



A Guide to Designating Michigan's Heritage Routes



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Introduction

Pleasure driving is an important form of recreation. The President's Commission on the Americans Outdoors (CAO) affirms the popularity of this activity. In a recent report, CAO says that pleasure driving to view the historic, natural, and pastoral qualities comprises some 15 percent of all vehicle miles driven. Driving for pleasure has continued to rank high among Americans. It is a very popular outdoor recreational activity with 43 percent of adults participating on an often to very often basis. Driving for pleasure and sight-seeing are recreational activities enjoyed by 77 percent of all Americans. This activity is second only to walking for pleasure, which is enjoyed by 84 percent of Americans.

Beautiful roadside landscapes, rich in scenic, recreational, and historical resources, weave through the state. But many remain largely unrecognized, known only to those who travel these miles regularly, their own little secret. However, this lack of recognition often makes these roadsides vulnerable to insensitive development pressures leading to the destruction of those very features that make them unique and attractive.

Recognizing these facts, the Michigan Department of Transportation (MDOT) is developing a system of special highways known as Heritage Routes. The system is evolving because of years of concern for the lack of recognition of scenic and other specific routes that attract tourists to Michigan every day of the year. Michigan now has a law, Public Act 69, which allows the designation of certain roads as Heritage Routes.

Implementation of the Heritage Route Program will recognize and protect resources along certain highways within the state that embody Michigan's unique ambiance. More specifically, the goals of the program are to:

- ◆ Promote a greater awareness and appreciation of the state's scenic, recreational and historical attributes;

Purpose

Goals



Manual's Purpose

- ◆ Identify, preserve and enhance highways and roads that include or traverse areas of high natural scenic, historic, and recreational quality in the state of Michigan;
- ◆ Provide economic benefits by stimulating tourism; and
- ◆ Preserve the unique irreplaceable qualities of the selected corridors.

Through the Heritage Route Program, MDOT will recognize and identify these routes with proper signing and printed material indicating their locations. When implemented, this program will exemplify the *best* that Michigan has to offer in order to accomplish its goals and preserve the integrity of the program. This program's purpose is to recognize these special areas, attract people to them, and protect them from destruction.

This guide contains an assessment system for identifying landscape and cultural components. The system evaluates all candidate highways uniformly, giving an impartial method of comparing the quality of all potential routes. The guide provides directions through the various steps required for Heritage Route nominations, and catalogs the minimal requirements and criteria for MDOT evaluation and designation. The flow chart on Appendix 11 shows all the steps required for the entire process of selecting a Heritage Route.

This guide also provides directions on how to complete a nomination application and shows examples of the application's required attachments. Listed in the CONTACTS section on page 17 of this guide are phone numbers of contact persons for each category should you have difficulty in completing any of this application.



Designation Overview

Eligible applicants for nominating Heritage Routes must be one of the following: the Michigan Department of Transportation (MDOT), or a county, city, village, or township governmental unit, or other state or federal agency with jurisdiction over adjacent land uses. All governmental units with planning and zoning jurisdiction over the land uses adjacent to the proposed heritage route must be included as eligible applicants and must include resolutions of support with the application.

Other non-governmental groups or individuals may seek to sponsor the nomination of a Heritage Route. However, these sponsors *must* work with the local governments having jurisdiction over the adjacent roadsides in developing the application and get their approval. The application must be submitted by an eligible applicant(s).

The Nominating Team can be made up of any individuals, groups, or organizations representing a local government with an interest in designating heritage routes. MDOT recommends the formation of a Nominating Team after the first step of the nomination process. The Nominating Team is the group which will coordinate the collection of the necessary data for the application.

There are three categories of heritage routes: scenic, recreational, and historic. When filling out this application, choose only the category that best represents the route. A brief description of each of these categories follows.

A scenic route has outstanding natural beauty within its limits, or next to its borders. This would include important natural features such as vegetation, land form, water, and open areas with exceptional vistas and views, that singly or in combination make that area unique in character. Such an area provides an outstanding user experience.

