TH ST	E	CLINTON	De Witt	Spine	LIH-S				
Field verified	41.82492404	-90.5383562	160223	10TH ST	E	CLINTON	De Witt	Spine	LIH-S-M6-1(L)				
Field verified	41.83384212	-90.19409489	160133	11TH AVE S	E	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.82590975	-90.53623138	160225	11TH ST	E	CLINTON	De Witt	Spine	LIH-S				
Field verified	41.8253076	-90.56486075	160353	11TH ST	E	CLINTON	De Witt	Spine	LIH-S				
Replace damaged/missing sign	41.82568796	-90.54801822	160220	11TH ST	E	CLINTON	De Witt	Spine	LIH-S				
Field verified	41.8585099	-90.18592356	160098	13TH AVE N	E	CLINTON	Clinton	Spine	LIH-S-M6-4				GRR
Field verified	41.86539821	-90.17823815		19TH AVE N	E	CLINTON	Clinton	Spine	LIH-S-M4-6				
Field verified	41.83636386	-90.84579017	160227	233RD ST	E	CLINTON	Wheatland	Spine	LIH-S-M6-1(R)				
Field verified	41.83653927	-90.85358523	160257	233RD ST	E	CLINTON		Spine	LIH-S				
Field verified	41.8369552	-90.85552422	160256	235TH ST	E	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.84770815	-90.89463111	160260	235TH ST	E	CLINTON		Spine	LIH-S				
Field verified	41.82409391	-90.63180482	160328	243RD ST	E	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.82421751	-90.51038824	160218	245TH ST	E	CLINTON		Spine	LIH-S				
Field verified	41.82173343	-90.75148949	160277	245TH ST	E	CLINTON		Spine	LIH-S				
Replace damaged/missing sign	41.82161034	-90.72535302	160321	245TH ST	E	CLINTON		Spine	LIH-S-M6-1(R)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.81427195	-90.72121926	160314	250TH ST	E	CLINTON		Spine	LIH-S				
Replace damaged/missing sign	41.81432977	-90.6669692	160315	250TH ST	E	CLINTON		Spine	LIH-S-M6-1(L)				Shot & crooked
Field verified	41.8386589	-90.18878706	160135	7TH AVE S	E	CLINTON	Clinton	Spine	LIH-S-M6-1(L)				GRR
Field verified	41.82410895	-90.64331174	160326	CLINTON ST	E	CLINTON	Grand Mound	Spine	LIH-S-M6-1(L)				
Field verified	41.82278699	-90.64529655	160324	FULTON ST	E	CLINTON	Grand Mound	Spine	LIH-S-M6-1(L)				
Field verified	41.8240788	-90.75341361	160274	GROVE ST	E	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Field verified	41.86571636	-90.18161175	160091	IA 136	E	CLINTON	Clinton	Spine	LIH-S				
Field verified	41.82723337	-90.75971927	160269	SPRING ST	E	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Field verified	41.82151716	-90.65468681	160322	SUNNYSIDE ST	E	CLINTON	Grand Mound	Spine	LIH-S-M6-1(L)				
Field verified	41.81524317	-90.34952573	160199	US 30	E	CLINTON		Spine	LIH-S				
Field verified	41.81493744	-90.29452398	160200	US 30	E	CLINTON	Camanche	Spine	LIH-S				
Field verified	41.81524234	-90.24088787	160203	US 30	E	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.81504189	-90.45201659	160216	US 30	E	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.82895435	-90.76373605	160266	US 30	E	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Field verified	41.82444811	-90.62991377	160329	US 30	E	CLINTON		Spine	LIH-S				
Field verified	41.82525004	-90.57718962	160352	US 30	E	CLINTON		Spine	LIH-S				
Field verified	41.82918698	-90.79409578	160500	US 30	E	CLINTON		Spine	LIH-S-M6-6(L)				Up & l
Replace damaged/missing sign	41.82912623	-90.78769976	160262	US 30	E	CLINTON		Spine	LIH-S				
Field verified	41.83423612	-90.84376383	160230	VINE ST W	E	CLINTON	Wheatland	Spine	LIH-S-M6-1(R)				
Field verified	41.83206488	-90.833664728	160251	WASHINGTON ST E	E	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	41.87125855	-90.1739037	160399	LEVEE ROAD	N	CLINTON	Clinton	Loop		LIH-L-M6-1(L)			
Field verified	41.85747946	-90.22881489	160162	MILL CREEK PKWY	N	CLINTON	Clinton	Loop		LIH-L-M6-4			
Field verified	41.86704307	-90.18143083	160093	N 2ND ST	N	CLINTON	Clinton	Loop		LIH-L			GRR
Replace damaged/missing sign	41.8579232	-90.18497586	160124	N 2ND ST	N	CLINTON	Clinton	Loop		LIH-L			GRR
Replace damaged/missing sign	41.87298819	-90.17963827	160084	US 67/24TH AVE N/MAIN AVE	N	CLINTON	Clinton	Loop		LIH-L-M6-1(L)			GRR - INSTALL ON EX TRAF-FIC ARM ASSEMBLY
Field verified	41.81849943	-90.35445731	160192	Z36	N	CLINTON		Loop		LIH-L			
Field verified	41.85671806	-90.35424207	160164	Z36	N	CLINTON		Loop		LIH-L-M6-1(R)			
Field verified	41.82359726	-90.75216354	160276	175TH AVE/Y44	N	CLINTON		Spine	LIH-S-M6-1(L)				
Replace damaged/missing sign	41.82078825	-90.72296094	160311	190TH AVE	N	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.82074582	-90.66468297	160317	220TH AVE	N	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	41.81654595	-90.66474129	160316	220TH AVE	N	CLINTON	Grand Mound	Spine	LIH-S				
Field verified	41.82719946	-90.7583383	160271	2ND ST	N	CLINTON	Calamus	Spine	LIH-S-M6-1(L)				
Field verified	41.82554792	-90.53698519	160224	5TH AVE	N	CLINTON	De Witt	Spine	LIH-S-M6-1(R)				
Field verified	41.83301348	-90.83573905	160252	BENNETT ST N	N	CLINTON	Wheatland	Spine	LIH-S-M6-1(R)				
Field verified	41.82868922	-90.76201895	160268	DAVENPORT ST	N	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Field verified	41.82368536	-90.64468796	160325	EAST ST	N	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Remove sign	41.8225339	-90.65393329	160323	JENSEN ST	N	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.8226088	-90.65448808	160351	JENSEN ST	N	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Field verified	41.86523392	-90.18203388	160092	N 2ND ST	N	CLINTON	Clinton	Spine	LIH-S-M6-1(R)				
Field verified	41.8473203	-90.18782317	160126	N 2ND ST	N	CLINTON		Spine	LIH-S				GRR
Field verified	41.85902627	-90.18428778	160141	N 2ND ST	N	CLINTON	Clinton	Spine	LIH-S				GRR
Replace damaged/missing sign	41.83946166	-90.1881355	160136	N 2ND ST	N	CLINTON	Clinton	Spine	LIH-S				GRR - MOUNT ON LIGHT POLE
Field verified	41.83011106	-90.7918939	160498	ROAD CONNECTING US 30 AND 235TH ST	N	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.83825868	-90.19056559	160134	S 3RD ST	N	CLINTON		Spine	LIH-S-M6-4				GRR
Field verified	41.81397738	-90.24250489	160436	US 67	N	CLINTON	Clinton	Spine	LIH-S-M6-4				GRR
Field verified	41.82420689	-90.64218585	160327	WASHINGTON ST	N	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Field verified	41.83397931	-90.84246456	160232	WILLIAMS ST N	N	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				
Field verified	41.8362005	-90.84456846	160228	WRIGHT ST N	N	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				
Field verified	41.81592971	-90.45165583	160214	Z24	N	CLINTON		Spine	LIH-S				
Replace damaged/missing sign	41.82757073	-90.20484567	160138	CAMANACHE AVE	NE	CLINTON		Spine	LIH-S				GRR
Replace damaged/missing sign	41.81889595	-90.21824598	160204	CAMANACHE AVE	NE	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.87070964	-90.17543745	160398	GRANT	S	CLINTON	Clinton	Loop		LIH-L-M6-1(L)			
Field verified	41.86094118	-90.22887122	160161	MILL CREEK PKWY	S	CLINTON	Clinton	Loop		LIH-L-M6-4			
Field verified	41.8592608	-90.18509112	160096	N 2ND ST	S	CLINTON	Clinton	Loop		LIH-L-M6-1(R)			GRR

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	41.87171618	-90.18034268	160087	US 67/N 2ND ST	S	CLINTON		Loop		LIH-L			GRR - INSTALL ON EX UTILITY POLE WITH EX ASSEMBLY
Field verified	41.81847583	-90.35521238	160193	Z36	S	CLINTON		Loop		LIH-L			
Field verified	41.85666938	-90.35501044	160187	Z36	S	CLINTON		Loop		LIH-L			
Field verified	41.83045198	-90.76242026	160501	170TH AVE/Y44	S	CLINTON	Calamus	Spine	LIH-S-M6-6(R)				
Field verified	41.8225172	-90.75306003	160275	175TH AVE/Y44	S	CLINTON	Calamus	Spine	LIH-S-M6-1(L)				
Install sign	41.82276127	-90.72359126		190th AVE	S	CLINTON		Spine	LIH-S-M6-6(R)				
Field verified	41.81554237	-90.7239625	160313	190TH AVE/Y52	S	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.81549967	-90.66540241	160319	220 ST	S	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.82485774	-90.75900212	160272	2ND ST	S	CLINTON	Calamus	Spine	LIH-S-M6-1(L)				
Field verified	41.82567933	-90.53801251	160504	5TH ST	S	CLINTON	De Witt	Spine	LIH-S-M6-1(R)				
Field verified	41.83301348	-90.83658673	160254	BENNETT ST N	S	CLINTON	Wheatland	Spine	LIH-S-M6-1(R)				
Field verified	41.82820742	-90.76270731	160267	DAVENPORT ST	S	CLINTON	Calamus	Spine	LIH-S-M6-1(L)				
Field verified	41.82348231	-90.64387351	160349	EAST ST	S	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Field verified	41.86662696	-90.18247182	160094	N 2ND ST	S	CLINTON	Clinton	Spine	LIH-S-M6-6(L)				
Field verified	41.86591988	-90.18278967	160095	N 2ND ST	S	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.85802746	-90.18547127	160123	N 2ND ST	S	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.84756152	-90.18866744	160125	N 2ND ST	S	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.83975202	-90.18860713	160127	N 2ND ST	S	CLINTON	Clinton	Spine	LIH-S-M6-1(R)				GRR - MOUNT ON LIGHT POLE

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.83016423	-90.79287174	160499	ROAD CONNECTING US 30 AND 235TH ST	S	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.83848561	-90.19367276	160130	S 4TH ST	S	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.83507837	-90.19361245	160131	S 4TH ST	S	CLINTON	Clinton	Spine	LIH-S-M6-4				GRR
Field verified	41.82447826	-90.64324119	160347	WASHINGTON ST	S	CLINTON	Grand Mound	Spine	LIH-S-M6-1(R)				
Field verified	41.83297354	-90.84334706	160233	WILLIAMS ST N	S	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				
Field verified	41.83491021	-90.84547805	160229	WRIGHT ST N	S	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				
Field verified	41.81640366	-90.45218367	160215	Z24	S	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.81677223	-90.35509876	160194	Z36/US 30	S	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.81483462	-90.35509735	160198	Z36/US30	S	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.85917326	-90.18580295	160097	13TH AVE N	W	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.85966906	-90.20650786	160139	13TH AVE N	W	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.85966292	-90.2302782	160160	13TH AVE N	W	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.85954871	-90.27890754	160188	220TH ST	W	CLINTON		Loop		LIH-L			
Replace damaged/missing sign	41.859468	-90.35238955	160186	220TH ST	W	CLINTON		Loop		LIH-L-M6-1(L)			
Field verified	41.87274939	-90.17895101	160086	24TH AVE N	W	CLINTON	Clinton	Loop		LIH-L-M6-1(L)			GRR - INSTALL ON EX UTILITY POLE
Install sign	41.87158761	-90.17444249		MAIN AVE	W	CLINTON	Clinton	Loop		LIH-L			
Field verified	41.81602184	-90.34952573	160190	US 30	W	CLINTON		Loop		LIH-L-M6-2(R)			
Field verified	41.81726781	-90.35417791	160191	US30 EXIT RAMP	W	CLINTON		Loop		LIH-L-M6-1(R)			
Field verified	41.82579193	-90.54671523	160503	10TH ST	W	CLINTON	De Witt	Spine	LIH-S-M6-1(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.83456573	-90.19440431	160132	11TH AVE S	W	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.82657261	-90.533667441	160219	11TH ST	W	CLINTON	De Witt	Spine	LIH-S-M6-1(L)				
Field verified	41.82602142	-90.54828093	160221	11TH ST	W	CLINTON	De Witt	Spine	LIH-S				
Field verified	41.82590854	-90.56497726	160355	11TH ST	W	CLINTON	De Witt	Spine	LIH-S				
Field verified	41.86571781	-90.17876387		19TH AVE N	W	CLINTON	Clinton	Spine	LIH-S-M4-14				
Field verified	41.83710665	-90.84572058	160226	233RD ST	W	CLINTON		Spine	LIH-S				
Replace damaged/missing sign	41.83720263	-90.85406767	160255	233RD ST	W	CLINTON		Spine	LIH-S-M6-1(R)				Needs Right Arrow Sign
Field verified	41.83391279	-90.8349559	160253	235TH ST	W	CLINTON	Wheatland	Spine	LIH-S-M6-1(L)				
Field verified	41.83765491	-90.85509286	160258	235TH ST	W	CLINTON		Spine	LIH-S				
Field verified	41.84825102	-90.8939268	160259	235TH ST	W	CLINTON		Spine	LIH-S				
Field verified	41.83104628	-90.79339113	160263	235TH ST	W	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.83166084	-90.79280228	160264	235TH ST	W	CLINTON		Spine	LIH-S				
Field verified	41.82468933	-90.63196414	160331	243RD ST	W	CLINTON		Spine	LIH-S				
Field verified	41.82555783	-90.5131149	160217	245TH ST	W	CLINTON		Spine	LIH-S				
Field verified	41.82235381	-90.75154641	160278	245TH ST	W	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.8222177	-90.72506491	160310	245TH ST	W	CLINTON		Spine	LIH-S				
Field verified	41.81495854	-90.66765341	160320	250TH ST	W	CLINTON		Spine	LIH-S				
Replace damaged/missing sign	41.81461809	-90.72138548	160312	250TH ST	W	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.83926957	-90.18921018	160128	7TH AVE S	W	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.83925448	-90.19280228	160129	7TH AVE S	W	CLINTON	Clinton	Spine	LIH-S-M6-1(L)				GRR

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.82797903	-90.20512376	160137	CAMANACHE AVE	W	CLINTON	Clinton	Spine	LIH-S				GRR
Replace damaged/missing sign	41.82431682	-90.64392328	160348	CLINTON ST	W	CLINTON	Grand Mound	Spine	LIH-S-M6-1(L)				
Replace damaged/missing sign	41.82295765	-90.65324664	160350	FULTON ST	W	CLINTON	Grand Mound	Spine	LIH-S				
Field verified	41.82446223	-90.75781424	160273	GROVE ST	W	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Field verified	41.86647017	-90.18143083	160090	IA 136	W	CLINTON	Clinton	Spine	LIH-S-M6-1(L)				GRR
Field verified	41.81901833	-90.21920223	160202	LINCOLN WAY	W	CLINTON	Clinton	Spine	LIH-S				GRR
Field verified	41.82497319	-90.64226934	160332	PRAIRIE LN	W	CLINTON	Grand Mound	Spine	LIH-S-M6-1(L)				
Field verified	41.82794961	-90.76141335	160270	SPRING ST	W	CLINTON	Calamus	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	41.82173437	-90.66388965	160318	SUNNYSIDE ST	W	CLINTON	Grand Mound	Spine	LIH-S				
Field verified	41.81602184	-90.36023835	160195	US 30	W	CLINTON		Spine	LIH-S				
Field verified	41.81583942	-90.29793175	160201	US 30	W	CLINTON	Clinton	Spine	LIH-S				
Field verified	41.81569456	-90.44952611	160213	US 30	W	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.82978468	-90.79045006	160261	US 30	W	CLINTON		Spine	LIH-S-M6-1(R)				
Field verified	41.82962486	-90.76420241	160265	US 30	W	CLINTON	Calamus	Spine	LIH-S				
Field verified	41.82512643	-90.63025572	160330	US 30	W	CLINTON		Spine	LIH-S-M6-1(L)				
Field verified	41.82595184	-90.57711318	160354	US 30	W	CLINTON		Spine	LIH-S				
Field verified	41.81590331	-90.24351135	160437	US 30	W	CLINTON	Clinton	Spine	LIH-S				
Replace damaged/missing sign	41.82948838	-90.76125602	160502	US 30	W	CLINTON	Calamus	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	41.83463361	-90.84424675	160231	VINE ST W	W	CLINTON	Wheatland	Spine	LIH-S				
Field verified	41.83282946	-90.84201602	160234	WASHINGTON ST W	W	CLINTON	Wheatland	Spine	LIH-S-M6-1(R)				
Field verified	42.07566955	-95.10081053	161086	1ST ST	E	CRAWFORD	Westside	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.94821263	-95.46522824	161086	2ND ST	E	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.94908443	-95.46396266	161087	3RD ST	E	CRAWFORD	Arion	Spine	LIH-S				
Replace damaged/missing sign	42.07309327	-95.0926888	160853	3RD ST	E	CRAWFORD	Westside	Spine	LIH-S-M6-1(R)				
Field verified	41.95218607	-95.45929679	161089	6TH ST	E	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.94656036	-95.49274601	161082	ARION AVE	E	CRAWFORD		Spine	LIH-S				
Field verified	41.9472176	-95.46697709	161085	ARION AVE	E	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.94995798	-95.46277694	161088	CATHERINE ST	E	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.96732767	-95.43174172	161098	LINCOLN WAY	E	CRAWFORD		Spine	LIH-S				
Field verified	41.92856171	-95.49822166	161072	PEARL ST	E	CRAWFORD	Dow City	Spine	LIH-S				
Field verified	41.92853023	-95.49324022	161074	PEARL ST	E	CRAWFORD	Dow City	Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.88931324	-95.57556986	161062	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	41.91882737	-95.52682499	161064	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	41.92855725	-95.49940895	161071	US 30	E	CRAWFORD	Dow City	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.96663312	-95.4308613	161095	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	41.96844344	-95.42824864	161099	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	41.98886921	-95.39667752	161101	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	42.0042699	-95.3687038	161103	US 30	E	CRAWFORD	Denison	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.01209605	-95.36380575	161107	US 30	E	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.0124772	-95.33385503	161112	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	42.03303021	-95.24933424	161114	US 30	E	CRAWFORD		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.02300673	-95.29473268	161115	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	42.06120772	-95.19673076	161120	US 30	E	CRAWFORD	Vail	Spine	LIH-S				
Field verified	42.07915227	-95.14830789	161122	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	42.07813988	-95.1119009	161125	US 30	E	CRAWFORD		Spine	LIH-S				
Replace damaged/missing sign	42.03616725	-95.23293798	161117	US 30	E	CRAWFORD		Spine	LIH-S				
Field verified	42.07449143	-95.0964025	161133	US 30 / 15T ST	E	CRAWFORD	Westside	Spine	LIH-S				
Field verified	41.92951348	-95.4919465	161075	CLARK ST	N	CRAWFORD		Spine	LIH-S				Poor visibility
Field verified	41.93070254	-95.49267359	161079	CLARK ST	N	CRAWFORD	Dow City	Spine	LIH-S				
Field verified	42.0754824	-95.10053158		CLINTON ST	N	CRAWFORD	Westside	Spine	LIH-S-M6-1(L)				L arrow
Replace damaged/missing sign	42.07549037	-95.10063887	161134	CLINTON ST	N	CRAWFORD	Westside	Spine	LIH-S				
Field verified	41.88789352	-95.57594417	161061	DUNLAP ST	N	CRAWFORD		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.93239108	-95.49228161	161080	M14	N	CRAWFORD	Dow City	Spine	LIH-S				
Field verified	41.94687997	-95.49358641	161081	M14 / KENWOOD RD	N	CRAWFORD		Spine	LIH-S				
Field verified	42.07786851	-95.1106345	161131	M60	N	CRAWFORD	Westside	Spine	LIH-S-M6-1(L)				L arrow
Replace damaged/missing sign	42.07429581	-95.09560704	161127	PARK ST	N	CRAWFORD	Westside	Spine	LIH-S-M6-1(L)				
Field verified	41.92916476	-95.49795028	161073	PEARL ST / LOGAN ST	N	CRAWFORD	Dow City	Spine	LIH-S-M6-1(L)				L arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.96842633	-95.43020765	161100	Q AVE	N	CRAWFORD		Spine	LIH-S				
Field verified	42.00583231	-95.36644394	161105	US 30 / US 59 / IA 141	N	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.0115506	-95.36500431	161106	US 30 / US 59 / IA 141	N	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.00345399	-95.36723253	161110	US 59 / IA 141	N	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.06581253	-95.092227574	160847	400TH ST	S	CRAWFORD	Westside	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.07228606	-95.09221766	160854	400TH ST	S	CRAWFORD	Westside	Spine	LIH-S				
Field verified	41.92950413	-95.49267954	161076	CLARK ST	S	CRAWFORD	Dow City	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.07611294	-95.10114899	161130	CLINTON ST	S	CRAWFORD	Westside	Spine	LIH-S-M6-1(R)				R arrow
Replace damaged/missing sign	41.88790186	-95.57662368	161056	DUNLAP ST	S	CRAWFORD		Spine	LIH-S				
Field verified	41.95084026	-95.4626917	161091	GRACE ST	S	CRAWFORD	Arion	Spine	LIH-S				
Replace damaged/missing sign	41.94705892	-95.49412966	161084	M14 / KENWOOD RD	S	CRAWFORD		Spine	LIH-S				Shot
Field verified	41.94899021	-95.46511401	161093	MAIN ST	S	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.94993755	-95.46381602	161092	STATE ST	S	CRAWFORD	Arion	Spine	LIH-S				
Field verified	42.01169031	-95.36586075	161109	US 30 / US 59 / IA 141	S	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.00634522	-95.36713433	161135	US 30 / US 59 / IA 141	S	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.01341574	-95.36579183	161111	US 59 / IA 141	S	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.0748269	-95.09677783	161126	3RD ST	W	CRAWFORD	Westside	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	42.07331626	-95.09275317	160852	3RD ST	W	CRAWFORD	Westside	Spine	LIH-S				
Field verified	41.95287552	-95.4616263	161090	6TH ST	W	CRAWFORD		Spine	LIH-S				Trim trees

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.9479884	-95.49323435	161083	ARION AVE	W	CRAWFORD		Spine	LIH-S				
Field verified	41.94746539	-95.4677779	161094	ARION AVE	W	CRAWFORD	Arion	Spine	LIH-S				
Field verified	41.96782821	-95.43230733	161097	LINCOLN WAY	W	CRAWFORD		Spine	LIH-S				
Field verified	41.92898385	-95.49309573	161077	PEARL ST	W	CRAWFORD	Dow City	Spine	LIH-S				
Field verified	41.88974151	-95.57612927	161063	US 30	W	CRAWFORD		Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.91893471	-95.52854199	161069	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	41.92923252	-95.49945432	161070	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	41.96914002	-95.42869597	161096	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	41.9887114	-95.39844759	161102	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	42.00493834	-95.36874507	161104	US 30	W	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.01269926	-95.36421163	161108	US 30	W	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.0131803	-95.33528457	161113	US 30	W	CRAWFORD	Denison	Spine	LIH-S				
Field verified	42.0230302	-95.29722059	161116	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	42.03675949	-95.23342153	161118	US 30	W	CRAWFORD		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03358978	-95.2496306	161119	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	42.06105594	-95.19849728	161121	US 30	W	CRAWFORD	Vail	Spine	LIH-S				
Field verified	42.07978493	-95.15104194	161123	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	42.0788937	-95.11181044	161124	US 30	W	CRAWFORD		Spine	LIH-S				
Field verified	42.07509078	-95.09622972	161128	US 30 / 1ST ST	W	CRAWFORD	Westside	Spine	LIH-S				
Field verified	42.07637933	-95.1001237	161129	US 30 / 1ST ST	W	CRAWFORD	Westside	Spine	LIH-S-M6-1(L)				
Field verified	41.93186691	-95.49153442	161078	US 30 / FULTON ST	W	CRAWFORD	Dow City	Spine	LIH-S-M6-4				Dbt arrow
Field verified	42.03290818	-94.2086983	160842	222ND ST	E	GREENE		Spine	LIH-S-M6-1(R)				R arrow

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	42.0151453	-94.37661409	160820	E LINCOLN WAY	E	GREENE	Jefferson	Spine	LIH-S				
Field verified	42.0487715	-94.57044152	160784	E39	E	GREENE		Spine	LIH-S				
Field verified	42.04877393	-94.62766804	160769	E39 / 210TH ST	E	GREENE	Ralston	Spine	LIH-S				
Field verified	42.04871925	-94.62471765	160775	E39 / 210TH ST	E	GREENE	Ralston	Spine	LIH-S				
Field verified	42.04878579	-94.62217614	160776	E39 / 210TH ST	E	GREENE	Ralston	Spine	LIH-S				
Field verified	42.00788256	-94.45389917	160809	E52	E	GREENE		Spine	LIH-S				
Field verified	42.00790229	-94.49272159	160812	E53	E	GREENE		Spine	LIH-S				Slightly bent
Field verified	42.01498581	-94.35778205	160824	E53	E	GREENE		Spine	LIH-S				
Field verified	42.01472461	-94.31843804	160826	E53	E	GREENE		Spine	LIH-S				
Field verified	42.02206638	-94.27988639	160828	E53	E	GREENE		Spine	LIH-S				
Field verified	42.02219485	-94.24371147	160833	E53	E	GREENE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.0080399	-94.54086574	160801	E53 / 240TH ST	E	GREENE		Spine	LIH-S				
Field verified	42.01105036	-94.3972042	160815	E53 / WEST-WOOD DR	E	GREENE	Jefferson	Spine	LIH-S-M6-1(L)				L arrow
Replace damaged/missing sign	42.01525704	-94.54448499	160796	ELM ST	E	GREENE	Scranton	Spine	LIH-S-M6-1(R)				
Field verified	42.03149101	-94.24065998	160837	MAIN ST	E	GREENE	Grand Junction	Spine	LIH-S				
Field verified	42.03149101	-94.23170468	160840	MAIN ST	E	GREENE	Grand Junction	Spine	LIH-S				
Field verified	42.02237009	-94.55078637	160790	STATE ST	E	GREENE	Scranton	Spine	LIH-S				
Field verified	42.02244134	-94.54620755	160793	STATE ST	E	GREENE	Scranton	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03439121	-94.5536017	160804	US 30	E	GREENE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.03257887	-94.20710948	160843	US 30	E	GREENE		Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.01497765	-94.38680108	160818	W LINCOLN WAY	E	GREENE	Jefferson	Spine	LIH-S				
Field verified	42.02150088	-94.24183667	160830	IA 144	N	GREENE		Spine	LIH-S-M6-6(L)				Up and l arrow
Field verified	42.02368832	-94.24168932	160832	IA 144 / 8TH ST	N	GREENE	Grand Junction	Spine	LIH-S				
Field verified	42.03112918	-94.24186608	160836	IA 144 / 8TH ST	N	GREENE	Grand Junction	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.02330357	-94.55130251	160788	IA 25 / LO-CUST ST	N	GREENE	Scranton	Spine	LIH-S				
Field verified	42.02207204	-94.55124516	160806	IA 25 / LOCUST ST	N	GREENE	Scranton	Spine	LIH-S-M6-6(R)				Up an r arrow
Field verified	42.01457178	-94.37709652	160822	IA 4 / N ELM ST	N	GREENE	Jefferson	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.0089389	-94.54156324	160800	KENDRICK ST	N	GREENE	Scranton	Spine	LIH-S				
Field verified	42.02206934	-94.54486324	160792	MAIN ST	N	GREENE	Scranton	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.01633804	-94.54503064	160798	MAIN ST	N	GREENE	Scranton	Spine	LIH-S				
Field verified	42.06236963	-94.62854978	160763	N58	N	GREENE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.05001653	-94.62864671	160767	N58	N	GREENE		Spine	LIH-S				
Field verified	42.05465137	-94.62860274	160780	N58	N	GREENE		Spine	LIH-S				
Field verified	42.0522942	-94.62861133	160781	N58	N	GREENE		Spine	LIH-S				
Field verified	42.0355219	-94.55134279	160786	N65	N	GREENE		Spine	LIH-S				
Field verified	42.00639312	-94.45456052	160810	P14	N	GREENE		Spine	LIH-S-M6-4				DNA arrow
Field verified	42.01255443	-94.39649395	160816	W LINCOLN WAY	N	GREENE	Jefferson	Spine	LIH-S				
Field verified	42.03245589	-94.24114242	160838	IA 144	S	GREENE	Grand Junction	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.02385542	-94.24263797	160831	IA 144 / 8TH ST	S	GREENE		Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03109902	-94.2426199	160835	IA 144 / 8TH ST	S	GREENE	Grand Junction	Spine	LIH-S				
Field verified	42.02330278	-94.55206958	160787	IA 25 / LO-CUST ST	S	GREENE	Scranton	Spine	LIH-S-M6-1(L)				L arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03405341	-94.55227709	160785	IA 25 / N65	S	GREENE		Spine	LIH-S				
Field verified	42.0159588	-94.37757896	160821	IA 4 / N ELM ST	S	GREENE	Jefferson	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.00890875	-94.5422869	160799	KENDRICK ST	S	GREENE	Scranton	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.02215777	-94.54560368	160794	MAIN ST	S	GREENE	Scranton	Spine	LIH-S				
Field verified	42.01635285	-94.54577143	160795	MAIN ST	S	GREENE	Scranton	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.05065684	-94.57181481	160803	N65	S	GREENE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.00971699	-94.45522529	160807	P14	S	GREENE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.01251265	-94.39728776	160814	W LINCOLN WAY	S	GREENE	Jefferson	Spine	LIH-S				Trim tree or move
Field verified	42.049386	-94.62761235	160770	E39 / 210TH ST	W	GREENE		Loop		LIH-L-M6-6(R)			
Field verified	42.03339062	-94.20809525	160841	222ND ST	W	GREENE		Spine	LIH-S				
Field verified	42.04946672	-94.57273756	160783	E39	W	GREENE		Spine	LIH-S				
Field verified	42.04939538	-94.62762041	160771	E39 / 210TH ST	W	GREENE		Spine	LIH-S-M6-1(L)				
Field verified	42.04938357	-94.62285334	160777	E39 / 210TH ST	W	GREENE		Spine	LIH-S				
Field verified	42.04934334	-94.62538846	160778	E39 / 210TH ST	W	GREENE		Spine	LIH-S				
Field verified	42.00852391	-94.45621553	160808	E53	W	GREENE		Spine	LIH-S				
Field verified	42.00853033	-94.49441098	160811	E53	W	GREENE		Spine	LIH-S				
Field verified	42.01544242	-94.31999756	160825	E53	W	GREENE		Spine	LIH-S				
Field verified	42.02273931	-94.28128187	160827	E53	W	GREENE		Spine	LIH-S				
Field verified	42.02287406	-94.24368375	160829	E53	W	GREENE		Spine	LIH-S				
Field verified	42.00867078	-94.54075684	160802	E53 / 240TH ST	W	GREENE	Scranton	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.01180849	-94.39795744	160813	E53 / WEST-WOOD DR	W	GREENE	Jefferson	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	42.01565666	-94.3576655	160823	E53/235TH ST	W	GREENE		Spine	LIH-S				
Field verified	42.01588791	-94.54458719	160797	ELM ST	W	GREENE	Scranton	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.03203375	-94.24156456	160834	IA 144 / 8TH ST	W	GREENE	Grand Junction	Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03209406	-94.23230773	160839	MAIN ST	W	GREENE	Grand Junction	Spine	LIH-S				
Field verified	42.02305727	-94.55062927	160789	STATE ST	W	GREENE	Scranton	Spine	LIH-S-M6-1(R)				R arrow
Field verified	42.02307376	-94.54616049	160791	STATE ST	W	GREENE	Scranton	Spine	LIH-S				
Field verified	42.0477971	-94.62200555	160779	US 30	W	GREENE	Ralston	Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.03493805	-94.5501306	160805	US 30	W	GREENE		Spine	LIH-S-M6-4				Dbl arrow
Field verified	42.03327948	-94.20709851	160844	US 30	W	GREENE		Spine	LIH-S-M6-1(L)				L arrow
Field verified	42.03493581	-94.16521716	160845	US 30	W	GREENE		Spine	LIH-S				
Field verified	42.01544098	-94.3860605	160817	W LINCOLN WAY	W	GREENE	Jefferson	Spine	LIH-S				
Replace damaged/missing sign	42.01540038	-94.37827706	160819	W LINCOLN WAY	W	GREENE	Jefferson	Spine	LIH-S				Bent bottom right corner
Replace damaged/missing sign	41.69626835	-95.71064902	161065	215TH ST	E	HARRISON		Loop		LIH-L-M6-4			
Field verified	41.67369067	-95.73391622	160986	231ST ST	E	HARRISON		Loop		LIH-L			Erosion around sign
Field verified	41.66001455	-95.74246218	160983	240TH ST	E	HARRISON		Loop		LIH-L-M6-1(L)			L arrow
Replace damaged/missing sign	41.60979524	-95.82489967	160970	NIAGARA TRAIL	E	HARRISON		Loop		LIH-L			
Field verified	41.55079821	-96.09544706	160947	US 30	E	HARRISON		Loop		LIH-L			
Field verified	41.55096387	-96.02565857	160950	US 30	E	HARRISON		Loop		LIH-L			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.54964571	-95.91473015	160955	US 30	E	HARRISON	Missouri Valley	Loop		LIH-L			WS
Replace damaged/missing sign	41.5501819	-95.97434163	160951	US 30	E	HARRISON		Loop		LIH-L			
Field verified	41.81969309	-95.62354593	161028	128TH TRL	E	HARRISON		Spine	LIH-S				
Field verified	41.81960645	-95.61166242	161033	128TH TRL	E	HARRISON		Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.76676843	-95.64573622	161023	166TH ST	E	HARRISON		Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.74906451	-95.69306624	161005	180TH ST	E	HARRISON		Spine	LIH-S				
Field verified	41.74689136	-95.67518402	161017	180TH ST	E	HARRISON		Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.74375876	-95.69727262	161006	BUS BROWN DR	E	HARRISON	Woodbine	Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.74345614	-95.70220246	161011	BUS BROWN DR	E	HARRISON	Woodbine	Spine	LIH-S				
Field verified	41.85309432	-95.60221271	161041	EATON ST	E	HARRISON	Dunlap	Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.8540586	-95.59434246	161043	IA 37 / IOWA AVE	E	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.85402728	-95.60075515	161057	IA 37 / IOWA AVE	E	HARRISON	Dunlap	Spine	LIH-S				
Replace damaged/missing sign	41.84912866	-95.60505509	161053	PIERREPOINT ST	E	HARRISON	Dunlap	Spine	LIH-S-M6-1(R)				
Field verified	41.64279324	-95.7889123	160979	US 30 / 7TH ST	E	HARRISON	Logan	Spine	LIH-S				WS
Replace damaged/missing sign	41.55630788	-95.88679433	160959	US 30 / E ERIE ST	E	HARRISON	Missouri Valley	Spine	LIH-S				WS
Replace damaged/missing sign	41.55629183	-95.88865042	161144	US 30 / ERIE ST	E	HARRISON	Missouri Valley	Spine	LIH-S				WS
Field verified	41.62388128	-95.81459647	160971	NIAGARA TRL	N	HARRISON		Loop		LIH-L			
Field verified	41.63459187	-95.80715812	161029	NIAGARA TRL	N	HARRISON		Loop		LIH-L-M6-1(R)			R arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Not field verified	41.67339215	-95.74136374	160985	PARKER TRL	N	HARRISON		Loop		LIH-L-M6-1(R)			LEVEL B ROAD. COULD NOT ACCESS.
Replace damaged/missing sign	41.66416001	-95.74153662	160990	PARKER TRL	N	HARRISON		Loop		LIH-L-M6-1(S)			
Field verified	41.69593173	-95.72208524	160996	QUINCY TRL	N	HARRISON		Loop		LIH-L-M6-1(R)			
Field verified	41.55564382	-95.88736244	160957	S 6TH ST	N	HARRISON		Loop		LIH-L-M6-1(L)			WS
Field verified	41.60845002	-95.8238661	160967	US 30	N	HARRISON		Loop		LIH-L			WS AND LOH
Field verified	41.63550757	-95.79790622	160975	US 30	N	HARRISON		Loop		LIH-L-M6-1(L)			WS AND LOH
Field verified	41.6821878	-95.72333815	160994	US 30	N	HARRISON		Loop		LIH-L-M6-1(L)			
Field verified	41.6596999	-95.74769592	160982	US 30	N	HARRISON		Loop		LIH-L-M6-1(R)			WS
Field verified	41.8545227	-95.59326344	161044	12TH ST	N	HARRISON	Dunlap	Spine	LIH-S-M6-1(R)				R arrow
Replace damaged/missing sign	41.85284881	-95.60288787	161040	2ND ST	N	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.85465623	-95.59466316	161060	IA 37 / IOWA AVE	N	HARRISON	Dunlap	Spine	LIH-S-M6-2(R)				Dir is north. Diag arrow
Field verified	41.84725036	-95.60527746	161037	L 66 / TOLLEDO AVE	N	HARRISON	Dunlap	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.82134566	-95.6099253	161034	L66	N	HARRISON		Spine	LIH-S				
Field verified	41.85572626	-95.59253653	161045	LINCOLN HWY	N	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.74303401	-95.70277535	161010	LINCOLN WAY	N	HARRISON	Woodbine	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.73338716	-95.70252388	161014	LINCOLN WAY	N	HARRISON	Woodbine	Spine	LIH-S				
Field verified	41.52867687	-95.88431742	160965	LOESS HILLS TRL	N	HARRISON		Spine	LIH-S				Some damage
Field verified	41.55613126	-95.88760972	160960	S 6TH ST	N	HARRISON	Missouri Valley	Spine	LIH-S-M6-4				WS
dasd													

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.55601083	-95.88765264		S 6TH ST	N	HARRISON	Missouri Valley	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.74825447	-95.67311702	161018	SAWYER TRL	N	HARRISON		Spine	LIH-S				
Replace damaged/missing sign	41.76635732	-95.65366179	161021	SAWYER TRL	N	HARRISON		Spine	LIH-S-M6-1(R)				
Field verified	41.76912202	-95.64399701	161024	SPOKANE AVE	N	HARRISON		Spine	LIH-S				
Field verified	41.81885212	-95.62456073	161027	SPOKANE AVE	N	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.61036134	-95.82252068	160968	US 30	N	HARRISON		Spine	LIH-S				WS AND LOH
Field verified	41.63684105	-95.79582549	160976	US 30	N	HARRISON	Logan	Spine	LIH-S				WS AND LOH
Field verified	41.67477616	-95.73096127	160988	US 30	N	HARRISON		Spine	LIH-S				WS
Field verified	41.69628692	-95.70756028	160998	US 30	N	HARRISON		Spine	LIH-S				WS
Field verified	41.74861223	-95.69391051	161004	US 30	N	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.74452465	-95.69579285	161007	US 30	N	HARRISON		Spine	LIH-S				
Field verified	41.73081855	-95.70086645	161016	US 30	N	HARRISON		Spine	LIH-S				WS
Field verified	41.84729795	-95.60626731	161058	US 30	N	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.57486908	-95.85031715	161143	US 30	N	HARRISON		Spine	LIH-S				LOH AND WS
Field verified	41.84843057	-95.60434471	161038	US 30 / 3RD ST	N	HARRISON	Dunlap	Spine	LIH-S-M6-1(L)				L
Replace damaged/missing sign	41.64254789	-95.79169393	160977	US 30 / MAPLE AVE	N	HARRISON	Logan	Spine	LIH-S-M6-1(R)				WS AND LOH
Field verified	41.57760376	-95.84924868	160963	WS AND LOH	N	HARRISON		Spine	LIH-S				WS AND LOH
Field verified	41.57603073	-95.8493185		296TH ST	NW	HARRISON		Spine	LIH-S-M6-4				
Field verified	41.55032301	-95.91960188	160953	I 29 EXIT RAMP	S	HARRISON	Missouri Valley	Loop		LIH-L			
Field verified	41.62425781	-95.81532596	160972	NIAGARA TRL	S	HARRISON		Loop		LIH-L			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.66108692	-95.7421177	160992	PARKER TRL	S	HARRISON		Loop		LIH-L-M6-1(R)			R arrow
Field verified	41.66667221	-95.74224248	160984	PARKER TRL	S	HARRISON		Loop		LIH-L			
Field verified	41.63744635	-95.79635732	160973	US 30	S	HARRISON	Logan	Loop		LIH-L			WS AND LOH
Field verified	41.67499221	-95.73194599	160989	US 30	S	HARRISON		Loop		LIH-L			WS
Field verified	41.69716627	-95.70788155	160997	US 30	S	HARRISON		Loop		LIH-L-M6-1(R)			WS
Field verified	41.8531472	-95.60323375	161051	2ND ST	S	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.85002723	-95.60575172	161052	2ND ST	S	HARRISON	Dunlap	Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.64400917	-95.78948	160980	IA 127 / 2ND AVE	S	HARRISON		Spine	LIH-S-M6-4				WS
Replace damaged/missing sign	41.84651524	-95.60572028	161055	L 66 / TOLEDO AVE	S	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.82134679	-95.61079405	161035	L66	S	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.85594967	-95.59330401	161046	LINCOLN HWY	S	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.7429737	-95.70337841	161009	LINCOLN WAY	S	HARRISON	Woodbine	Spine	LIH-S				
Field verified	41.73242327	-95.70307658	161012	LINCOLN WAY	S	HARRISON	Woodbine	Spine	LIH-S				WS
Field verified	41.52773349	-95.88528553	160966	LOESS HILLS TRL	S	HARRISON		Spine	LIH-S				Slightly bent
Field verified	41.74831635	-95.67397316	161019	SAWYER TRL	S	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.76633233	-95.65453611	161022	SAWYER TRL	S	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.76919741	-95.64486918	161025	SPOKANE AVE	S	HARRISON		Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.81887396	-95.625481	161032	SPOKANE AVE	S	HARRISON		Spine	LIH-S				
Field verified	41.57564939	-95.85094037	160964	US 30	S	HARRISON		Spine	LIH-S				WS
Field verified	41.6600167	-95.74860672	160993	US 30	S	HARRISON		Spine	LIH-S				WS
Field verified	41.69524081	-95.71009667	160999	US 30	S	HARRISON		Spine	LIH-S				WS

