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MISSOURI BYWAYS PROGRAM GUIDE

The Missouri Byways Program is a statewide partnership designed to provide recreational, educational, and economic benefits to Missourians through the designation, interpretation, protection, promotion and infrastructure development of outstanding routes in Missouri. The routes must contain exceptional examples of any of the following six intrinsic qualities: cultural, historical, archeological, natural, scenic and recreational. (See Appendix A.) The Missouri Byways Program is also part of a national program consisting of All-American Roads, national scenic byways and state scenic byways.

The national program was established by the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA created a committee to develop a national scenic byways program and encourage individual states to institute state scenic byways programs.

The General Assembly passed state statute 226.797 which gave the Missouri Highways and Transportation Commission authorization to create a state system of scenic byways. Further rules governing the Missouri Byway Program can be found in the Code of State Regulations; Title 7 – Department of Highways and Transportation, Division 10 – Missouri Highways and Transportation Commission, Chapter 12 – Scenic Byways. (See Appendix B.)

Designation of a Byway

Individuals, groups, organizations or agencies may nominate any route for byway designation. No route will be designated without the full support of all governing bodies along the proposed byway. See Appendices C, D and E for help to guide you through the byway designation process, corridor management plan development and complete application submittal.

A proposed byway designation is often started when a few individuals, agencies or organizations become aware of some intrinsic value present in the area. These individuals may collect information in enough detail to form a concept of a byway route and what focus the resources would support. Their effort should include an explanation of the purpose, the proposed route, the proposed benefits and the process involved in developing and managing the byway. When considering a route for byway designation, the byway group needs to determine how much support there is and how much more could be developed, what value the byway designation could provide the area and what costs may occur as a result of developing the byway.

If sufficient interest is acknowledged to proceed with considering a byway designation, the next step is to establish an organizational structure to provide leadership. A public meeting must be conducted to inform the local government entities and gain local support. In order to have support and acceptance for a proposed byway designation, the community needs to know and understand the process by which conclusions and plans were reached and what potential impact it will have to the community. The key for a successful byway initiative is to involve as much of the public as possible in developing the vision for the byway. The earlier the public is involved, the better. The group organizing the designation effort must also recognize that successfully nominating and managing a byway requires a significant commitment of time and energy.

The intrinsic qualities along and adjacent to the proposed byway are the basic elements necessary for considering a route as a potential byway. The resources can be off the actual route. It is important to identify and locate these features in order to formulate a theme that describes the significance of the

proposed byway. When selecting the theme, look for the larger concepts that will make the potential byway stand out and accommodate the majority of the resources along the route.

All resources along the byway have potential to attract tourists; of course, some have more than others. The inventory could reveal one or more features which characterize the area. The features that have the most significant potential to tell the story serve as the basis for the theme. Many of the features may have potential to support more than one theme. An inventory report can be developed and should include a map of the proposed byway with significant resources identified along the proposed route. The location and description of the features and their importance to the theme of the byway should also be in the report. (See Appendix F for a sample byway resource inventory form.)

As you attempt to interpret the intrinsic qualities of the byway, strive to give the visitor a picture of the whole byway, not just details of selected parts. The route should be interpreted in relationship to the life and times of its past, present and future.

Commercial and industrial zones are excluded from official byway designation.

Routes designated as a Missouri Byway may also seek federal designation as an All-American Road or national scenic byway, but state byways do not have to attain either of these designations. In order to qualify for nomination as an All-American Road or national scenic byway, the byway must first receive official designation under the state's byways program. All-American Roads must have national significance, which contain at least two intrinsic qualities that are significant on a regional level, and are recognized nationally as being unique or the most outstanding examples of their kind. National scenic byways must contain at least one intrinsic quality and are representative of a geographic area encompassing two or more states