Eligible Applicants

Categories

Scenic



Recreational

Recreational routes would identify and promote the local and regional tourist attractions that include recreational, historic and scenic resources. These routes may not meet the historic or scenic criteria as applied to Scenic or Historic routes. But they may pass through areas of considerable scenic quality, or locally important historic areas. They may also pass through areas with unique and outstanding recreational opportunities that may not have scenic or historic resources.

Recreational routes not only would serve the recreational driver, but also capture that recreational setting of the facility or area itself, and set the mood for the recreational experience. Recreational routes would serve a recreational tourism function. They may connect sites within a region, connect major highways to specific facilities such as state parks, or generally serve the transportation needs of a recreational tourism area.

Historic

Historic sites can be found along many highways in Michigan. Routes of this type would provide access to at least two historic buildings, structures, interpreted sites, and/or objects. They may also serve one or more of Michigan's many historic districts. These features must be adjacent to and visible from the road. This designation will guide interested members of the public to Michigan's most outstanding historic resources while encouraging the preservation and promotion of resources. While roads themselves can contribute to the importance of a historic route, such as a road that was also an Indian trail or wagon trail, the route must also possess historic roadside attractions to be considered a viable candidate for designation.

Eligible Routes

To be eligible, the candidate routes *must* satisfy both the general and specific selection criteria. General criteria are standards that apply to all categories and specific criteria are measures pertinent only to one of the categories described in the preceding section.

General Criteria

There are four general selection criteria required for the nomination of a section of highway as a Heritage Route. They are:



State Trunkline - The route must be on the state trunkline system. The road must be either an "M", "US", or "I" highway. It could be any such labeled road from a multi-lane freeway or a two-lane roadway.

Local Support - The application must show evidence of significant public support, including that of affected local governments, landowners, and constituent groups. Resolutions of support from county or local governments with jurisdiction in the area encompassing the proposed heritage routes, will show that support. Historic routes nominations must have proof of coordination with the Michigan Historical Center.

Management Plan - The nominating party will provide a concise plan which provides for the identification, protection, preservation, promotion, and enhancement of the resources on which the heritage route determination will be based, i.e., the resources visible from and outside the road's right-of-way. Also MDOT will have a management plan for the protection of the existing aesthetic, ecological, environmental, and cultural amenities within the right-of-way that distinguish the particular high-way and its roadside. The MDOT management plan for nonfreeway trunklines will be based on current Resurfacing, Restoration, and Rehabilitation (RRR) Guidelines with necessary exceptions as requested through normal MDOT procedures.

Logical Section - The highway must have a logical beginning and ending to its Heritage Route section. The route must be a reasonable length to view the resource(s), and for signing and maintenance. Consider the implications that the decisions will have for future maintenance and planning. A series of short stretches of highway may make it difficult for the highway crews to maintain the highways efficiently. It may be best to choose highway lengths which have definite beginning and ending points. On the other hand, nominating too many miles of heritage routes can mean that many landowners may not cooperate, thus jeopardizing the entire process.



Specific Criteria

For Scenic Routes

Regional Attributes - The road should provide travelers with a substantial opportunity to view and appreciate the distinctive features of the region that it traverses.

Visual Quality - The road, immediate right-of-way, and views from it, should exhibit "exceptional compositional merit."

Emphasis shall be placed on the road's:

Uniqueness - or an extremely spectacular segment of road,

Vividness - calls for diversity & contrast along the roadside,

Intactness - refers to the absence of visual distractions or encroachments, either man-made or natural, and

Unity - The measure of how well the factors join to produce a single, harmonious scene.

Adjacent Land Use - Adjacent commercial and industrial land uses are not compatible with scenic designation. Those areas currently in commercial or industrial, zoned or otherwise designated for these uses must be excluded from the section of highway designated as scenic.