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.74920101	-95.69454581	161001	US 30	S	HARRISON		Spine	LIH-S				Shot
Field verified	41.74484316	-95.69644332	161002	US 30	S	HARRISON	Woodbine	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.73055086	-95.70199139	161015	US 30	S	HARRISON	Woodbine	Spine	LIH-S				WS
Field verified	41.84820215	-95.60563913	161054	US 30	S	HARRISON	Dunlap	Spine	LIH-S-M6-1(L)				L
Field verified	41.60841991	-95.82501613	161067	US 30	S	HARRISON		Spine	LIH-S				WS AND LOH
Field verified	41.85417431	-95.60234394	161049	US 30 / 6TH ST	S	HARRISON	Dunlap	Spine	LIH-S-M6-1(R)				R arrow
Replace damaged/missing sign	41.64270824	-95.79199433	160978	US 30 / MAPLE AVE	S	HARRISON	Logan	Spine	LIH-S				WS AND LOH
Replace damaged/missing sign	41.69699556	-95.72143307	160995	215TH ST	W	HARRISON		Loop		LIH-L-M6-1(L)			
Not field verified	41.67438418	-95.74094176	160991	231ST ST	W	HARRISON		Loop		LIH-L-M6-1(L)			LEVEL B ROAD. COULD NOT AC-CESS.
Field verified	41.63574026	-95.80639253	161030	F50 / 260TH ST	W	HARRISON		Loop		LIH-L-M6-1(L)			L arrow
Field verified	41.63651714	-95.79935387	160974	F50 / CAL-HOUN RD	W	HARRISON	Logan	Loop		LIH-L			
Replace damaged/missing sign	41.61028778	-95.82481855	160969	NIAGARA TRL	W	HARRISON		Loop		LIH-L			
Field verified	41.55142102	-96.09544862	160948	US 30	W	HARRISON		Loop		LIH-L			
Field verified	41.55164329	-96.02764973	160949	US 30	W	HARRISON		Loop		LIH-L			
Field verified	41.55068976	-95.97627344	160952	US 30	W	HARRISON		Loop		LIH-L			
Field verified	41.55670863	-95.88737357	161068	US 30 / E ERIE ST	W	HARRISON	Missouri Valley	Loop		LIH-L			WS
Field verified	41.55673236	-95.8885859	160958	US 30 / E ERIE ST	W	HARRISON	Missouri Valley	Loop		LIH-L			WS
Field verified	41.82040806	-95.6238733	161031	128TH TRL	W	HARRISON		Spine	LIH-S-M6-1(L)				L arrow

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.82024334	-95.61172677	161036	128TH TRL	W	HARRISON		Spine	LIH-S				
Field verified	41.76741351	-95.64602056	161026	166TH ST	W	HARRISON		Spine	LIH-S				L arrow
Field verified	41.74973435	-95.69290162	161000	180TH ST	W	HARRISON		Spine	LIH-S-M6-1(L)				
Field verified	41.7475657	-95.67509128	161020	180TH ST	W	HARRISON		Spine	LIH-S				
Field verified	41.66080928	-95.74589154	161066	240TH ST	W	HARRISON		Spine	LIH-S-M6-4				Dbl arrow
Field verified	41.74427576	-95.69756531	161003	BUS BROWN DR	W	HARRISON	Woodbine	Spine	LIH-S				
Field verified	41.74407422	-95.70244105	161008	BUS BROWN DR	W	HARRISON	Woodbine	Spine	LIH-S-M6-1(L)				L arrow
Field verified	41.8537225	-95.60247921	161050	EATON ST	W	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.85356804	-95.5947876		EATON ST	W	HARRISON	Dunlap	Spine	LIH-S-M6-1(L)				Dir is west. L arrow
Replace damaged/missing sign	41.73208864	-95.70132803	161013	F32 / 194TH ST	W	HARRISON	Woodbine	Spine	LIH-S-M6-4				WS
Field verified	41.85463644	-95.60147948	161048	IA 37 / IOWA AVE	W	HARRISON	Dunlap	Spine	LIH-S				
Field verified	41.8545565	-95.59235283	161059	IA 37 / IOWA AVE	W	HARRISON	Dunlap	Spine	LIH-S-M6-7				Dia arrow
Field verified	41.67354492	-95.72993875	160166	IA 44	W	HARRISON		Spine	LIH-S				WS
Field verified	41.84949998	-95.6049056	161039	PIERREPONT ST	W	HARRISON	Dunlap	Spine	LIH-S-M6-1(R)				R arrow
Field verified	41.64338224	-95.79004405	160981	US 30 / 7TH ST	W	HARRISON	Logan	Spine	LIH-S				WS AND LOH
Field verified	41.55647648	-95.88733613	160961	US 30 / E ERIE ST	W	HARRISON		Spine	LIH-S-M6-1(L)				WS
Field verified	42.02917809	-91.57516811	160545	3RD AVE	E	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.02925341	-91.57818567	160550	3RD AVE	E	LINN	Marion	Loop		LIH-L			
Field verified	42.03103241	-91.58011543	160549	5TH AVE	E	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.03103241	-91.58840737	160553	5TH AVE	E	LINN	Marion	Loop		LIH-L			
Field verified	42.03112286	-91.59489017	160559	5TH AVE	E	LINN	Marion	Loop		LIH-L			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03290186	-91.59657871	160557	7TH AVE	E	LINN	Marion	Loop		LIH-L- M6-1(R)			INSTALL ON UTILITY POLE
Field verified	42.03279314	-91.60821947	160561	7TH AVE	E	LINN	Marion	Loop		LIH-L			
Field verified	41.97556318	-91.50884304	160520	E48 / WEST MT VERNON RD	E	LINN		Loop		LIH-L- M6-1(L)			
Field verified	42.01966024	-91.55223152	160529	IA 100	E	LINN		Loop		LIH-L			
Field verified	42.0197062	-91.56659259	160542	IA 100	E	LINN	Marion	Loop		LIH-L- M6-6(L)			
Field verified	42.01991966	-91.56471997	160537	IA 100	E	LINN	Marion	Loop		LIH-L			
Field verified	41.99374887	-91.64162437	160571	IA 922 / 1ST AVE E	E	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	41.98408492	-91.65851201	160573	IA 922 / 1ST AVE E	E	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	42.01208477	-91.54671418	160531	MARTIN CREEK RD	E	LINN		Loop		LIH-L- M6-1(R)			
Field verified	41.96365619	-91.74208412	160615	16TH AVE SW	E	LINN	Cedar Rapids	Spine	LIH-S- M6-1(L)				
Field verified	41.96376511	-91.7732291	160623	16TH AVE SW	E	LINN		Spine	LIH-S				
Field verified	41.91973529	-91.41163219	160508	1ST ST	E	LINN	Mount Vernon	Spine	LIH-S- M6-1(L)				
Field verified	41.92183606	-91.41642831	160512	1ST ST	E	LINN	Mount Vernon	Spine	LIH-S				
Field verified	41.97761561	-91.65292093	160580	8TH AVE SE / MT VER- NON RD SE	E	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON UTILITY POLE
Field verified	41.97155091	-91.69244153	160631	A AVE NW	E	LINN	Cedar Rapids	Spine	LIH-S- M6-1(R)				
Replace damaged/ missing sign	41.92114354	-91.3842988	160403	E MAIN ST	E	LINN	Lisbon	Spine	LIH-S				
Field verified	41.97581815	-91.55025331	160593	E48 / WEST MT VERNON RD	E	LINN		Spine	LIH-S				
Field verified	41.97555096	-91.50456776	160515	E48 / WEST MT VERNON RD	E	LINN		Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.95749294	-91.47142583	160522	E48 / WEST MT VERNON RD	E	LINN		Spine	LIH-S				
Field verified	41.98292342	-91.66056552	160572	IA 922 / 1ST AVE E	E	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ADJ TO LOOP SIGN
Field verified	41.97865369	-91.66788944	160597	IA 922 / 1ST AVE E	E	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON EX STREET LIGHT POLE
Field verified	41.97131909	-91.68893591	160600	IA 922 / 1ST AVE W	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97043713	-91.68953142	160601	IA 922 / 1ST AVE W	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97045974	-91.6909712	160605	IA 922 / 1ST AVE W	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97052572	-91.69235108	160632	IA 922 / 1ST AVE W	E	LINN	Cedar Rapids	Spine	LIH-S-M6-6(L)				
Field verified	41.9744757	-91.67775725	160633	IA 922 / 1ST AVE W	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97421373	-91.69637604	160608	JOHNSON AVE NW	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97421158	-91.71643976	160614	JOHNSON AVE NW	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.96913614	-91.73013732	160620	JOHNSON AVE SW	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.91994251	-91.40944068	160505	LISBON RD	E	LINN	Mount Vernon	Spine	LIH-S				
Field verified	41.91978488	-91.3686154	160496	MAIN ST	E	LINN		Spine	LIH-S-M6-2(L)				
Field verified	41.97671115	-91.63726729	160583	MT VERNON RD SE	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97648577	-91.61772088	160585	MT VERNON RD SE	E	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97617893	-91.57911994	160591	MT VERNON RD SE	E	LINN		Spine	LIH-S				
Replace damaged/missing sign	41.97672058	-91.59831762	160586	MT VERNON RD SE	E	LINN		Spine	LIH-S				Move sign
Replace damaged/missing sign	41.97673653	-91.60517335	160589	MT VERNON RD SE	E	LINN	Cedar Rapids	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.96326396	-91.79238873	160621	US 30	E	LINN		Spine	LIH-S-M6-2(R)				INSTALL ON EX GREEN DEST. PANEL
Field verified	41.96378912	-91.83231028	160627	US 30	E	LINN		Spine	LIH-S				
Field verified	41.92981722	-91.43118605	160514	WEST MT VERNON RD / 1ST ST	E	LINN	Mount Vernon	Spine	LIH-S				
Replace damaged/missing sign	41.98344798	-91.65928423	160635	10TH ST SE	N	LINN	Cedar Rapids	Loop		LIH-L			
Replace damaged/missing sign	42.03305402	-91.59565687	160555	13TH ST	N	LINN	Marion	Loop		LIH-L			
Field verified	41.99601137	-91.52502575	160532	BLOOMINGTON RD	N	LINN		Loop		LIH-L			
Replace damaged/missing sign	42.00888081	-91.54337065	160523	BLOOMINGTON RD	N	LINN		Loop		LIH-L			
Field verified	42.0251911	-91.62024211	160562	IA 100	N	LINN	Cedar Rapids	Loop		LIH-L-M6-4			
Field verified	41.98294518	-91.66056616	160634	IA 922 / 1ST AVE E	N	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	42.01734316	-91.63375678	160566	IA 922 / 1ST AVE E	N	LINN	Cedar Rapids	Loop		LIH-L			INSTALL ON UTILITY POLE
Field verified	42.00380467	-91.63429952	160569	IA 922 / 1ST AVE E	N	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	42.0250622	-91.57351203	160538	MUNER RD	N	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.02132329	-91.56606435	160535	MUNER RD	N	LINN		Loop		LIH-L			
Field verified	41.97765233	-91.50601661	160518	O'CONNOR RD	N	LINN		Loop		LIH-L-M6-2(L)			
Field verified	42.03103241	-91.57863796	160547	S 31ST ST	N	LINN	Marion	Loop		LIH-L-M6-1(L)			
Field verified	42.02596678	-91.57381355	160539	S 35TH ST	N	LINN	Marion	Loop		LIH-L			
Replace damaged/missing sign	42.02908537	-91.57413483	160543	S 35TH ST	N	LINN	Marion	Loop		LIH-L			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.01159851	-91.54457943	160525	TRAVIS RD	N	LINN		Loop		LIH-L- M6-1(L)			
Field verified	42.01875308	-91.54975482	160527	US 151 / IA 13	N	LINN	Marion	Loop		LIH-L- M6-1(L)			
Field verified	42.01072048	-91.54978081	160639	US 151 / IA 13	N	LINN		Loop		LIH-L			
Replace damaged/missing sign	41.98346791	-91.65918231	160577	10TH ST SE	N	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ADJ TO LOOP SIGN
Field verified	41.9711834	-91.69210192	160606	15TH ST NW	N	LINN	Cedar Rapids	Spine	LIH-S- M6-1(L)				
Replace damaged/missing sign	41.97148811	-91.69160485	160603	15TH ST NW	N	LINN	Cedar Rapids	Spine	LIH-S- M6-1(L)				
Field verified	41.97887525	-91.65414793	160578	10TH ST SE	N	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON UTILITY POLE
Field verified	41.96272939	-91.77430526	160625	80TH ST SW	N	LINN		Spine	LIH-S- M6-4				
Field verified	41.95815785	-91.47099172	160521	E48 / WEST MT VERNON RD	N	LINN		Spine	LIH-S				
Replace damaged/missing sign	41.97349158	-91.71563979	160629	EDGEWOOD RD NW	N	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.92200595	-91.41709048	160510	IA 1	N	LINN	Mount Vernon	Spine	LIH-S- M6-4				
Field verified	41.97740101	-91.50692936	160519	O'CONNOR RD	N	LINN		Spine	LIH-S- M6-4				
Field verified	41.91991127	-91.38507063	160401	S WASHINGTON ST	N	LINN	Lisbon	Spine	LIH-S- M6-4				
Field verified	41.97470748	-91.55113885	160595	US 151 / IA 13	N	LINN		Spine	LIH-S- M6-4				
Field verified	41.96448641	-91.7400173	160616	WEST POST RD SW	N	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.96532195	-91.74001651	160618	WEST POST RD SW	N	LINN	Cedar Rapids	Spine	LIH-S- M6-1(R)				
Replace damaged/missing sign	42.02613661	-91.6201508	160564	IA 922 / 1ST AVE E	NE	LINN	Cedar Rapids	Loop		LIH-L			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.96597803	-91.73900035	160609	JOHNSON AVE SW	NE	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	42.03172591	-91.59618673	160558	13TH ST	S	LINN	Marion	Loop		LIH-L-M6-1(L)			
Field verified	41.97942317	-91.50823703	160641	BLOOMINGTON RD	S	LINN		Loop		LIH-L-M6-2(R)			
Field verified	42.00813538	-91.54353432	160524	BLOOMINGTON RD	S	LINN		Loop		LIH-L			
Field verified	41.99563152	-91.5258747	160533	BLOOMINGTON RD	S	LINN		Loop		LIH-L			
Field verified	42.02644922	-91.62257019	160563	IA 100	S	LINN	Cedar Rapids	Loop		LIH-L-M6-4			
Field verified	42.01651224	-91.63522577	160567	IA 922 / 1ST AVE E	S	LINN	Cedar Rapids	Loop		LIH-L			INSTALL ON UTILITY POLE
Field verified	42.00374437	-91.6352041	160568	IA 922 / 1ST AVE E	S	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	41.99432908	-91.64220504	160570	IA 922 / 1ST AVE E	S	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	42.02049815	-91.56637575	160536	MUNER RD	S	LINN	Marion	Loop		LIH-L-M6-1(L)			
Field verified	42.02421793	-91.57393416	160541	MUNER RD	S	LINN		Loop		LIH-L			
Field verified	42.03000722	-91.57963299	160551	S 31ST ST	S	LINN	Marion	Loop		LIH-L-M6-1(L)			
Replace damaged/missing sign	42.02608082	-91.57445669	160540	S 35TH ST	S	LINN	Marion	Loop		LIH-L			
Replace damaged/missing sign	42.02872674	-91.57446742	160637	S 35TH ST	S	LINN	Marion	Loop		LIH-L			
Field verified	42.01003403	-91.5454836	160640	TRAVIS RD	S	LINN		Loop		LIH-L			
Field verified	42.01348852	-91.55055269	160530	US 151 / IA 13	S	LINN		Loop		LIH-L			
Field verified	42.02322793	-91.55057264	160638	US 151 / IA 13	S	LINN		Loop		LIH-L			
Replace damaged/missing sign	41.98302928	-91.65918231	160576	10TH ST SE	S	LINN	Cedar Rapids	Spine	LIH-S				UTILITY POLE

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	41.97842742	-91.65450454	160579	10TH ST SE	S	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON UTILITY POLE OR SINGLE POLE
Field verified	41.97583032	-91.71624464	160630	EDGEWOOD RD NW	S	LINN	Cedar Rapids	Spine	LIH-S-M6-4				SINGLE POST OR UTILITY POLE
Field verified	41.92250263	-91.41694196	160509	IA 1	S	LINN	Mount Vernon	Spine	LIH-S-M6-4				Poor visibility
Field verified	41.922153	-91.38590085	160402	N WASHINGTON ST	S	LINN	Lisbon	Spine	LIH-S-M6-4				
Field verified	41.97749392	-91.55168303	160594	US 151 / IA 13	S	LINN		Spine	LIH-S-M6-4				
Field verified	41.96526565	-91.74064015	160611	WEST POST RD SW	S	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.96443231	-91.74068048	160612	WEST POST RD SW	S	LINN	Cedar Rapids	Spine	LIH-S-M6-1(R)				
Field verified	42.02989893	-91.57813124	160546	3RD AVE	W	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.02990236	-91.57516762	160544	3RD AVE	W	LINN	Marion	Loop		LIH-L			
Field verified	42.03190683	-91.59489017	160554	5TH AVE	W	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.03175607	-91.57999482	160548	5TH AVE	W	LINN	Marion	Loop		LIH-L			
Field verified	42.0318171	-91.58927667	160552	5TH AVE	W	LINN	Marion	Loop		LIH-L			
Field verified	42.03369327	-91.59652182	160556	7TH AVE	W	LINN	Marion	Loop		LIH-L			INSTALL ON UTILITY POLE
Field verified	42.03338333	-91.60841274	160560	7TH AVE	W	LINN	Marion	Loop		LIH-L			
Field verified	41.97617595	-91.50404288	160517	E48 / WEST MT VERNON RD	W	LINN		Loop		LIH-L-M6-1(R)			
Field verified	42.02044031	-91.56487376	160534	IA 100	W	LINN	Marion	Loop		LIH-L-M6-1(R)			
Field verified	42.02029891	-91.55222638	160528	IA 100	W	LINN		Loop		LIH-L			
Field verified	42.02547593	-91.62264133	160565	IA 922 / 1ST AVE E	W	LINN	Cedar Rapids	Loop		LIH-L			
Field verified	42.0128397	-91.54838602	160526	MARTIN CREEK RD	W	LINN		Loop		LIH-L-M6-1(R)			

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.96421177	-91.74199123	160617	16TH AVE SW	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.92027789	-91.41225379	160507	1ST ST	W	LINN	Mount Vernon	Spine	LIH-S				
Field verified	41.92227012	-91.41765676	160511	1ST ST	W	LINN	Mount Vernon	Spine	LIH-S				Poor visibility
Field verified	41.97834837	-91.65275398	160581	8TH AVE SE / MT VERNON RD SE	W	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON UTILITY POLE
Field verified	41.97222367	-91.69219238	160602	A AVE NW	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97625795	-91.50875756	160516	E48 / WEST MT VERNON RD	W	LINN		Spine	LIH-S				
Field verified	41.97644864	-91.55241108	160592	E48 / WEST MT VERNON RD	W	LINN		Spine	LIH-S				
Field verified	41.98451601	-91.6594048	160574	IA 922 / 1ST AVE E	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.98351946	-91.66107827	160575	IA 922 / 1ST AVE E	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.9792869	-91.66843219	160596	IA 922 / 1ST AVE E	W	LINN	Cedar Rapids	Spine	LIH-S				INSTALL ON EX STREET LIGHT POLE
Field verified	41.97527661	-91.6777644	160598	IA 922 / 1ST AVE E	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97597012	-91.67395764	160599	IA 922 / 1ST AVE W	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97111556	-91.69092597	160604	IA 922 / 1ST AVE W	W	LINN	Cedar Rapids	Spine	LIH-S-M6-1(R)				
Field verified	41.97649417	-91.67428343	160628	IA 922 / 1ST AVE W	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97482432	-91.69705448	160607	JOHNSON AVE NW	W	LINN	Cedar Rapids	Spine	LIH-S				
Replace damaged/missing sign	41.97483747	-91.7154631	160613	JOHNSON AVE NW	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.96644846	-91.73941702	160610	JOHNSON AVE SW	W	LINN	Cedar Rapids	Spine	LIH-S-M6-1(L)				
Field verified	41.96978423	-91.73062611	160619	JOHNSON AVE SW	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.92032228	-91.41040383	160506	LISBON RD	W	LINN	Mount Vernon	Spine	LIH-S				

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.92026124	-91.36799758	160495	MAIN ST	W	LINN		Spine	LIH-S				
Field verified	41.97739093	-91.63725893	160582	MT VERNON RD SE	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97711956	-91.61772014	160584	MT VERNON RD SE	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.97725948	-91.59960395	160587	MT VERNON RD SE	W	LINN		Spine	LIH-S				
Field verified	41.97686491	-91.58016312	160590	MT VERNON RD SE	W	LINN		Spine	LIH-S				
Replace damaged/missing sign	41.97698379	-91.60653591	160588	MT VERNON RD SE	W	LINN	Cedar Rapids	Spine	LIH-S				
Field verified	41.96382484	-91.79243744	160622	US 30	W	LINN		Spine	LIH-S				INSTALL ON EXISTING ASSEMBLY
Field verified	41.96406633	-91.77876828	160624	US 30 COUPLE WEST	W	LINN		Spine	LIH-S				INSTALL ON COUPLE TO US 30 WEST
Field verified	41.92170536	-91.38670017	160404	W MAIN ST	W	LINN	Lisbon	Spine	LIH-S				
Field verified	41.93011729	-91.43037063	160513	WEST MT VERNON RD / 1ST ST	W	LINN	Mount Vernon	Spine	LIH-S				
Field verified	42.02183943	-93.14702525	160381	230TH ST	E	MARSHALL		Loop		LIH-L-M5-1			
Field verified	42.02609813	-93.04019545	160180	230TH ST	E	MARSHALL		Loop		LIH-L-M6-1(R)			
Field verified	42.02907419	-93.0575941	160184	230TH ST	E	MARSHALL		Loop		LIH-L			
Field verified	42.02232783	-93.03768236	160378	230TH ST	E	MARSHALL		Loop		LIH-L			
Field verified	42.02158486	-93.14477463	160382	230TH ST	E	MARSHALL		Loop		LIH-L			
Field verified	42.02176769	-93.17337453	160391	230TH ST	E	MARSHALL	State Center	Loop		LIH-L			
Field verified	41.97771037	-92.76615436	160150	E49	E	MARSHALL		Loop		LIH-L			
Field verified	41.97777698	-92.78411056	160339	E49	E	MARSHALL		Loop		LIH-L			
Field verified	42.02252325	-93.03014709	160182	230TH ST	E	MARSHALL		Spine	LIH-S-M6-6(R)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.01810749	-93.16825478	160206	3RD ST NW	E	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				
Field verified	42.03795285	-92.89473011	160356	ANSON ST	E	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Field verified	42.03784938	-92.90685304	160361	ANSON ST	E	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.01708956	-93.15845657	160394	E MAIN ST	E	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				
Field verified	42.02796259	-92.89210218	160345	E OLIVE ST	E	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.02409929	-93.00572068	160174	E41	E	MARSHALL		Spine	LIH-S-M6-2(L)				
Field verified	42.01509372	-93.03109967	160178	E41	E	MARSHALL		Spine	LIH-S-M6-1(L)				
Field verified	42.02198842	-93.23080763	160212	E41	E	MARSHALL		Spine	LIH-S				
Field verified	42.02602064	-92.99894538	160371	E41	E	MARSHALL		Spine	LIH-S				
Field verified	42.02252859	-93.02626132	160374	E41	E	MARSHALL		Spine	LIH-S				
Field verified	42.01509091	-93.09747139	160384	E41	E	MARSHALL		Spine	LIH-S				
Field verified	42.02181758	-93.17616786	160387	E41 / 230TH ST	E	MARSHALL		Spine	LIH-S				
Field verified	42.01461696	-93.15445784	160209	E41 / 4TH ST SE	E	MARSHALL		Spine	LIH-S				
Field verified	42.01070142	-92.78600184	160143	EXIT RAMP - US 30	E	MARSHALL		Spine	LIH-S-M6-1(R)				
Field verified	42.03791608	-92.90871558	160279	IA 14 / ANSON ST	E	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.02332621	-93.00576644	160172	IA 330	E	MARSHALL		Spine	LIH-S-M6-6(L)				
Field verified	42.04153317	-92.92826126	160168	LINCOLN WAY	E	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(L)				
Field verified	42.03310776	-92.96031506	160373	LINCOLN WAY	E	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.00625125	-92.78382695	160145	MAIN ST	E	MARSHALL	Le Grand	Spine	LIH-S				
Field verified	42.00632815	-92.77522344	160146	MAIN ST	E	MARSHALL	Le Grand	Spine	LIH-S				
Field verified	42.04881923	-92.91743576	160170	MAIN ST	E	MARSHALL	Marshall-town	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.04875463	-92.92662987	160367	MAIN ST	E	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04888307	-92.90918836	160369	MAIN ST	E	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Field verified	42.00662996	-92.76735942	160333	MAIN ST / ABBOTT AVE	E	MARSHALL	Le Grand	Spine	LIH-S-M6-1(R)				
Field verified	42.01357716	-92.86097264	160152	SHADY OAKS RD	E	MARSHALL		Spine	LIH-S				
Field verified	42.02800012	-92.87640883	160343	SHADY OAKS RD	E	MARSHALL		Spine	LIH-S				
Field verified	42.00776039	-92.76874064	160120	US 30	E	MARSHALL	Le Grand	Spine	LIH-S-M6-6(R)				
Field verified	42.00662967	-92.85060476	160154	US 30	E	MARSHALL		Spine	LIH-S				
Replace damaged/missing sign	42.01047602	-92.79124399	160142	US 30	E	MARSHALL		Spine	LIH-S				
Field verified	42.02118074	-93.17445289	160208	9TH AVE NW	N	MARSHALL	State Center	Loop		LIH-L			
Field verified	42.02310486	-93.02666803	160292	E41	N	MARSHALL		Loop		LIH-L			
Replace damaged/missing sign	42.02085172	-93.02857447	160293	E41 / KNOLL WAY	N	MARSHALL		Loop		LIH-L			
Field verified	41.97926154	-92.78502868	160148	IA 146	N	MARSHALL		Loop		LIH-L			
Field verified	42.02571999	-93.0383231	160376	JESSUP AVE	N	MARSHALL		Loop		LIH-L-M6-1(L)			
Field verified	42.01821243	-93.16679138	160392	3RD AVE NW	N	MARSHALL	State Center	Spine	LIH-S-M6-1(L)				
Field verified	42.01708851	-93.15667343	160385	5TH AVE SE	N	MARSHALL	State Center	Spine	LIH-S-M6-1(L)				
Field verified	42.02116076	-93.17446178	160207	9TH AVE NW	N	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				
Field verified	42.01608733	-93.02891044	160179	E41	N	MARSHALL		Spine	LIH-S				
Field verified	42.02988481	-92.89293137	160155	GOVERNOR RD	N	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.03772447	-92.89296907	160346	GOVERNOR RD	N	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(L)				
Field verified	42.04854169	-92.90747997	160159	IA 14 / N 3RD AVE	N	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03906798	-92.907517	160358	IA 14 / S 3RD AVE	N	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04228504	-92.92681528	160169	S 9TH ST	N	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04822544	-92.92697911	160366	S 9TH ST	N	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Field verified	42.02493368	-92.99957216	160291	575	N	MARSHALL		Spine	LIH-S-M6-4				
Field verified	42.01487519	-92.86168112	160151	SHADY OAKS RD	N	MARSHALL		Spine	LIH-S				
Replace damaged/missing sign	42.00836357	-92.85141072	160341	SHADY OAKS RD	N	MARSHALL		Spine	LIH-S				
Field verified	42.0077227	-92.78468379	160122	T37 / BREANE ST	N	MARSHALL	Le Grand	Spine	LIH-S				
Field verified	42.01234804	-92.78476791	160237	T37 / BREANE ST	N	MARSHALL	Le Grand	Spine	LIH-S-M6-1(L)				
Field verified	41.97915693	-92.78579998	160338	IA 146	S	MARSHALL		Loop	LIH-L-M6-1(L)				
Replace damaged/missing sign	42.02319467	-93.03936443	160181	JESSEP AVE	S	MARSHALL		Loop	LIH-L-M6-1(L)				
Field verified	42.00697392	-92.78574445	160236	T37 / BREANE ST	S	MARSHALL	Le Grand	Loop	LIH-L-M6-1(S)				
Field verified	42.01648578	-93.16722517	160393	3RD AVE NW	S	MARSHALL	State Center	Spine	LIH-S-M6-1(L)				
Field verified	42.0152819	-93.1571127	160395	5TH AVE SE	S	MARSHALL	State Center	Spine	LIH-S-M6-1(L)				Trim tree
Field verified	42.01909934	-93.17535498	160390	9TH AVE NW	S	MARSHALL		Spine	LIH-S-M6-1(L)				
Field verified	42.01614564	-93.02982934	160375	E41 / KNOLL WAY	S	MARSHALL		Spine	LIH-S-M6-1(R)				
Field verified	42.02954494	-92.89379575	160156	GOVERNOR RD	S	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(L)				
Field verified	42.03749832	-92.89387364	160357	GOVERNOR RD	S	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04824154	-92.90839221	160165	IA 14 / N 3RD AVE	S	MARSHALL	Marshall-town	Spine	LIH-S				
Replace damaged/missing sign	42.05008701	-92.90830916	160167	IA 14 / N 3RD AVE	S	MARSHALL	Marshall-town	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	42.03887108	-92.9081583	160158	IA 14 / S 3RD AVE	S	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.02718938	-93.00029128	160370	IA 330	S	MARSHALL		Spine	LIH-S-M6-4				
Field verified	42.04854169	-92.92790831	160363	S 9TH ST	S	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04254887	-92.92779524	160364	S 9TH ST	S	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	42.00791062	-92.85216158	160153	SHADY OAKS RD	S	MARSHALL		Spine	LIH-S				
Field verified	42.00696889	-92.78573913	160144	T37 / BREANE ST	S	MARSHALL	Le Grand	Spine	LIH-S-M6-1(L)				
Field verified	42.00975684	-92.78564856	160336	T37 / BREANE ST	S	MARSHALL		Spine	LIH-S				
Replace damaged/missing sign	42.03329505	-92.96118443	160372	LINCOLN WAY	SW	MARSHALL		Spine	LIH-S				
Field verified	42.02244245	-93.144659	160379	230TH ST	W	MARSHALL		Loop	LIH-L-M5-1B				
Field verified	42.02311852	-93.03753194	160176	230TH ST	W	MARSHALL		Loop	LIH-L-M6-1(R)				
Field verified	42.02673974	-93.03997389	160377	230TH ST	W	MARSHALL		Loop	LIH-L				
Field verified	42.02266701	-93.14679704	160380	230TH ST	W	MARSHALL		Loop	LIH-L				
Replace damaged/missing sign	42.03009238	-93.05871693	160183	230TH ST	W	MARSHALL		Loop	LIH-L				
Field verified	41.97846479	-92.78412749	160147	E49	W	MARSHALL		Loop	LIH-L-M6-1(R)				
Field verified	42.00693126	-92.78401553	160235	MAIN ST	W	MARSHALL	Le Grand	Loop	LIH-L-M6-1(L)				
Field verified	42.02247884	-93.17349862	160210	230TH ST	W	MARSHALL		Spine	LIH-S-M6-1(L)				
Field verified	42.01509123	-93.0286743	160396	235TH ST	W	MARSHALL		Spine	LIH-S-M6-6(R)				
Field verified	42.01884931	-93.17410999	160386	3RD ST NW	W	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03866947	-92.89469641	160157	ANSON ST	W	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.03853909	-92.90673923	160359	ANSON ST	W	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Field verified	42.02867847	-92.89206667	160344	E OLIVE ST	W	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(R)				
Field verified	42.0247912	-93.00640498	160173	E41	W	MARSHALL		Spine	LIH-S				
Field verified	42.02311779	-93.0266012	160175	E41	W	MARSHALL		Spine	LIH-S				
Field verified	42.01584621	-93.09890744	160383	E41	W	MARSHALL		Spine	LIH-S				
Field verified	42.02255371	-93.17620642	160388	E41	W	MARSHALL		Spine	LIH-S				
Field verified	42.01518669	-93.1557489	160397	E41	W	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	42.01576996	-93.03111315	160177	E41	W	MARSHALL		Spine	LIH-S				
Replace damaged/missing sign	42.01303721	-92.7864326	160335	ENT RAMP - US 30	W	MARSHALL		Spine	LIH-S				
Field verified	42.02586557	-93.00119406	160171	IA 330 / E41	W	MARSHALL		Spine	LIH-S-M6-2(R)				
Field verified	42.04221158	-92.92872887	160365	LINCOLN WAY	W	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.00708196	-92.76847681	160119	MAIN ST	W	MARSHALL	Le Grand	Spine	LIH-S				
Field verified	42.00693919	-92.78402222	160334	MAIN ST	W	MARSHALL	Le Grand	Spine	LIH-S-M6-1(R)				
Field verified	42.00704427	-92.77609032	160337	MAIN ST	W	MARSHALL	Le Grand	Spine	LIH-S				
Field verified	42.04944659	-92.90897754	160360	MAIN ST	W	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.04948155	-92.92656415	160362	MAIN ST	W	MARSHALL	Marshall-town	Spine	LIH-S-M6-1(L)				
Field verified	42.04944654	-92.91824976	160368	MAIN ST	W	MARSHALL	Marshall-town	Spine	LIH-S				
Field verified	42.02867827	-92.87644913	160342	SHADY OAKS RD	W	MARSHALL		Spine	LIH-S				
Field verified	42.00730874	-92.8501935	160340	US 30	W	MARSHALL		Spine	LIH-S-M6-1(R)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.01663654	-93.16598138	160205	W MAIN ST	W	MARSHALL	State Center	Spine	LIH-S-M6-1(R)				
Replace damaged/missing sign	41.4988753	-95.89455572	160896	DESOTA AVE	E	POTTAWATTAMIE		Spine	LIH-S-M6-4				LOH
Field verified	41.26334602	-95.84311559	160925	E BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26070425	-95.8482577	160927	E BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26080052	-95.8510711	160944	E BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Replace damaged/missing sign	41.26717866	-95.83837509	160946	E BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.36206356	-95.85947456	160899	MORMON BRIDGE RD	E	POTTAWATTAMIE	Crescent	Spine	LIH-S-M6-4				
Field verified	41.26777313	-95.83744325	160920	US 6 / KANESVILLE BLVD	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.26841834	-95.83682378	160921	US 6 / KANESVILLE BLVD	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.26158068	-95.85632951	160929	US 6 / W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26157982	-95.86697209	160935	US 6 / W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26159656	-95.90161024	160938	US 6 / W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26156498	-95.88112119	160941	US 6 / W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.2612964	-95.85344287	160932	W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Replace damaged/missing sign	41.26176934	-95.85440665	160931	W BROADWAY	E	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26051569	-95.85182387	160943	IA 192 / S 6TH ST	N	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.41034661	-95.83458337	160906	L20	N	POTTAWATTAMIE		Spine	LIH-S				LOH
Field verified	41.42235885	-95.85118973	160909	L20	N	POTTAWATTAMIE		Spine	LIH-S				LOH

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.46495389	-95.8776549	160911	L20	N	POTTAWAT-TAMIE		Spine	LIH-S				LOH
Field verified	41.38754876	-95.84279473	160912	L20	N	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.32120136	-95.84628049	160915	L20	N	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.29000297	-95.83425287	160917	L20	N	POTTAWAT-TAMIE		Spine	LIH-S				
Replace damaged/missing sign	41.49979589	-95.89366769	160897	L20	N	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.36256298	-95.85795402	160900	L20 / OLD LINCOLN HWY	N	POTTAWAT-TAMIE	Crescent	Spine	LIH-S				
Field verified	41.36608801	-95.85791213	160903	L20 / OLD LINCOLN HWY	N	POTTAWAT-TAMIE	Crescent	Spine	LIH-S				
Field verified	41.26986983	-95.8362504	160922	N BROAD-WAY	N	POTTAWAT-TAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26246938	-95.86790338	160940	IA 192 / N 16TH ST	S	POTTAWAT-TAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.49831842	-95.89357724	160898	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				LOH
Field verified	41.40891247	-95.83418315	160907	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.42056164	-95.8511001	160908	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				LOH
Field verified	41.46478148	-95.87852374	160910	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				LOH
Field verified	41.32001345	-95.84642502	160914	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.29000297	-95.83468645	160916	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				
Replace damaged/missing sign	41.38665937	-95.84392129	160913	L20	S	POTTAWAT-TAMIE		Spine	LIH-S				
Field verified	41.36142607	-95.85880856	160901	L20 / OLD LINCOLN HWY	S	POTTAWAT-TAMIE	Crescent	Spine	LIH-S				
Replace damaged/missing sign	41.36442543	-95.85845947	160904	L20 / OLD LINCOLN HWY	S	POTTAWAT-TAMIE	Crescent	Spine	LIH-S				

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.26934304	-95.83719656	160918	N BROADWAY	S	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.26688484	-95.83939964	160919	E BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.2633941	-95.84431842	160924	E BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26109877	-95.84920494	160926	E BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.36537628	-95.85728639	160902	G36 / E WELCH ST	W	POTTAWATTAMIE	Crescent	Spine	LIH-S-M6-4				
Field verified	41.4101465	-95.83371622	160905	L36	W	POTTAWATTAMIE		Spine	LIH-S-M6-4				LOH
Field verified	41.26865513	-95.83772098	160945	US 6 / KANESVILLE BLVD	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Replace damaged/missing sign	41.26795229	-95.83822228	160923	US 6 / KANESVILLE BLVD	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	41.26216064	-95.85647652	160928	US 6 / W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26202229	-95.85442341	160930	US 6 / W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26222183	-95.90262636	160939	US 6 / W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.2622217	-95.88256983	160942	US 6 / W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Replace damaged/missing sign	41.26198508	-95.864848021	160934	US 6 / W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				
Field verified	41.26145023	-95.85104832	160933	W BROADWAY	W	POTTAWATTAMIE	Council Bluffs	Spine	LIH-S				LOH
Field verified	42.02211584	-93.30488621	160238	E41	E	STORY		Spine	LIH-S				
Field verified	42.02274278	-93.5396565	160248	E41	E	STORY		Spine	LIH-S				
Field verified	42.0221015	-93.26996846	160406	E41	E	STORY		Spine	LIH-S				
Field verified	42.02225233	-93.35629193	160409	E41	E	STORY		Spine	LIH-S				
Field verified	42.02229013	-93.40454909	160411	E41	E	STORY		Spine	LIH-S				

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.02278028	-93.50092643	160429	E41	E	STORY		Spine	LIH-S				
Replace damaged/missing sign	42.02260589	-93.43356013	160412	E41	E	STORY		Spine	LIH-S				
Field verified	42.02262183	-93.45168114	160244	E41 / LIN-COLN HWY	E	STORY	Nevada	Spine	LIH-S				
Field verified	42.0224409	-93.46241844	160427	E41 / LIN-COLN HWY	E	STORY	Nevada	Spine	LIH-S				
Field verified	42.02244153	-93.65318084	160075	LINCOLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.0224409	-93.63278023	160076	LINCOLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.02230871	-93.58039498	160079	LINCOLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.02259192	-93.60962558	160249	LINCOLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.02256255	-93.63797262	160297	LINCOLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.0341627	-93.69723126	160059	ONTARIO ST	E	STORY		Spine	LIH-S				
Field verified	42.03422799	-93.67788462	160062	ONTARIO ST	E	STORY	Ames	Spine	LIH-S				
Field verified	42.0341463	-93.6677999	160063	ONTARIO ST	E	STORY	Ames	Spine	LIH-S				
Field verified	42.03409709	-93.65689698	160068	ONTARIO ST	E	STORY	Ames	Spine	LIH-S-M6-1(R)				
Field verified	42.02741611	-93.65524548	160070	SHELDON AVE	E	STORY	Ames	Spine	LIH-S				
Field verified	42.02251629	-93.61955081	160302	US 69 / LIN-COLN WAY	E	STORY	Ames	Spine	LIH-S				
Field verified	42.0224831	-93.43992233		15th St	N	STORY	Nevada	Spine	LIH-S				
Field verified	42.02180016	-93.4520912	160243	6TH ST	N	STORY	Nevada	Spine	LIH-S-M6-4				
Field verified	42.02210169	-93.61996541	160432	GRAND-WOOD DR	N	STORY	Ames	Spine	LIH-S				
Field verified	42.03393656	-93.65520618	160067	HYLAND AVE	N	STORY	Ames	Spine	LIH-S-M6-1(L)				
Field verified	42.02867337	-93.65537577	160071	HYLAND AVE	N	STORY	Ames	Spine	LIH-S				
Field verified	42.03310736	-93.6982866	160058	IA 930 / 500TH AVE	N	STORY		Spine	LIH-S-M6-4				

Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	42.03322043	-93.6785367	160061	N DAKOTA AVE	N	STORY	Ames	Spine	LIH-S-M6-4				
Field verified	42.02157807	-93.58093981	160303	S DAYTON AVE	N	STORY	Ames	Spine	LIH-S-M6-4				
Replace damaged/missing sign	42.02097097	-93.4052417	160240	S27	N	STORY		Spine	LIH-S-M6-4				Missing arr sign
Field verified	42.02697307	-93.65395684	160073	SHELDON AVE	N	STORY	Ames	Spine	LIH-S-M6-2(L)				
Field verified	42.02353908	-93.65385847	160074	SHELDON AVE	N	STORY	Ames	Spine	LIH-S				
Field verified	42.02195093	-93.63308176	160299	UNIVERSITY BLVD	N	STORY	Ames	Spine	LIH-S				
Replace damaged/missing sign	42.02204543	-93.60997627	160078	US 69 / S DUFF AVE	N	STORY	Ames	Spine	LIH-S				
Field verified	42.02349629	-93.45256931	160242	6TH ST	S	STORY	Nevada	Spine	LIH-S-M6-4				
Field verified	42.0237361	-93.58174373	160081	DAYTON AVE	S	STORY	Ames	Spine	LIH-S-M6-4				
Replace damaged/missing sign	42.0236847	-93.61073119	160431	DUFF AVE	S	STORY	Ames	Spine	LIH-S				
Field verified	42.03372653	-93.65599678	160066	HYLAND AVE	S	STORY	Ames	Spine	LIH-S				
Field verified	42.02898355	-93.65606942	160072	HYLAND AVE	S	STORY	Ames	Spine	LIH-S-M6-2(L)				
Field verified	42.03597146	-93.6990129	160057	IA 930 / Y AVE	S	STORY		Spine	LIH-S-M6-4				
Field verified	42.02360932	-93.46302149	160246	S 14 / W 4TH ST	S	STORY	Nevada	Spine	LIH-S-M6-4				
Field verified	42.02387315	-93.40595783	160410	S27	S	STORY		Spine	LIH-S-M6-4				
Field verified	42.02345888	-93.65471543	160295	SHELDON AVE	S	STORY	Ames	Spine	LIH-S-M6-1(L)				
Field verified	42.02379777	-93.63368481	160433	UNIVERSITY BLVD	S	STORY	Ames	Spine	LIH-S				
Field verified	42.02370681	-93.62042675	160300	US 69 / GRAND AVE	S	STORY	Ames	Spine	LIH-S				
Field verified	42.03502991	-93.65488921	160065	13TH ST	W	STORY	Ames	Spine	LIH-S-M6-6(L)				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.03491681	-93.7001928	160056	220TH ST	W	STORY		Spine	LIH-S				
Field verified	42.02266716	-93.23254509	160211	E41	W	STORY		Spine	LIH-S				
Field verified	42.02293093	-93.40682708	160239	E41	W	STORY		Spine	LIH-S				
Field verified	42.02338288	-93.50263541	160247	E41	W	STORY	Nevada	Spine	LIH-S				
Field verified	42.02278075	-93.27145513	160405	E41	W	STORY		Spine	LIH-S				
Field verified	42.02286251	-93.31332255	160407	E41	W	STORY		Spine	LIH-S				
Field verified	42.02289343	-93.35818149	160408	E41	W	STORY		Spine	LIH-S				
Field verified	42.02342045	-93.54177211	160430	E41	W	STORY		Spine	LIH-S				
Replace damaged/missing sign	42.02287688	-93.43546987	160241	E41	W	STORY	Nevada	Spine	LIH-S				
Field verified	42.02308165	-93.46365252	160428	E41 / LINCOLN HWY	W	STORY	Nevada	Spine	LIH-S				
Replace damaged/missing sign	42.02300629	-93.45327469	160245	E41 / LINCOLN HWY	W	STORY	Nevada	Spine	LIH-S				
Field verified	42.02281959	-93.44041519		Lincoln Hwy	W	STORY	Nevada	Spine	LIH-S				
Field verified	42.0230033	-93.58261647	160080	LINCOLN WAY	W	STORY	Ames	Spine	LIH-S				
Field verified	42.02311934	-93.65332164	160296	LINCOLN WAY	W	STORY	Ames	Spine	LIH-S-M6-1(R)				
Field verified	42.02311904	-93.63406252	160298	LINCOLN WAY	W	STORY	Ames	Spine	LIH-S				
Field verified	42.02323241	-93.62090767	160301	LINCOLN WAY	W	STORY	Ames	Spine	LIH-S				
Field verified	42.03494765	-93.67943297	160060	ONTARIO ST	W	STORY	Ames	Spine	LIH-S				
Field verified	42.03481914	-93.66702547	160064	ONTARIO ST	W	STORY	Ames	Spine	LIH-S				
Field verified	42.03473897	-93.65650262	160069	ONTARIO ST	W	STORY	Ames	Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Replace damaged/missing sign	42.02796637	-93.65486729	160294	SHELDON AVE	W	STORY	Ames	Spine					
Field verified	42.0232701	-93.6111081	160077	US 69 / LINCOLN WAY	W	STORY	Ames	Spine	LIH-S				
Field verified	41.96804968	-92.60971421	160727	HWY E49	E	TAMA		Loop		LIH-L-M6-1(L)			IV
Field verified	41.96370772	-92.63214769	160737	HWY E49	E	TAMA		Loop		LIH-L-M6-1(L)			IV
Field verified	41.97178859	-92.62644886	160732	MESKWAKI RD	E	TAMA		Loop		LIH-L			
Field verified	41.96398538	-92.53306512		330TH STREET	E	TAMA		Spine	LIH-S				
Field verified	41.96355695	-92.5613194	160708	5TH ST	E	TAMA	Tama	Spine	LIH-S-M6-1(S)				
Field verified	41.96343634	-92.57645597	160710	5TH ST	E	TAMA	Tama	Spine	LIH-S				
Field verified	41.96343634	-92.56927966	160721	5TH ST	E	TAMA	Tama	Spine	LIH-S				
Field verified	41.96346649	-92.57723993	160722	5TH ST	E	TAMA	Tama	Spine	LIH-S-M6-1(S)				IV
Field verified	41.96713917	-92.58021674	160718	9TH ST	E	TAMA	Tama	Spine	LIH-S-M6-1(R)				
Field verified	41.97828533	-92.7142572	160751	E LINCOLN HWY	E	TAMA	Montour	Spine	LIH-S				IV
Field verified	41.90601759	-92.29747084	160440	E66	E	TAMA		Spine	LIH-S-M6-1(R)				IV
Field verified	41.97090065	-92.5825699	160716	HWY E49	E	TAMA	Tama	Spine	LIH-S-M6-1(R)				IV
Field verified	41.96880349	-92.60808597	160728	HWY E49	E	TAMA		Spine	LIH-S				IV
Field verified	41.96367756	-92.63051945	160738	HWY E49	E	TAMA		Spine	LIH-S				IV
Field verified	41.97709544	-92.70752901	160745	HWY E49	E	TAMA		Spine	LIH-S				IV
Replace damaged/missing sign	41.96404546	-92.66827226	160740	HWY E49	E	TAMA		Spine	LIH-S				IV
Field verified	41.91129475	-92.34633821	160685	HWY E66	E	TAMA		Spine	LIH-S				IV
Field verified	41.96293155	-92.45560026	160700	HWY E66	E	TAMA		Spine	LIH-S				

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	41.92095662	-92.38811185	160757	HWY E66	E	TAMA	Chelsea	Spine	LIH-S-M6-6(R)				IV
Replace damaged/missing sign	41.92018558	-92.38554597	160692	HWY E66	E	TAMA	Chelsea	Spine	LIH-S				IV
Field verified	41.92000172	-92.39357761	160687	IRISH ST	E	TAMA	Chelsea	Spine	LIH-S				IV
Replace damaged/missing sign	41.92021752	-92.39559352	160683	JACOBS ST	E	TAMA	Chelsea	Spine	LIH-S				IV
Field verified	42.00674294	-92.76643932	160121	US 30	E	TAMA	Le Grand	Spine	LIH-S				
Field verified	41.96471782	-92.5625858	160680	US 30	E	TAMA	Tama	Spine	LIH-S-M6-4				
Field verified	41.96354481	-92.45946345	160701	US 30	E	TAMA		Spine	LIH-S-M6-2(R)				
Field verified	41.96349599	-92.50199515	160704	US 30	E	TAMA		Spine	LIH-S				
Field verified	41.96355695	-92.55809308	160706	US 30	E	TAMA	Tama	Spine	LIH-S				
Field verified	42.00504133	-92.73175511	160743	US 30	E	TAMA		Spine	LIH-S-M6-1(R)				IV
Field verified	41.97833813	-92.7152806	160750	W LINCOLN HWY	E	TAMA	Montour	Spine	LIH-S-M6-6(L)				IV
Field verified	41.97145692	-92.62744389	160731	BATTLE-GROUND RD	N	TAMA		Loop	LIH-L-M6-1(R)				
Replace damaged/missing sign	41.96491382	-92.63103204	160734	BATTLE-GROUND RD	N	TAMA		Loop	LIH-L				
Field verified	41.97082371	-92.58140098	160714	HARDING ST	N	TAMA	Tama	Spine	LIH-S-M6-1(L)				IV
Field verified	41.96813069	-92.58140889	160759	HARDING ST	N	TAMA	Tama	Spine	LIH-S				
Field verified	41.92061975	-92.38562061	160691	HWY E66	N	TAMA	Chelsea	Spine	LIH-S-M6-2(L)				IV
Field verified	41.92842926	-92.39478698	160694	HWY E66	N	TAMA		Spine	LIH-S				
Field verified	41.94306831	-92.41495902	160697	HWY E66	N	TAMA		Spine	LIH-S				
Field verified	41.97710946	-92.70754439	160677	HWY T47	N	TAMA		Spine	LIH-S				IV

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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Americas_b	Comments
Field verified	42.00359583	-92.7293968	160741	HWY T47	N	TAMA		Spine	LIH-S-M6-1(L)				IV
Field verified	41.98507937	-92.71653458	160753	HWY T47	N	TAMA	Montour	Spine	LIH-S				IV
Replace damaged/missing sign	41.97939248	-92.71473885	160752	HWY T47 / S MAIN ST	N	TAMA	Montour	Spine	LIH-S				IV
Field verified	41.96687234	-92.57911069	160712	SIEGEL ST	N	TAMA	Tama	Spine	LIH-S-M6-1(L)				
Field verified	41.92098158	-92.39436484	160689	STATION ST	N	TAMA	Chelsea	Spine	LIH-S				
Field verified	41.92686132	-92.39427438	160693	STATION ST	N	TAMA	Chelsea	Spine	LIH-S-M6-2(L)				
Field verified	41.96299575	-92.57643569	160679	US 63	N	TAMA	Tama	Spine	LIH-S-M6-4				IV
Field verified	41.91960964	-92.39433469	160684	V18 / STATION ST	N	TAMA	Chelsea	Spine	LIH-S-M6-6(R)				IV
Field verified	41.96580848	-92.54813075		BUSINESS 30	NE	TAMA		Spine	LIH-S-M6-1(R)				
Field verified	41.97193936	-92.62783588	160730	BATTLEGROUND RD	S	TAMA		Loop		LIH-L			
Field verified	41.97903565	-92.71509543	160748	HWY T47 / S MAIN ST	S	TAMA	Montour	Loop		LIH-L-M6-1(R)			
Field verified	41.96479321	-92.6316351	160733	BATTLEGROUND RD	S	TAMA		Spine	LIH-S-M6-4				IV
Field verified	41.96792907	-92.58200403	160717	HARDING ST	S	TAMA	Tama	Spine	LIH-S-M6-1(L)				
Field verified	41.97059375	-92.58202466	160758	HARDING ST	S	TAMA	Tama	Spine	LIH-S				
Field verified	41.92791666	-92.39526942	160695	HWY E66	S	TAMA	Chelsea	Spine	LIH-S-M6-2(R)				
Field verified	41.9418019	-92.41507963	160698	HWY E66	S	TAMA		Spine	LIH-S				
Field verified	42.00341041	-92.73031315	160744	HWY T47	S	TAMA		Spine	LIH-S				IV
Field verified	41.98399452	-92.7167733	160754	HWY T47	S	TAMA	Montour	Spine	LIH-S				IV
Field verified	41.97903358	-92.71492124	160755	HWY T47 / S MAIN ST	S	TAMA	Montour	Spine	LIH-S-M6-1(L)				IV
Field verified	41.90729034	-92.29738931	160674	IA 21	S	TAMA		Spine	LIH-S-M6-1(S)				IV
Field verified	41.96412985	-92.57983305	160719	SIEGEL ST	S	TAMA	Tama	Spine	LIH-S-M6-1(L)				

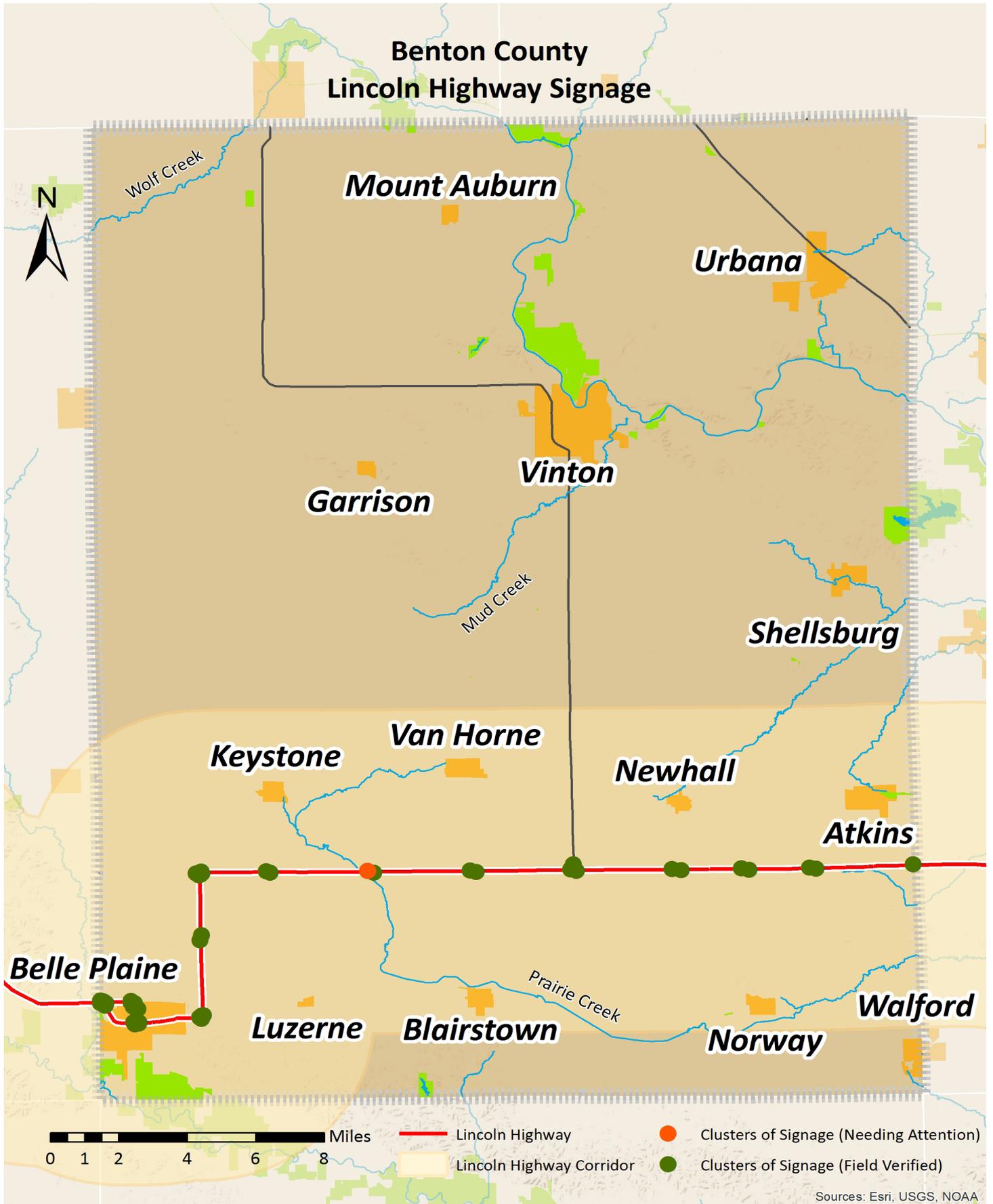
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Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.9210145	-92.39512474	160690	STATION ST	S	TAMA	Chelsea	Spine	LIH-S-M6-1(L)				IV
Field verified	41.92532548	-92.39496756	160696	STATION ST	S	TAMA	Chelsea	Spine	LIH-S				
Field verified	41.97201474	-92.58218495	160678	US 63	S	TAMA	Tama	Spine	LIH-S-M6-6(R)				IV
Field verified	41.96419016	-92.57702886	160723	US 63 / STATE ST	S	TAMA	Tama	Spine	LIH-S-M6-4				IV
Field verified	41.92600693	-92.39348102	160682	V18	S	TAMA	Chelsea	Spine	LIH-S-M6-4				
Field verified	41.96716462	-92.54740119		BUSINESS 30	SW	TAMA		Spine	LIH-S-M6-6(L)				
Replace damaged/missing sign	41.96774695	-92.61105537	160725	HWY E49	SW	TAMA		Spine	LIH-S				IV
Field verified	41.97896489	-92.71425303	160747	E LINCOLN HWY	W	TAMA	Montour	Loop		LIH-L			
Field verified	41.96946685	-92.6083875	160724	HWY E49	W	TAMA		Loop		LIH-L-M6-1(R)			IV
Field verified	41.96434092	-92.6305496	160736	HWY E49	W	TAMA		Loop		LIH-L-M6-1(R)			IV
Field verified	41.97846078	-92.76533573	160149	HYW E49	W	TAMA		Loop		LIH-L			
Field verified	41.97215017	-92.62631178	160729	MESKWAKI RD	W	TAMA		Loop		LIH-L-M6-1(L)			
Field verified	41.96865634	-92.61088371	160726	MESJAKE RD	W	TAMA		Loop		LIH-L			
Field verified	41.97890459	-92.71585111	160749	W LINCOLN HWY	W	TAMA	Montour	Loop		LIH-L			
Field verified	41.96403939	-92.56125909	160707	5TH ST	W	TAMA	Tama	Spine	LIH-S-M6-4				
Field verified	41.96400924	-92.57639566	160709	5TH ST	W	TAMA	Tama	Spine	LIH-S-M6-1(S)				IV
Field verified	41.96403939	-92.56973195	160720	5TH ST	W	TAMA	Tama	Spine	LIH-S				
Field verified	41.96400772	-92.57736625	160760	5TH ST	W	TAMA	Tama	Spine	LIH-S				
Replace damaged/missing sign	41.96386198	-92.57889032	160711	5TH ST	W	TAMA	Tama	Spine	LIH-S				
Field verified	41.967718	-92.58134068	160713	9TH ST	W	TAMA	Tama	Spine	LIH-S-M6-1(R)				

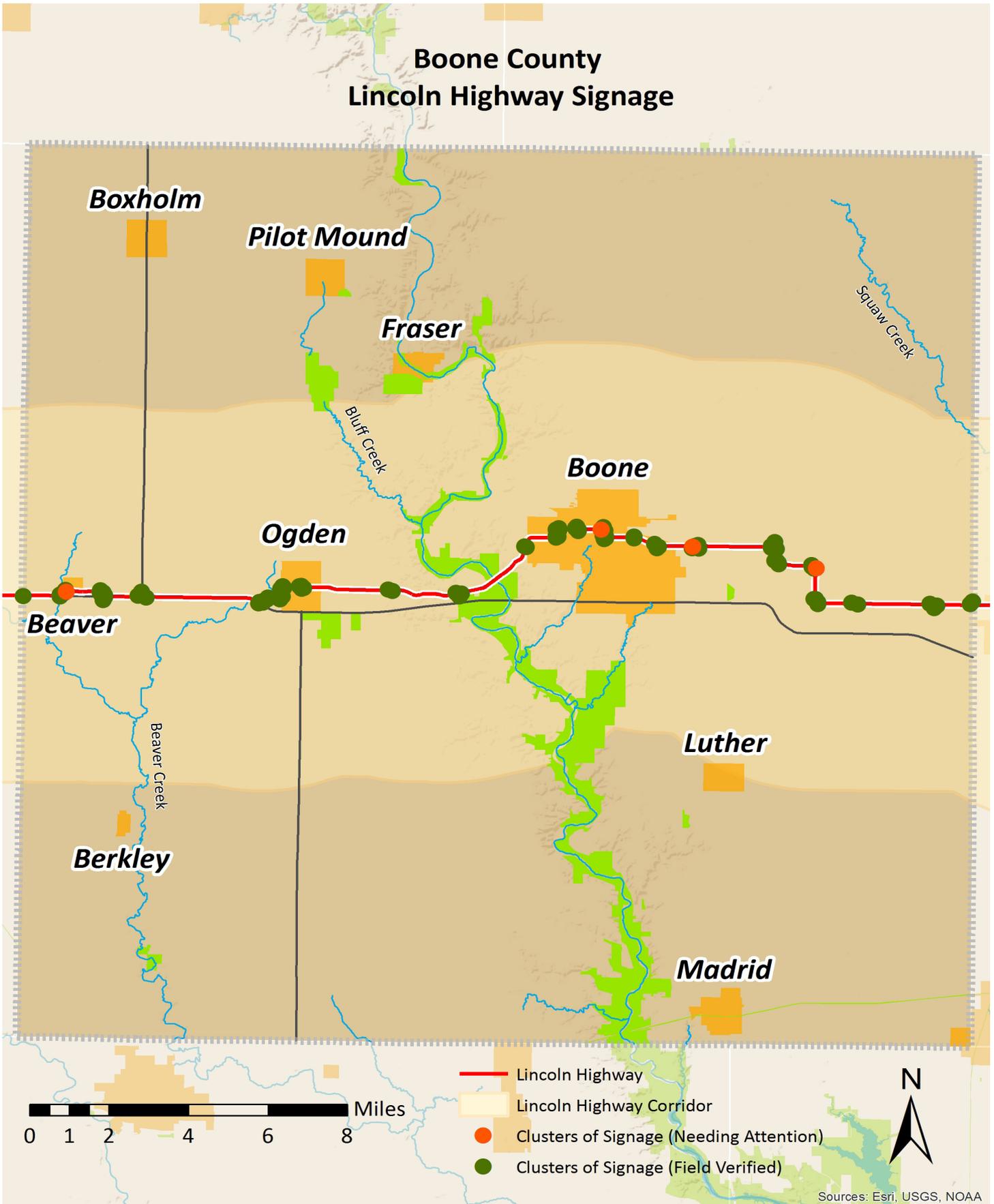
Appendix E: Inventory Listings and Signage Maps

Status	Latitude	Longitude	Object ID	Route	Direction	County	City	Spine or Loop	Spine Code	Loop Code	Loop Number	Ameri-cas_b	Comments
Field verified	41.97814375	-92.70895922	160746	E LINCOLN HWY	W	TAMA	Montour	Spine	LIH-S				IV
Field verified	41.97869859	-92.71427751	160756	E LINCOLN HWY	W	TAMA	Montour	Spine	LIH-S				IV
Field verified	41.97139661	-92.582788	160715	HWY E49	W	TAMA	Tama	Spine	LIH-S				IV
Field verified	41.96437107	-92.63211754	160735	HWY E49	W	TAMA		Spine	LIH-S				IV
Field verified	41.96530874	-92.67081089	160739	HWY E49	W	TAMA		Spine	LIH-S				IV
Field verified	41.91204172	-92.345963	160686	HWY E66	W	TAMA		Spine	LIH-S				IV
Field verified	41.96351172	-92.45518249	160702	HWY E66	W	TAMA		Spine	LIH-S-M6-2(L)				
Field verified	41.92055945	-92.39412362	160688	IRISH ST	W	TAMA	Chelsea	Spine	LIH-S-M6-1(R)				IV
Field verified	42.00742135	-92.7663054	160118	US 30	W	TAMA	Le Grand	Spine	LIH-S-M6-1(L)				
Field verified	42.00511984	-92.72872794	160676	US 30	W	TAMA		Spine	LIH-S-M6-6(L)				
Field verified	41.96413751	-92.4556608	160681	US 30	W	TAMA		Spine	LIH-S-M6-6(L)				
Field verified	41.96421669	-92.45950134	160699	US 30	W	TAMA		Spine	LIH-S				
Field verified	41.96419126	-92.5038833	160703	US 30	W	TAMA		Spine	LIH-S				
Field verified	41.96416	-92.55812323	160705	US 30	W	TAMA	Tama	Spine	LIH-S-M6-2(L)				
Field verified	42.00566467	-92.73155822	160742	US 30	W	TAMA		Spine	LIH-S				
Field verified	41.96465649	-92.53346376		US 30	W	TAMA		Spine	LIH-S-M6-2(R)				
Field verified	42.02180022	-93.17618167	160389	E41	E			Loop	LIH-L-M6-1(R)				

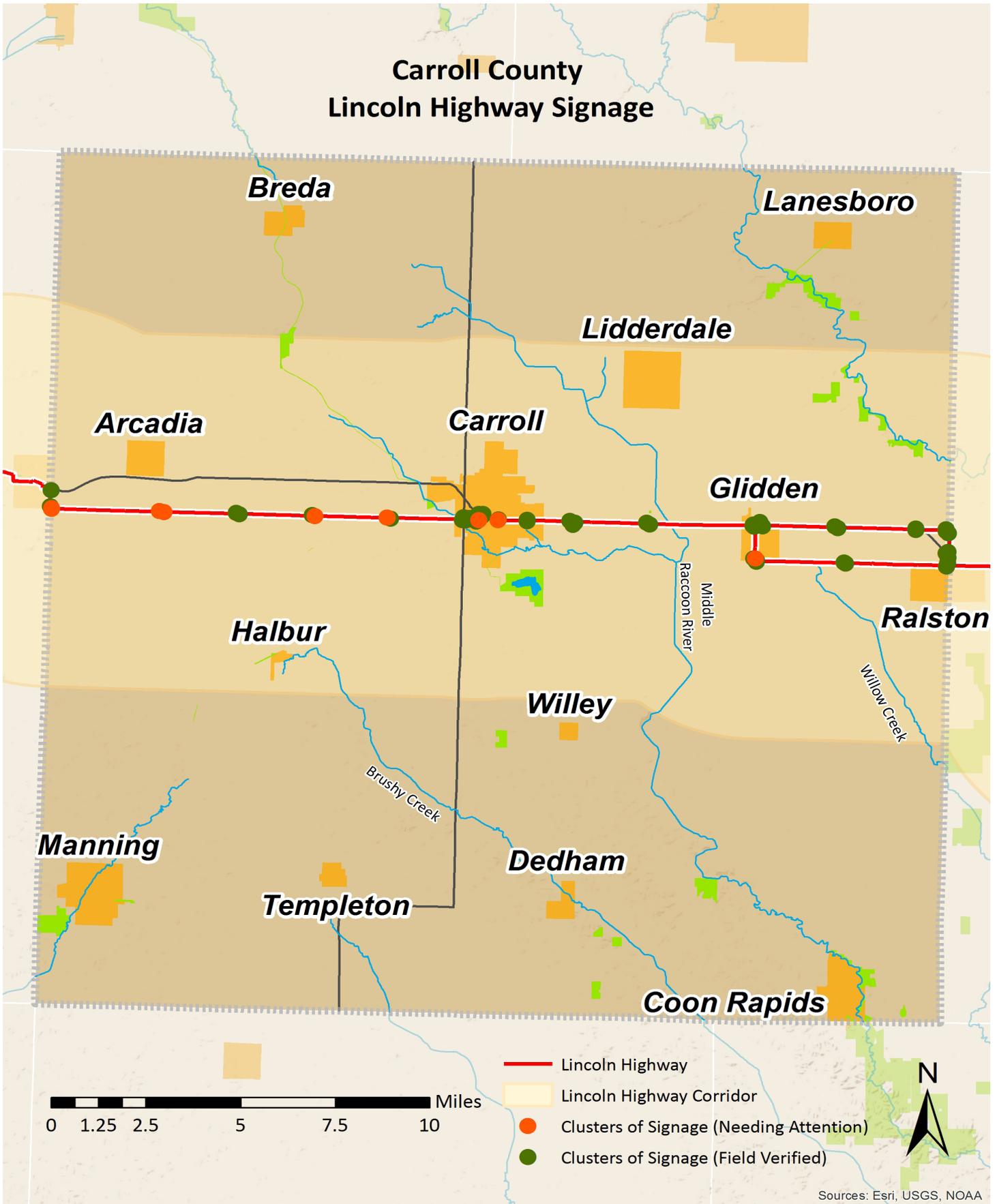
Appendix E: Inventory Listings and Signage Maps



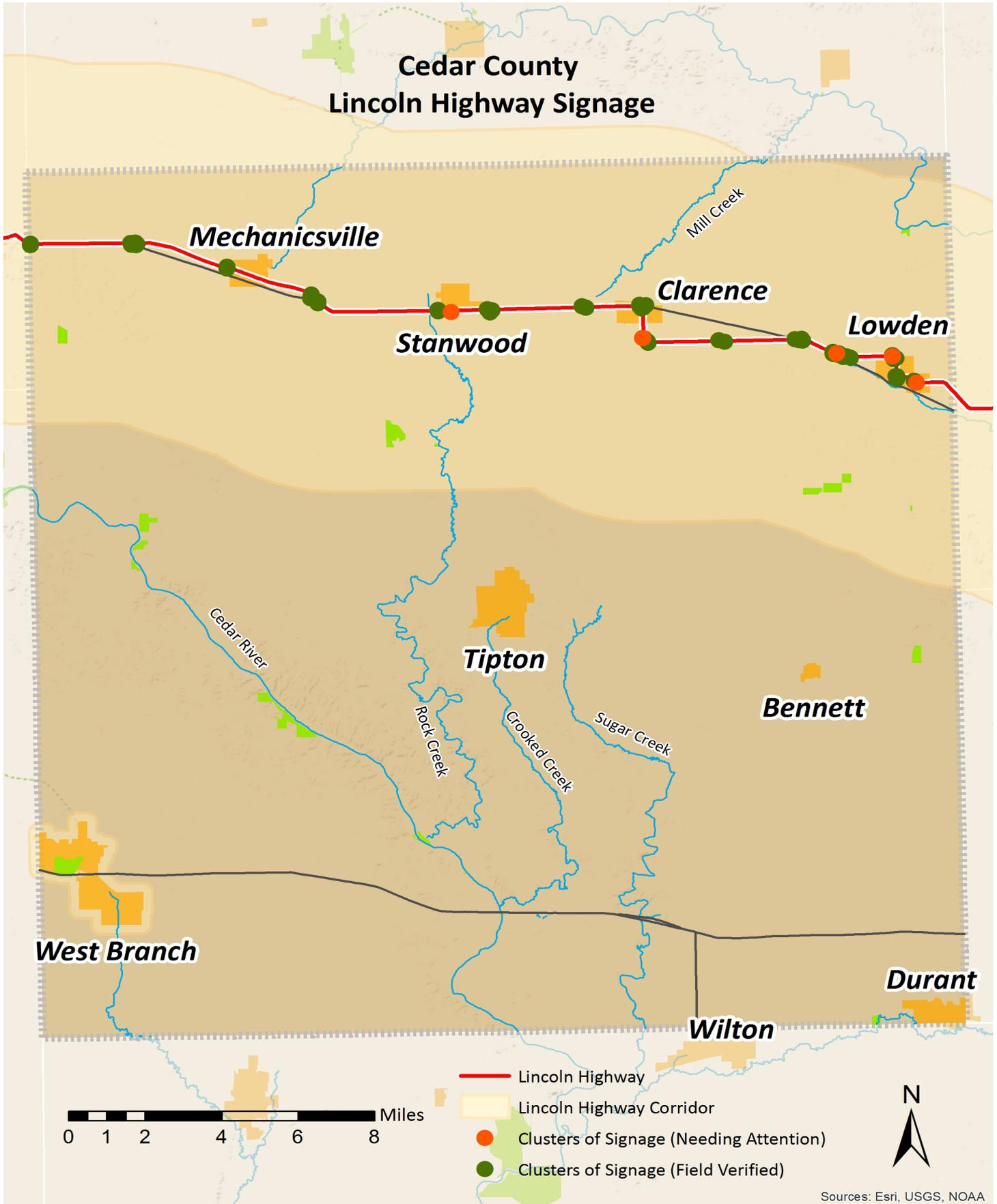
Appendix E: Inventory Listings and Signage Maps



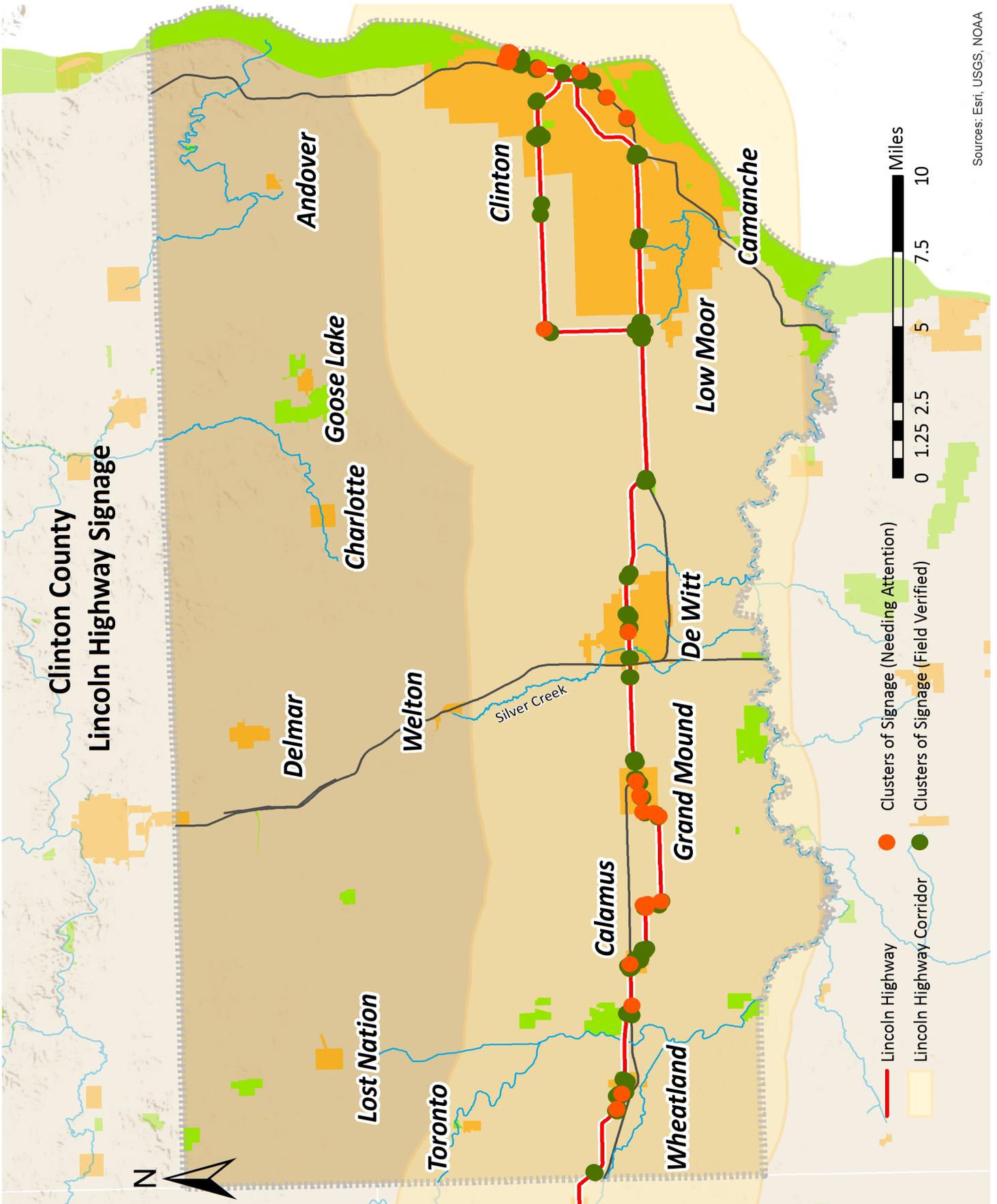
Appendix E: Inventory Listings and Signage Maps