Benefits of a Byway

A variety of benefits are possible with the designation of a byway. First is the inherent value of recognition. Designating a specific route as a byway calls attention to the intrinsic qualities of the area and signifies its outstanding character. This awareness may generate support for promoting the unique nature of the area. Visibility for the area will be provided through maps and promotional materials produced by the byway group. Second, the awareness of the significance of the area will generate interest in seeing and understanding the intrinsic resources of the area, thereby increasing community recognition and the potential of utilizing tourism as an economic development strategy. Communities may also use the byway designation as a source of pride and to promote the quality of life of the area in an effort to attract new businesses and residents. This development may involve community planning and development efforts such as main street projects, community beautification, restoration projects and other efforts to enhance the area. Communities may develop facilities (parks, overlooks, etc.) and interpretive programs (exhibits, displays, media presentations, etc.) adjacent to the route in order to attract visitors and encourage longer stays. When a route is designated, it also becomes eligible for federal scenic byway funds for improvements such as interpretive centers, overlooks, and rest areas. For more information about federal scenic byway funds, go to www.bywaysonline.org/grants/.

Promotion of a Byway

Visitors to the area may not be familiar with the history and folklore of the route. This lack of understanding by visitors creates an opportunity for the interpretation of the scenery. When visitors

stop to see the features and learn about the area, they will probably spend time and money. Without some form of interpretation or educational materials, many visitors will simply drive along the byway without stopping. This reduces the potential of economic activity for the area. Wayside exhibits and interpretive signing associated with features along the route encourages visitors to stop and learn about the uniqueness of the intrinsic qualities of the byway.

The uniqueness of a theme is the story to be told along the byway. The story may utilize a wide range of interpretive methods and techniques. Methods could include self-guided brochures, interpretive signs, CDs, DVDs, publications, exhibits or displays. In some situations, a personal interpretive service could be provided, such as guided hikes, demonstrations and illustrated talks.

The method(s) used to interpret the intrinsic qualities of the byway should be selected based on the nature of the resource, the features along the route and the capability of the byway group to manage and maintain the interpretive program. In some cases, a museum or a wayside exhibit could be developed or expanded.

In addition to interpreting the byway, the byway group should promote the byway to attract visitors. Marketing and promotional plans are a critical part of the corridor management plan.

Each of the communities along the route should be encouraged to promote the byway through their convention and visitor bureaus, chambers of commerce and local tourism organizations. Their efforts could include exhibits at visitor information centers, brochures and maps distributed throughout the region and at state tourism information centers, and providing information on the Internet.

Effective promotional items should include at a minimum a map that shows the byway route, communities and highways in the area; length in miles of the byway and driving time; special considerations such as available services, road conditions, vehicle restrictions, safety issues and other conditions that could be a safety factor; special features such as color pictures of fall colors, winter snow or major intrinsic features; contact agency or organization (name, address and phone) and local amenities such as places to eat and lodging.

APPENDIX A - DEFINITIONS

Corridor means the right-of-way and the adjacent area that is visible from and extending along the road or highway.

Corridor Management Plan means a written document that specifies the actions, procedures, controls, operational practices and administrative strategies to maintain the intrinsic qualities of the byway.

Intrinsic Quality means archaeological, cultural, historic, natural, recreational or scenic features that are considered representative, unique, irreplaceable or distinctly characteristic of the area.

Archaeological... the study of the physical evidence of the human past. Evidence can include ruins, artifacts, structural remains and other evidence of human activity. To qualify, the byway must possess physical remains as evidence of the human past. The remains must be accessible to the public.

Cultural...the expression of the customs or traditions of a distinct group of people. Cultural expressions may be found in, but not limited to, crafts, music, dance, rituals, foods, festivals, speech, special events or vernacular architecture. One or more of these cultural qualities could serve as the basis for a byway with a cultural theme.

Historic...the legacies of the past distinctly associated with physical elements of the landscape, whether natural or manmade. Examples could include buildings, settlement patterns, or other examples of human activity.

Natural...environmental features that are in a relatively undisturbed state. They must be representative, unique, irreplaceable or distinctly characteristic of the area. Examples may include geological formations, landforms, fossils, water bodies, vegetation and wildlife.