For Recreational Routes

Trip Purpose - A predominant use of the highway must be demonstrably recreational or tourism oriented.

Areas/Activities Served - The highway must demonstrably serve a recreation site or area. It should have wide range or exemplary recreational opportunities or facilities. They may also serve as a link between recreational and cultural features with a common theme.

Roadside Environment - The highway roadside must possess those aesthetic, ecological, environmental and cultural elements that uniquely distinguish the particular recreational site or area. The roads should blend with their surroundings and be compatible with the traffic needing access to these recreational areas. While not necessarily truly scenic, the route should reflect the recreational nature of the area while not being too commercialized or developed. Note those features that make the route unique or recreational.



For Historic Routes

National Register Quality - The proposed historic route must contain historic resources that are either listed in the National Register of Historic Places or eligible for listing in the National Register. Routes containing a National Historic Landmark will receive special consideration.

Number of Resources - There must be at least two historic attractions on a route, unless the attraction is a historic district, in which case one historic district is acceptable if a substantial portion of the district lies adjacent to the highway.

Visibility - The historic resources along the highway must be visible from the road. Discuss the spatial relationship of the historic attractions found along the nominated road.

Setting - The route must retain an overall setting and character complementing its historic appearance.

To reduce paperwork and effort, applications are to consist of two steps. The first step is the submittal of information for MDOT to conduct an initial review of the proposed route's eligibility. If the route is determined to be potentially eligible, the applicant/sponsor will be instructed to proceed with step two, the nomination of the route for designation. While reviewing your pre-application and full application, the MDOT's Heritage Route Committee may request that you submit additional information. Appendix 11 outlines the entire process.

After evaluation of a full application, MDOT will make one of the following recommendations on the candidate road:

Approve Designation. The road will become part of the Heritage Route System, subject to all management and benefits. The approval process includes 30 days for soliciting comments from the public on the proposed routes. In addition, hearings may be held by legislative standing committees on transportation matters. Not more than 60 days after the close of the comment period MDOT shall designate the nominated route to the Michigan Heritage Route System.

*Application
Process*

*Designation
Process*



Applicant/Sponsor

Preparing Application

Narrative

Step Two: Nomination/Designation Application

At this point it is advisable that the applicant/sponsor look into forming a Nominating Team to coordinate the collection of the necessary data. This Nominating Team could be made up of any individual, group, or organization representing a local government with an interest in designating heritage routes. A notice to participate in the program should be publicized before a decision is made for participation. Appendix 1 contains suggestions for a public "kickoff" meeting.

For each route to be nominated a separate application must be prepared and submitted. The applicants must fill out each of the forms included in the application package that accompanies this guide. Follow the directions and examples shown in this guide. The application package should include:

- The Heritage Route application form
- Attachment A: Narrative Description of Proposed Project
- Attachment B: Regional and Route Location Maps/Photographs
- Attachment C: Roadside Inventory (One for Scenic; the other for Recreational or Historic)
- Attachment D: Proposed Management Plan
- Attachment E: Resolutions of Support from Local Governments

The narrative description of the proposed project should be a more detailed version of the narrative description included with the application for initial review. This narrative should address all the general and route specific criteria listed on the Attachment "A" Narrative Form and described on pages 5 to 7 of this guide. The sample narrative in Appendix 2 describes M-119 along Little Traverse Bay lakeshore in Emmet County.

The required narrative description of the scenic, recreational and historical attributes establishes the visual context of the highway. This narrative should describe the qualities of visual



components in the landscape context: topography, water, vegetation, sky, human or animal activities, structures, and the patterns or rhythms created by them. Include highlights of historic events or local character.

Nominators should be aware of, as they travel the state highways of the area, the various resources that characterize the local landscape. The local landscape context describes the relationships between the natural and the built components which comprise the environment. Examples of landscape components on a particular route might be lakeshore, hardwood forest, river valley or historic buildings. The relationships to the built environment should be included to fully describe the qualities of a nominated route within its local context, such as lakeshore - public access, hardwood forest - town, or river valley - parkway. Include the local landscape context in the narrative descriptions.