Appendix E: Inventory Listings and Signage Maps

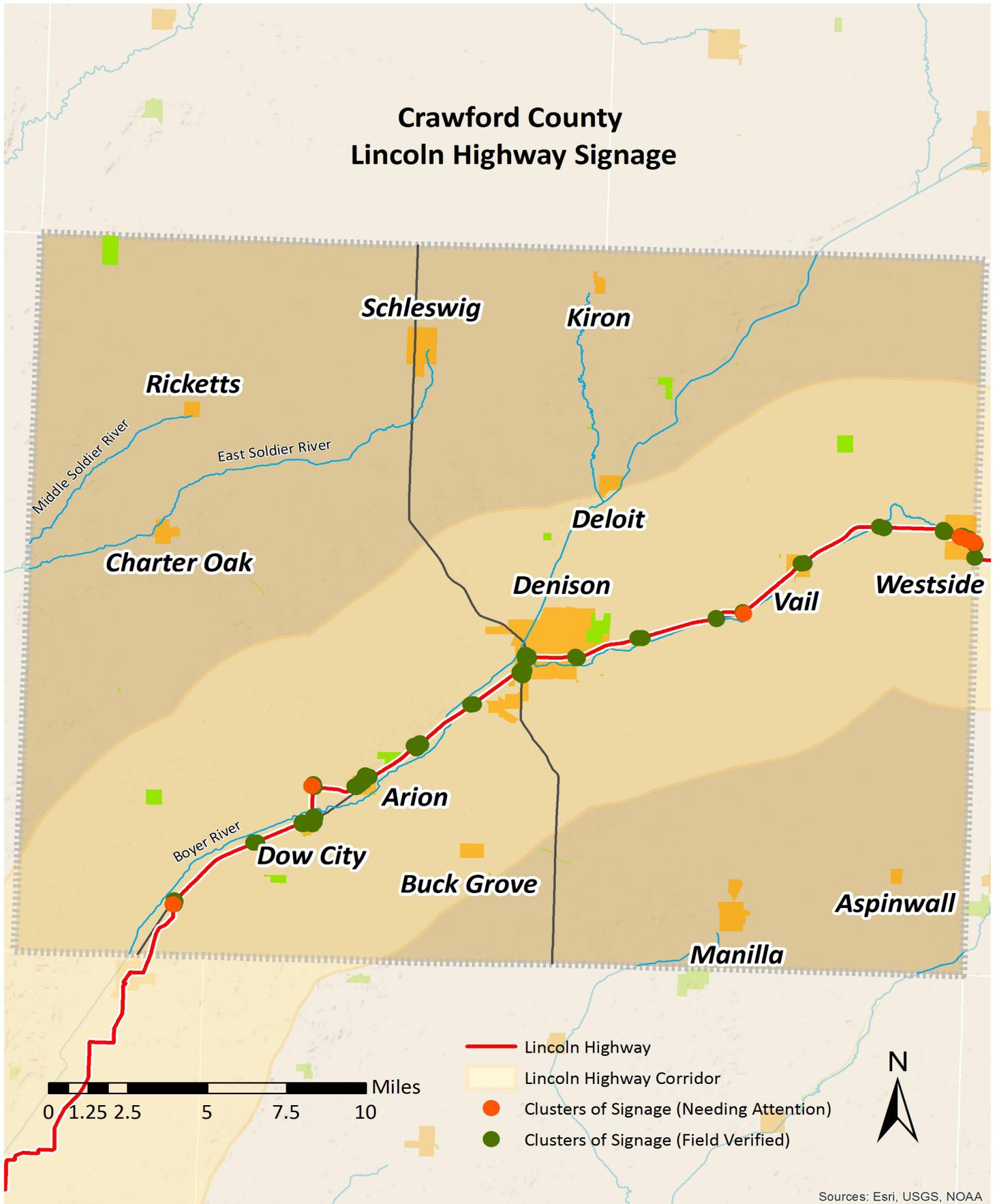


Appendix E: Inventory Listings and Signage Maps

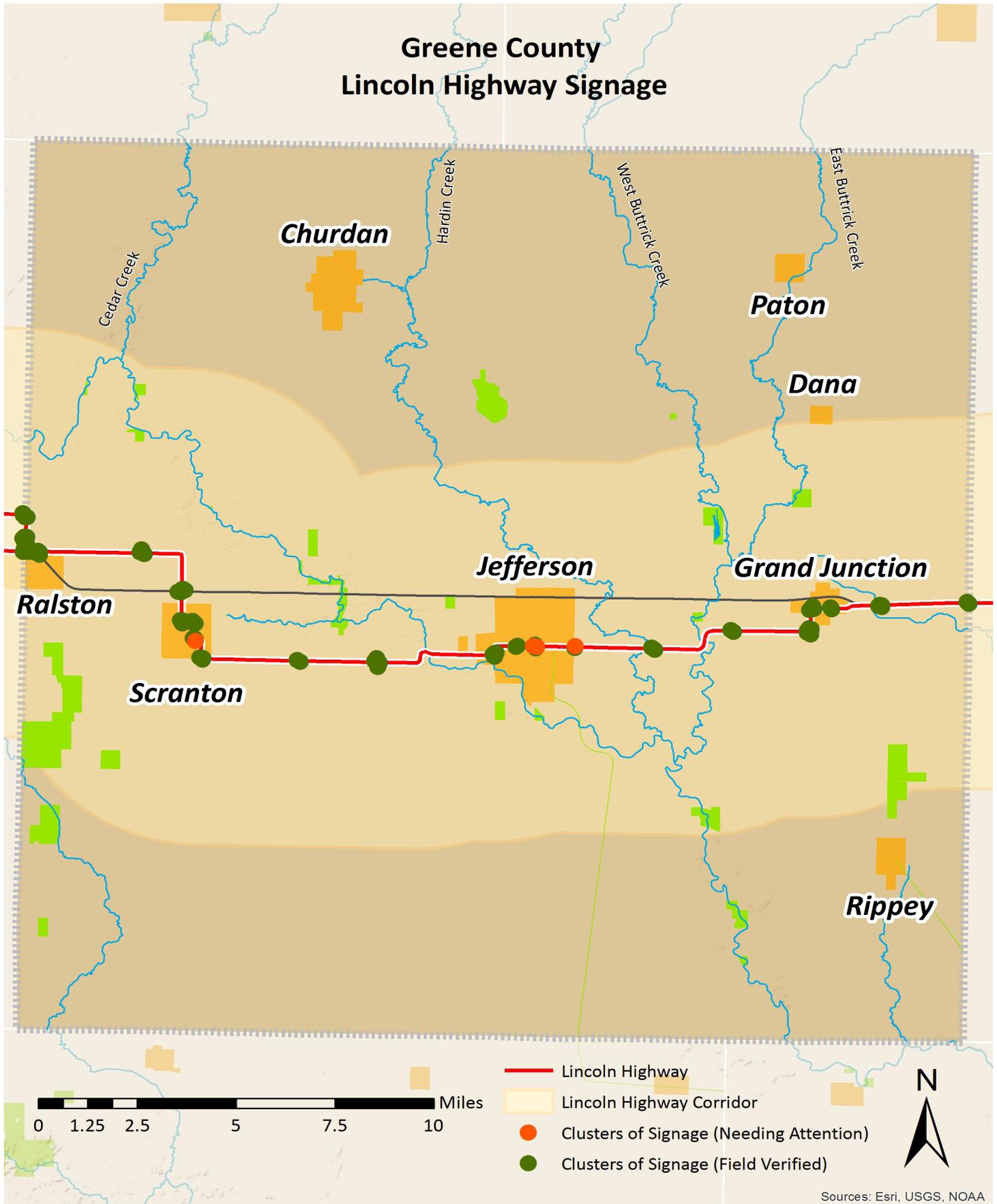


Sources: Esri, USGS, NOAA

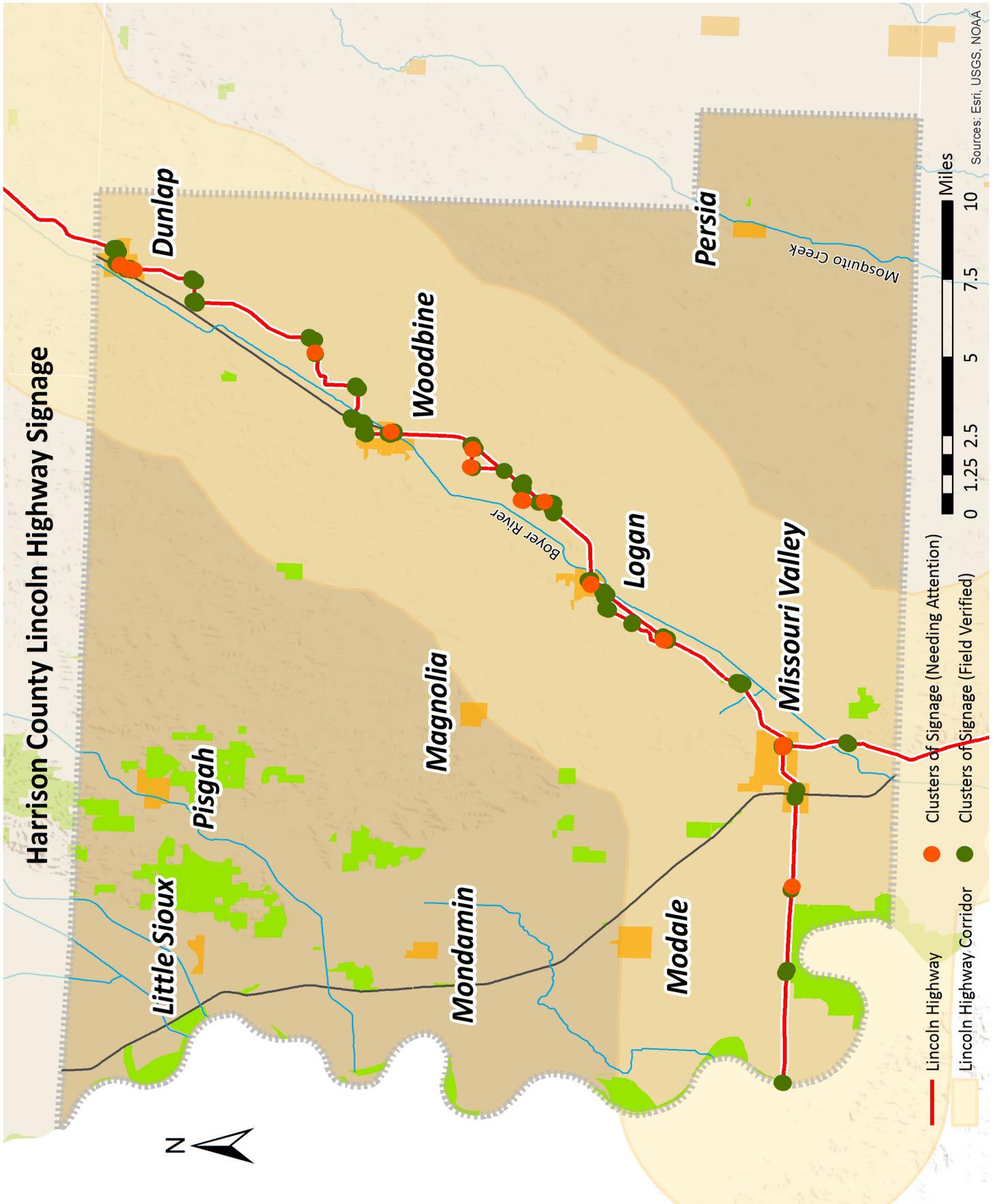
Appendix E: Inventory Listings and Signage Maps



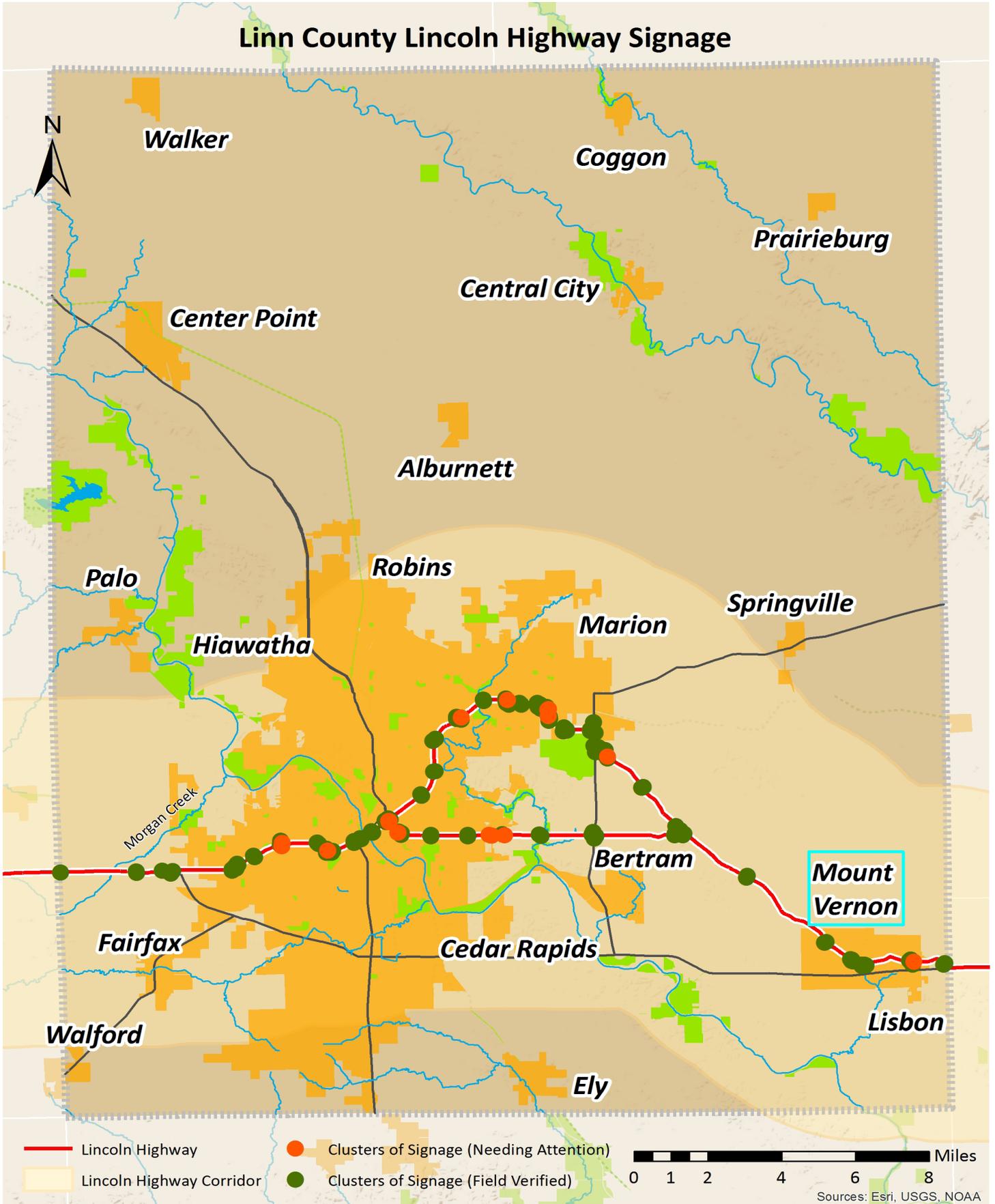
Appendix E: Inventory Listings and Signage Maps



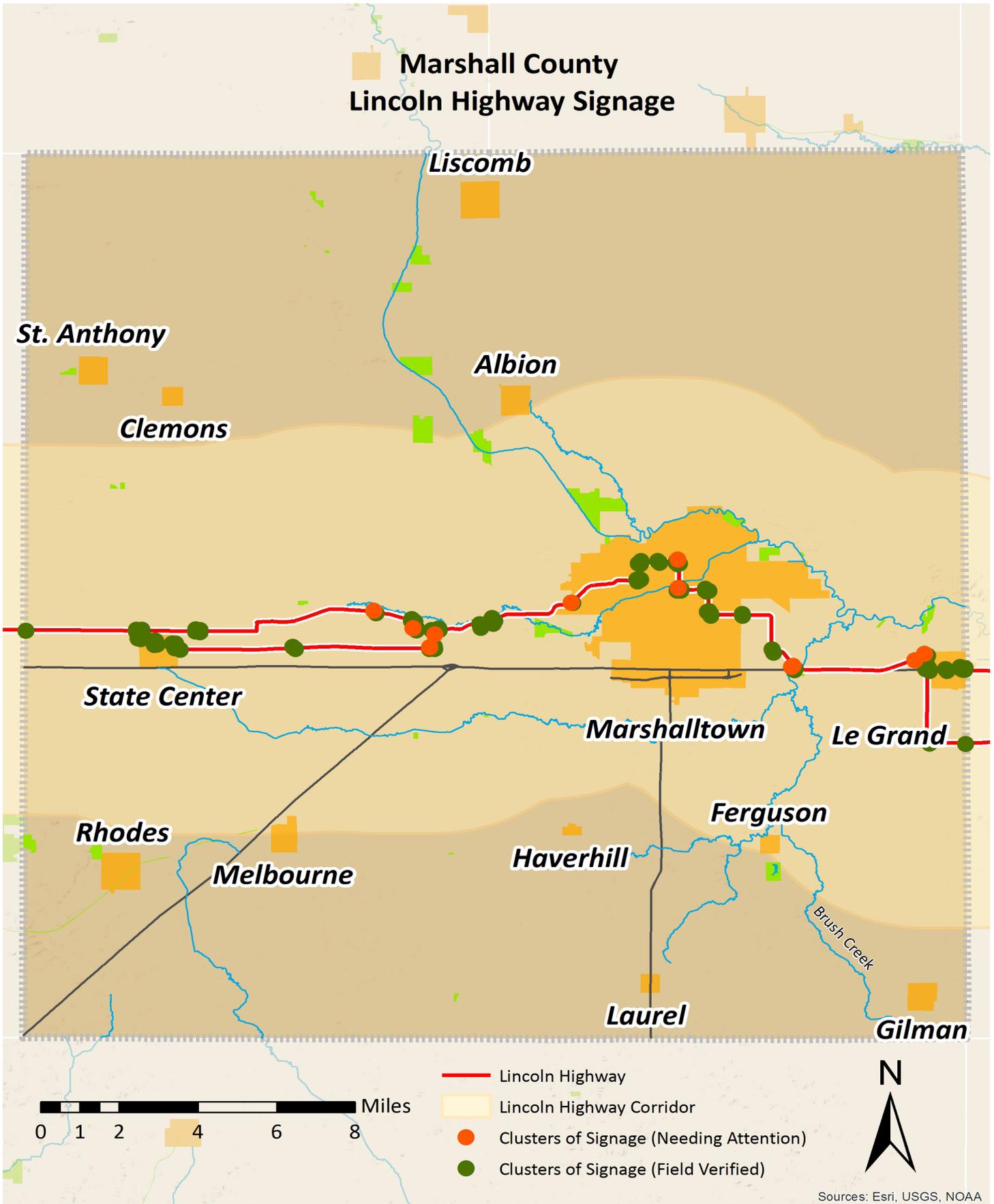
Appendix E: Inventory Listings and Signage Maps



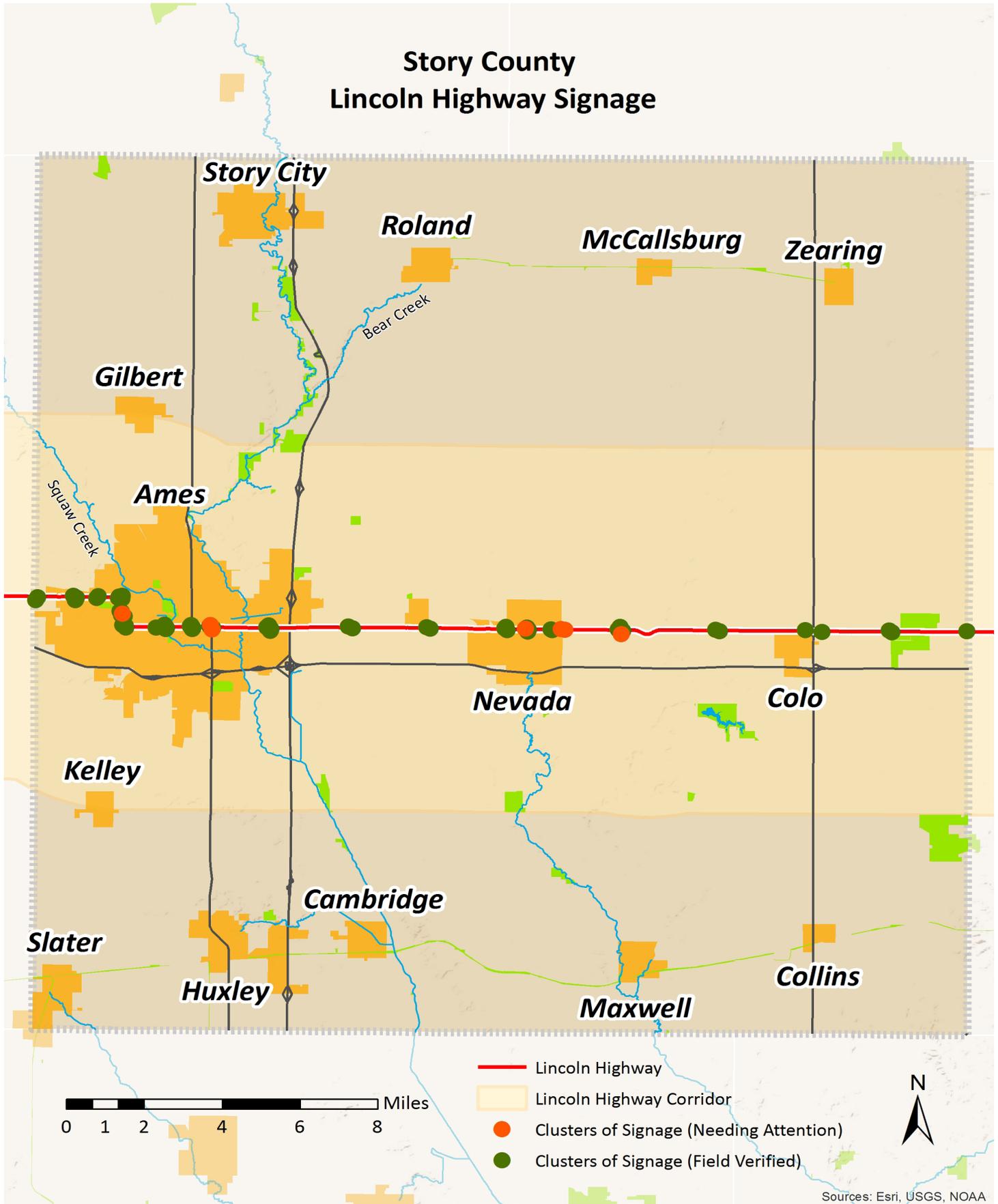
Appendix E: Inventory Listings and Signage Maps



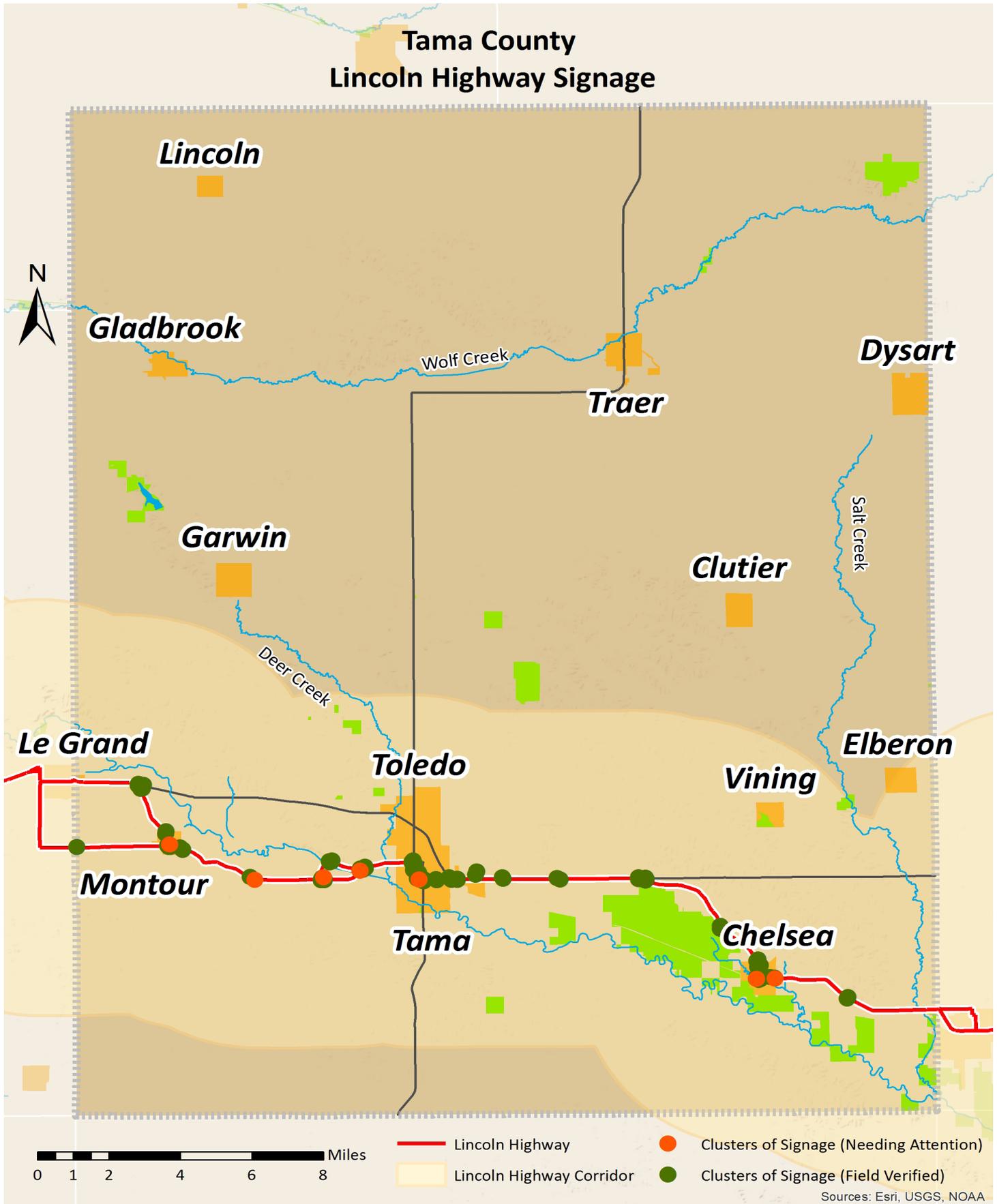
Appendix E: Inventory Listings and Signage Maps



Appendix E: Inventory Listings and Signage Maps



Appendix E: Inventory Listings and Signage Maps



Appendix F: City/Community Contact Information

<i>City</i>	<i>P.O. Box</i>	<i>Address</i>	<i>Phone Number</i>	<i>Email/Website</i>
Clinton	PO Box 2958	611 S. 3rd St. Clinton, IA 52733-2958	(563) 242-2144	www.cityofclintoniowa.us
DeWitt	PO Box 407	510 9th St. DeWitt, IA 52742-0407	(563) 659-3811	cdadmin@gmtel.net
Grand Mound	P.O. Box 206	615 Sunnyside St. Grand Mound, IA 52751-0206	(563) 847-2190	gmcity@gmtel.net
Calamus	PO Box 248	198 2nd St. Calamus, IA 52729-0248	(563) 246-2755	calamusclerk@fbcom.net
Wheatland	PO Box 456	205 E. Jefferson St Wheatland, IA 52777-0456	(563) 374-1289	whtland@fbcom.net
Lowden	PO Box 310	501 Main St. Lowden, IA 52255-0310	(563) 941-7705	clerk@cityoflowden.org
Clarence	PO Box 418	411 Lombard St. Clarence, IA 52216-0418	(563) 452-3625	cityhall@netins.net
Stanwood	PO Box 146	209 E. Broadway Stanwood, IA 52337-0146	(563) 942-3340	stanwood@netins.net
Mechanicsville	PO Box 339	100 E. 1st St. Mechanicsville, IA 52306-0339	(563) 432-7756	mechanicsville@netins.net
Lisbon	PO Box 68	115 N. Washington St. Lisbon, IA 52253-0068	(319) 455-2459	cityoflisbon-ia.gov
Mount Vernon		213 1st St. NW Mount Vernon, IA 52314-9998	(319) 895-8742	cmv@cityofmtvernon-ia.gov
Marion		1225 6th Ave., Ste 110 Marion, IA 52302	(319) 743-6300	www.cityofmarion.org
Cedar Rapids		101 1st St. SE Cedar Rapids, IA 52401	(319) 286-5060	www.cedar-rapids.org
Belle Plaine		1207 8th Ave. Belle Plaine, IA 52208-1755	(319) 444-2200	bpcityof@netins.net
Chelsea	PO Box 125	Chelsea, IA 52215-0125	(641) 489-2525	
Tama		305 Siegel St. Tama, IA 52339-2317	(641) 484-3822	tamacity@iowatelecom.net
Montour	PO Box 120	102 E. Elm Montour, IA 50173-0120	(641) 492-6006	cityclerk2@iowatelecom.net
LeGrand	PO Box 430	104 W. Main St. Le Grand, IA 50142-0430	(641) 479-2464	clerk@legrandiowa.com
Marshalltown		24 N. Center St. Marshalltown, IA 50158-4912	(641) 754-5701	clerk@ci.marshalltown.ia.us
LaMoille (no information available)				
State Center	PO Box 668	118 E. Main St. State Center, IA 50247-0668	(641) 483-2559	sccityclerk@partnercom.net

The Lincoln Highway Heritage Byway Corridor Management Plan

Appendix F cont.

<i>City</i>	<i>P.O. Box</i>	<i>Address</i>	<i>Phone Number</i>	<i>Email/Website</i>
Colo	PO Box 294	209 Main St. Colo, IA 50056-0294	(641) 377-2238	colocity@netins.net
Nevada	PO Box 530	1209 6th St. Nevada, IA 50201-0530	(515) 382-5466	kwright@midiowa.net
Ames	PO Box 811	515 Clark Ave. Ames, IA 50010-0811	(515) 239-5105	www.cityofames.org
Boone		923 8th St. Boone, IA 50036-0550	(515) 432-4211	clerk@city.boone.ia.us
Ogden	PO Box 694	Ogden, IA 50212-0694	(515) 275-2917	cityofogden@netins.net
Beaver	PO Box 97	121 3rd St. Beaver, IA 50031	(515) 231-4819	
Grand Junction	PO Box 15	Grand Junction, IA 50107-0015	(515) 738-2585	grandjct@iowatelecom.net
Jefferson		220 N. Chestnut Jefferson, IA 50129-1900	(515) 386-3111	cityofjeffersoniowa.org
Scranton	PO Box 428	900 Eagle St. Scranton, IA 51462-0428	(712) 652-3888	scrantn@netins.net
Ralston	PO Box 46	Ralston, IA 51459	(800) 540-8763	
Glidden	PO Box 349	108 Idaho St. Glidden, IA 51443-0349	(712) 659-3010	g.cityhall@mchsi.com
Carroll		112 E 5th Street Carroll, IA 51401-2799	(712) 792-1000	cityofcarroll@cityofcarroll.com
Arcadia	PO Box 41	205 W. Front St. Arcadia, IA 51430	(712) 689-2442	cityofarcadia@gmail.com
Westside		131 Main St. Westside, IA 51467-0417	(712) 663-4493	wsidecity@yahoo.com
Vail	PO Box 128	Vail, IA 51465-0128	(712) 677-2210	vailcity@iowatelecom.net
Denison	PO Box 668	111 N. Main St. Denison, IA 51442-0668	(712) 263-3143	www.denisonia.com
Arion		333 4th St. Dow City, IA 51528	(712) 263-3827	
Dow City	PO Box 315	117 N. Franklin St. Dow City, IA 51528-0315	(712) 674-3350	dowcity@frontiernet.net
Dunlap		716 Iowa Ave. Dunlap, IA 51529-1336	(712) 643-5721	dunlapia@loganet.net
Woodbine		517 Walker St. Woodbine, IA 51579-1262	(712) 647-2550	www.woodbineia.org
Logan	PO Box 127	108 W. 4th St. Logan, IA 51546-0127	(712) 644-2425	loganiowa.com
Missouri Valley		223 E. Erie St. Missouri Valley, IA 51555-1599	(712) 642-3502	www.cityofmissourivalley.com
Loveland (no information available)				

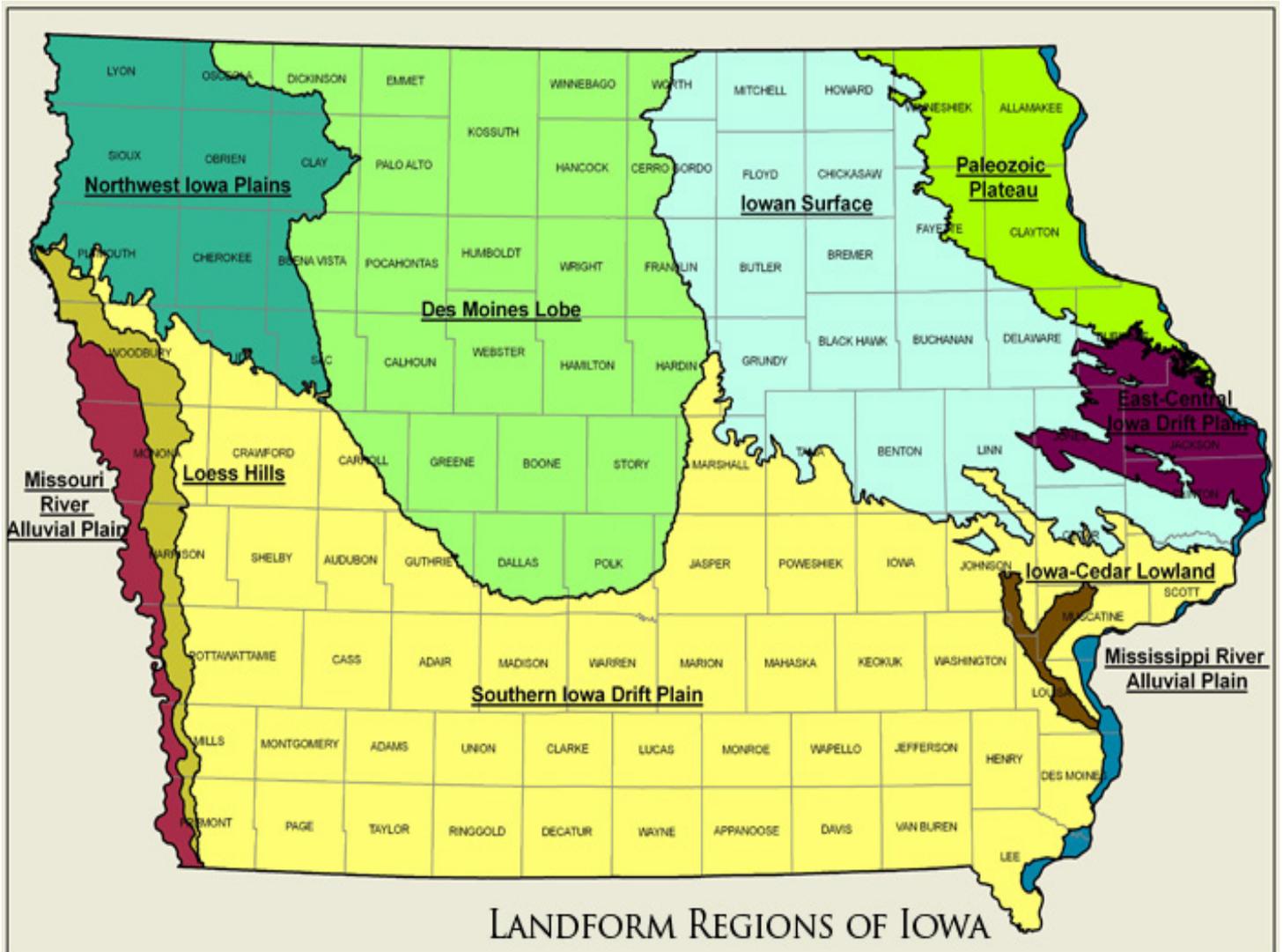
Appendix F cont.

<i>City</i>	<i>P.O. Box</i>	<i>Address</i>	<i>Phone Number</i>	<i>Email/Website</i>
Honey Creek (no information available)				
Crescent	PO Box 16	Crescent, IA 51526-0016	(712) 545-3981	crescentiowa.com
Council Bluffs		209 Pearl Street Council Bluffs, IA 51503-4270	(712) 328-4616	www.councilbluffs-ia.gov

County Contacts for Signage within Counties

<i>County</i>	<i>Contact</i>	<i>Street Address</i>	<i>City</i>	<i>State</i>	<i>Zip</i>	<i>Phone</i>	<i>Fax</i>
Benton	Zoning	111 E. 4th, Box 327	Vinton	IA	52349	(319) 472-3119	(319) 472-2925
Boone	Zoning	201 State	Boone	IA	50036	(515) 433-0550	(515) 432-1636
Carroll	Zoning	114 E. 6th St.	Carroll	IA	51401	(712) 792-1022	(712) 775-2145
Cedar	Zoning	400 Cedar St.	Tipton	IA	52772	(563) 886-2248	(563) 886-2103
Clinton	Zoning	329 E. 11th	DeWitt	IA	52742	(563) 659-8149	(563) 659-2612
Crawford	Engineer	PO Box 458	Denison	IA	51442	(712) 263-2449	(712) 263-3423
Greene	Zoning	114 N. Chestnut	Jefferson	IA	50129	(515) 386-5669	(515) 386-2216
Harrison	Zoning	301 N. 6th Ave.	Logan	IA	51546	(712) 644-2302	(712) 644-3844
Linn	Zoning	930 1st St. SW	Cedar Rapids	IA	52404	(319) 892-5151	(319) 892-5155
Marshall	Zoning	1 E. Main	Marshalltown	IA	50158	(641) 754-6370	(641) 754-4706
Pottawattamie	Zoning	223 S. 6th St.	Council Bluffs	IA	51501	(712) 328-5792	(712) 328-4731
Story	Zoning	900 6th St.	Nevada	IA	50201	(515) 382-7245	(515) 382-7294
Tama	Zoning	129 W. High St.	Toledo	IA	52342	(641) 484-3788	(641) 484-5447

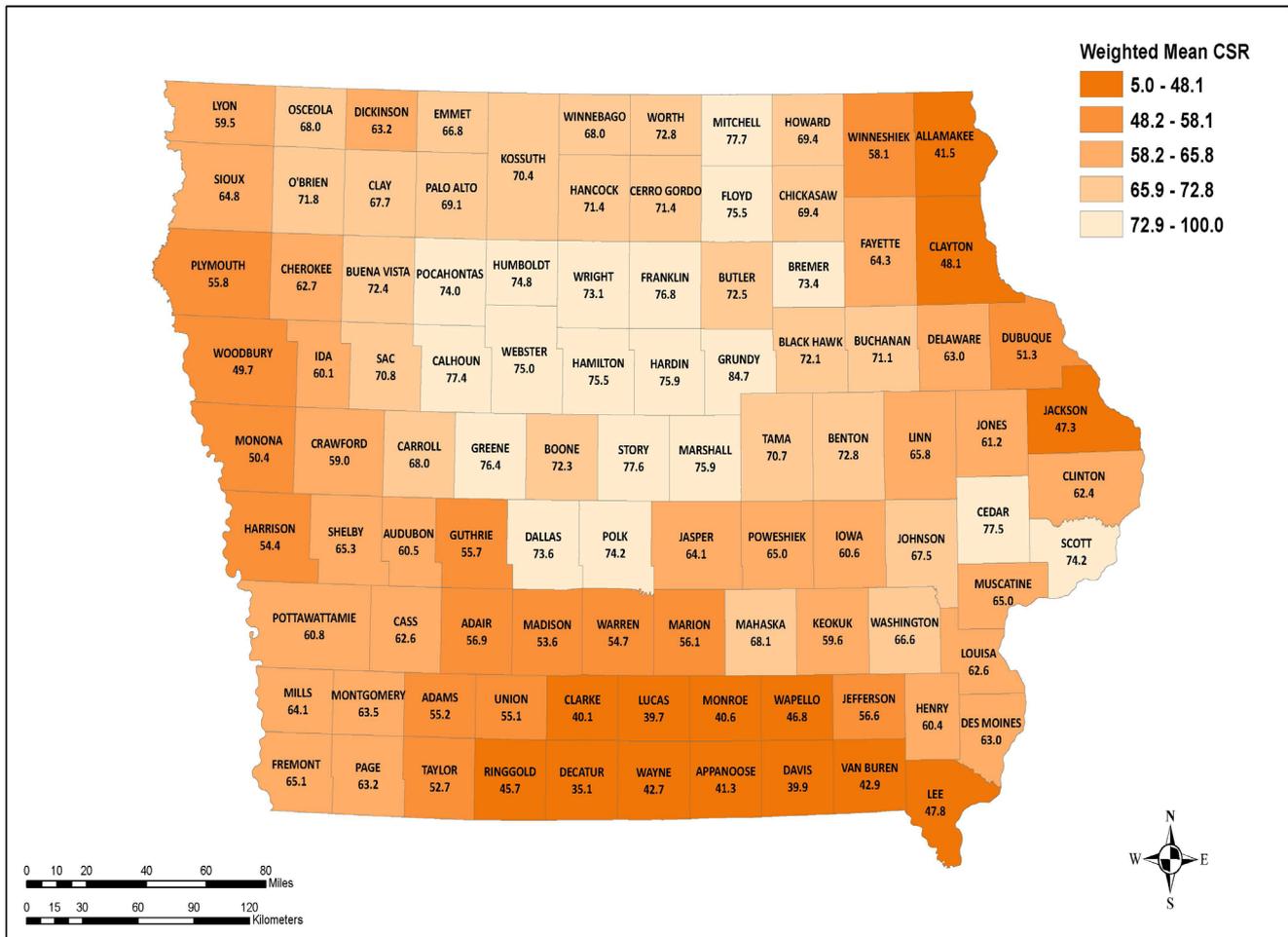
Appendix G: Landform Map



Found at <http://www.iowadnr.gov/Conservation/Wildlife-Stewardship/Iowa-Wildlife-Action-Plan/Landform-Regions-of-Iowa>

Appendix H: Corn Suitability Ratings

Iowa CSR Weighted Means by County



Prepared by Aaron Sassman and C. Lee Burras, Professor of Agronomy
 Department of Agronomy
 Iowa State University
 Ames, IA 50011

Calculated from ISPAID acreages and CSR values contained
 in ISPAID (Iowa Soil Properties and Interpretations Database)
 version 8.0 as of April 2015

Map can be found at <http://www.extension.iastate.edu/soils/sites/www.extension.iastate.edu/files/soils/iowa%20CSR%20Weighted%20Means%20by%20County.pdf>

Appendix I: Maps of Changes

Map 1: Mt. Vernon/Lisbon Bypass

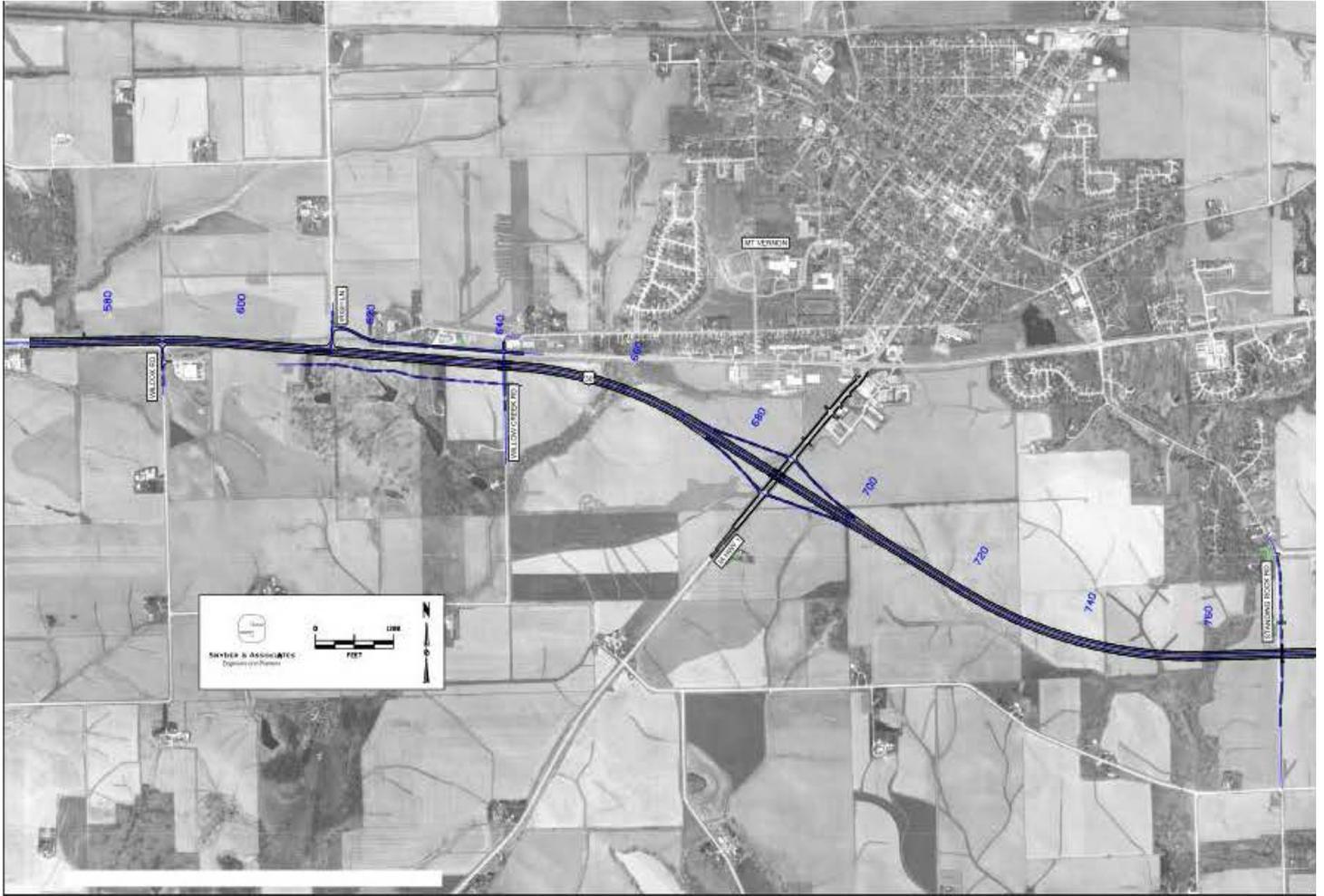
Maps 1, 2, and 3 feature details of the Mt Vernon/Lisbon Bypass. The Lincoln Highway is Highway 30 in Lisbon and continues westerly into Mt Vernon where it turns north to the city's main street and then exits the community in the northwestern corner heading on a county road to Marion and Cedar Rapids. The Lincoln Highway route will still be accessible, but will become a county road on the east side of Lisbon.

This project will create five overpasses on the new highway.