Recreational...outdoor activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. Examples may include, but are not limited to downhill skiing, rafting, boating, fishing, hiking and biking. They may include both passive and active recreational experiences.

Scenic...the heightened visual experience derived from the view of natural and man-made elements along the byway. This quality is based on the existence of significant scenic views and the absence of features that distract from its overall image. Scenic features and views should be frequent enough to give a sense of continuity to the drive along the byway. Scenic views should relate to the landscape and create a coherent image, while the scenic features should provide some variety rather than a continuous view of the same landscape.

Local Commitment means assurance provided by communities along the byway that they will undertake action, such as zoning and other protective measures to preserve the integrity of the byway and the adjacent area as identified in the corridor management plan.

Regional Significance means characteristics that are representative of the geographic area encompassing two or more states.

Scenic Byways Advisory Committee means the group of public representatives and private agencies that administer the Missouri Byways Program.

Byway means a public road having special scenic, historic, recreational, cultural, archaeological and/or natural qualities that have been recognized as such through legislation or some other official designation. The terms "road" and "highway" are synonymous.

State Byway means a road or highway under state, federal or local ownership that has been designated by the state through official declaration for its intrinsic qualities.

Rules of
Department of Highways and Transporation
Division 10—Missouri Highways and Transportation Commission
Chapter 12—Scenic Byways

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Title 7—DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

Division 10—Missouri Highways and Transportation Commission
Chapter 12—Scenic Byways

7 CSR 10-12.010 Scenic Byways

PURPOSE: This rule implements section 226.797, RSMo where the Missouri Highways and Transportation Commission is authorized to create a state system of scenic byways.

(1) The commission may designate a road or highway under its jurisdiction as a scenic byway based upon consideration of the factors outlined in section (2).

(2) The commission shall consider the following factors in designating a road or highway as a scenic byway:

(A) Highway design which preserves and protects the natural beauty or scenery of the area;

(B) Significant scenic, natural, historical, cultural or recreational resources in the area;

(C) Adequate land area to accommodate safe enjoyment of scenic attractions;

(D) Compatibility of the scenic byway with recreational, aesthetic and environmental management needs of the area; and

(E) Presence of existing protected areas near or adjacent to the scenic byway such as national forests or federal or state parkland.

(3) If the commission designates a road or highway under its jurisdiction as a scenic byway, it may implement protective measures to preserve and protect the designated road which may include, but shall not be limited to:

(A) Acquisition of scenic easements;

(B) Controlled access; and

(C) Landscaping.

(4) The commission may remove any road or highway under its jurisdiction from the state system of scenic byways after consideration of the factors outlined in section (2) and determination that the road or highway no longer merits designation as a scenic byway.

AUTHORITY: sections 226.020, 226.130(2) and 227.030, RSMo 1986 and 226.797, RSMo Supp. 1990. Emergency rule filed April 5, 1993, effective April 15, 1993, expired Aug. 3, 1993. Emergency rule filed July 30, 1993, effective Aug. 9, 1993, expired Nov. 29, 1993. Original rule filed April 5, 1993, effective Dec. 9, 1993.*

**Original authority: 226.020, 226.130 and 227.030, RSMo 1939 and 226.797, RSMo 1990.*

7 CSR 10-12.020 Application Procedures

PURPOSE: This rule provides the public with the required application procedures necessary to nominate a road or highway for scenic byway designation.

(1) Eligibility. Any agency, group or individual may nominate a road or highway for scenic byway designation by following the application procedures provided below. This includes the Missouri Highways and Transportation Department and the Scenic Byway Advisory Committee described in 7 CSR 10-12.030(5).