Attachment "B" should contain two maps: a regional and a resources map. Prepare a map of the route shown in its regional context. This should be an updated version of the maps included with the application for initial review. A sample route location map can be found in Appendix 3.

On the other map, use symbols to represent elements checked on the Inventory forms to graphically locate areas of particular significance for each route. Include a map showing the location of historic district and other historic resources. Use photographs to show the main resources that would make the candidate road a Heritage Route. See Appendix 4.

There are two Roadside Inventory forms in the enclosed application package (for instructions, see Appendix 5). One is for use with Scenic Heritage Routes (sample in Appendix 6). The other form is for either Recreational or Historic Routes and should include the information requested below under the Recreational and Historic subheadings (sample in Appendix 7). The accuracy of these forms is essential, and will be strongly considered in the evaluation of the application. Appendix 12 contains a glossary of terms as an aid to local team members and as examples of components to watch for while completing the Roadside Inventory.

Regional Maps

Roadside Inventory



Scenic

The local team will survey the candidate highways using the inventory form in this guide for scenic routes.

The Roadside Inventory form serves two purposes: It provides a checklist of the visual elements evaluators should look for, and presents an organized means of cataloging features for future reference.

The route's components are divided into positive and negative groups. Each item in the positive list enhances the highway's visual quality, while each item in the negative list has the potential for detracting from visual quality. As each visual component is encountered, the evaluation team must judge whether a contribution or detraction is made to the visual quality of the landscape. Special cases of visual quality may require further explanation; the team must describe its reasoning, noting those components which contribute or detract most to the road's visual quality.

The Nominating Team should drive the highway, scanning the study area for specific elements listed on the Inventory form. After each mile, the recorder can mark the appropriate boxes. On a separate sheet, record any further explanation item or any other useful information, such as:

- ◆ indicate points of significance, whether or not they are visible.
- ◆ data to assist in route mapping (town halls, intersections, etc.).
- ◆ lists of "sequences" - features glimpsed from different angles and in different positions for several miles.
- ◆ comments on the presence or absence of seasonal foliage that may have a major impact on the view.

Repeat the Roadside Inventory process for every mile down the entire length of the proposed section of highway. Use a separate Roadside Inventory form for each mile, and for the last segment, even if it is less than a mile. Count the total miles and enter that number on the line following "OF" in the upper left of all the Roadside Inventory forms.



When the Nominating Team completes the final highway segment, the Roadside Inventory is only half done. The Nominating Team must turn around and survey the road from the opposite direction. This reverse survey is very important: views unavailable while traveling one direction may be obvious on a return trip.

Be careful! Match the Roadside Inventory forms for each mile of road with those of the same segment during the return trip. For instance, if the last portion of a road is seven-tenths of a mile long, then on the return trip the team should record only the first seven-tenths mile on the last Roadside Inventory form used. The result will be a Roadside Inventory form that matches each directional mile of the road.

After surveying a highway, the Nominating Team reviews the information and judges whether the highway is of sufficient quality to merit formal nomination as a Scenic Heritage Route.

Attachment C for Recreational Route applications should consist of an inventory of the resources along the proposed Heritage Route. The roadside inventory for Recreational Routes should include a listing of all the recreational opportunities, special events and facilities along the proposed route. The inventory should include a description of each resource and its significance on a local, regional, or statewide basis. Those resources could include identified historic, scenic, recreational and other tourist attractions on or near the candidate road. Evidence must be provided that a substantial portion of the traffic is recreation or tourist related.

Recreation Routes are required to have a common theme. This theme can be typological, such as the Iron Mining Sites; regional, such as the Blue Water Area Sites; or specific such as the route to Fayette State Park. Briefly explain how it conforms to the theme of the Recreational Route.