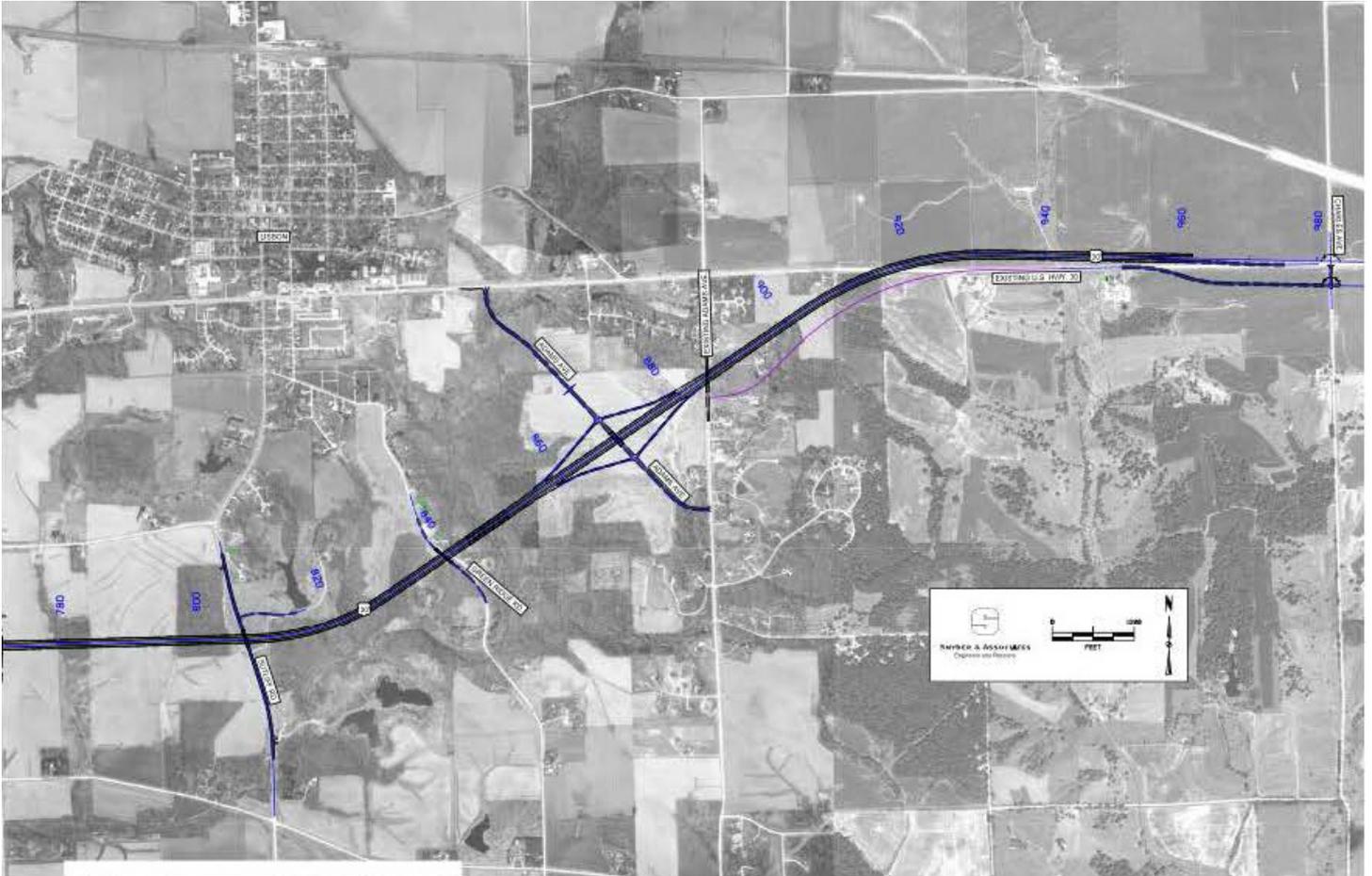
Appendix I: Maps of Changes

Map 2: Mt. Vernon/Lisbon Bypass



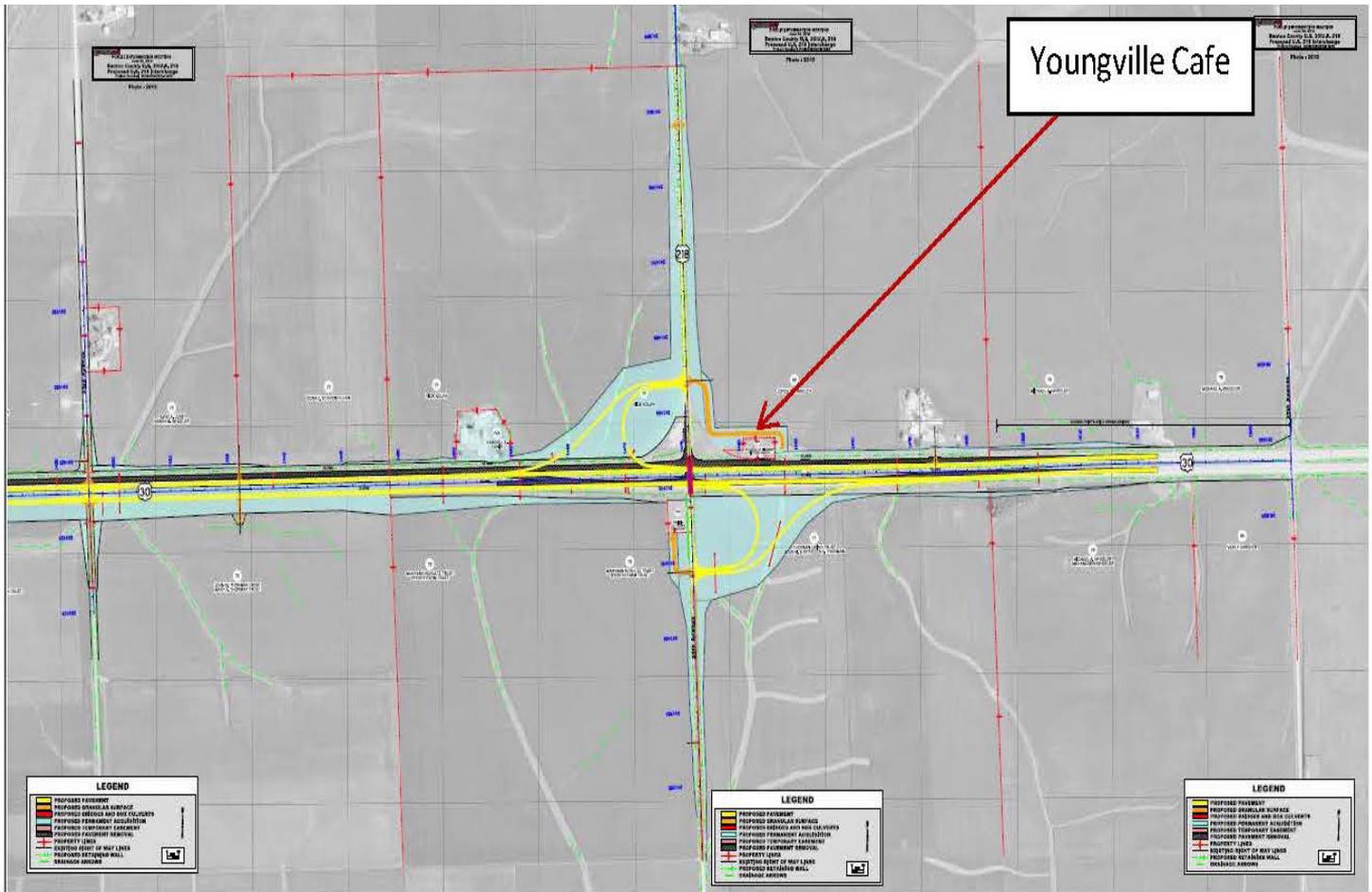
Appendix I: Maps of Changes

Map 3: Mt. Vernon/Lisbon Bypass



Appendix I: Maps of Changes

Map 4: Benton/Youngville Cafe Interchange



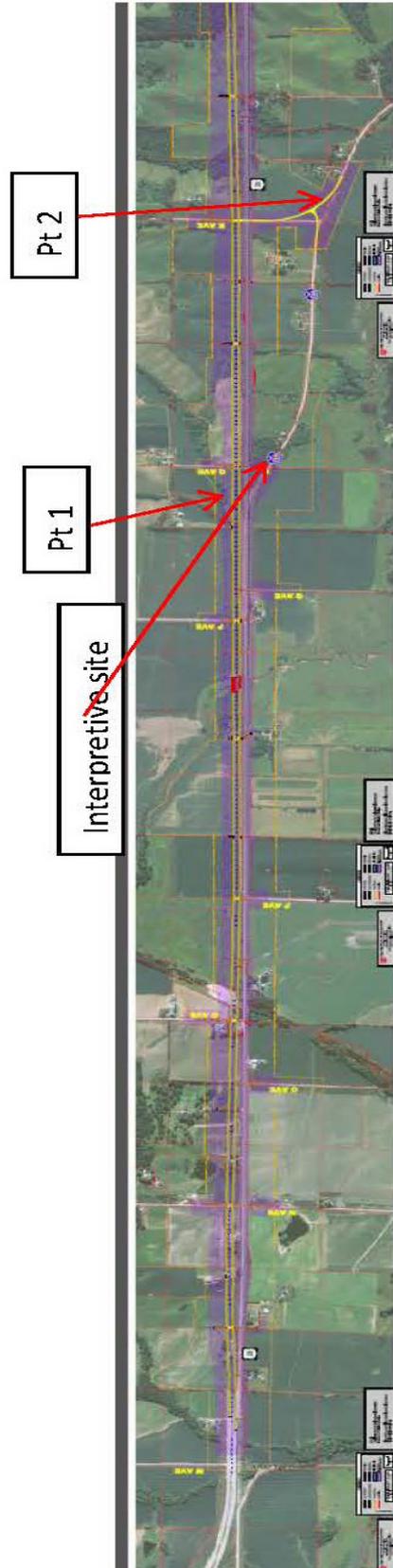
Map 4 shows the new interchange near the Youngville Café in Benton County. The Café is in the Northeastern part of the intersection. Access to the Café will be from the north, and travelers will have to do a partial loop from either the east or the west to get to the Café.

Appendix I: Maps of Changes

Map 5: Tama County

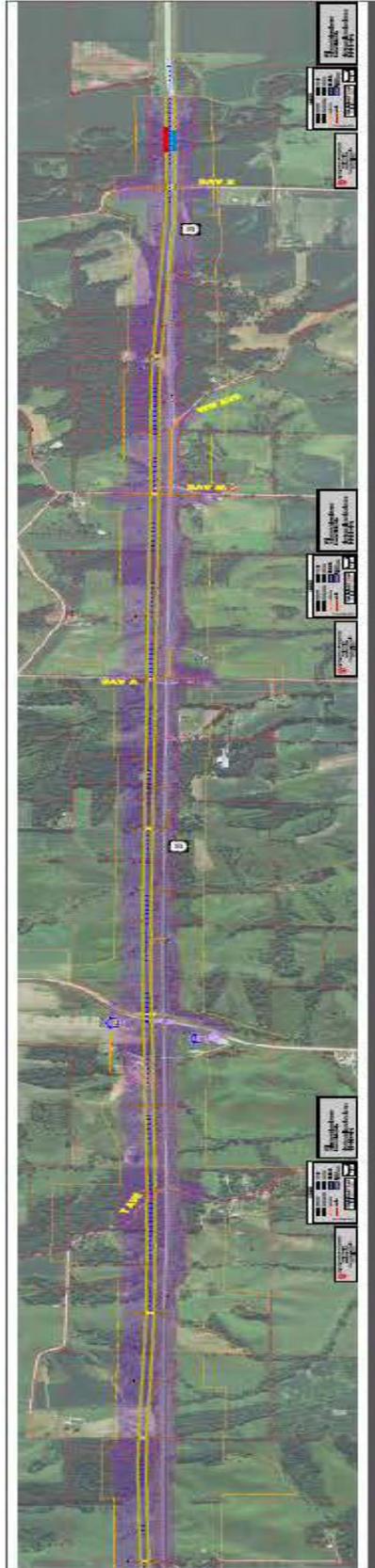
Maps 5 and 6 show the changes in Tama and Benton County. Although the changes will be made to Highway 30, it will affect the turn-off on E66 to Chelsea (point 1) and create a new intersection at V18 (point 2) before heading on into Chelsea. There is an interpretive site that travelers will need to back track to if they wish to use the binoculars and look out over the Iowa Valley.

In Map 5, the new 4-laned Highway 30 will be routed to the north in the “Bohemian Alps”, but will cut through them to create a flat road. Scenic views of the Iowa River valley will be lost. The new road will then reconnect with the Lincoln Highway to the east outside of Cedar Rapids.



Appendix I: Maps of Changes

Map 6: Benton County



Appendix I: Maps of Changes

Map 7: Reed-Niland Corner, Colo

Map 7 and 8 are at the intersection of US 65 and the Lincoln Highway at the Reed Niland Corner in Colo, Iowa. The first proposal is to just repair the bridge where the Lincoln Highway goes over US 65. This estimated cost is \$740,000.



Appendix I: Maps of Changes

Map 8: Reed-Niland Corner, Colo

Proposal 2, shown in Map 8 would raise US 65 up to meet the Lincoln Highway and put stop signs on the Lincoln Highway. The ramps would then be removed. This was one of the first, if not the first designed on-off ramp in the state.

Problems would still occur as US65 travels under the railroad to the south and that bridge is actually a lower height than the current US 65/Lincoln Highway bridge.

The estimated cost would be \$ 2,488,000 for this project.



Appendix I: Maps of Changes

Map 9: Grand Junction

Map 9 shows the proposed Grand Junction changes. The Lincoln Highway travels in a straight line under Highway 30, parallel to the Union Pacific railroad. A bridge on Highway 30 that goes over the West Beaver Creek will be converted into a box culvert and the overpass bridge over the Lincoln Highway.



Appendix J: Public Land Use Chart

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Clinton	Syracuse Wildlife Area	709	DNR	3/4 Timber, 1/4 Upland		Adjacent		15 E
Clinton	Sherman Park	202	Clinton CCB	Forest, Upland		3	S	15 E
Clinton	Ringneck Marsh	264	Clinton CCB	Wetland		3	N	15 E -1
Clinton	Barber Creek Wildlife Area	926	DNR	3/4 Timber, 1/4 Upland		3	S	16 E
Clinton	Wapsi Wildlife Area	99	DNR	3/4 Timber and Lake, 1/4 Grassland		3	S	16 E
Clinton	Walnut Grove Park	24	Clinton CCB	Park/Camp-ground		3	N	
Clinton	Soaring Eagle Nature Center		Private	Nature Center		1	N	
Clinton	Mockridge Wildlife Area	75	Clinton CCB	Forest/Upland		2	N	
Clinton	Killdeer Recreational Area	15	Clinton CCB	Pond/Park		Adjacent		
Clinton	Malone Park	30	Clinton CCB	Pond/Park		Adjacent.		
Clinton	Clinton County Conservation Office		Clinton CCB	Office/Shops		1	S	
Clinton	McCauseland Boat Ramp		Clinton CCB	River Access		1	S	
Clinton	Duke Prairie	20	Clinton CCB	Prairie		1	S	
Clinton	Wapsi River Env. Ed. Center	225	Clinton CCB	Nature Center/Trails		2	S	
		2589						
Clinton	Beaver Island -Upper Mississippi River Fish & Wildlife Refuge	5146 6	USFWS	Mississippi River Habitat				
Crawford	Ahart/Rudd Natural Resource Area	91	Crawford CCB	Upland	X	Adjacent		10 W
Crawford	Crawford County Farm	169	DNR	Upland	X	Adjacent		10 W
Crawford	Schrader Wildlife Area	183	DNR	Upland	X	3	N	8 W
Crawford	Yellow Smoke Park	359	Crawford CCB	Grassland/Woodland		1	N	
Crawford	Dow House Historic Site	4		Historic Site		Adjacent		

Appendix J: Public Land Use Chart cont.

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Crawford	Nelson Park	165	Crawford CCB	Park/Timber/ Prairie Remnants		2	N	
		971						
Carroll	Sauk Rail Trail	227	Carroll CCB	Upland - 33 Mi.		Adjacent		7 W
Carroll	Buttrick Bluff Wildlife Area	164	Carroll CCB	Forest, Upland	X	3	N	6 W
Carroll	Bennett Access Area	149	Carroll CCB	Forest	X	3	N	6 W
Carroll	Mid-Prairie Park	17	Carroll CCB	Park	X	1	N	
Carroll	Dickson Timber	155	Carroll CCB	Woodland		5	N	
Carroll	Richey Access	3	Carroll CCB	Park		3	N	
Carroll	Hazelton Wildlife Area	2	Carroll CCB			1	N	
Carroll	Swan Lake State Park	510	Carroll CCB	Park/Lake		1	S	
Carroll	Halbur Ridge Wildlife Area	11	Carroll CCB		X	3	S	
		1238						
Greene	Dunbar Slough	1250	DNR	Shallow Marsh, Prairie	X	3	S	5 W
Greene	Bristol Wildlife Area	115	Greene CCB	Forest, Upland, wetland		3	N	5 W
Greene	McMahon Access	256	DNR	River Access, Timber	X	1	N	5 W
Greene	Finn Pond	53	DNR	Natural Marsh, Upland	X	0.5	S	4 W
Greene	Pound Pits	153	Greene CCB	Upland, Wetland		2.5	N	4 W
Greene	Spring Lake Park	240	Greene CCB	Park/Lake		3	N	
Greene	Waters Area	40	Greene CCB	Wildlife Area		1	N	
Greene	Snake Creek Marsh	397	DNR	Upland/Marsh	X	2	S	
Greene	Squirrel Hollow Park	147	Greene CCB	Park/Lake/ Wildlife Management Area	X	5	S	
		2651						

Appendix J: Public Land Use Chart cont.

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Boone	Harrier Marsh WPA	385	DNR	1/4 Marsh, 3/4 Grassland	X	0.5	S	2 W
Boone	Saylorville Wildlife Area	1075 7	DNR	1/2 Timber, 1/4 Upland, 1/4 Reservoir	X	Adjacent		2W
Boone	Jay Carlson Area	159	Boone CCB	Upland/Wet-land		Adjacent		2 W
Boone	Don Williams	598	Boone CCB	Park/Lake/Golf		4	N	
Boone	Holst Forest Area	313	DNR	Forest	X	4	N	
Boone	Ledges State Park	1200	DNR	Forest		4	S	
		1341						
		2						
Story	Jim Ketelson Greenwing Marsh	68	Story CCB	Upland/Wet-land		1	N	1 E
Story	Cooper's Prairie Marsh	40	Story CCB	Upland/Wet-land		2.5	N	1 E
Story	Larson Marsh	12	Story CCB	Upland/Wet-land		0.5	N	1 E
Story	Hickory Grove Park	139	Story CCB	Lake/Timber		2.5	S	2 E
Story	Colo Bogs	522	DNR	1/4 Wet-land-3/4 Upland		Adjacent		2 E
Story	Sleepy Hollow	21	Story CCB	Canoe access, River fishing		2	N	
Story	Wakefield Woods	10	Story CCB	Woodland/Picnic Area		1	N	
Story	Peterson Pits	200	Story CCB	Beach, Hunting, Day use		2	N	
Story	Story Co. Cons. Center	280	Story CCB	Lake, Trails, Timber, Ed. Ctr.		2	N	
		1292						
Marshall	Bear Grove Forest Management Area	18	Marshall CCB	Forest		0.5	N	3 E
Marshall	Iowa River Wildlife Management Area	484	Marshall CCB	Forest/Upland/Wetland		1	N	4 E

Appendix J: Public Land Use Chart cont.

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Marshall	Mag Holland Access Area	88	Marshall CCB	Forest		1	N	5 E
Marshall	French Grove WL Area	28	Marshall CCB	Woodland		4	N	
Marshall	Marietta Sand Prairie Preserve	230	Marshall CCB	Sand Prairie Remnant		4	N	
Marshall	Grime Farm	23	Marshall CCB	Woodland		1	N	
Marshall	Timmons Grove Park	205	Marshall CCB	Woodland		4	N	
Marshall	Stewart Bird Sanctuary	22	Marshall CCB	Woodland		4	N	
Marshall	Sand Lake Recreation Area	95	Marshall CCB	Lake Bottom-land Hardwoods		2	E/N	
Marshall	Furrow Access	6	Marshall CCB	Woodland/River Access		2	N	
Marshall	Three Bridge County Park	13	Marshall CCB	Woodland/River Access		1	E/N	
Marshall	Coppock Park	9	Marshall CCB	Timber		Adjacent		
Marshall	Dillion Park	1	Marshall CCB	City Park		1	S	
Marshall	Wickersham Forest Areas	12	Marshall CCB	Timberland		3	S	
Marshall	Heart of Iowa Trail		Marshall CCB	Bike Trail - 33 mi.				
		1234						
Tama	Otter Creek Marsh	3505	DNR	1/2 Marsh 1/4 Timber 1/4 Upland		Adjacent to 1	S	6 E
Tama	Columbia Wildlife Area	159	Tama CCB	Forest Upland		3	S	6 E
Tama	West Salt Creek Wildlife Area	81	DNR	Upland/Wetland		4	S	7 E
Tama	Salt Creek Wildlife Area	116	DNR	Timber		5	N	7 E
Tama	Duffus Landing	1	Tama CCB	River Access		1	S	
Tama	Iowa River Natural Area	100	Tama CCB	River Bottom Timber		1	S	
Tama	Izaak Walton Shooting Facility	17	Tama CCB	Shooting Range		2	N	
Tama	Lohberger Park	5	Tama CCB	Park		3	N	
Tama	Tama County Conservation Office	5	Tama CCB	Office/Shop/Nature Center		4	N	

Appendix J: Public Land Use Chart cont.

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Tama	Long Point Landing	1	Tama CCB	River Access		Adjacent		
Tama	Manatts Landing	5	Tama CCB	River Access		Adjacent		
Tama	Maria Hladik Park		Tama CCB	Roadside Park		7	N	
Tama	McCoy Land- ing	3	Tama CCB	River Access		1	N	
Tama	Reinig Wildlife Refuge & Nat. Area	46	Tama CCB	Timber/Prai- rie		1	N	
		4044						
Tama/Benton	Iowa River Corridor Wild- life Area	9569	DNR	1/2 River Bot- tom Timber, 1/2 Grassland		0.5 to 5	S	8 E
Benton	Hannen Lake Park	180	Benton CCB	Lake/Wood- land		2	S	
Linn	Otter Creek	37	Linn CCB	Woodland		3	N	
Linn	Cedar Valley Nature Trail		Linn CCB	Trail - 5 Mi.		Adjacent		
Linn	Abbe Creek School Mu- seum	2	Linn CCB	Museum		Adjacent		
Linn	Rock Island Botanical Preserve	120	Linn CCB	Woodland		2	N	
Linn	Morgan Creek Park	230	Linn CCB	Park/Trails/ Woodland		1	N	
Linn	Chain Lakes Natural Area	403	Linn CCB	Woodland & Bridge		3	N	
Linn	Grant Wood Trail	100	Linn CCB	Trail - 6 Mi.		1	N	
Linn	Hoover Nature Trail	18	Linn CCB	Trail		3	S	
Linn	Eastern Iowa Observatory	5	Linn CCB	Observatory		2	S	
Linn	South Cedar Nature Area	162	Linn CCB	River Access/ Timber		1	S	
Linn	Squaw Park	700	Linn CCB	Park/Trails/ Woodland		1	N	
Linn	J. Harold En- nis Preserve	33	Linn CCB	Woodland/ Trail		1	S	

Appendix J: Public Land Use Chart cont.

Public Land Use within Five Miles of the Lincoln Highway Heritage Byway

County	Area Name	Size	Managed by	Habitat Type	Hunting	Distance from LH	Direction	Map Page
Linn	Bertran Wildlife Area	139	DNR	4		4	S	
		1949						
Cedar	Massillon Park	20	Cedar CCB	Park/Woodland		3	N	
Cedar	Townsend Wildlife Area	178	Cedar CCB	Woodland		3	S	
Cedar	Rock Creek Timber	30	Cedar CCB	Woodland		3	S	
Cedar	Red Oak Park	7	Cedar CCB	Woodland		3	S	
Cedar	Rock Creek Timber	154	Cedar CCB	Forest/ Upland		3	S	13 E
Cedar	Townsend Wildlife Area	179	Cedar CCB	Forest		3	S	14 E
		568						
Pottawattamie	Hitchcock Nature Center	1268	Pot. CCB	Loess Hills, Grassland, Timber		Adjacent		
Pottawattamie	Smith Wildlife Area	206	DNR	Loess Hills, Grassland, Timber	X	2	E	
		1474						
Total Acres in Byway		8306						
		8						

Appendix K: Pages from Programmatic Agreement

PROGRAMMATIC AGREEMENT

Among

The Federal Highway Administration
The State Historic Preservation Officer, and
The Iowa Department of Transportation

Regarding

Implementation of All Highway Projects Affecting Historically Significant
Segments of the

LINCOLN HIGHWAY CORRIDOR IN IOWA

WHEREAS, the Iowa Division of the Federal Highway Administration (FHWA), administers ongoing annual appropriations of Federal Highway funding to the Iowa Department of Transportation (Iowa DOT) and the Iowa DOT may choose to use some part of that funding for ongoing programs to reconstruct, rehabilitate and maintain the various segments of the Lincoln Highway in Iowa; and

WHEREAS, the FHWA has determined that as a whole the Lincoln Highway in Iowa does not retain a high degree of integrity; however, some segments of the original Lincoln Highway do retain a high degree of integrity regarding original road design, landscape and historic driving experience and are considered eligible for listing on the National Register of Historic Places; and

WHEREAS, the FHWA and the Iowa DOT has determined that the reconstruction, rehabilitation and maintenance projects may have an effect upon the historic segments of the Lincoln Highway; and

WHEREAS, the FHWA and Iowa DOT have consulted with the Advisory Council of Historic Preservation (Council) and the Iowa State Historic Preservation Office (SHPO) pursuant to 36 CFR 800.14 of Section 106 of the Historic Preservation Act (revised 2001); and

WHEREAS, the Counties and Cities responsible for the maintenance of the historic segments of the Lincoln Highway have been consulted and invited to concur in this Programmatic Agreement;

WHEREAS, the Lincoln Highway Association of Iowa is a recognized interested party in the rehabilitation and maintenance of the historic segments of the Lincoln Highway have been consulted and invited to concur in this Programmatic Agreement;

Appendix K: Pages from Programmatic Agreement

NOW, THEREFORE, the FHWA, Council, SHPO, and Iowa DOT agree that the federally funded undertakings affecting the Lincoln Highway shall be administered in accordance with the following stipulations to satisfy Section 106 responsibility.

Stipulations

FHWA will ensure that the following measures are carried out:

Process

1. The FHWA/ Iowa DOT will maintain a list of all the segments of the Lincoln Highway corridor that are considered eligible for the National Register of Historic Places as they retain a high degree of integrity of original road design, landscape and historic driving experience as agreed upon by the Iowa SHPO. [Appendix A]
2. For all federally funded undertakings on all these segments of the Lincoln Highway route, FHWA shall follow the normal Section 106 process in accordance with the existing Programmatic Agreement between FHWA, DOT and SHPO for the normal Section 106 Process; however, for segments of the Lincoln Highway route that are considered not eligible for listing on the National Register of Historic Places, the undertaking's effect on the Lincoln Highway route will not be considered significant.
3. Federally funded undertakings that affect segments of the Lincoln Highway, listed as National Register eligible, shall be administered according to the plan titled "*Engineering Strategies for the Management of Historic Segments of the Lincoln Highway within the State of Iowa*" developed by the parties of this agreement.

Administration

1. ***Personnel Qualifications***- Iowa DOT shall ensure that all cultural resource survey work shall be carried out by or under the direct supervision of a person(s) meeting, at a minimum, the Secretary of Interior's Professional Qualifications Standards for archaeologists, architectural historians and historians. (40 FR 44738-9)
2. ***Late Discoveries***- Any unanticipated discoveries of historic properties or archaeological sites encountered during implementation of an undertaking shall be dealt with according to 36CFR 800.13(b).
3. ***Protection of Human Burials*** - All human burials in the State of Iowa are protected by law. In the event that human remains or burials are encountered during archaeological investigations or construction activities, the FHWA shall cease work in the area, take appropriate steps to secure the site, and notify officials at the Burials Program at the Office of the State Archaeologist or the Iowa Department of Health.

If the remains appear to be ancient (i.e., older than 150 years), the burial is legally protected under Chapters 263B and 716.5 of the Iowa Code, and the Office of the State

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Archaeologist shall have jurisdiction until the cultural affiliation of the remains can be determined and their disposition can be arranged in consultation with the American Indian Tribe determined to be lineal descendants, following the provisions of the *Native American Graves Protection and Repatriation Act* (25 U.S.C. 3001 through 3005). If the remains appear to be less than 150 years old, the burial is legally protected under Chapters 144.34, 566 and 716.5 of the Iowa Code and would fall under the jurisdiction of the Iowa Department of Public Health.

4. *Monitoring* - The Iowa SHPO may monitor activities carried out pursuant to this Programmatic Agreement. The Advisory Council may review such activities if so requested.
5. *Amendments* - Any party to this agreement may amend this agreement upon written request; whereupon, the parties will consult to consider the amendment.
6. *Dispute* - Should any party object to any action proposed or manner in which this agreement is implemented, FHWA will consult with the objecting party to resolve the objection. If FHWA determines within 30 days that such objection(s) cannot be resolved, FHWA will consult with the Council according to 36 CFR 800.2(b) (2). Within 30 days after receipt of all pertinent documentation, including FHWA's proposed response to the objection, the Council shall exercise one of the following options:
 - a. Advise FHWA that the Council concurs with FHWA's proposed response;
 - b. Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding the response to the objection; or
 - c. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800.7, and proceed to refer the objection and comment. The resulting comment shall be taken into account by FHWA in accordance with 36 CFR 800.7(c) (4) and Part 110(1) of NHPA.
7. *Public Objection* - Any time during implementation of the measures stipulated in this agreement, should a member of the public object to such measures or manner of implementation, FHWA shall notify the parties of this agreement and take the objection into account, consult with the objector and if requested by the objector, consult with any of the parties of this agreement to resolve the objection.
8. *Notification* - According to 36 CFR 800.3(f), the Iowa DOT will notify the Iowa Lincoln Highway Association of federally funded proposed projects on segments of the Lincoln Highway listed as National Register eligible (see Appendix A), which may include privately owned historical properties, as early in the budgeting, planning or design process as possible. The notification to the Lincoln Highway Association would be to a single, permanent address of the Lincoln Highway Association.
9. *Duration* - This agreement will be null and void if the terms have not been reviewed and documented by the parties within a five (5) year time period from the date of execution.

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In such event FHWA shall notify the parties to this agreement and if it chooses to shall re-initiate a review.

10. *Termination* - Any party may terminate this agreement by providing thirty (30) days written notice to the other parties, provided that the parties will consult during that period prior to actual termination to seek agreement on actions to avoid the termination. In the event of termination, the FHWA/Iowa DOT will comply with 36 CFR 800.4 through 800.6 for every individual undertaking covered by this Programmatic Agreement.

Execution and Implementation

The execution and implementation of this Programmatic Agreement evidences that the FHWA has taken into account the effects of undertakings on historic segments of the Lincoln Highway.

Federal Highway Administration

By: Mike LaPietra Date: _____
Mike LaPietra, FHWA

Iowa Department of Transportation

By: Mark Kerper Date: 4-10-06
Mark Kerper, Office of Location & Environment

Iowa State Historic Preservation Officer

By: Lowell G. Soike Date: April 13, 2006
Lowell Soike, Iowa State Historic Preservation Officer

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Programmatic Agreement
Lincoln Highway Corridor within Iowa

Historic segments of the Lincoln Highway pass through the listed Counties and Cities. Each of the listed jurisdictions were given the opportunity to concur with this Programmatic Agreement. Their participation or lack of participation does not affect the validity of this agreement.

Clinton County
Cedar County
Lynn County
Benton County
Tama County
Marshall County
Story County
Boone County
Greene County
Carroll County
Crawford County
Harrison County
Pottawattamie County

Wheatland
Lowden
Mechanicville
Mt Vernon
Lisbon
Belle Plane
Chelsea
Tama
State Center
Colo
Ogden
Scranton
Jefferson
Glidden
Denison
Arion
Woodbine
Dunlap
Logan

Appendix K: Pages from Programmatic Agreement

Engineering Strategies for
Management of
**Historic Segments of the Lincoln Highway within
the State of Iowa**

1. Introduction

The FHWA, Iowa DOT and SHPO recognize that the Lincoln Highway corridor is part of our historic heritage. Much of the route has been modified through the development of modern safe transportation facilities and no longer qualifies for inclusion in the National Register of Historic Places. However, there are a number of segments of the Lincoln Highway route that retain significant integrity to qualify for the National Register of Historic Places. This strategic plan proposes recommendations for maintaining and/or rehabilitating those segments that are historically significant while balancing the need to retain the features that qualify the route for the National Register.

2. Authority

Section 106 of the National Historic Preservation Act requires states to take into account the effects of federally funded or permitted undertakings upon historic properties and allow the Advisory Council on Historic Protection an opportunity to comment.

According to Iowa Code 314.24 cities, counties and the Department of Transportation shall to the extent practicable preserve and protect the historic heritage of the state in the design, construction, maintenance and repair of the roads, streets and highways. Damage and destruction shall be avoided and state agencies shall use reasonable alternatives if available at no significantly greater cost.

According to the Iowa Code 303.2, state agencies that own, manage or administer historic properties must enter into a 28E agreement with the Department of Cultural Affairs to insure proper management, maintenance and development of the historic properties.

3. Goal

This strategic plan is designed to establish appropriate management practices to maintain and rehabilitate segments of the Lincoln Highway that has been determined to retain sufficient integrity to qualify for inclusion on the National Register of Historic Places.

4. Types of resources to be managed

The Lincoln Highway has been evaluated from many perspectives including the original road design geometrics - the traveled road way width, shoulder width, ditch width and depth, and right of way; road way features - bridges, culverts, road markers, fences and signs; landscape and land use; and transportation related buildings - gas stations, garages, cafes, hotel/motels and cabin courts. Historic districts and landscapes of which the Lincoln Highway may be an element should also be considered.

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The significant routes may be paved, gravel, dirt or abandoned roads. The paved roadways have been divided into categories of rural local or rural collector. The rural collectors have been functionally categorized according to average daily traffic (ADT); less than 400 ADT, greater than 400 and less than 2000 ADT and greater than 2000 ADT.

Private parties may own historically significant structures related to the Lincoln Highway. This strategic plan will not apply to such properties unless a federally funded project would affect them.

5. Activities that will not adversely impact historic resources

It is essential for public transportation facilities to be properly maintained for the safety of the motoring public. On non-paved segments of the Lincoln Highway, most contemporary maintenance activities that retain the original roadway geometrics features should not adversely affect the historic nature of the route. Examples of these features include road and shoulder width, cross-slope or roadway crown, and ditch cross section. Applying additional granular material, cleaning ditches, mowing and brush/tree removal should not adversely affect the historic nature of the Lincoln Highway. It is recommended that local/regional quarries be used to obtain the appropriate type of granular material, in order to match existing granular surfacing on roadways where additional material is needed. [See exhibit 1]

6. Activities that are considered an adverse effect

The engineering technology of early twentieth-century roadway is a common thread that links Lincoln Highway resources across the state. Changing design features of that early technology such as the travel width, shoulder width, increasing the right of way beyond 100 ft., replacing original bridges and culverts *could* be considered adverse effects.

Retaining the drivability of the current Lincoln Highway route is a priority. Retain, as much as practical, the alignment that illustrates many elements of the early 20th century driving experience - the engineering and construction techniques, following a Jeffersonian grid and cultural landscapes or landforms, and riparian system. The retention of the horizontal and vertical alignment reveals these relationships to the traveler. If realignment or abandonment is necessary, strive to retain the original features for interpretive value.

When safety issues dictate the need to reconstruct an historic road, context sensitive design practices must be considered. For example, resurfacing PCC pavement with asphalt could constitute an adverse effect, while a preferable context sensitive design could be to overlay the roadway with bonded or un-bonded concrete and white-topping or ultra-thin white-topping.

Other types of context sensitive strategies to consider:

- ❖ *When widening is necessary, score the new pavement at the original width to give a sense of early 20th century driving experience.*
- ❖ *Use new cable guardrail technology.*
- ❖ *Pave the shoulder with colored concrete.*

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- ❖ *Tile the ditch bottom to allow for a shallow gentle slope retaining the visual feel of the original cross section.*
- ❖ *Use snow fence to compensate for lack of deep ditch snow storage.*
- ❖ *Use a 1 1/2 : 1 foreslope? where possible. If site-specific safety or hydrologic issues exist, a more contemporary slope may be graded*
- ❖ *Maintain a roadside vegetation program of grasses and forbs. Allow vegetation to grow to the edge of the traveling surface.*
- ❖ *Maintain a 66 foot right of way delineated by fence, mowed edge, crop cultivation or utility poles where possible. If safety issues require wider right of way, retain a perceived relationship of scale and material to delineate a historical visual and driving experience.*
- ❖ *For maintenance and rehabilitation [see Exhibit 1]*

Bridges and culverts that retain unique design and symbolism associated with the Lincoln Highway, and those designed by Conde B. McCullough contribute to the historic integrity of the Lincoln Highway. Before considering replacement explore options such as:

- ❖ One-lane designation
- ❖ Develop alternate routes for oversized/heavy equipment
- ❖ Line pavement with edge markings
- ❖ Use roadside delineators
- ❖ Install object markers
- ❖ Use warning signs
- ❖ Install guardrails

If avoidance strategies are not feasible, consider minimization through recommended context sensitive rehabilitation strategies. Consider the use of new bridge engineering technologies using state-of-the-art materials such as:

- ❖ Arch reinforcement,
- ❖ Railing reinforcement with epoxy-grouted rods,
- ❖ Barrier curb installation,
- ❖ Composite plate reinforcement,
- ❖ Fiber reinforced polymer honeycomb
- ❖ Cellular fiber reinforcement plastic sections

Managing the resources within the right of way through context sensitive designs that mitigate impacts of improvements solidify the linking thread as a significant, unique resource for the state. Cutting edge engineering strategies that built the first transcontinental highway became the modern equivalent of applying state-of-the-art engineering technologies to improve the roadway while retaining the characteristics that most exemplify the tradition of the Lincoln Highway.

7. How to proceed if adverse impacts cannot be avoid

If minimization or avoidance is not feasible and a historic property must be replaced, follow the Section 106 guidelines (36CFR800.6) of consulting with SHPO, FHWA, DOT and interested parties to resolve the adverse effect through the determination of

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appropriate mitigation measures for the specific historic property. Mitigation measures could include documentation of the historic and engineering technologies of the existing structure and the new technologies utilized in the new facility, context sensitive enhancements for the new facility, or measures that heighten public awareness of the Lincoln Highway.

8. Further information

For more detailed discussion of recommendations pertaining to the Lincoln Highway, please refer to the "US Route 30 - Lincoln Highway Corridor Management Plan - Iowa" prepared by the Landscape Architecture Department at Iowa State University for FHWA and the Iowa DOT.