(2) Application. One (1) original and eight (8) copies of the application package for nominating a road or highway for official scenic byway designation should be sent to the Missouri Highways and Transportation Department, Transportation Planning and Policy Development Section, Attention: Scenic Byways Advisory Committee, P.O. Box 270, Jefferson City, MO 65102. This package should be in a typed eight and one-half inches by eleven inches (8 1/2" × 11") paper format and include the following in the order presented:

(A) The application should include a cover letter which requests nomination for scenic byway designation of the identified route and describes the benefits to state and local communities of such designation. Local support letters from the community may also be included;

(B) A table of contents for the application package should be included;

(C) A data sheet should be included which consists of:

1. Date of application;
2. Contact name and name of the nominating individual or organization;
3. Address, phone and fax numbers;
4. Route name and number;
5. Total mileage of the proposed scenic byway;
6. Communities adjacent to the proposed scenic byway (cities/counties/towns); and
7. Paragraph containing reasons for scenic byway designation;

(D) Beginning and ending locations of the proposed byway should be clearly identified on an official state or county map. Supplementary hand drawn maps may also be included to define features or points of interest. Distance from all points of interest to the proposed byway should be indicated;

(E) Descriptions of any or all of the following points of interest should be provided:

1. Cultural/historical/archeological;
2. Recreational resources;
3. Natural or scenic resources;
4. Seasonal aspects (fall foliage, etc.); and
5. Special events which occur along the route;

(F) A brief overview of the history of the area and sites which relate to the proposed byway's history is also recommended;

(G) Indicate how areas adjacent to the proposed byway are zoned including all commercial and industrial areas;

(H) Photographs in plastic covers of the area should be included. Videos or slides are also acceptable; and

(I) A corridor management plan provides the community's vision of the proposed byway and outlines a process of commitment to specific strategies and actions to manage the route over time. Guidelines for preparing a corridor management plan can be obtained from the Transportation Planning and Policy Development Section of the Missouri Highways and Transportation Department.

1. An action plan should be included in the corridor management plan. This action plan should provide general goals for a five (5)-year period and more specific goals for the first year. This action plan should include timelines and schedules for the following:

A. Protection for the maintenance of points of interest, scenic and historic qualities of the proposed byway;

B. Proposed improvements or developments along the route and any promotional or marketing activities;

C. Proposed public involvement allowing for local participation in the development of the management plan; and

D. Availability of financial resources with which to upgrade, develop, promote and otherwise make the scenic corridor available for its intended uses. If no funding is currently available, indicate how the applicant plans to locate funding sources.

2. Biennial reports of the progress of the corridor management plan shall be required to be submitted to the Missouri Highways and Transportation Commission by the applicant and affected governing bodies.

AUTHORITY: sections 226.020, 226.150 and 226.797, RSMo 1994 and 226.798 and 226.799, RSMo Supp. 1995 and section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240.*

Original rule filed April 10, 1996, effective Oct. 30, 1996.

**Original authority: 226.020, RSMo 1939; 226.150, RSMo 1939, amended 1977; 226.707, RSMo 1990; and 226.798 and 226.799, RSMo 1995.*

7 CSR 10-12.030 Nomination Review Process

PURPOSE: This rule provides the public with the steps involved in reviewing nominations for designating a route as a scenic byway.

(1) Initial Screening. The Transportation Planning and Policy Development Section of the Missouri Highways and Transportation Department shall perform an initial screening of all nomination application packages. The completeness and accuracy of the application and the zoning of the proposed byway is reviewed.

(A) If any deficiencies in the application are discovered, the applicant is notified and has ninety (90) days to resubmit the corrected application.

(B) If the application package appears complete, the Missouri Highways and Transportation Department shall send a letter to all affected governing bodies in the proposed byway area informing them of the nomination and requesting zoning information and a letter of intent.

(C) The Transportation Planning and Policy Development Section of the Missouri Highways and Transportation Department shall also compile a project prioritization report on the proposed byway including traffic, accident and other pertinent safety data.

(2) Scenic Byways Advisory Committee (SBAC) Review. The application package of the nominating organization, the data report compiled by the Missouri Highways and Transportation Department and the letters of intent from the affected governing bodies are then presented to the Scenic Byways Advisory Committee for their preliminary review.