Attachment C for Historic Route applications should consist of an inventory of the historic resources along the proposed Heritage Route.

Recreational

Historic



Begin the identification process by contacting the Michigan Historical Center to seek advice concerning available information about historic resources along the proposed route and information on how to identify significant historic resources. The applicant must show that the sites along the proposed route are either listed in or eligible for listing in the National Register of Historic Places. The Michigan Historical Center can advise the applicant of the eligibility of any resources identified during the inventory. Provide copies of National Register nomination forms and attached documentation as well as all correspondence with the Bureau of History in the application. See Appendix 8 for the types of information available from the Michigan Historical Center.

Once the resources have been identified, drive the route and find out the extent to which the historic resources are visible from the road. Provide a list of the route's resources from the driver's perspective. Note obstructions to the view if they exist. Note whether historic buildings or sites are visible from the road even if they are not located directly on the road. Note how far apart the historic sites are from each other. Provide information about the route's setting, including its vegetation, signage, and other man-made features. State whether or not those elements contribute to the historic appearance of the route. Note features that contribute to the historic appearance of the road such as rows of mature shade trees, set-backs for new building construction that blend with the set-backs of historic buildings, or the lack of obtrusive nonconforming elements.

Provide justification for the proposed beginning and ending points of the route. For example, a route may begin with a commercial historic district, include a residential area, and end at a city limit.

Attachment D should be a management plan as complete and comprehensive as outlined below. Attach copies of zoning ordinances and land use plans that will be used to set up the management plan. Appendix 9 suggest other materials helpful in developing a management plan.

- a. A list of the management goals and objectives for the protection, preservation and enhancement of the resources on which the heritage route designation is based.

Management Plan

- b. A schedule and a listing of all agencies, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
- c. A development strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic values of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.
- d. A plan to assure on-going public participation in the implementation of corridor management objectives.
- e. A general review of the road or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
- f. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
- g. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience (such as relocating utility lines that detracts from significant scenic vistas). Such improvements may be eligible for Federal scenic byways program funding grants.
- h. A discussion of whether the corridor is in an air quality attainment or non-attainment area, and if in a non-attainment area, an assessment of the impact of Heritage Route designation on air quality.
- i. A demonstration of compliance with all existing local, state, and federal laws on outdoor advertising.
- j. A discussion of design standards as they may apply to proposed modifications, if any, to the roadway, with a discussion and evaluation of how they may impact on its intrinsic qualities.



- k. A brief description explaining how the Heritage Route would be promoted, marketed, and its significant resources interpreted, to attract travelers, especially those from other countries. The agency's responsibility for these activities should be identified.
- l. A plan to encourage the accommodation of increased tourism if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors attracted by the road's designation as a Heritage Route.
- m. Appropriate illustrations including maps, photographs, and other graphic representations as necessary to clarify and enhance understanding of the plan including identification of resources and land uses.

Resolutions of Support

Attachment E should contain resolutions of support from every community wishing to list their community's resources as part of a Heritage Route designation. Those resolutions of support from local governments prove a commitment to maintaining the route. The resolution of support from the local governments must include: approval of the Heritage Route nomination; intent to provide future maintenance; and endorsement of the comprehensive management plan. A sample resolution of support appears in Appendix 10.

A letter of support from the MDOT district office in which the proposed Heritage Route is located must also be attached.

Letters from other supporters such as chamber of commerce, historic district committee and other interested state and local agencies may also be attached. Historic routes must demonstrate coordination with the Michigan Historical Center.



Appendix 1

SUGGESTED HERITAGE ROUTE PROJECT KICK-OFF MEETING FORMAT

Prior to the Meeting:

- contact a number of potential volunteers and give each a guide (obtain copies from MDOT) to read before attending the meeting;
- publicize the meeting in local newspapers, on radio, and on TV;
- obtain large-scale maps, showing truckline highways (MDOT or its District Offices may be good sources for those maps); and
- select a meeting place large enough to hold the anticipated crowd.