Table 1

Unpaved Roads Maintenance

	Dirt road E-MR	Gravel Maintenance G-M	Gravel Rehabilitation G-R
Blade the roadway	Seasonal, Spring/Fall	Shape, drainage, Straight cut edge	Reshape surface & shoulder
Ditch Vegetation	Mow	Mow	Mow
Existing road width	Retain	Retain	Retain
Quarry material		Regional	Regional
Re-gravel		Spot or sections	Regional source
Roll compaction			Yes

Table 2

Paved Roads Maintenance and 3R

	Rural local P-L	Rural Collector P<400 ADT	Rural Collector 400<P<2000 ADT	Rural Collector P>2000 ADT
Base material	Original	Original	Original	Original
Pave	PCC	PCC	PCC	PCC
Roadway width allowing for expanded horizontal curves	@ existing width	@ existing width	22 ft	24 ft
Shoulders	Earth	4-8 ft stabilized earth	4-8 ft stabilized earth	4-8 ft stabilized earth
Horizontal curves		Expanded width allowable	Expanded width allowable	Expanded width allowable
Clear zone		0 ft	0-10 ft	10 ft or as required by accepted guidelines

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REHABILITATION STRATEGIES

Unpaved Roads Recommendations:

Earthen Roads Maintenance/Rehabilitation

E-M/R

- o Blade seasonally (Spring and Fall)
- o Mow roadside vegetation seasonally
- o Retain existing width

Gravel Roads Maintenance

G-M

- o Continue the use of materials from regional quarries
- o Keep proper shape, drainage, straight cutting edges through seasonal blading and adding gravel
- o Maintain by "spot graveling" or re-graveling entire sections

Gravel Roads Rehabilitation

G-R

- o Continue the use of materials from regional quarries
- o Reshape surface and shoulder
- o Roll surface for compaction and improvement of the finished surface, if feasible

Paved Roads Recommendations:

Resurfacing/Restoration/Rehabilitation

Rural Local Roads

P-L

- o Retain original base materials where feasible
- o Pave with Portland Cement Concrete
- o Resurface/Restore/Rehabilitate pavements at existing roadway width

Resurfacing/Restoration/Rehabilitation (cont)

- o Allow 4-8' stabilized earth shoulders
- Rural Collectors (*Major and Minor*)

P<400

Low Volume Road: ADT Below 400

- o Retain original base materials where feasible
- o Pave with Portland Cement Concrete
- o Resurface/Restore/Rehabilitate pavements at existing roadway width
- o Allow for 4-8' Stabilized Earth Shoulders
- o Allow for expanded cross section at horizontal curves
- o Allow for a clear zone at ϕ

Rural Collectors (*Major and Minor*)

400<P<2000

Moderate Volume: ADT 400-2000

- o Retain original base materials where feasible
- o Pave with Portland Cement Concrete
- o Allow for a 22' Traveled Way
- o Allow for 4-8' Stabilized Earth Shoulders
- o Allow for expanded width at horizontal curves
- o Allow for clear zone at ϕ - ϕ' where feasible

Rural Collectors (*Major and Minor*)

P>2000

High Volume: ADT over 2000

- o Retain original base materials where feasible
- o Pave with Portland Cement Concrete
- o Allow for 24' Traveled Way
- o Allow for 4-8' Stabilized Earth Shoulders
- o Allow for expanded width at horizontal curves
- o Clear zone at ϕ' , or as required by accepted guidelines

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Rt #	County	Route Description	Gravel Miles	Paved Miles	Cities to Include	Driving Exper	Structures	Road Design	L,S Integrity	Rehab Strategy
17	Clinton	245 th St/250 th St/220 th Ave from Grand Mound to Calamus	6			h3	h	h3	h	G-M
17	Clinton	235 th St, from Syracuse Wildlife Area to West County Line		6	Wheatland	h1	br	h1	h	P<400
17	Cedar	East County Line to West of Lowden includes Washington Ave and 155 th St	1	1		h3		h3	h	G-M/ p<400
16	Cedar	Old Lincoln highway west of Mechanicsville	3		Lisbon and Mechanicsville	h3	h	h3	h	G-M
16	Cedar	Old Lincoln Highway east of Mechanicsville	2			m3		h	m	G-M
15	Linn	Bloomington Rd, from W Mount Vernon Rd to Squaw Creek park	4		Mount Vernon and Lisbon	h1	br/culv	h	h	G-M
12	Tama	Lincoln Highway Bridge (only)			Chelsea and Tama	n/a	h-br/café	1	h	
11	Marshall	23th St from intersection with 235 th St to State Center	8		State Center and Marshalltown	h1	culv/br	h	h	G-M
10	Story	Lincoln Highway at Colo (Diamond interchange) Niland's Corner, UP underpass		<1	Colo		gas/café/motel	h	1	
8	Boone	210 th St from West County Line to Ogden	7		Ogden and Beaver	h1	br	h	h	G-M
9	Boone	210 th & 220 th St & U Ave east of Hwy 17 to County Line	9	1		h1		h	m	G-M
8	Greene	X Ave from 222 nd St north to 210 th St	2			h1/h2		h	h	p-400
7	Greene	E39/N65/E53 from Jefferson to Ralston	4	1		h2		h	h	G-M

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Rt #	County	Route Description	Gravel Miles	Paved Miles	Cities to include	Driving Exper	Structures	Road Design	LS Integrity	Rehab Strategy
6	Carroll	200 th St from Carroll to Westside	11	1	Glidden	h2	br/c	h	h	G-M
5	Crawford	Q Ave west of Arion	2			m1		h	m	G-M
5	Crawford	Lincoln Way from Denison to Arion	5	1	Denison and Arion	m1		h	m	G-M
4	Crawford/Harrison	Dunlap St from Dunlap to US 30	3			m1		h	m	G-M
3	Harrison	L66 and Spokane/Toledo Ave	8	2		h2		h	h	G-M
3	Harrison	Stair Steps	5			h2		h	h	G-M
4	Harrison	Woodbine			Woodbine	h1		h	h	G-M
5	Harrison	Lima Trail	1		Dunlap, Woodbine, and Logan	m2		h	m	G-M
3	Harrison	Niagra Trail	3			m2		h	h	G-M
2	Pottawattamie	Honey Creek Lane	1			m3		h	h	G-M
		Total Miles Estimated	85	28						

Lincoln Highway- Historic Segments

Ranking h=high, m=med, l=low

Numbers with a letter is a ranking within the ranking, 1 being the highest

Appendix L: Railroad Crossings on the Lincoln Highway

#1 East of Grand Mound, Clinton County

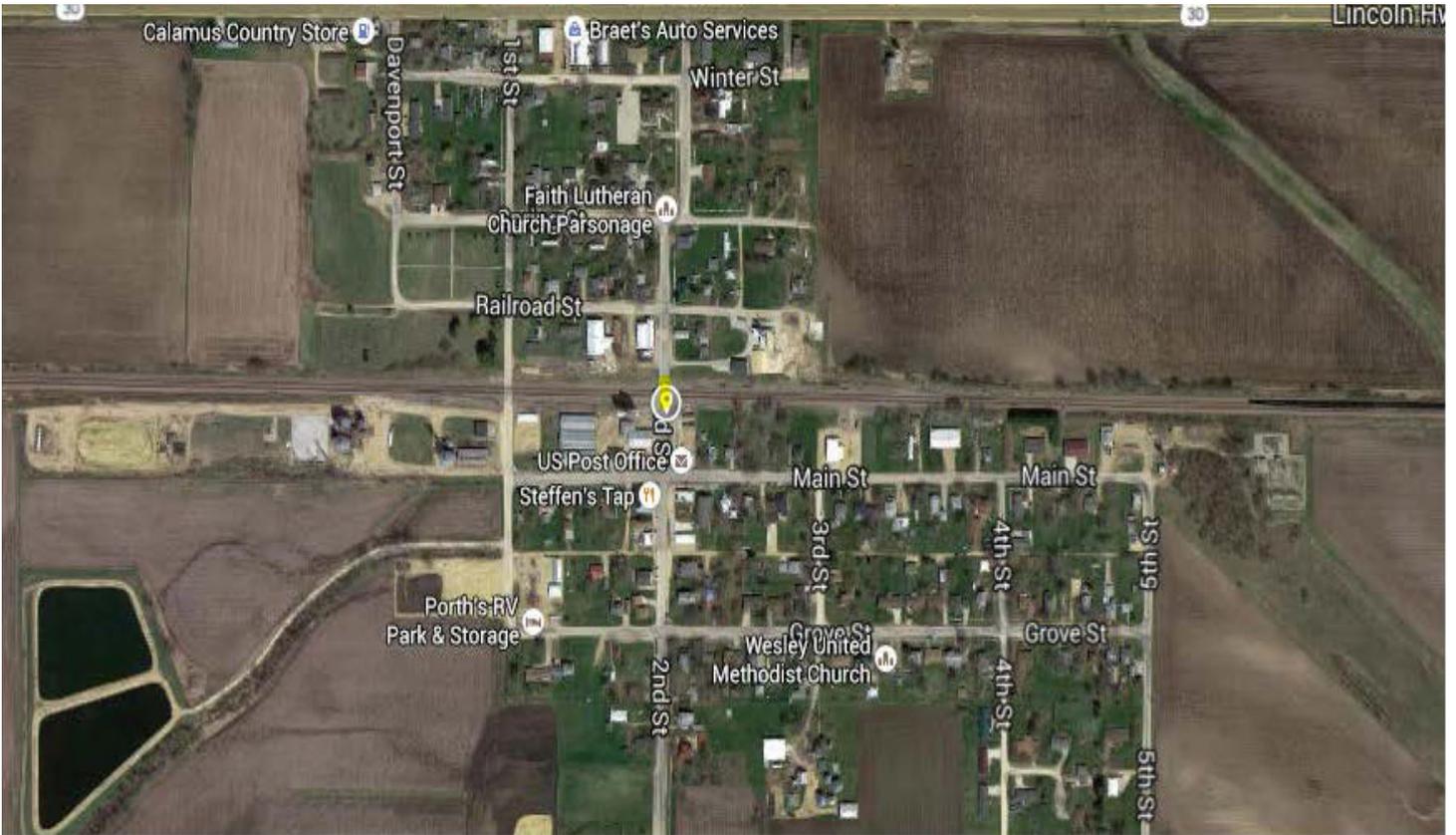


East of Grand Mound, looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#2 Calamus



Calamus looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#3 Abandoned Section north of Lowden



Appendix L: Railroad Crossings on the Lincoln Highway

#4 East of Mechanicsville

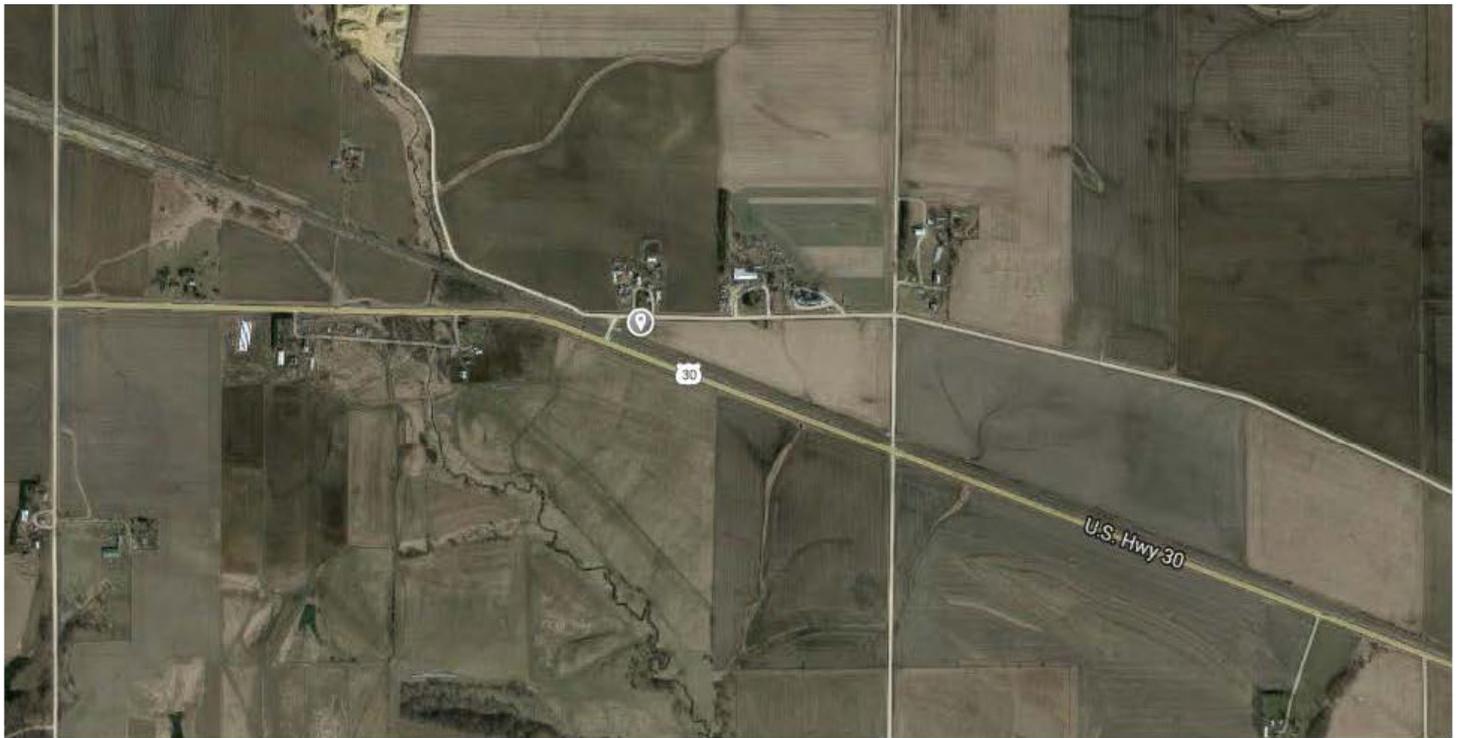


East of Mechanicsville looking SW from Highway 30



Appendix L: Railroad Crossings on the Lincoln Highway

#5 West of Mechanicsville



West of Mechanicsville, looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#6 Mount Vernon

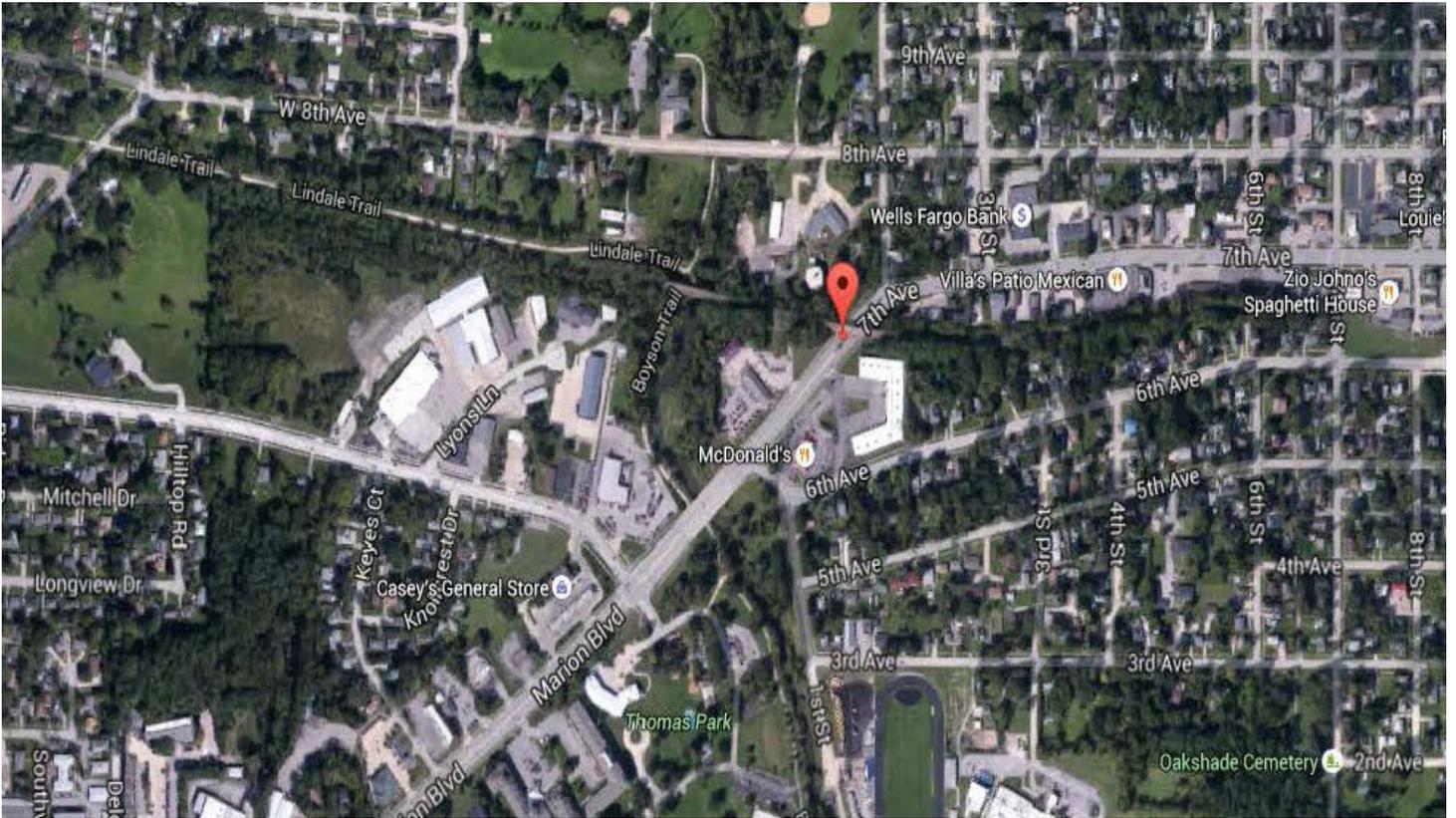


Northwest side of Mount Vernon, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#7 Marion, loop section

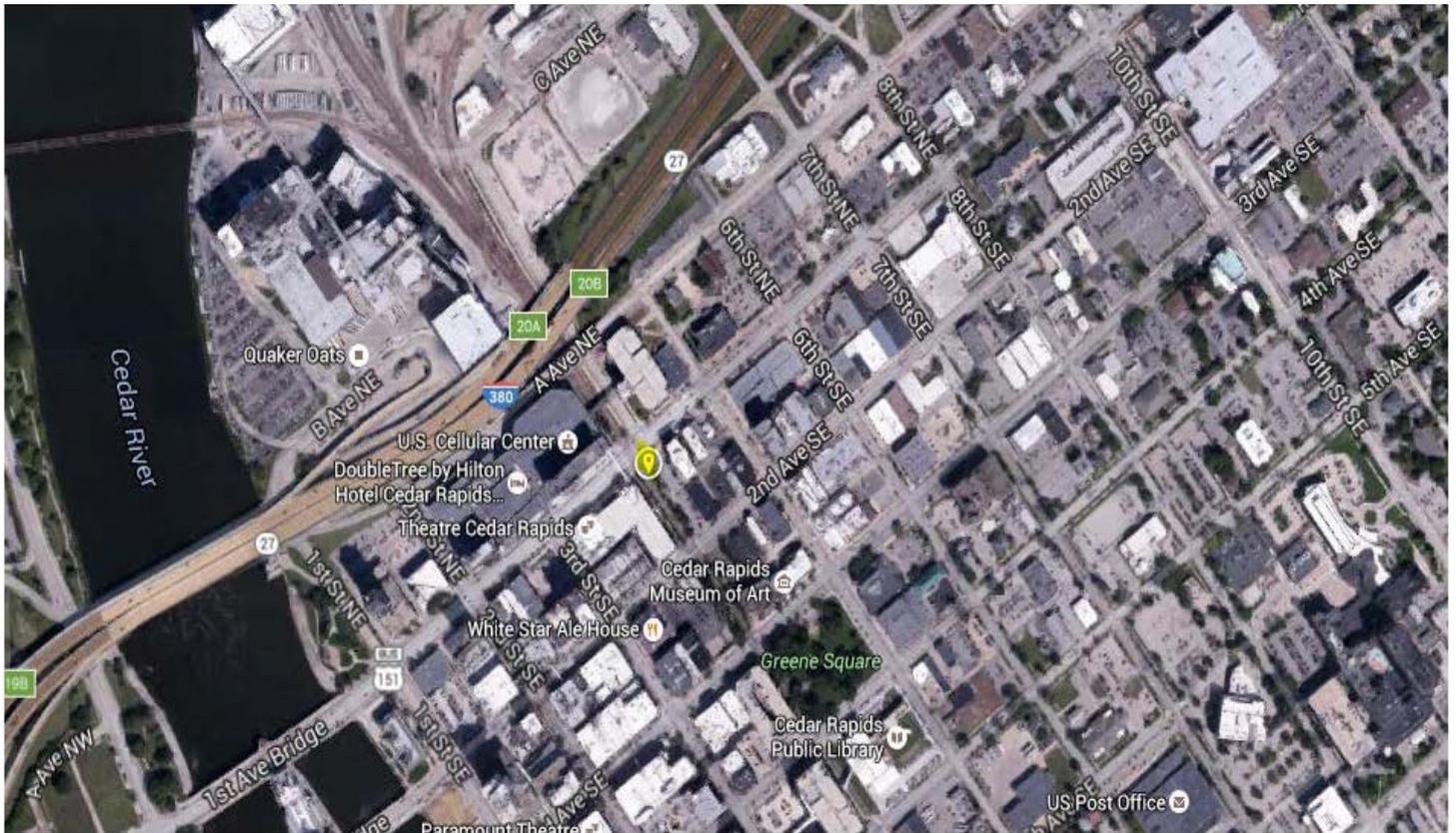


Marion, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#8 Cedar Rapids, 1st St SE, east of Cedar River

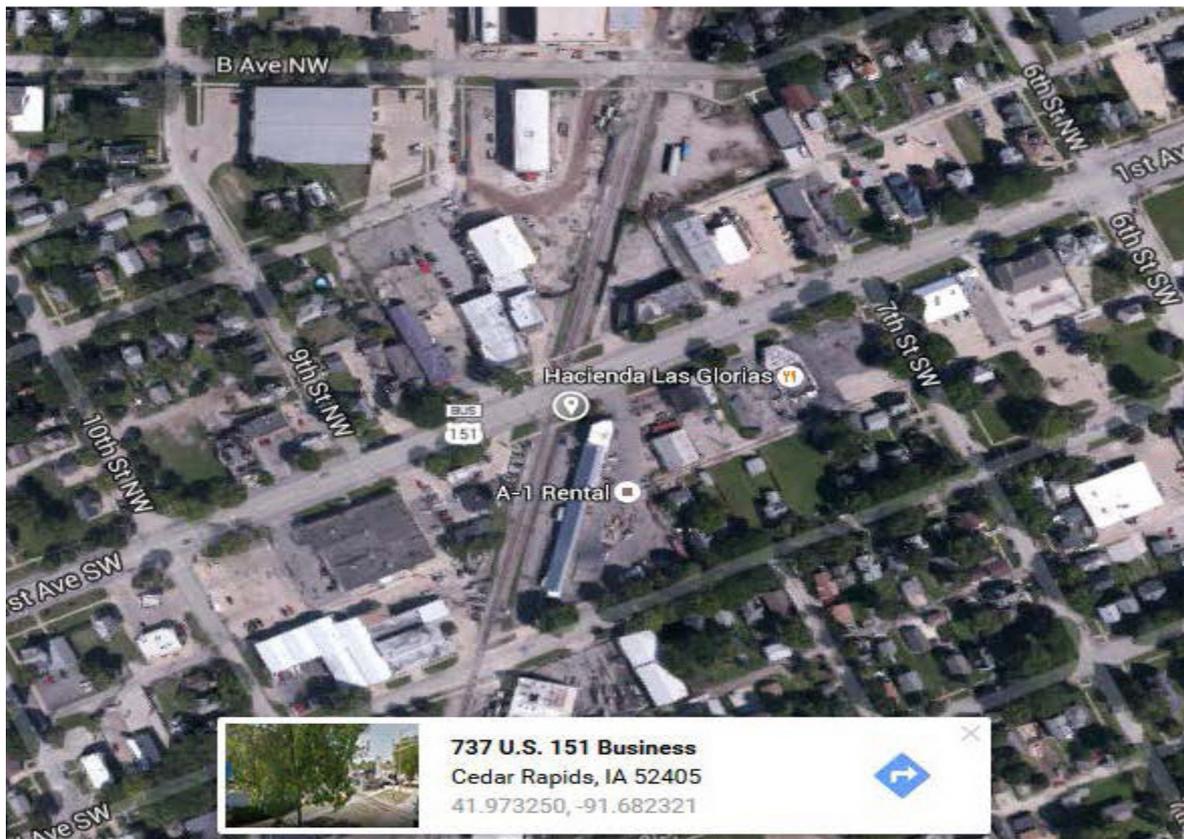


Cedar Rapids looking west

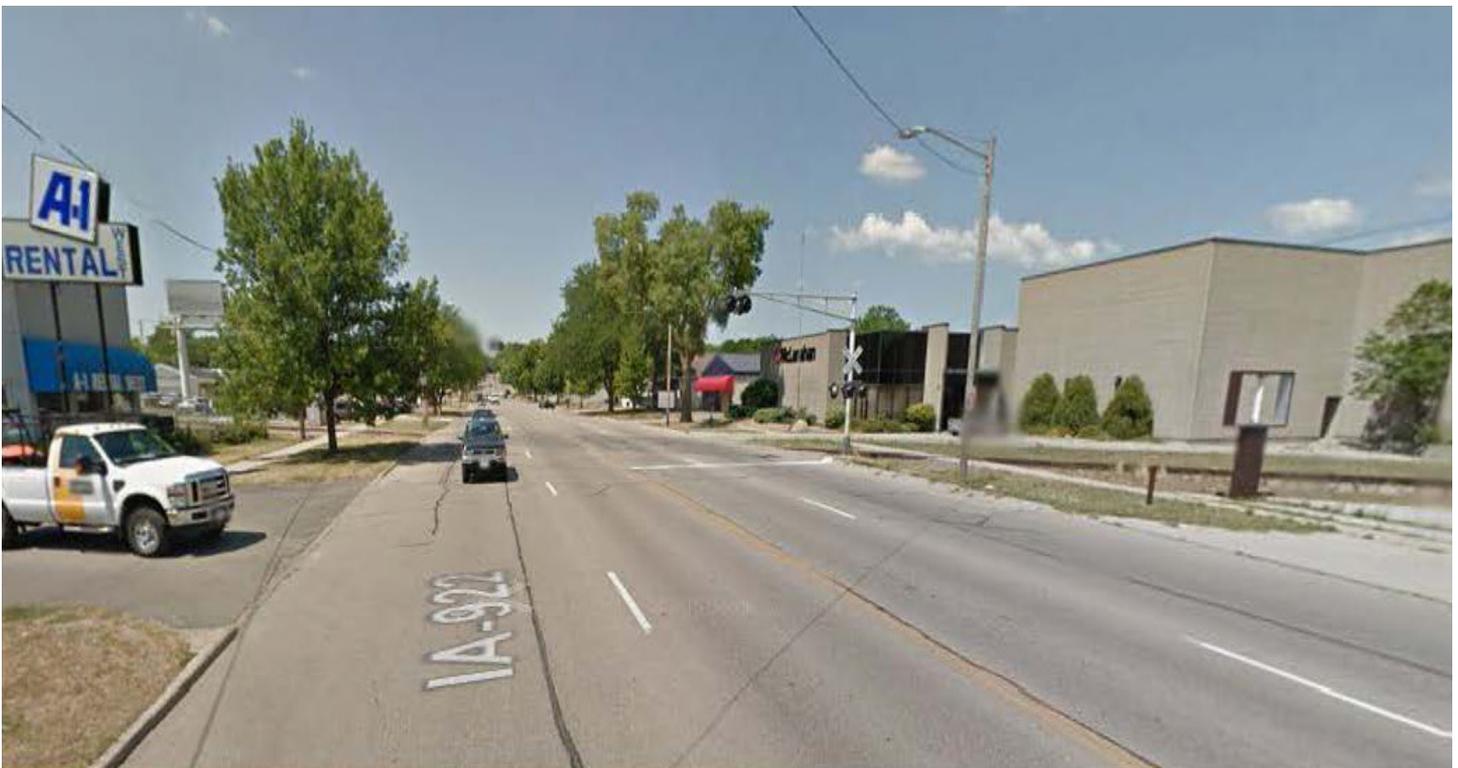


Appendix L: Railroad Crossings on the Lincoln Highway

Cedar Rapids, 1st St SW, west of Cedar Rapids

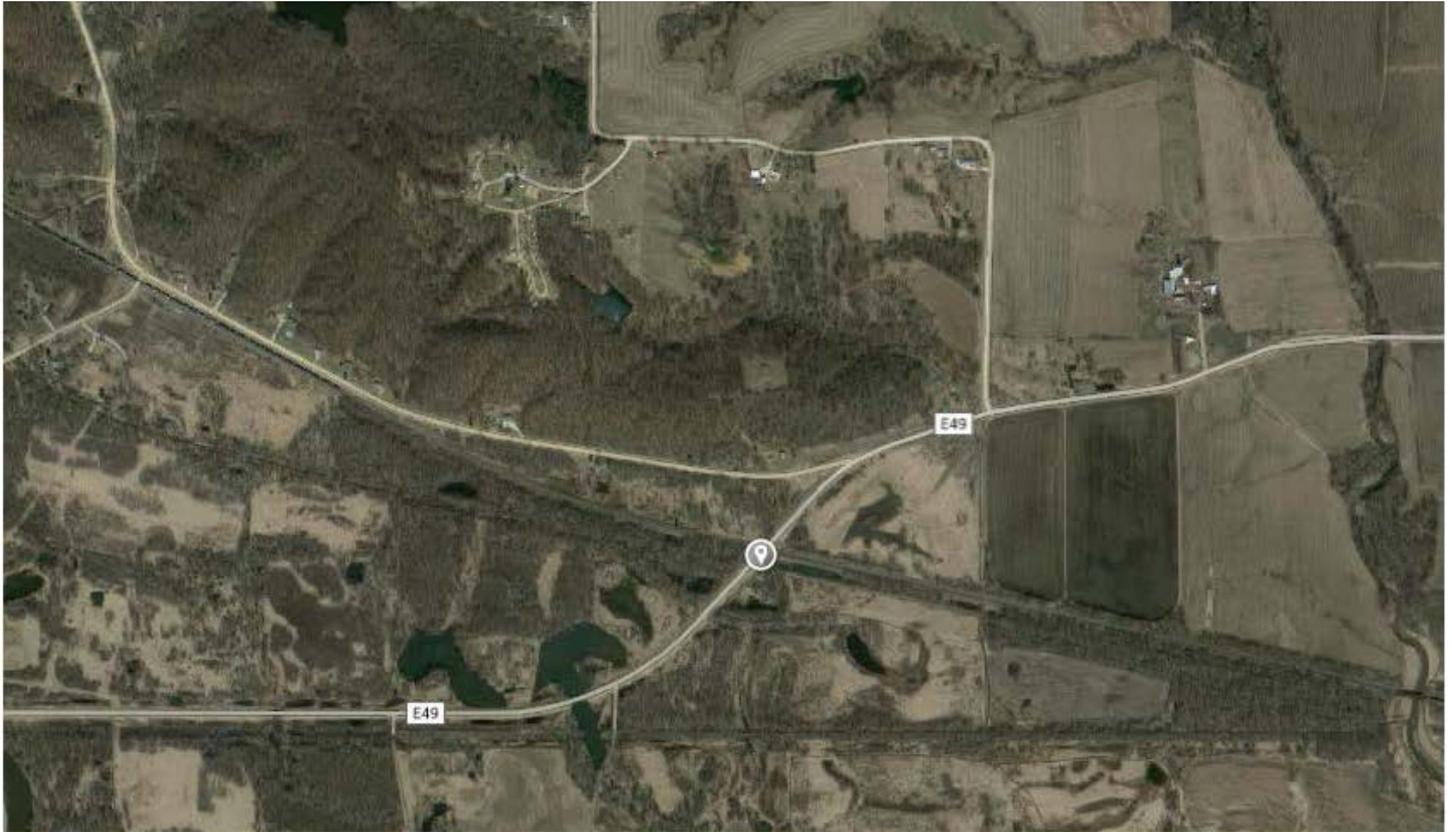


#9 Cedar Rapids, looking southwest



Appendix L: Railroad Crossings on the Lincoln Highway

#10 West of Tama

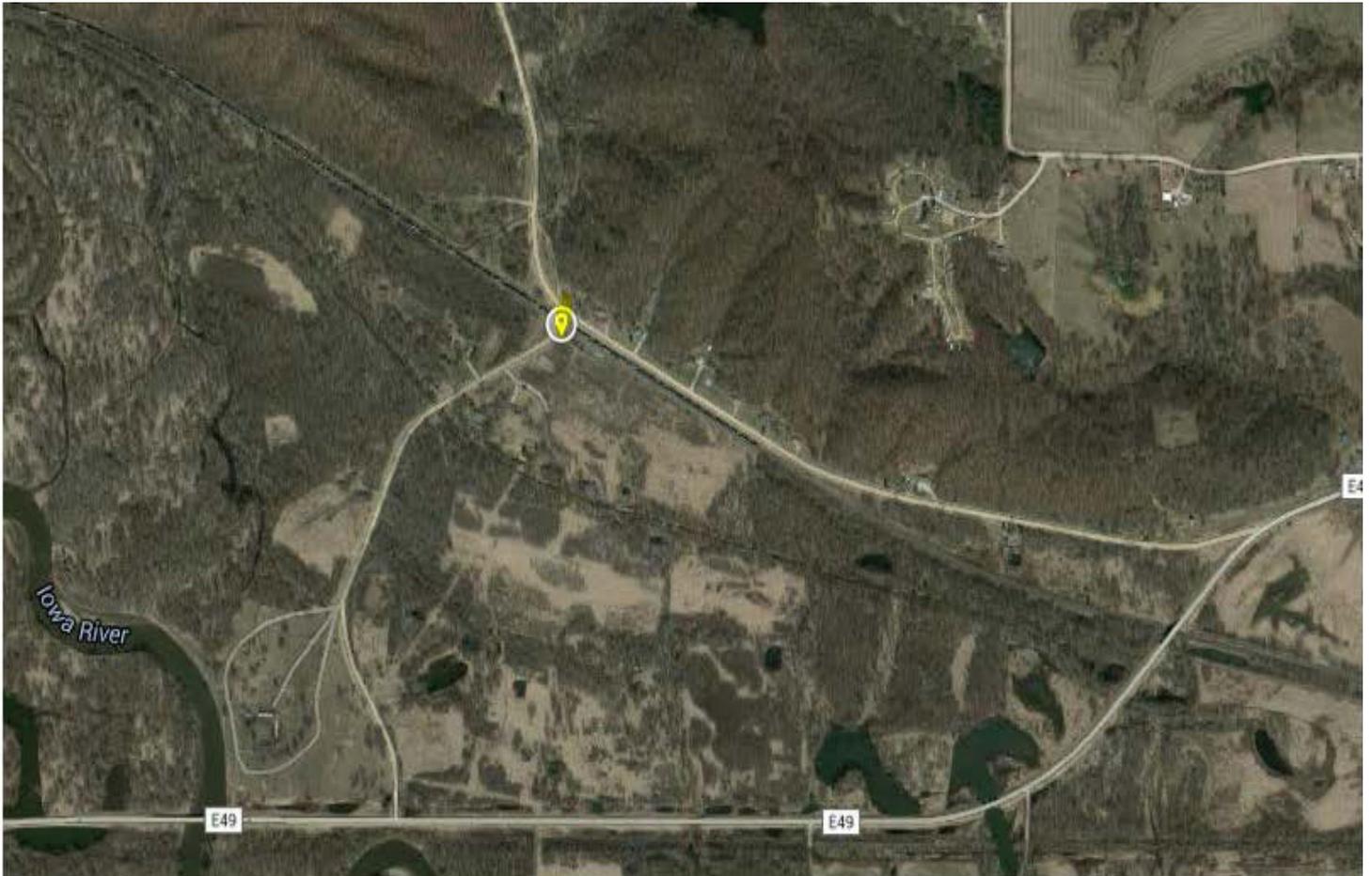


West of Tama, looking southwesterly



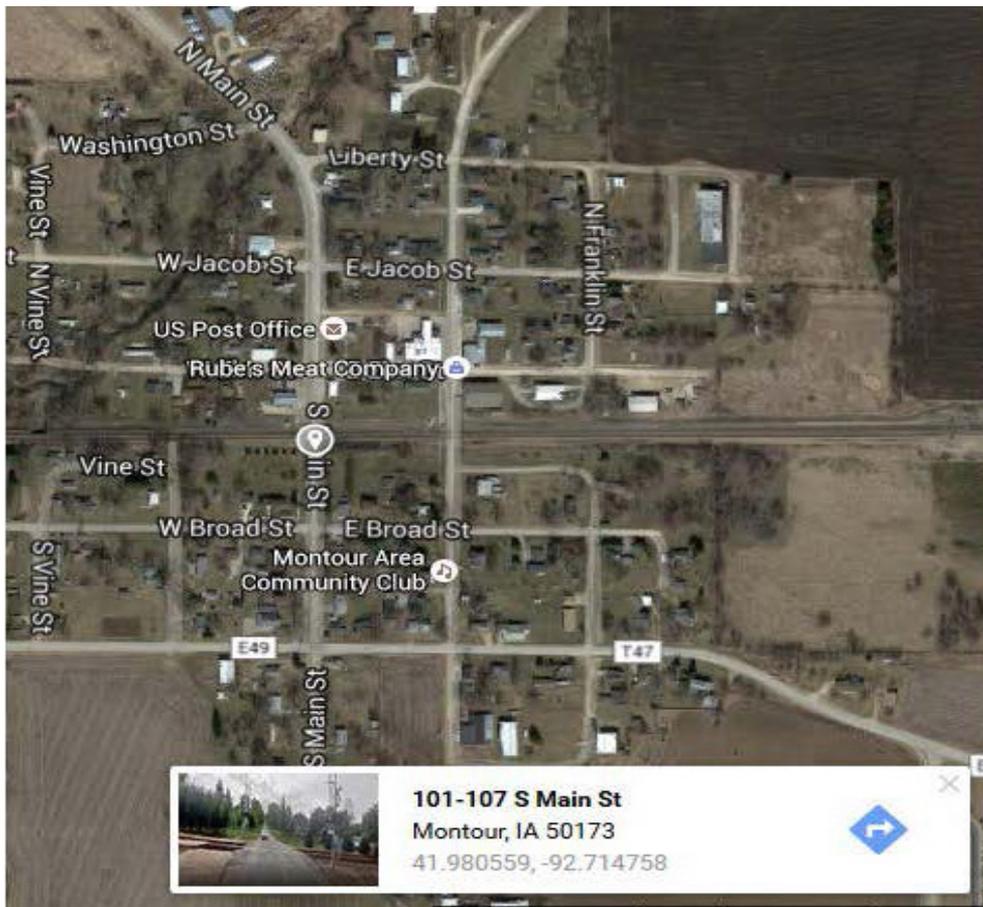
Appendix L: Railroad Crossings on the Lincoln Highway

#11 Meskwaki Settlement, Battleground Rd loop



Appendix L: Railroad Crossings on the Lincoln Highway

#12 Montour

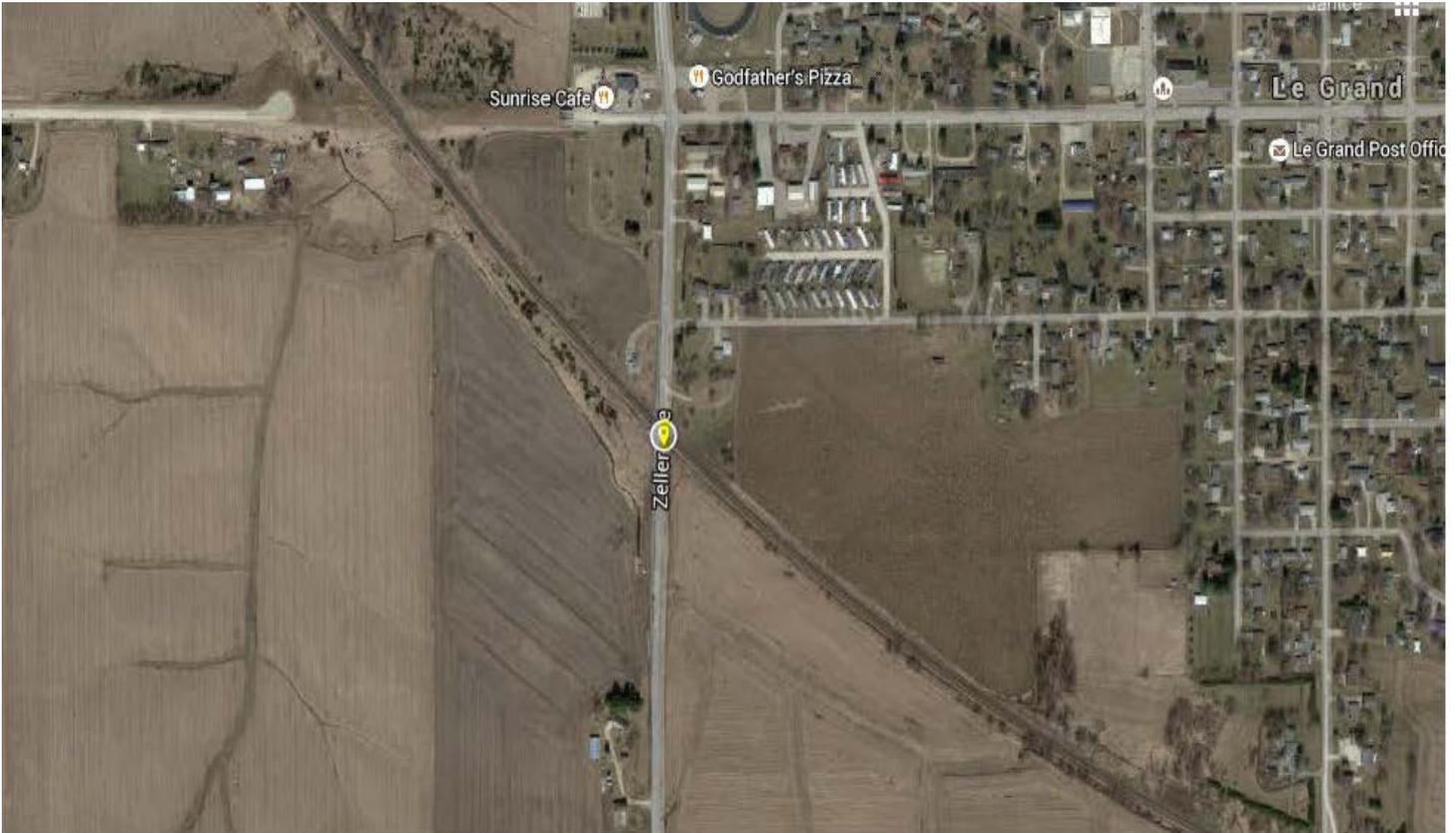


Montour looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#13 LeGrand Loop



Montour looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#14 West of LeGrand