(3) Scenic Byways Advisory Committee (SBAC). The SBAC consists of a member from each of the following:

(A) The Missouri Division of Tourism;

(B) The Missouri Department of Conservation;

(C) The Missouri Department of Natural Resources;

(D) The Outdoor Advertising Industry;

(E) The Missouri Highways and Transportation Department;

(F) The American Automobile Association;

(G) The University of Missouri-Historic Preservation; and

(H) Scenic Missouri, Inc.

(4) Evaluation of Scenic Qualities. The SBAC evaluates the following qualities regarding scenic byway nomination in its initial review:

(A) Significant scenic, natural, historical, cultural or recreational resources in the proposed byway area;

(B) Adequate land area to accommodate safe enjoyment of scenic attractions including a review of accident rates;

(C) Compatibility of the scenic byway with recreational, aesthetic and environmental management needs of the area; and

(D) Presence of existing protected areas adjacent to the proposed byway such as national forests, federal or state parkland.

(5) Rating Scale. This evaluation shall also include results of a matrix rating scale used for prioritization of proposed scenic byways. This rating scale is available from the Transportation Planning and Policy Development Section, Attention: Scenic Byways Advisory Committee, P.O. Box 270, Jefferson City, MO 65102.

(6) SBAC Recommendation. Following initial review, SBAC shall then either--

(A) Recommend forwarding the proposed byway application to the next step of the nomination process; or

(B) Notify applicant of needed corrections and the applicant shall have ninety (90) days to resubmit the corrected application.

(7) Notice of Intent. The Missouri Highways and Transportation Department shall then provide written notice of its intent to designate the road or highway as a scenic byway to newspapers of general circulation in the area(s) affected and to the governing body of each county and each municipality that has jurisdiction over all or part of the route.

(A) Within thirty (30) days following notice, the governing body of each county or municipality shall conduct a public hearing on the matter.

(B) Within ninety (90) days after the receipt of the notice from the department, each governing body of each county or municipality, after such hearing, shall approve or reject the proposed byway designation. The governing body shall notify the commission of approval or rejection and submit a summary of the public hearing to the commission.

(C) Support from all governing bodies is necessary for the nomination process to continue. If the proposed byway is under the joint jurisdiction of two (2) or more municipalities, or one (1) or more municipalities and one (1) or more counties, or two (2) or more counties, scenic byway designation for that portion of the route shall not occur until the governing bodies of all affected municipalities and the county commissions of all affected counties approve of such designation.

(8) Final SBAC Review. SBAC shall review for final recommendation all information including the application package and summary of the public hearing.

(A) If the nomination is approved, SBAC shall present the proposed byway to the Missouri Highways and Transportation Commission for final approval and official designation as a scenic byway; or

(B) If the nomination is not approved, SBAC shall notify the applicant of deficiencies and the applicant shall have ninety (90) days to correct such deficiencies.

(9) Approval and Designation by Commission. The final step in the nomination process is to receive approval from the Missouri Highways and Transportation Commission. If the commission rejects such nomination, the applicant is given ninety (90) days to correct any deficiencies.

(10) Agreement Following Designation. After official designation as a scenic byway by the Missouri Highways and Transportation Commission, a written agreement between the commission and affected governing bodies shall be required. This agreement shall include:

(A) Provision for protection of scenic qualities or features;

(B) Provision for signing;

(C) Requirements for removing byway from system; and

(D) Route maintenance responsibilities.

(11) Signs. The Missouri Highways and Transportation Department shall produce and install standard signs along all state scenic byways. Additional signs may be purchased and installed by affected governing bodies subject to departmental approval.

(12) Outdoor Advertising. Upon official designation by the commission, no new advertising devices which are visible from the highway may be erected, except the following exceptions provided in section 226.520, RSMo (1994):

(A) On-premises advertising devices;

(B) Tourist-oriented directional and other official signs; and

(C) Advertising devices located in areas zoned commercial or industrial which are segmented as nonscenic.