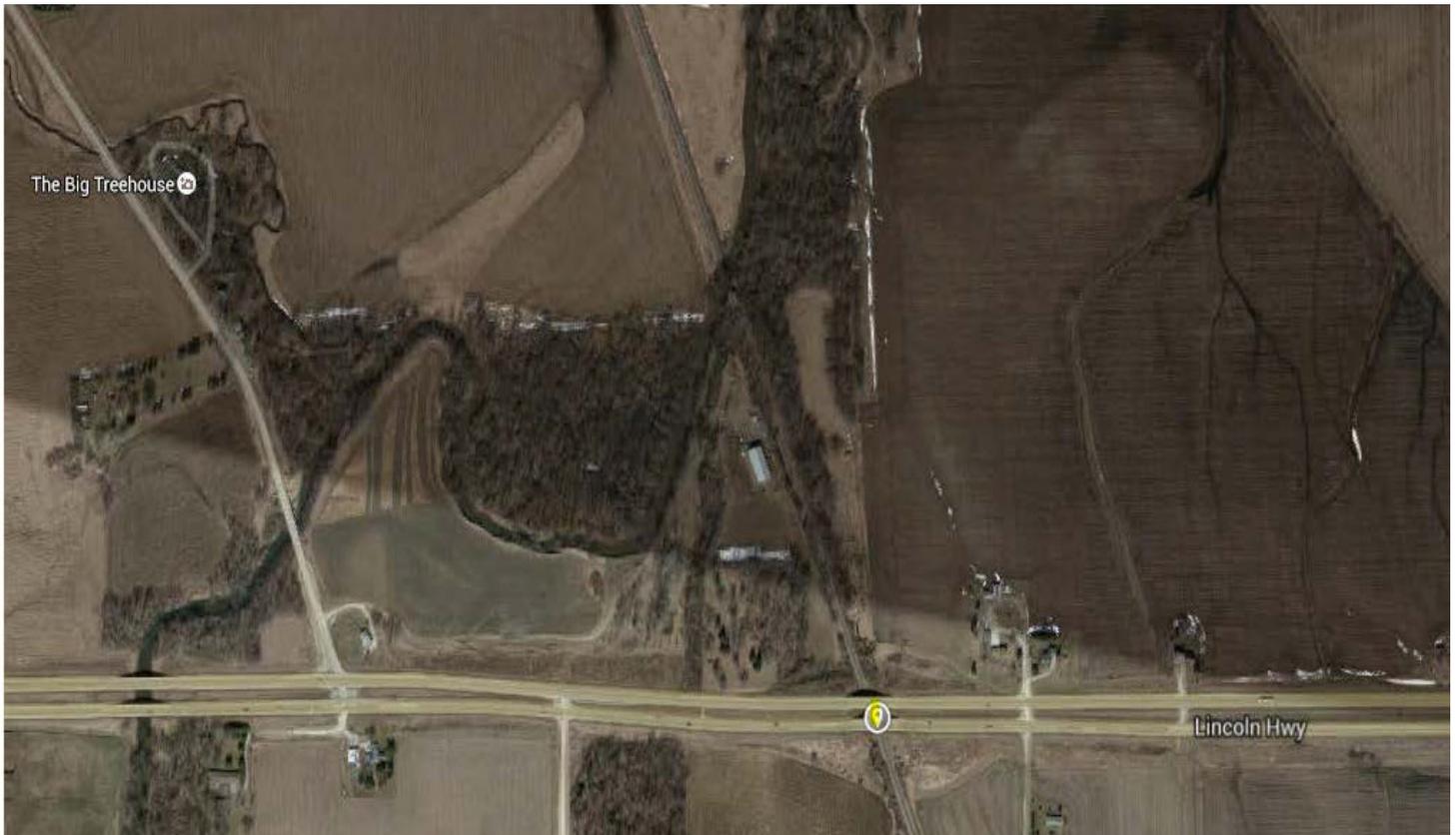


West of LeGrand, looking west



Appendix L: Railroad Crossings on the Lincoln Highway

#15 East of Marshalltown

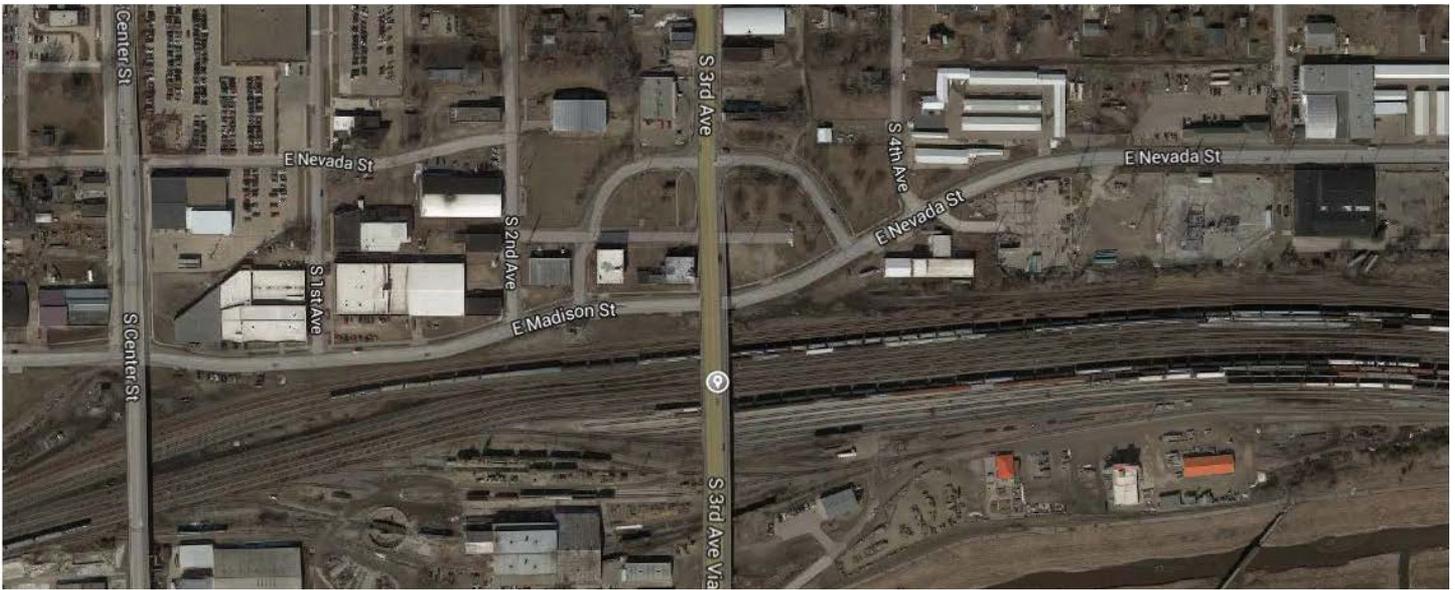


East of Marshalltown, looking northwest



Appendix L: Railroad Crossings on the Lincoln Highway

#16 In Marshelltown



Marshelltown looking north



Marshelltown looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#17 West of Marshalltown

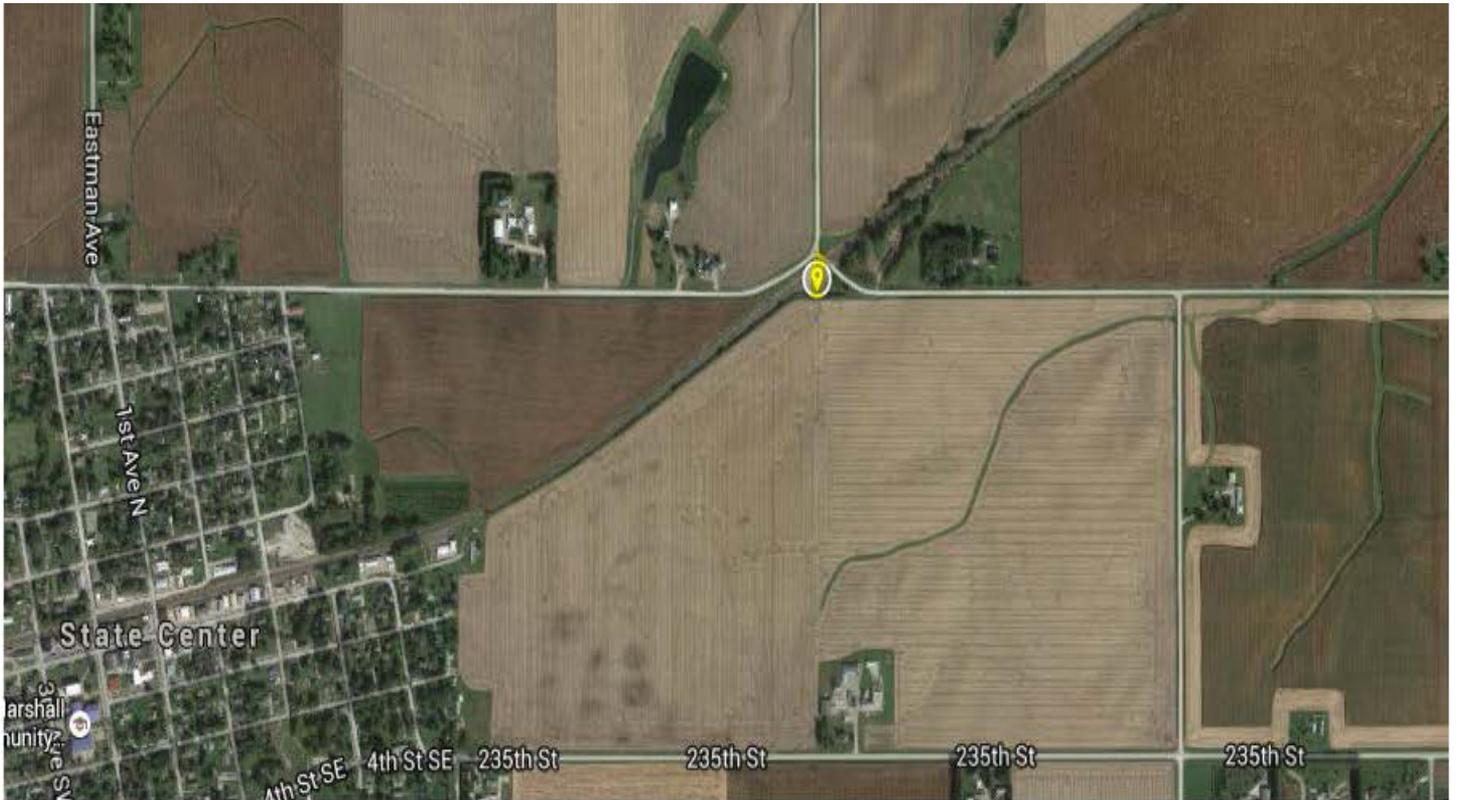


West of Marshalltown, looking east



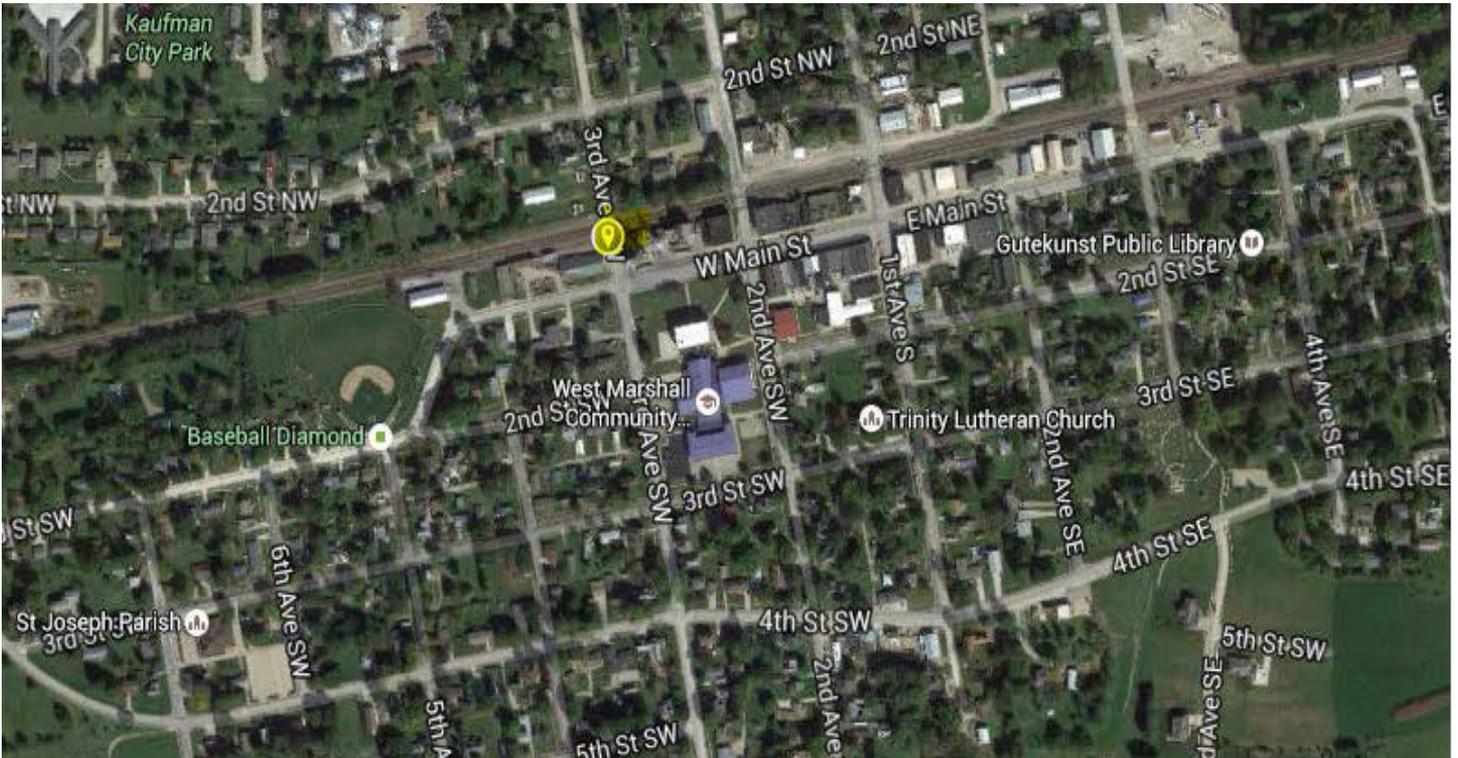
Appendix L: Railroad Crossings on the Lincoln Highway

#18 east of State Center



Appendix L: Railroad Crossings on the Lincoln Highway

#19 In State Center



State Center, looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#20 and #21 between Colo and Nevada



Under one, looking north

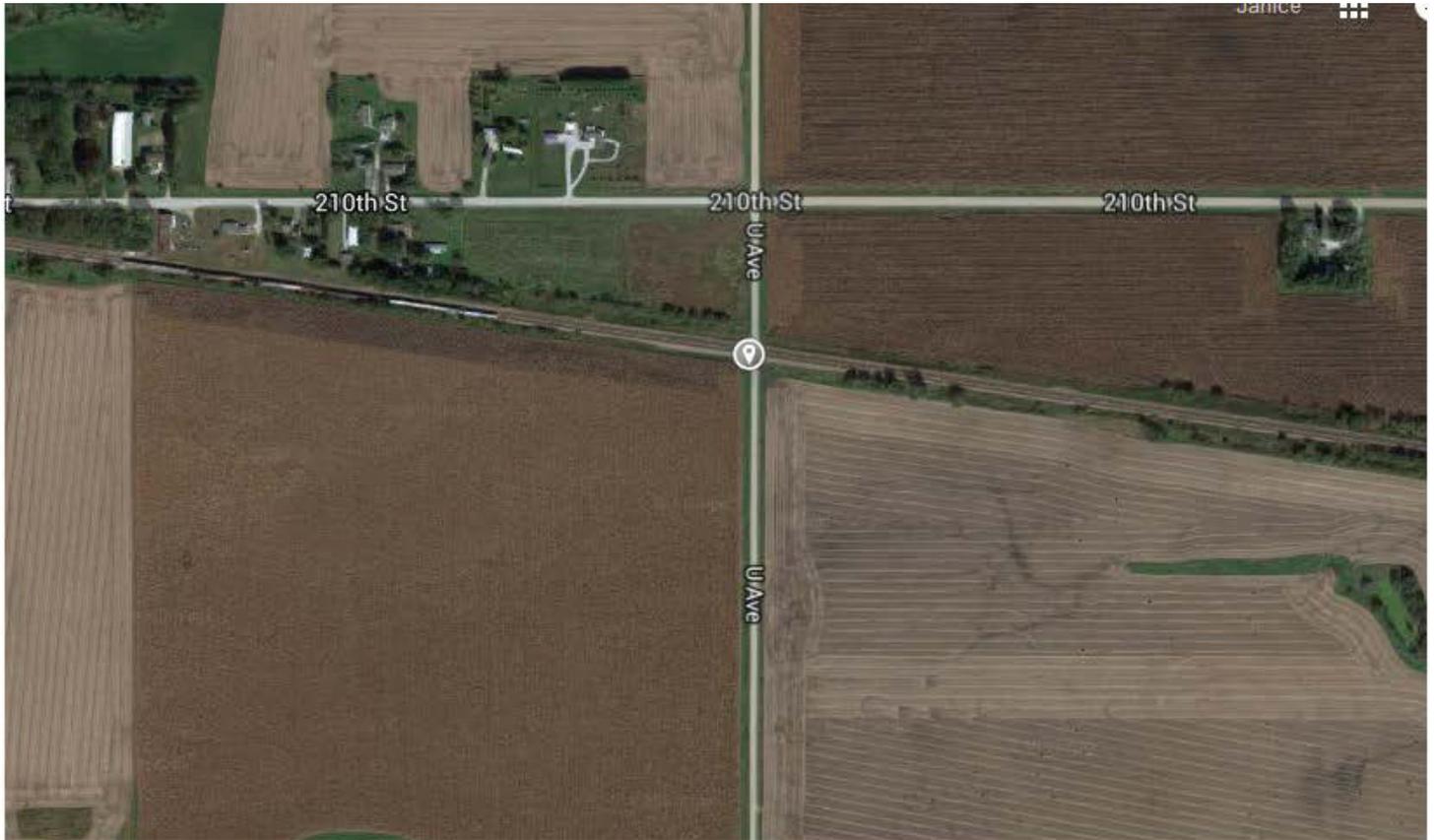


Overpass, looking east



Appendix L: Railroad Crossings on the Lincoln Highway

#22 Boone, U Ave and 210th

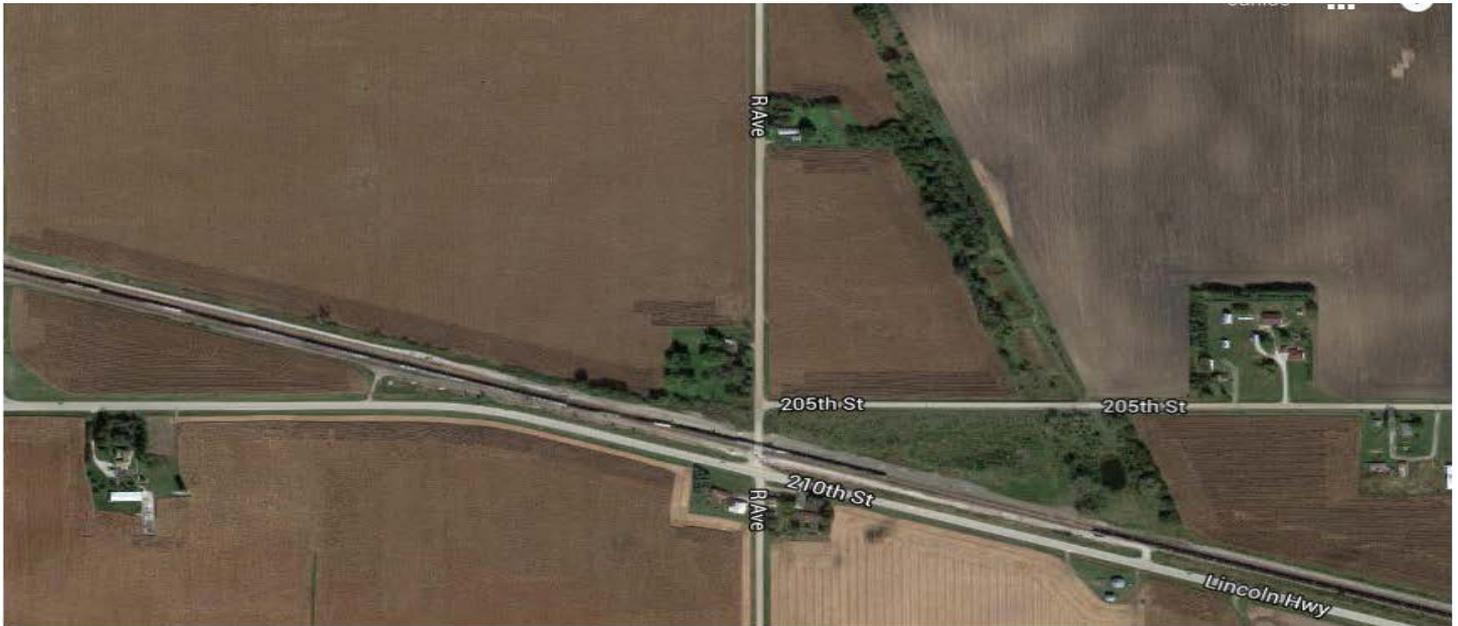


Boone, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#23 Boone, 205th and Mamie



Boone, looking north/west

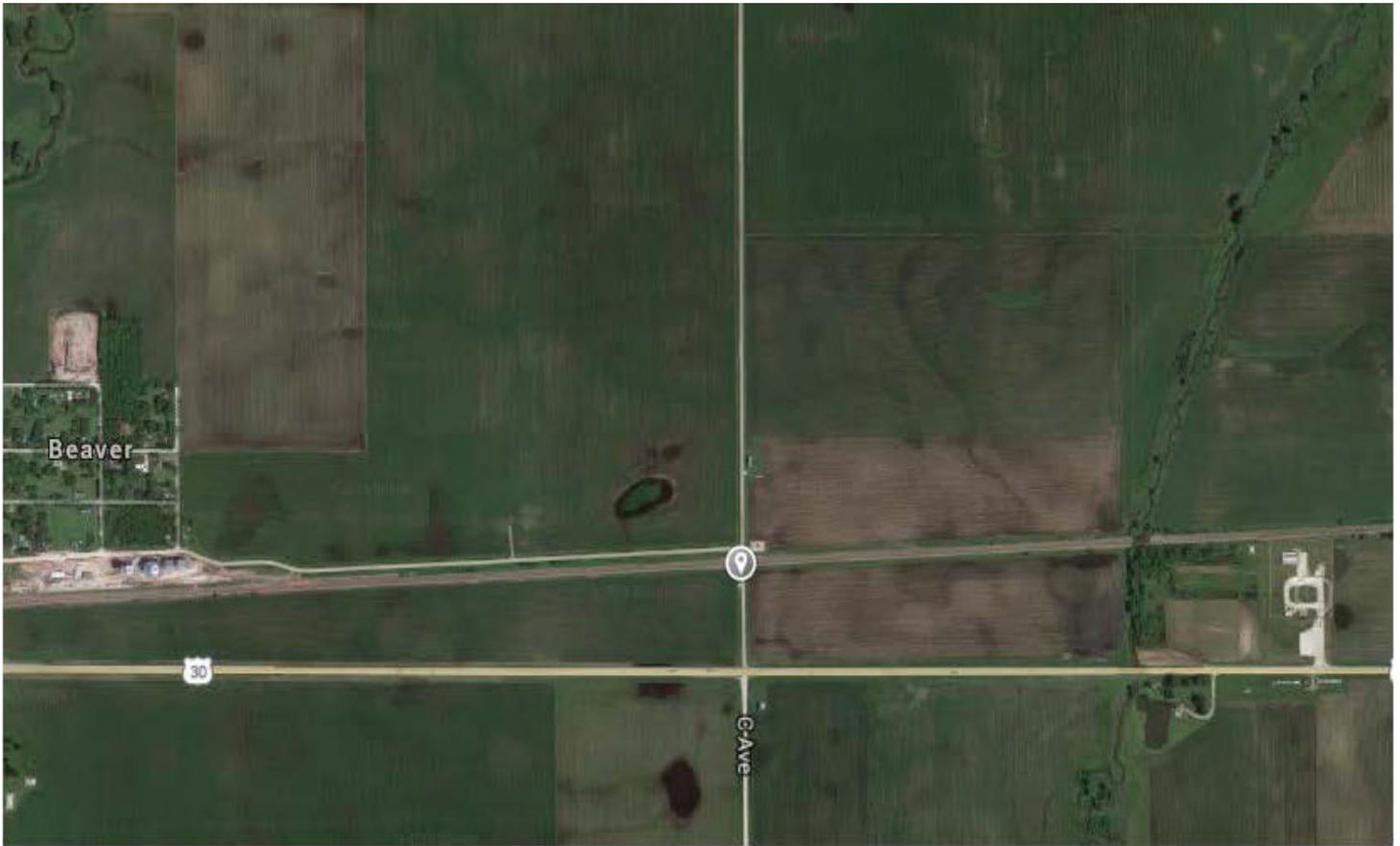


Boone, looking east



Appendix L: Railroad Crossings on the Lincoln Highway

#23 Beaver, C Ave



Beaver looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#25 Beaver, west side of town



Beaver, looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#26 Scranton aerial

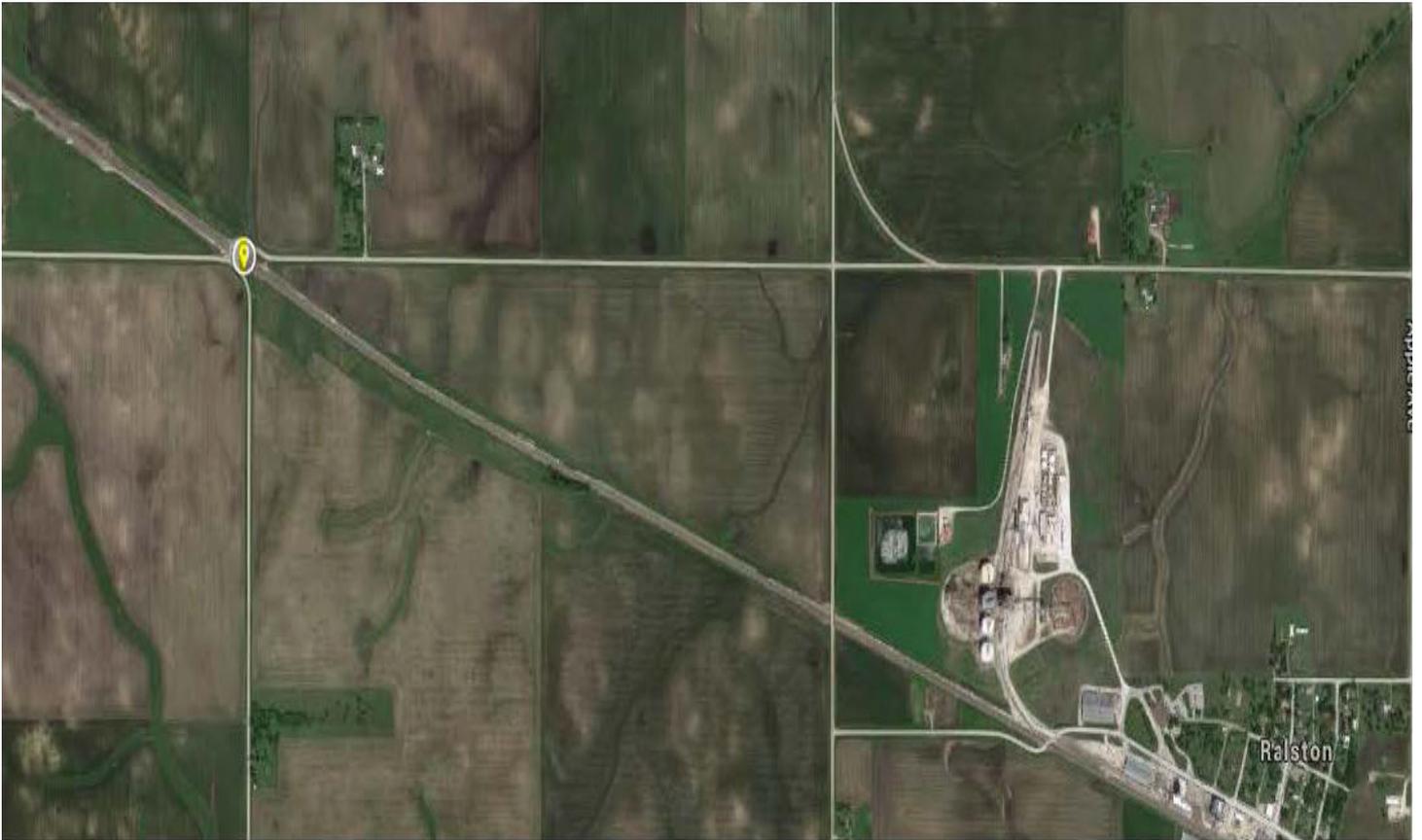


Scranton looking south



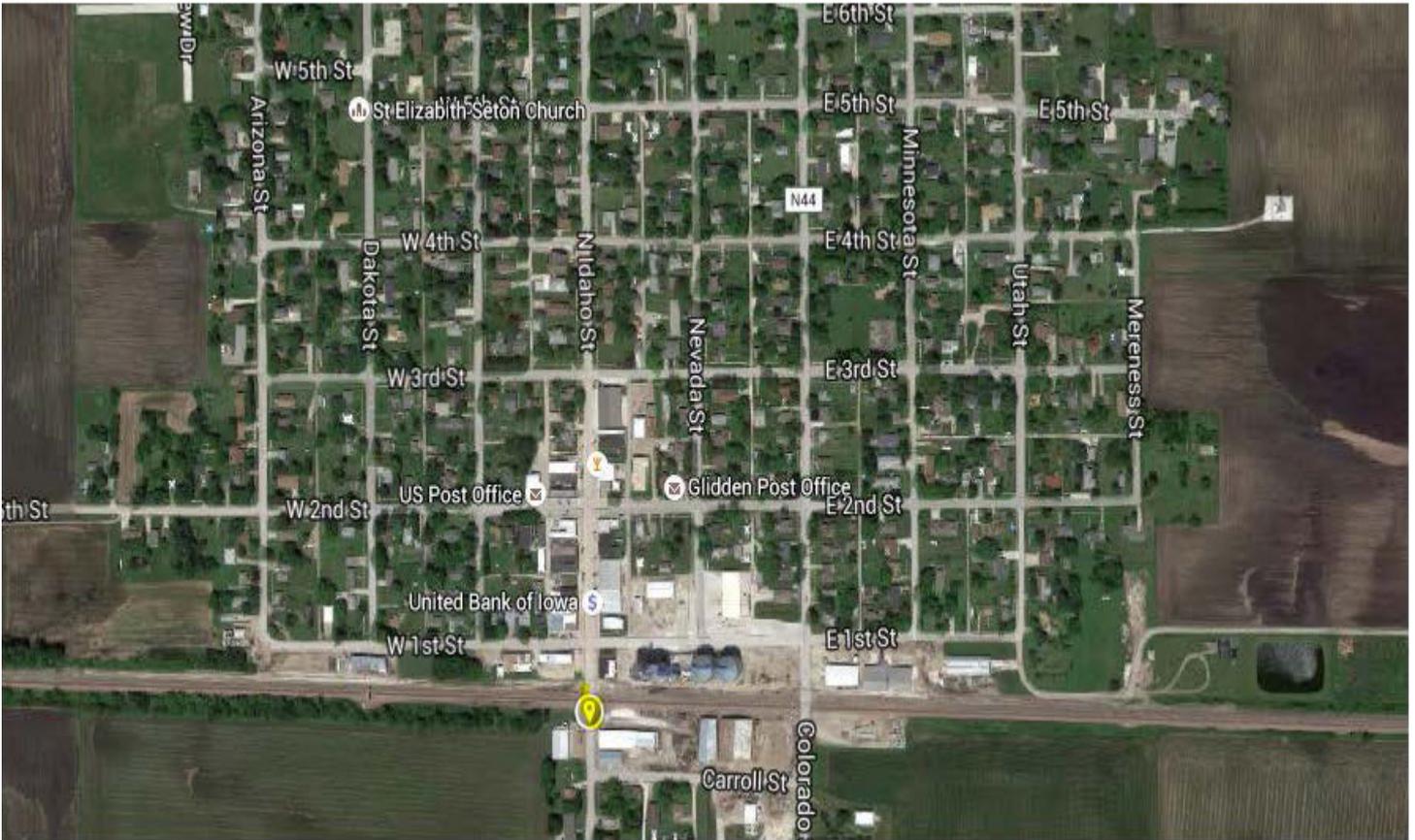
Appendix L: Railroad Crossings on the Lincoln Highway

#27 West of Ralston aerial



Appendix L: Railroad Crossings on the Lincoln Highway

#28 Glidden aerial



Glidden, South Idaho St., looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#29 Carroll Aerial



Carroll, north Carroll Street looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#30 West of Westside



West of Westside, looking west



Appendix L: Railroad Crossings on the Lincoln Highway

#31 Denison aerial

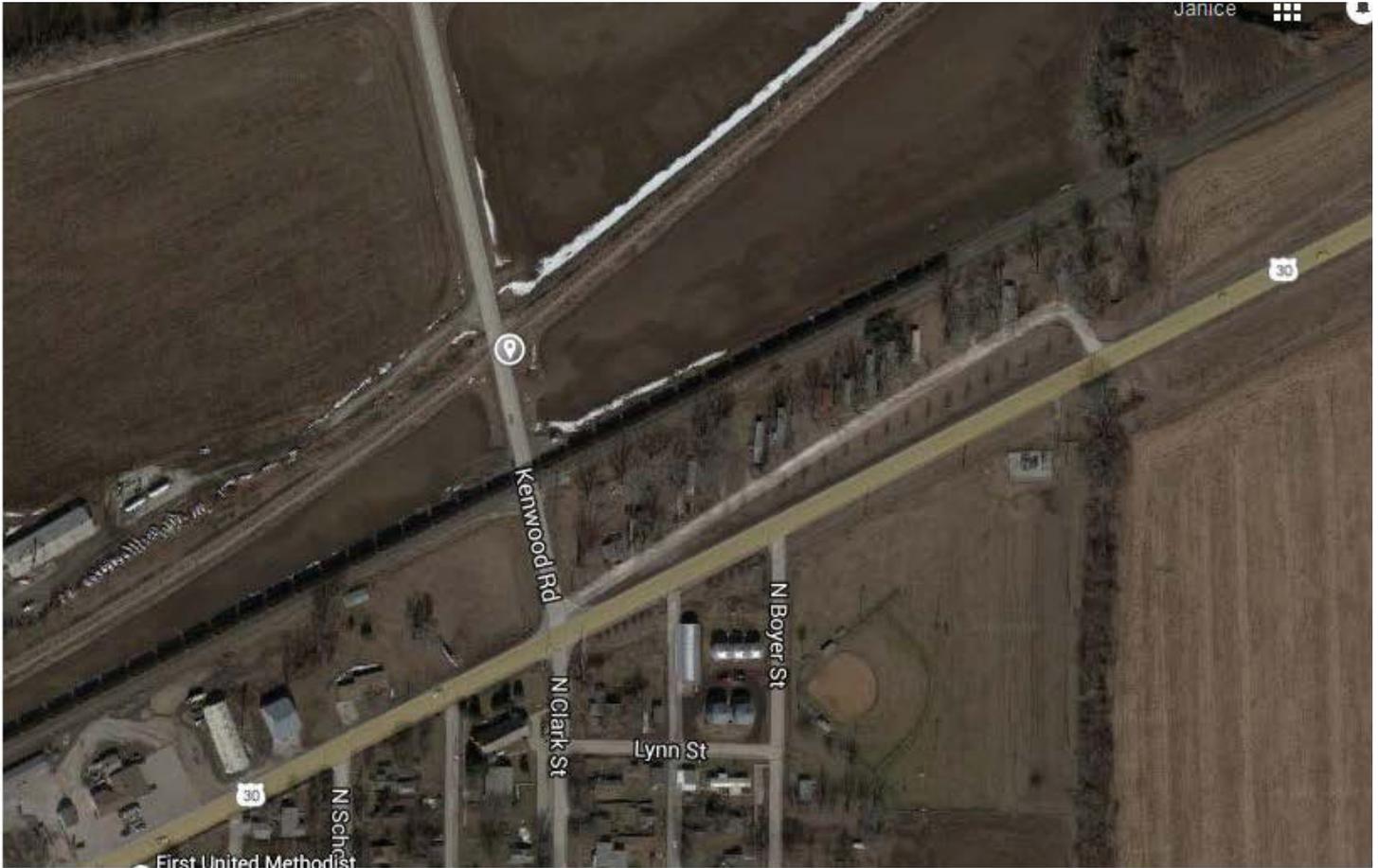


West of Denison, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#32 Dow City aerial



Dow City, east set of tracks (UP), looking south



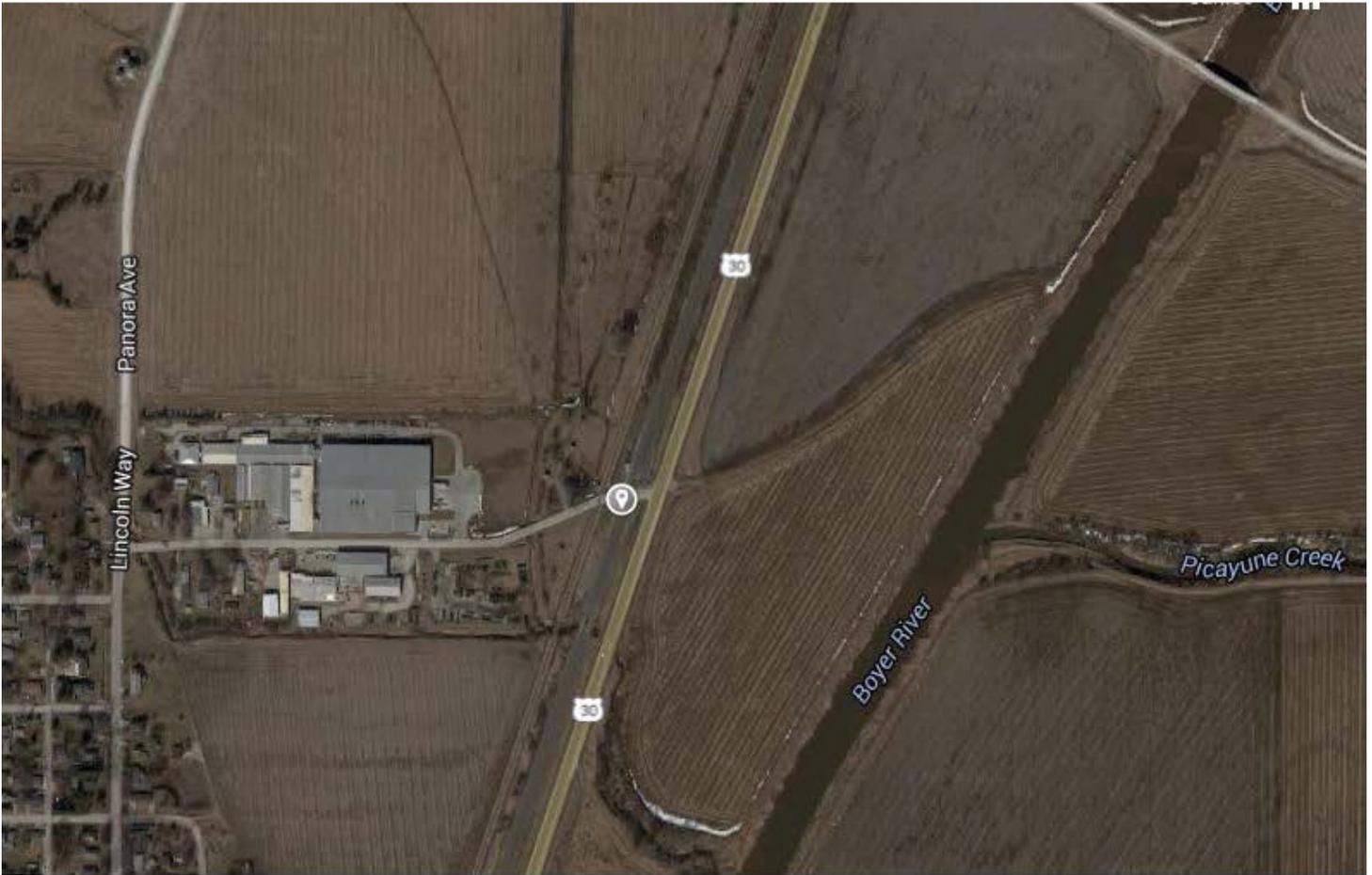
Appendix L: Railroad Crossings on the Lincoln Highway

Dow City, 2nd set of tracks (Chicago Northwestern) looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#33 North of Woodbine aerial

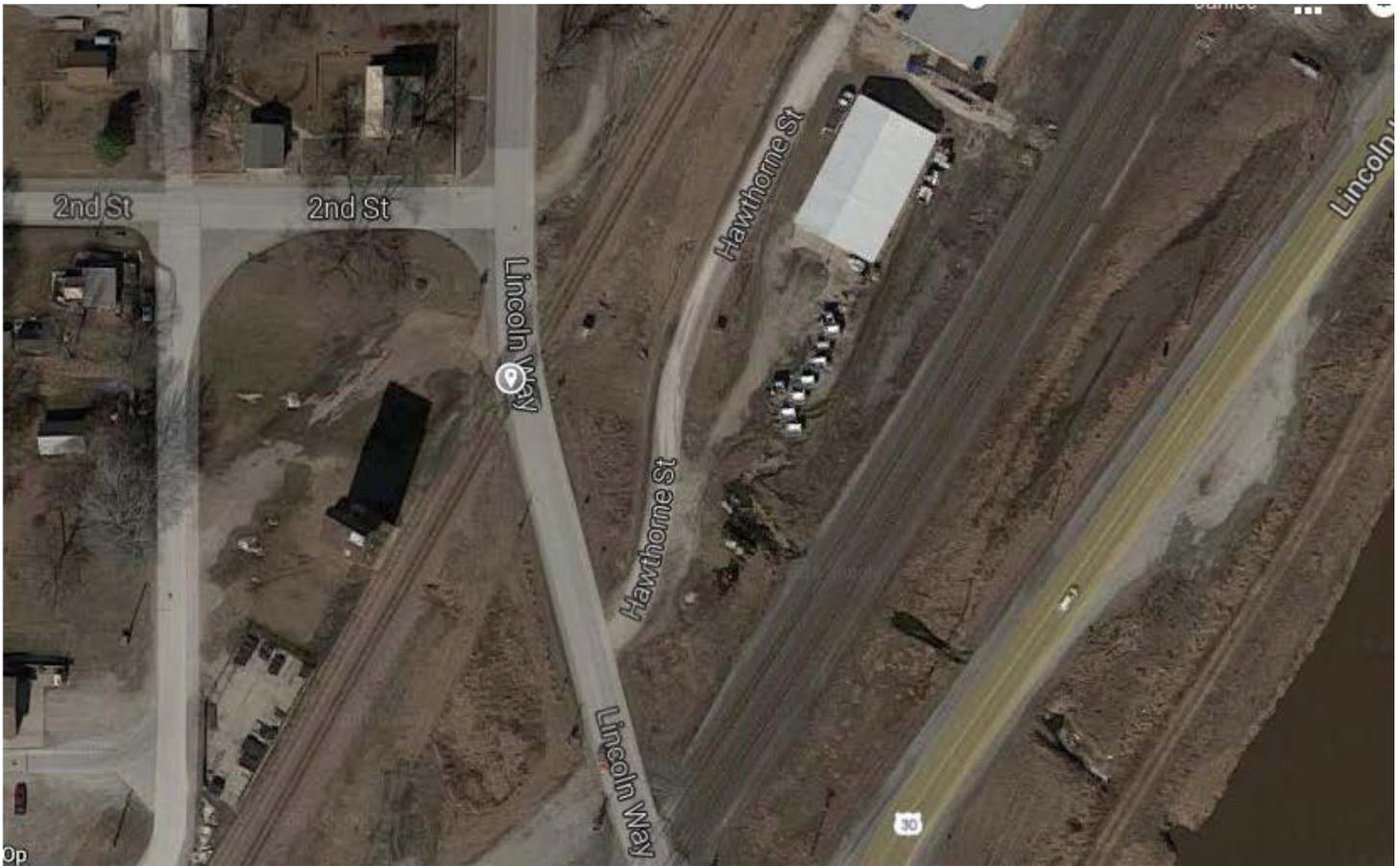


North of Woodbine, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#34 south side of Woodbine aerial