(13) Biennial Review Process. The Scenic Byways Advisory Committee shall review all biennial reports submitted by affected governing bodies. Such reviews shall ensure that the governing bodies are maintaining provisions included in the initial written agreement and corridor management plan. If the byway—

(A) Still meets scenic byway standards as provided in section (4) of this rule, the route shall retain its designation as a scenic byway; or

(B) Contains deficiencies, affected governing bodies shall be notified and shall have ninety (90) days in which to correct such deficiencies.

(14) Periodic Review. Designated byways are subject to periodic review by the Missouri Highways and Transportation Commission with emphasis on the implementation of measures to ensure maintenance and enhancement of their scenic, historical, cultural, recreational and natural features. Failure to maintain and protect the scenic appearance of a byway may result in termination of official designation by the commission.

AUTHORITY: sections 226.020, 226.150 and 226.797, RSMo 1994 and 226.798, 226.799 and 226.801, RSMo Supp. 1995 and section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240. Original rule filed April 10, 1996, effective Oct. 30, 1996.*

**Original authority: 226.020, RSMo 1939; 226.150, RSMo 1939, amended 1977; 226.797, RSMo 1990 and 226.798, 226.799 and 226.801, RSMo 1995.*

APPENDIX C – THE BYWAY DESIGNATION PROCESS

1. Composition and completion of the application and the corridor management plan as discussed in Appendices D and E
    a. Develop byway initiative
    b. Organize a leadership structure
    c. Obtain public input
    d. Conduct public meetings
    e. Compose inventory report
    f. Develop theme
    g. Draft corridor management plan
    h. Draft application

2. Formal submittal to the State Byway Coordinator at Missouri Department of Transportation, P.O. Box 270, Jefferson City, Missouri 65102

3. Initial application review by MoDOT

4. 90 day application modification period if required per the initial review

5. Written notice to all governing bodies informing them of nomination and requesting zoning information by MoDOT

6. Project prioritization report detailing traffic, accident and safety data by MoDOT

7. Review by Scenic Byway Advisory Committee (SBAC)

8. Evaluation of intrinsic qualities

9. Application Rating

10. SBAC recommendation
    - 90-day correction period if required

11. Written notice of intent published in newspapers of general circulation by MoDOT
    a. Governing bodies host a public hearing within 30 days
    b. Governing bodies submit approval/rejection and notes from public hearing within 90 days
    c. All governing bodies must support proposed byway designation for nomination to move forward

12. Final SBAC review
    - 90 day correction period

13. SBAC recommendation to the Missouri Highways and Transportation Commission for formal designation

14. MHTC review and approval

15. Designation agreement signed between MHTC and byway group

16. Press conference by byway group (optional)

17. Missouri Byway signs installed by MoDOT

APPENDIX D - CORRIDOR MANAGEMENT PLAN

A Corridor Management Plan (CMP) is required as a part of the byway designation application. It provides evidence that the applicant(s) have a comprehensive understanding of the route and the intrinsic values. It provides evidence that the intrinsic qualities are recognized. It provides a strategy for enhancing and preserving the resources of the byway that is supported by all of the local entities. It may also establish the foundation for utilizing the byway as an economic development strategy.

The CMP must recognize that the intrinsic qualities of the byway will be enhanced when designated as a byway. This designation will increase visitation and the need to provide visitor services, such as interpretative signs, literature, overlooks and parking. The increase in visitation may prompt an interest in business expansion and new investments. The increase in business activities represents economic potential. However, in order to preserve the unique features of the byway, the applicant(s) need to develop strategies to protect and develop its intrinsic qualities.

A CMP must contain the following items:

1. A narrative description showing identification and location of the route and its corridor including a map showing the entire byway.

2. Description of the physical conditions of the road such as the road surface, the condition of the shoulders, bridges and other features that affect safety. An assessment of its safety must also be discussed. Any safety concerns may be noted and keyed to the byway map(s).

3. A narrative identification and description of the intrinsic qualities along the byway. The primary attractions and services along the route must be noted and keyed to the byway map(s).

4. Strategies of how intrinsic qualities will be managed and interpreted. For instance, strategies to maintain and in some cases enhance the corridor of the byway such as guardrail improvements, parking, interpretive signs, trash receptacles or other strategies to enhance an overlook. Interpretation can be provided along the corridor with self-guided brochures, CDs, DVDs or signs.

5. Strategies of how the byway will be marketed and promoted, explaining the various marketing strategies for the byway. It may include signs, brochures, websites and exhibits.

6. Identify and describe the resources already in place and how they will meet the needs and expectations of residents, visitors and local businesses. Each of the resources along the byway represents a potential for residents and local businesses. As an attraction, tourists and residents alike can use the attractions as an educational and recreational resource. In addition, a listing of restaurants or overnight accommodations may be included. This section should identify and describe how all people can utilize these resources.

7. Describe the implementation strategies planned by the byway group, including how and when the byway group will implement the strategies planned along the byway. This section could include explanations of plans to work with city parks and recreation departments, state parks, etc.; to develop interpretive signs; special events and festivals and explanation of strategies to work with city, county and state highway departments to enhance parking, signage and safety features.

APPENDIX E – STATE BYWAY APPLICATION SUBMITTAL GUIDELINES

The application package must include the following items:

1. A cover letter must be submitted to MoDOT, Scenic Byways Advisory Committee, P.O. Box 270, Jefferson City, Missouri 65102, and it must contain:
    a. Formal nomination of byway designation for the proposed route
    b. The benefits for state and local communities

2. Table of Contents

3. A data sheet must be completed and include the following:
    a. A contact name and name of individual group or organization
    b. Address, telephone and fax number (daytime), e-mail address
    c. Date of application
    d. Route name and number
    e. Length of route (miles), as well as beginning and ending locations
    f. Communities along the route (cities/counties/towns)
    g. Reasons why the route should be considered for byway designation

4. The body of the report (application) must consist of the following:
    a. Map of route. The map requirements are as follows:
        1. State or local government maps are suggested, but hand sketches could be used to define features or points of interest.
        2. Beginning and ending locations of the nominated route(s) need to be clearly identified showing all commercial and industrial zones.
    b. Define the features or points of interest along the route and indicate the distance of each from the route:
        1. Cultural/historic/archeological resources
        2. Recreational resources along route (parks and public lands open to public)
        3. Natural/scenic resources
    c. Seasonal information for area along the route
    d. Special events that occur along the route
    e. Local support letters from all governing bodies along the route

5. Corridor Management Plan

APPENDIX F - SAMPLE BYWAY RESOURCE INVENTORY FORM

Resource Name/Description _____

Resource Photo - 3" x 5"

Indicate the intrinsic quality (or qualities) this resource supports.

Archaeological ____ Cultural _____ Historic _____ Natural ____

Recreational _____ Scenic _____

Explain how the resources pictured help tell the byway story.

What other resources along the byway corridor are linked to the pictured resource?

Explain the extent to which this resource is recognized nationally or regionally.

How is this resource linked to the roadway?

Who owns this resource? Is it accessible? Is the owner involved in developing the corridor management plan?

FREQUENTLY ASKED QUESTIONS

1. What characteristics qualify a road to become a byway?

Any public road, rural or urban can be nominated for byway designation. Byways can be roads that carry visitors to state and local parks or other recreation areas, or to sites of historical, cultural or archaeological significance. Byways can also be roads that local communities feel are important to their identity. However, commercial and industrial zones are not part of the official byway designation.

2. How can I nominate a road for byway designation?

Anyone can nominate a road for byway designation. Application guidelines can be obtained from the Missouri Department of Transportation by calling toll-free 1-888-ASK-MODOT (1-888-257-6636) or visit the website at http://www.modot.mo.gov/scenicbyways/index.htm.