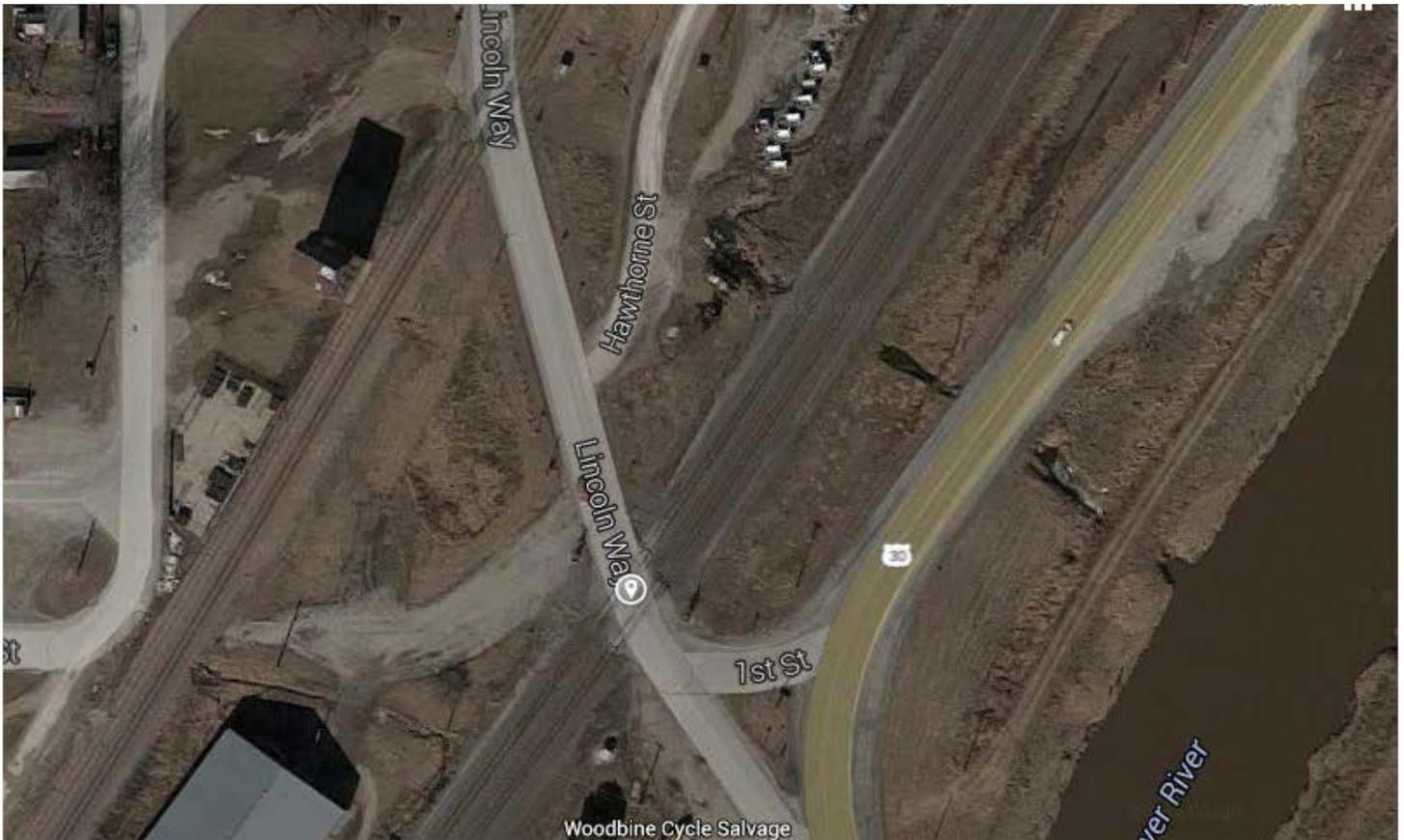


South side of Woodbine 1st set of tracks (CN), looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#35 south side of Woodbine, set of tracks #2 aerial

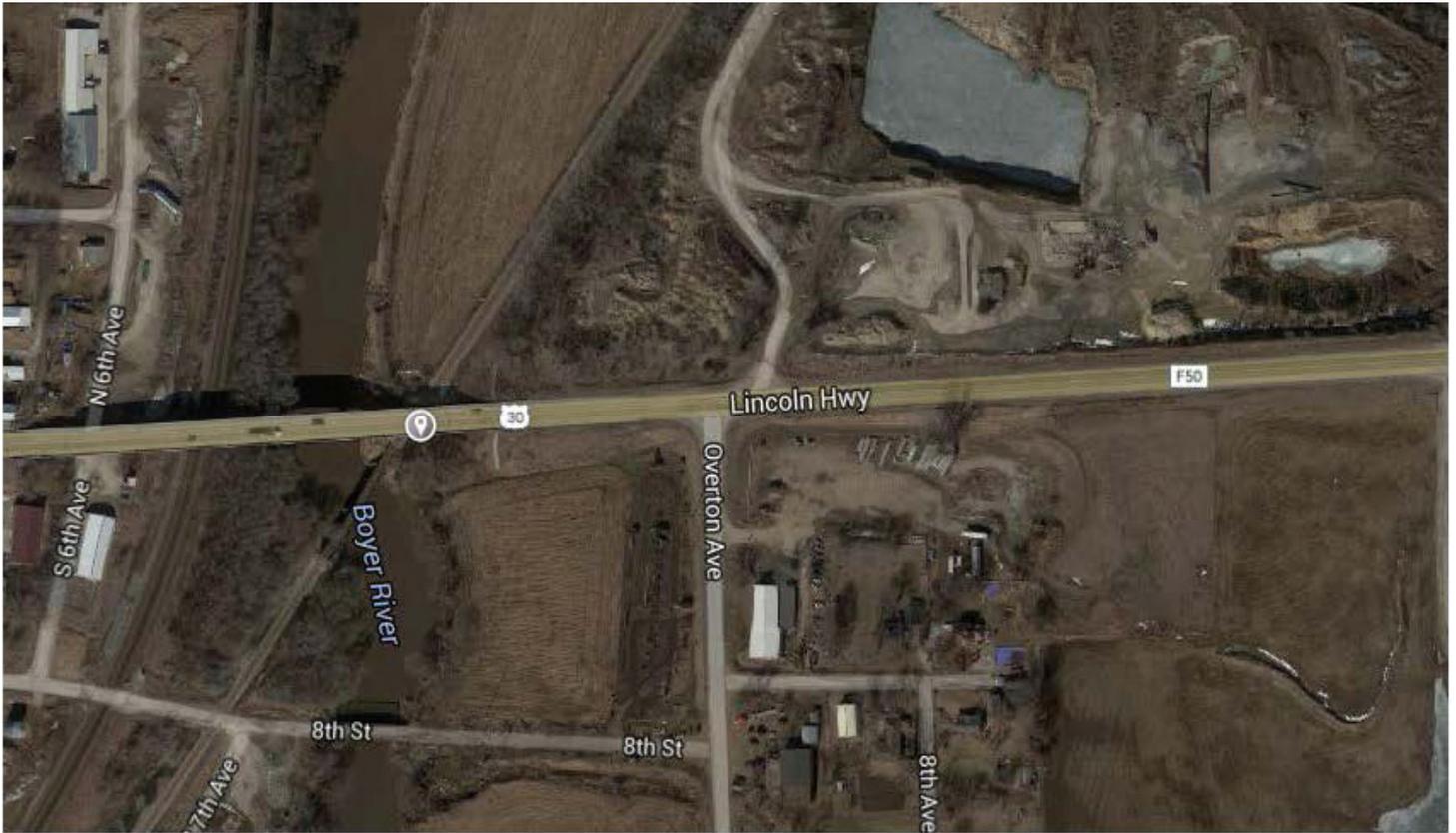


South side of Woodbine, track #2 (UP) looking north



Appendix L: Railroad Crossings on the Lincoln Highway

#36 Logan 1st set (east set) of tracks aerial. Overpass goes over 2 sets of railroad tracks and the Boyer River.



Logan 1st set of tracks (east set) (UP) looking east



Appendix L: Railroad Crossings on the Lincoln Highway

Logan, second set of tracks (west set) aerial

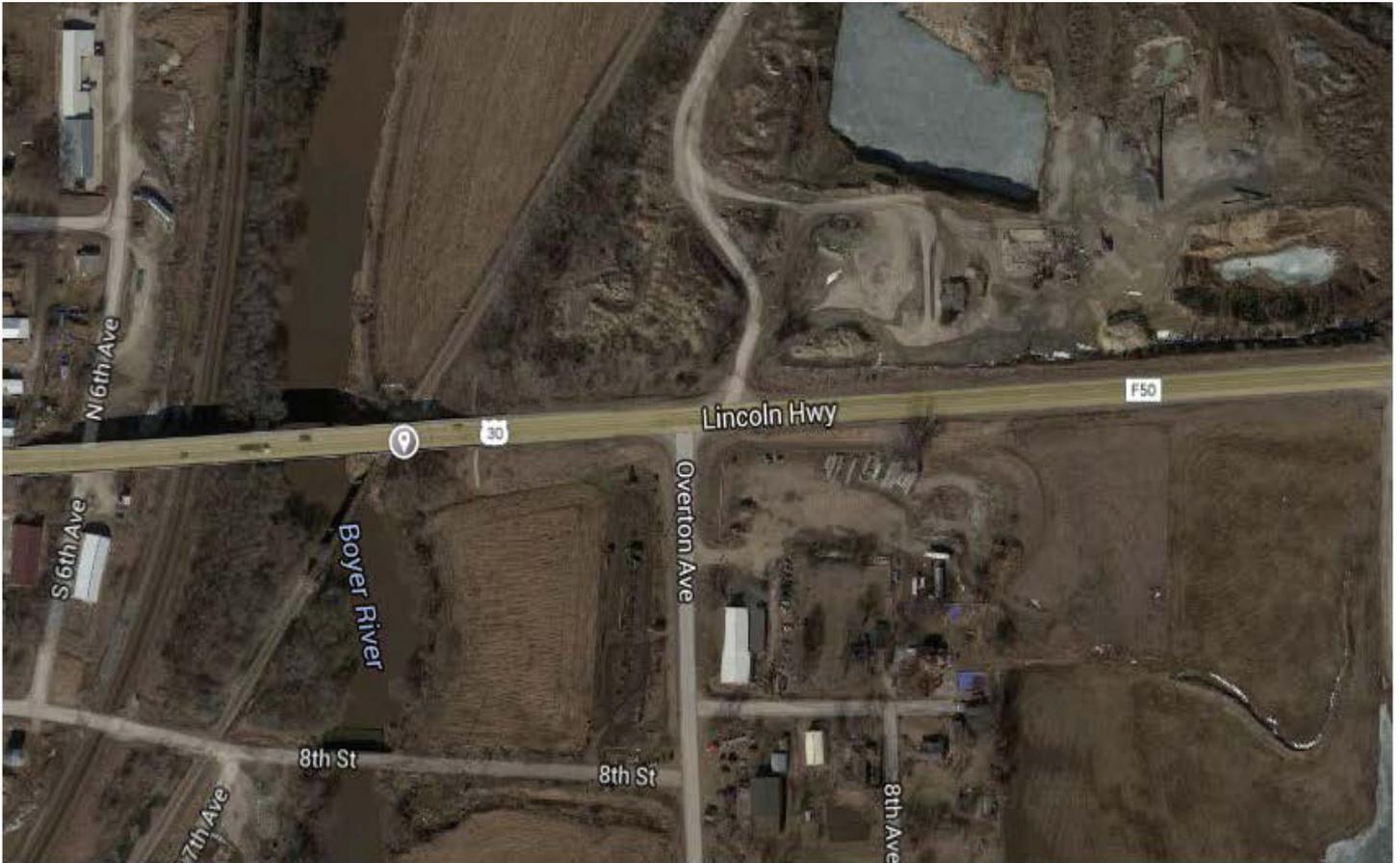


Logan looking south



Appendix L: Railroad Crossings on the Lincoln Highway

Logan, 2nd set of tracks aerial - same bridge

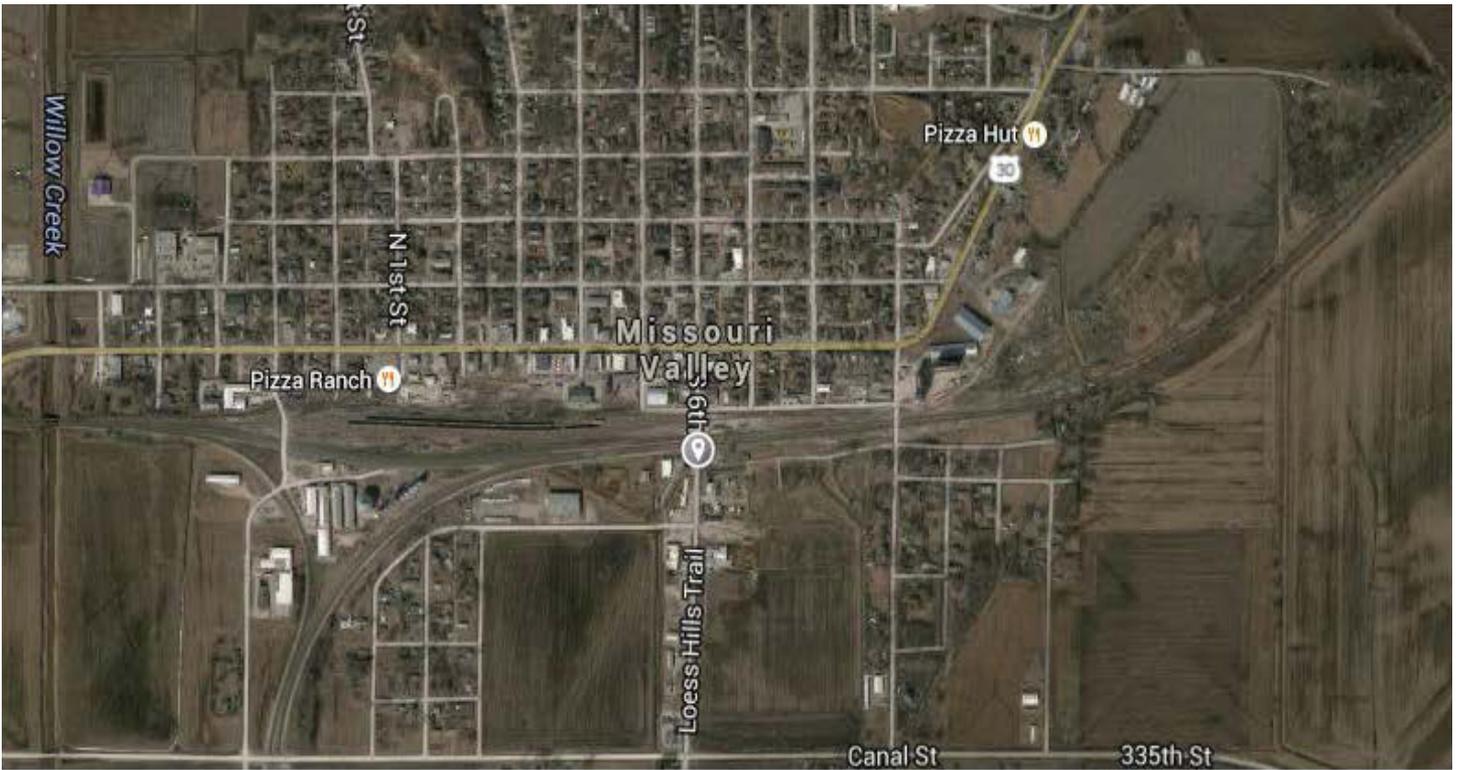


Logan 2nd set of tracks (CN) to the west, looking east



Appendix L: Railroad Crossings on the Lincoln Highway

#38 Missouri Valley, south side aerial

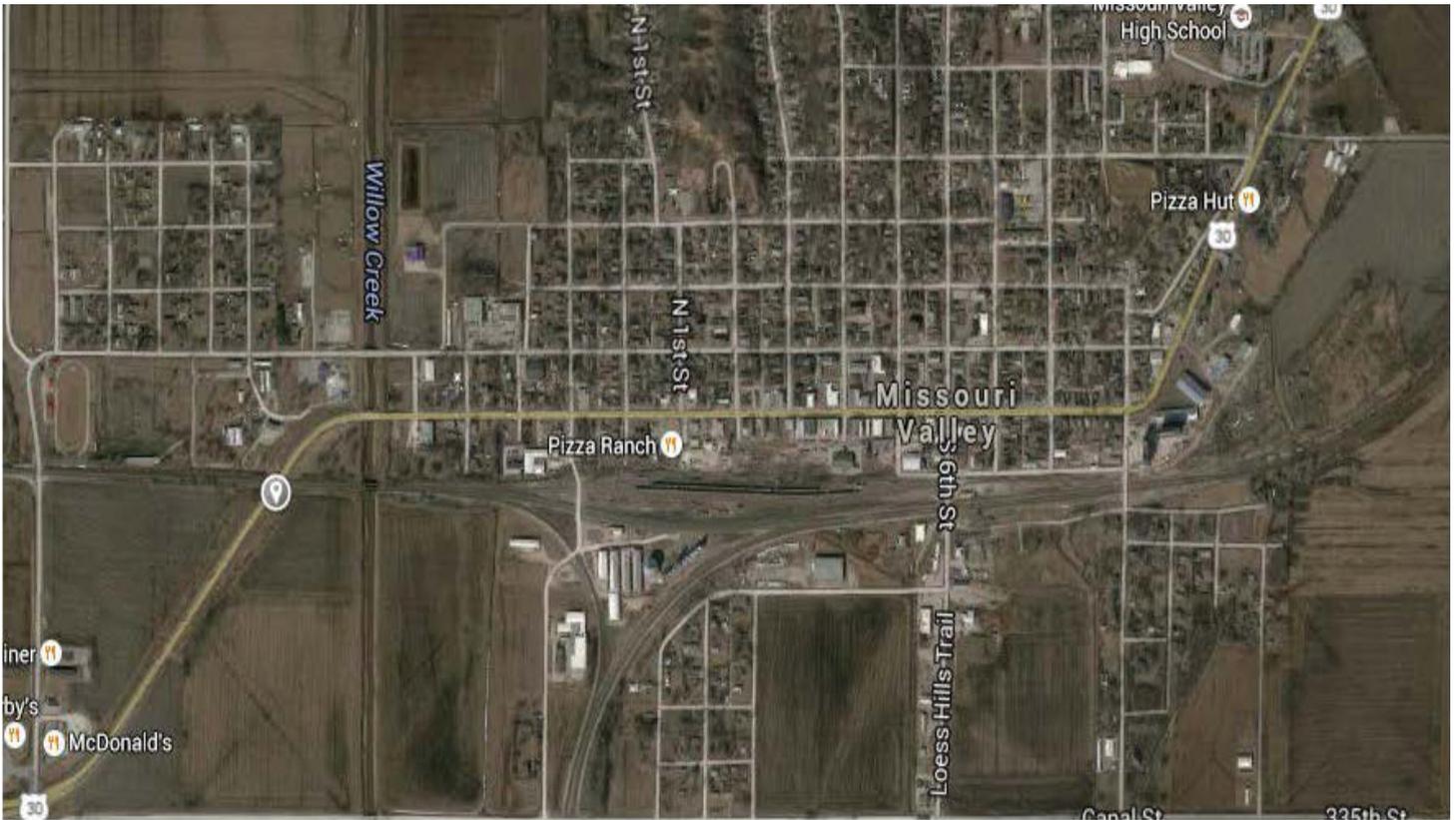


Missouri Valley south side, looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#39 Missouri Valley, Byway loop to Nebraska aerial

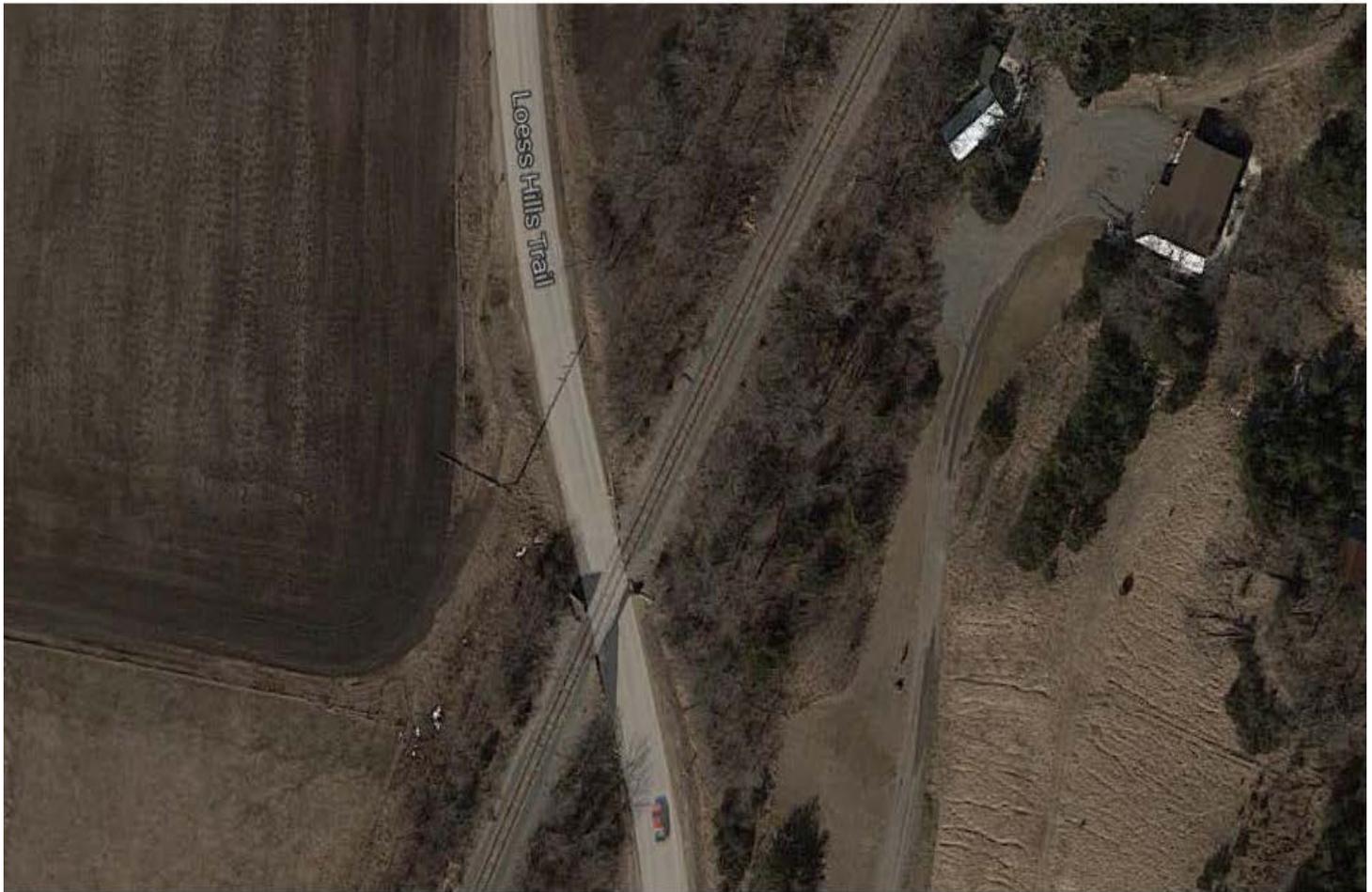


Missouri Valley Byway loop looking south



Appendix L: Railroad Crossings on the Lincoln Highway

#40 South of Missouri Valley aerial

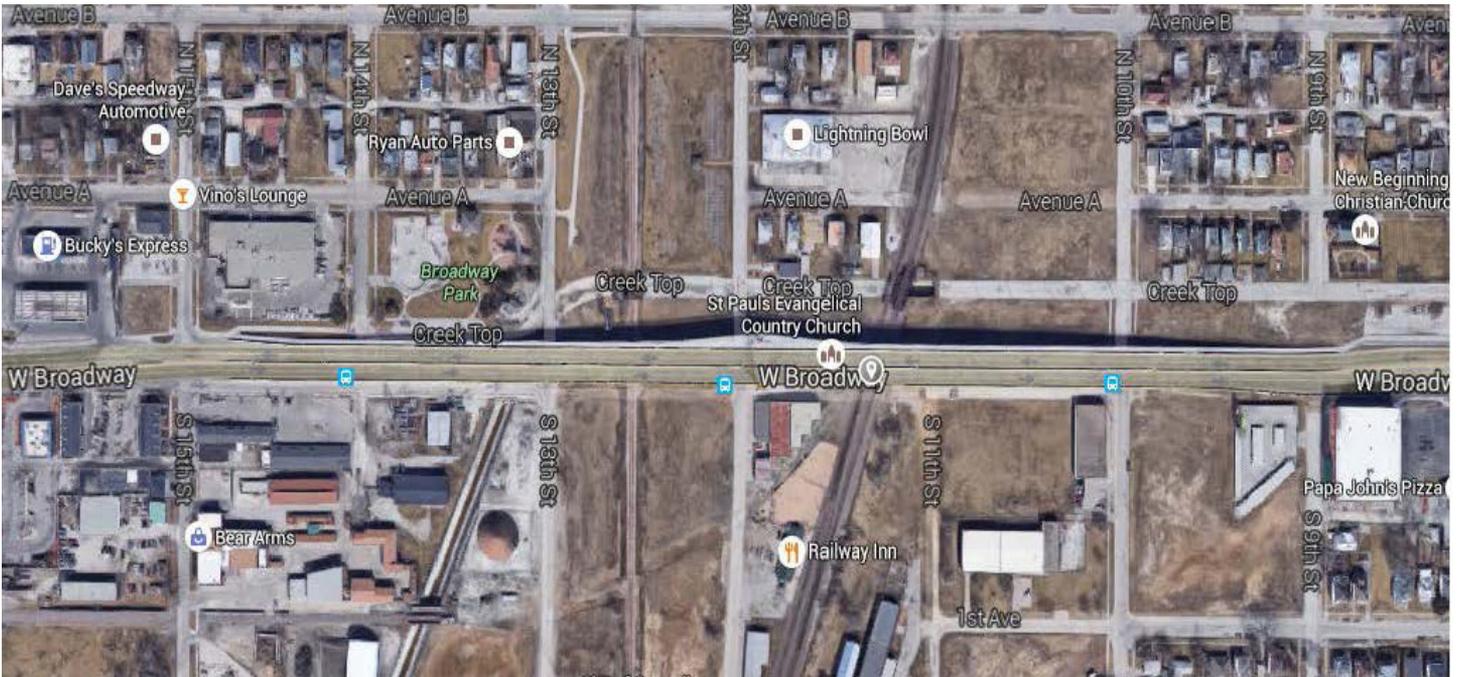


South of Missouri Valley, looking south. Underpass limits height of bus tours



Appendix L: Railroad Crossings on the Lincoln Highway

#41,42 West Broadway, Council Bluffs aerial



#41/42 Council Bluffs over the UP and the CN tracks, looking west



Appendix M: Resident Questionnaire

13. How frequently have you visited a community along the Lincoln Highway that lies outside of your region?

Number of visits in the past year _____
 Number of visits in the past five years _____

PART 3-Area Tourism

14. Are you employed in the tourism industry? _____ Yes _____ No

15. How important do you think tourism is to the local economy?

Not at all important _____ Extremely important _____
 1 2 3 4 5

16. Do you think Byways contribute to local area tourism?

Not at all _____ To a great extent _____ Do not know _____
 1 2 3 4 5

17. Please indicate 1st, how important each of the areas are to you then, 2nd, how much you think the byway tourism impacts these areas.

	17 A. How important is this to you?					17B. How much does the scenic byway impact this?				
	Not at all				Ex-tremely	Greatly	Decreases	Unsure	Increases	Greatly
	1	2	3	4	5	de-creases				Increases
A variety of amenities	1	2	3	4	5	1	2	3	4	5
A diverse economy	1	2	3	4	5	1	2	3	4	5
Proper zoning	1	2	3	4	5	1	2	3	4	5
Traffic Control	1	2	3	4	5	1	2	3	4	5
My property value	1	2	3	4	5	1	2	3	4	5
A sense of area unity	1	2	3	4	5	1	2	3	4	5
Good jobs for residents	1	2	3	4	5	1	2	3	4	5
Feeling safe	1	2	3	4	5	1	2	3	4	5
Quality recreation opportunities	1	2	3	4	5	1	2	3	4	5
Good public transportation	1	2	3	4	5	1	2	3	4	5
Plenty of fairs, festivals & museums	1	2	3	4	5	1	2	3	4	5
Community beauty	1	2	3	4	5	1	2	3	4	5
Natural area preservation	1	2	3	4	5	1	2	3	4	5
Preservation of cultural/historical sites	1	2	3	4	5	1	2	3	4	5

Any additional comments or suggestions of what you would like to see along the Lincoln Highway Heritage Byway?

The Questionnaire is now complete. Thank you for your time.

Contact jgammon@prrcd.org with questions about this survey or for more information about the Lincoln Highway Heritage Byway.

Appendix N: Visitor Questionnaire



Lincoln Highway Heritage Byway Visitor Questionnaire

The questionnaire below is aimed at understanding why you chose to visit our area, what you have done during your visit and what effects the presence of the Lincoln Highway Heritage Byway has had on your travel.

The questionnaire will take you 10 minutes or less to complete. This is a **TWO** page survey. Please turn over for page 2.

Part 1- About You

Where do you live? (check only one) *The local region is considered to be inside 20 miles of this location.*

Local region Elsewhere in Iowa Out of state, within 200 miles More than 200 miles away

What is your home ZIP/Postal Code?

What year were you born? _____

Please characterize your travel party

Myself/Alone Couple Family Friends Tour Group
Other

PART 2- About Your Visit

5. How did you arrive? Skip if resident of region.

Airplane: Which Airport? _____ Which Airline?

Car/Van/Truck RV/Camper Bicycle Motorcycle Bus/Train Hiking/On Foot

6. What is the month and year of your visit? _____

7. How long is your visit to this region?

Daytrip Overnight Stay Weekend Visit Week-long Visit More Than 1
Week

If staying more than one night, how many nights are you staying in the region? _____

Appendix N: Visitor Questionnaire

8. If you stayed overnight, where did you stay? *Skip if resident of region or a daytripper.*

With Friends/Relatives Hotel/Motel/Inn National/State/County Park
Campground

Private Campground /RV Park B&B Own Vacation Home

Rented House/Cottage Other, please describe

9. How frequently have you visited a community along the Lincoln Highway that lies outside of your region?

Skip if resident of region.

Number of visits in the past year

Number of visits in the past five years

PART 3- VISITING THE BYWAY

10. How aware are you of the presence of the Lincoln Highway Heritage Byway in this region?

Very much aware Somewhat aware Was aware, but had forgotten

Learned during the trip Not aware

11. If you were aware of the Byway, how did you find out about it? *Check all that apply.*

Iowa Department of Transportation website (www.iowabyways.org)

Prairie Rivers of Iowa website (<http://www.prrcd.org/lincoln-highway-heritage-byway/>)

Lincoln Highway Heritage Byway Facebook page

Lincoln Highway Heritage Byway website (<http://lhheritagebyway.org>)

State of Iowa Tourism website (<http://www.traveliowa.com>)

Other website, please list _____

Printed material, please list _____

Word of Mouth

Saw on a map

Lincoln Highway Association member

Saw a highway/wayfinding sign

Other, please describe _____

12. What effects, if any, did the existence of the Lincoln Highway Heritage Byway have on your visit? *Check all that apply.*

Visited the region specifically because of the Byway

Traveled through the region on the way somewhere else specifically because of the Byway

Stayed longer in the region in order to experience the Byway

Intend to visit again in order to experience the Byway

No effects on my travel plans

Appendix N: Visitor Questionnaire

PART 4- SPENDING IN THE REGION

13. About how much did your travel party spend on the following items during your visit to the Byway area?

Arts and Entertainment _____ Dining/Drinking out _____
e.g. performance tickets, admission fees)

Food Stores _____ Gas Stations _____

Hotels/Lodging _____ Other Transportation _____
(e.g. rental cars, excursion tours, transit fares, car repairs)

Recreation Use Fees _____ Retail Purchases _____

Service Purchases _____
(e.g., spa treatments, outfitting, guides)

14. What is your annual household income? (Estimate in U.S. Dollars)

___ Less than \$25,000 ___ \$25,000-49,999 ___ \$50,000-74,999 ___ \$75,000-99,999 ___
\$100,000+

Any additional comments or suggestions of what you would like to see along the Lincoln Highway Heritage Byway?

The Questionnaire is now complete. Thank you for your time.

Contact jgammon@prrcd.org with questions about this survey or for more information about the Lincoln Highway Heritage Byway.

Appendix O: Social Media/Technology Policy

To ensure that all employees protect themselves and the RC&D from improper use of social media and technology, a policy has been written and adopted by the Prairie Rivers of Iowa board.

Social Media Policy

Introduction

One of the strategic goals of the Lincoln Highway Heritage Byway is to use technology, including websites, social media, smartphone apps, and other methods to promote and preserve the byway and to contribute to economic development efforts in byway communities.

This policy will aid byway employees and volunteers in using these technologies most effectively and professionally. Remember that electronic communications reflect the Lincoln Highway Heritage Byway and Prairie Rivers of Iowa as much as in-person or written communications. Therefore, hold to the same standards of clarity, courtesy, and confidentiality with electronic communications as you would with any other form of communication.

Social Media Policies

Respect confidentiality and copyrights. When posting on social media sites, do not share confidential information or information that is proprietary. If you are posting another person's work, be sure that you are citing this work appropriately and that you have permission to post. For example, the Lincoln Highway Heritage Byway has many photographs taken by professional photographers; do not post these without attribution and a copyright statement, and if you do not have permission to use them on social media.

Respect other users. The Lincoln Highway Heritage Byway reflects Prairie Rivers of Iowa and, through the Iowa Byways Sustainability Project, the State of Iowa. Therefore, all your interactions with others online should reflect courtesy and professionalism. Users may have questions and comments about the byway or your posts, so respond to these appropriately.

Respect the byway organization. Since your social media behaviors reflect on the byway organization, be sure that your online "persona" reflects your work professionally. Do not post disparaging remarks about the byway organization or byway programs, communities, stakeholders, or others. If you are posting from your personal accounts, be sure to identify your relationship with the byway.

Additionally, if you are posting from your personal accounts, be sure that the image presented is consistent with the image of the organization. Images, text, or videos containing illegal, inappropriate, or questionable activities should not be connected to professional byway

Appendix O: Social Media/Technology Policy

materials. When in doubt, use a professional account for all social media activities related to the byway.

Be accurate. To the best of your ability, ensure that the information you post is correct, free from spelling and grammar errors, and appropriate to your audience. Consider how your posting might be perceived by others.

Prairie Rivers of Iowa

Computer, Email, Network and Internet/Intranet Acceptable Use Policy

I. Introduction

Prairie Rivers of Iowa provides its employees, volunteers, interns, and guests with an email system, a network, an Internet connection, and access to third-party electronic services. This policy covers use of these systems and any electronic communications, including emails, web/bulletin board postings, instant messages, chat rooms, or other messages transmitted using Prairie Rivers of Iowa's resources, either inside or outside of the office.

II. Access to Resources

Prairie Rivers of Iowa's email system, network, and Internet connection are provided to be used for official business. While a reasonable amount of personal usage is allowed, business purposes must always take precedence and employees may not undertake activities that negatively affect job performance or email, network or Internet/Intranet connection capability (including, but not limited to, excessive personal web browsing or uploading or downloading files of a size that affects the speed or quality of network and Internet/Intranet access for others). No use, whether business or personal, may include any activities prohibited by this document.

III. Ownership and Privacy

Prairie Rivers of Iowa owns and reserves the right to access and disclose the contents of any information stored on or transmitted by its computers, laptops, email system, network, Internet connection.

Employees, interns, volunteers, and other users should have no expectation of privacy regarding any files, communications, or other materials created, stored, sent, or received using Prairie Rivers of Iowa equipment or systems.

IV. Passwords and Confidentiality

All Prairie Rivers of Iowa employees with access to electronic resources such as email, network access, Internet access, or other third-party resources will be given a username and password for access to these systems. Employees are not authorized to share their password with others outside the organization.

Appendix O: Social Media/Technology Policy

The security and confidentiality of Prairie Rivers of Iowa's files, emails, and other materials depend on the secrecy of passwords.

V. Email and Communications Etiquette

When emailing, use care to ensure that the correct email address is used for the intended recipient. This is especially important when emailing confidential or sensitive information. Good email and communications etiquette ("netiquette") should be used at all times. In addition to avoiding actions listed in Section VII, users should utilize standard writing styles, avoiding messages in all capital letters or all lowercase letters, and remember that all communications reflect on Prairie Rivers of Iowa.

VI. Software Licensing

Prairie Rivers of Iowa is committed to using legal and licensed copies of software on all agency computers. Since Prairie Rivers of Iowa possesses a limited number of licenses, software programs owned by Prairie Rivers of Iowa may not be copied onto other computers, inside or outside the office, without authorization.

Having a license to use a software program is not the same as "owning" that software. Therefore, employees may not install software programs from home on Prairie Rivers of Iowa computers unless the license expressly permits such installation. Generally, one license permits a user to install a software program on just a single computer.

Protection Against Online Risks

Prairie Rivers of Iowa provides anti-virus and/or other security software on all computers to reduce the risk of infection by viruses, spy-ware, and ad-ware. All files downloaded from the Internet must be scanned by the anti-virus software prior to use on Prairie Rivers of Iowa computers. In addition, all disks, CDs, or USB flash drives brought from home or received from another source must be scanned by the anti-virus software before accessing any files.

While the Internet is an unprecedented resource for detailed and up-to-date information on a wide variety of topics, not all information is reliable or trustworthy. Use caution when accepting facts presented online and always verify important information from a trustworthy, independent source.

VII. Prohibitions

Employees may not use Prairie Rivers of Iowa's email system, network, and Internet/Intranet connection for any of the following activities:

- A. Accessing personal and/or confidential information about Prairie Rivers of Iowa staff, clients, partners, or donors without a legitimate business purpose; transmitting personal and/or confidential information about staff, clients,

Appendix O: Social Media/Technology Policy

- partners, or donors without a legitimate purpose and authorization.
- B. Attempting to evade Prairie Rivers of Iowa security measures such as passwords, file permissions, or firewalls; attempting to access files, information, or communications restricted to or intended for others.
 - C. Downloading or installing unlicensed software or software for which license safeguards have been overridden.
 - D. Operating a personal business or selling personal goods or services.
 - E. Using or transmitting inappropriate, offensive, or demeaning language or harassment, in the form of actions, words, jokes, or comments based on an individual's gender, race, ethnicity, age, religion, or other legally protected characteristic, including, but not limited to unwanted, deliberate, or repeated unsolicited comments, slurs, references, gestures, graphic materials, physical contact, solicitation of favors, or advances.
 - F. Sending or seeking sexually explicit images or messages.
 - G. Visiting online sites or transmitting information featuring pornography, terrorism, espionage, theft, or illegal drugs.
 - H. Gambling or participating in any activities which violate federal, state, or local laws.
 - I. Participating in any activities which violate Prairie Rivers of Iowa's policies, professional ethics, or which damage Prairie Rivers of Iowa's reputation or tax-exempt status.

VIII. Personal Responsibility

If you have any questions about the above policies, please address them to the Executive Director.

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the same time, the fact that the two countries have similar political systems and similar political culture may have contributed to the similar results.

There are several limitations to the current study. First, the study is based on a cross-sectional design. It is possible that the results may be different if the data were collected at a different time.

Second, the study is based on a convenience sample of students. It is possible that the results may be different if the data were collected from a more representative sample.

Third, the study is based on self-reported data. It is possible that the results may be different if the data were collected from objective measures.

Fourth, the study is based on a single country. It is possible that the results may be different if the data were collected from multiple countries.

Finally, the study is based on a single measure of political participation. It is possible that the results may be different if the data were collected from multiple measures.

Despite these limitations, the current study provides valuable insights into the relationship between political participation and political trust in Hong Kong and the United States.

Future research should investigate the relationship between political participation and political trust in other countries and cultures.

It would also be interesting to investigate the relationship between political participation and political trust in different political systems and political cultures.

Finally, it would be interesting to investigate the relationship between political participation and political trust in different political contexts.

The current study provides a valuable contribution to the literature on political participation and political trust. It highlights the importance of political participation in building political trust and the role of political trust in promoting political participation.

The findings of the current study have important implications for policymakers and practitioners. They suggest that efforts to promote political participation should focus on building political trust.

By building political trust, policymakers and practitioners can encourage citizens to participate in the political process and improve the quality of democracy.

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