3. What opportunity will I have to comment on a byway application affecting a roadway in or around my area?

Applicants are strongly urged to meet early and often with property owners and other concerned citizens to help develop their application for byway designation. Byway designation cannot be granted without support and input from the local community. If a roadway in your area has been nominated, the Missouri Department of Transportation will issue a letter of intent to each governing body and newspapers of general circulation in the affected area(s). Each governing body will hold public hearings. Byway designation cannot be granted without the approval of your local governments.

4. Does a byway have to be scenic?

No. While byway travelers expect a pleasant drive, a byway that offers outstanding examples of one or more of the other five recognized intrinsic qualities may qualify as a byway – even if the route is not recognized as particularly scenic in nature.

5. What is a Corridor Management Plan (CMP)?

A corridor management plan is a required element of the byway application and outlines how the applicant plans to involve the local community and maintain, improve and promote the byway. It states the vision, strategies and theme for the byway. The Corridor Management Plan contains vision statements on ways to maintain, enhance or develop the intrinsic qualities of the roadway corridor.

6. Does "corridor" refer to private property along the proposed byway?

"Corridor" commonly refers to the public right-of-way and the area adjacent to the roadway that possesses any of the intrinsic qualities. This may or may not include everything that can be seen from the roadway. The community and the local government define the corridor that best fits their byway's important features. However, existing laws cannot be changed without local government approval.

7. If a roadway becomes a byway, does its Corridor Management Plan become law?

No. The Corridor Management Plan does not supersede local land use or zoning requirements. No changes can be made to existing laws, land use restrictions and zoning regulations without approval by the local government, nor does the plan impose restrictions, if none currently exist.

8. Will byway designation lead to changes in zoning or property rights in areas adjacent to the roadway?

Corridor management plans may suggest certain measures to maintain, enhance or develop the intrinsic qualities of the roadway. However, no changes can be made to existing laws, nor can new laws be established without approval by the local government. Property rights are not infringed upon with the designation of a byway.

9. Will my city or county have to implement zoning or overlay districts in order to comply with a byway corridor management plan?

No. Corridor management plans do not hold the force of law. It is up to local communities to decide how they will maintain their byway. Zoning laws or overlay districts are strictly a local issue and cannot be developed without local government approval.

10. How will byway designation affect my property values?

Byway designation, coupled with a corridor management plan that contains an aggressive marketing component, can be an effective way to draw tourism dollars to a participating community. In addition to possibly expanding the community's economy, property values of land adjacent to byways may also increase.

11. Will byway designation enable someone to take my land, or restrict my ability to manage my property?

No. Byway designation is a voluntary program that is developed and managed on the local level and the locally approved corridor management plans do not hold the force of law. There is no provision for zoning restrictions or the force of eminent domain in the byways program.

12. Will I be forced to comply with new rules and regulations if a roadway near my property is designated as a byway?

No. Your participation in the byway program is voluntary and will be up to you and other local property owners and volunteers.

13. Will the additional traffic generated by byway designation create a safety problem for my family and me?

Many corridor management plans include provisions to construct safety features such as turnouts or shoulder improvements to ensure that the roads are safe. Each CMP is established on a case-by-case basis in an effort to best serve the desires of each community.

14. How are byway programs funded?

Byways programs can be funded through private as well as local, state and federal sources. Fundraising and grant writing should be part of the functions of the byway group. Designated state byways are eligible for funding from the Federal Highway Administration. The funds are administered by the Missouri Department of Transportation. The federal share cannot exceed 80 percent of the project's total cost. Private funds, including cash contributions, in-kind services and donated property may also be used. If a community chooses to discontinue its involvement in the program, they do not have to give the money back. For additional funding information, please visit http://www.bywaysonline.org/grants/.

15. How does my community get out of the byways program?

A local government may request that the Missouri Highways and Transportation Commission remove your community from the byways program at any time following a public hearing, provided that the community is given an 80 day notice of the hearing.

For answers to other questions, please call toll-free 1-888-ASK-MODOT (1-888-257-6636) or visit the website at http://www.modot.mo.gov/scenicbyways/index.htm.