At the Meeting:

- introduce members of the coordinating committee and any other speakers;
- outline the objectives of the meeting and of the heritage route program;
- conduct a discussion to develop strategy for highway evaluation;
- split the volunteers into groups of three or more individuals, distribute guides, a small-scale map, and an adequate supply of Roadside Inventory forms to each team;
- assign each team a portion of local highways to survey (post large maps), and have each team mark its area on the smaller maps;
- arrange for a convenient drop-off point for the completed inventory forms, and distribute phone numbers of members of the coordinating committee to members of the survey teams; and
- set a deadline for completing the roadside inventories.

After the Meeting:

- monitor the progress of each team at regular intervals to answer questions and assure meeting the deadline.

Sample Kick-off Meeting Agenda:

1. Opening comments and introductions
2. MDOT Heritage Route Program
History & objectives - present status - significance of designation - local options
3. Heritage Route nomination process
 - a. Formalize nomination group
 - b. Initial identification of highways
 - c. Local landscape character and context
 - d. Roadside inventory
 - e. Nomination files
Narrative description - Photocopies of highway surveys
Maps & Photographs - Local Support Resolution
4. Sign up additional volunteers and form teams
5. Visual Assessment training session
6. Assignment of potential candidate roads to teams
7. Questions and closing comments



Appendix 2

SAMPLE NARRATIVE

1702A (4/95)

ATTACHMENT A: NARRATIVE DESCRIPTION OF PROPOSED ROUTE

DESCRIBE THE PROJECT. ATTACH UP TO TWO ADDITIONAL PAGES, IF NECESSARY.

Try to include the following items in the narrative:

General Selection Criteria

- State Trunkline
- Local Support
- Management Plan
- Logical Section

Specific Selection Criteria

For Scenic Routes

- Regional Attributes
- Visual Quality
- Uniqueness
- Vividness
- Intactness
- Unity

For Recreational Routes

- Trip Purpose
- Areas/Activities Served
- Roadside Environment

For Historic Routes

- National Register Quality
- Number of Resources
- Visibility
- Setting

Additionally, you may include:

- . Historic sketch
- . Landform characteristics
- . Highway character
- . Villages or cities
- . Land use patterns
- . Architecture
- . Vegetation
- . Scale

The following sample description concentrates on the visual aspects of a Emmet County/Little Traverse Bay route. Ideally, nominating groups should be familiar enough with their locality to be able to include a short vignette highlighting scenic qualities in their area. This narrative should give the evaluators and MDOT a better feel for the "flavor" of the area.

The proposed scenic route runs along state trunkline M-119 beginning at the intersection of US-31 in Bear Creek Township. The end of this scenic route would coincide with the end of the route itself at Cross Village. This road dates back to the late 1800's when logging and farming were the main businesses. During the turn of the century, several summer resort communities were developed to take advantage of the new, highly mobile vacationer.

As M-119 winds its way along the shoreline, it traverses deep woods and meadows, bluffs and hills, and farmland and ravines, frequently providing travellers with panoramic views of Lake Michigan, its islands, lighthouses and boats. On this two-lane blacktop road motorists can travel under a canopy of trees while glimpsing views of Lake Michigan and historic cottages, while experiencing the beautiful landscape of northern Michigan.

The road traverses through five townships in Emmet County (Bear Creek, Little Traverse, Friendship, Readmond, and Cross Village). It also serves the villages of Wequetonsing, Good Hart, Cross Village as well as the city of Harbor Springs. Each one of those local units of government support the designation of this road as a Scenic Heritage Route and will implement a management plan.

This designation will help protect the regional attributes, the exceptional viewsheds, and the scenic beauty of the adjacent pastoral northern Michigan land use. Without this designation, M-119's beauty and history can easily be lost if the citizens and interested community groups do not act decisively to protect the area.

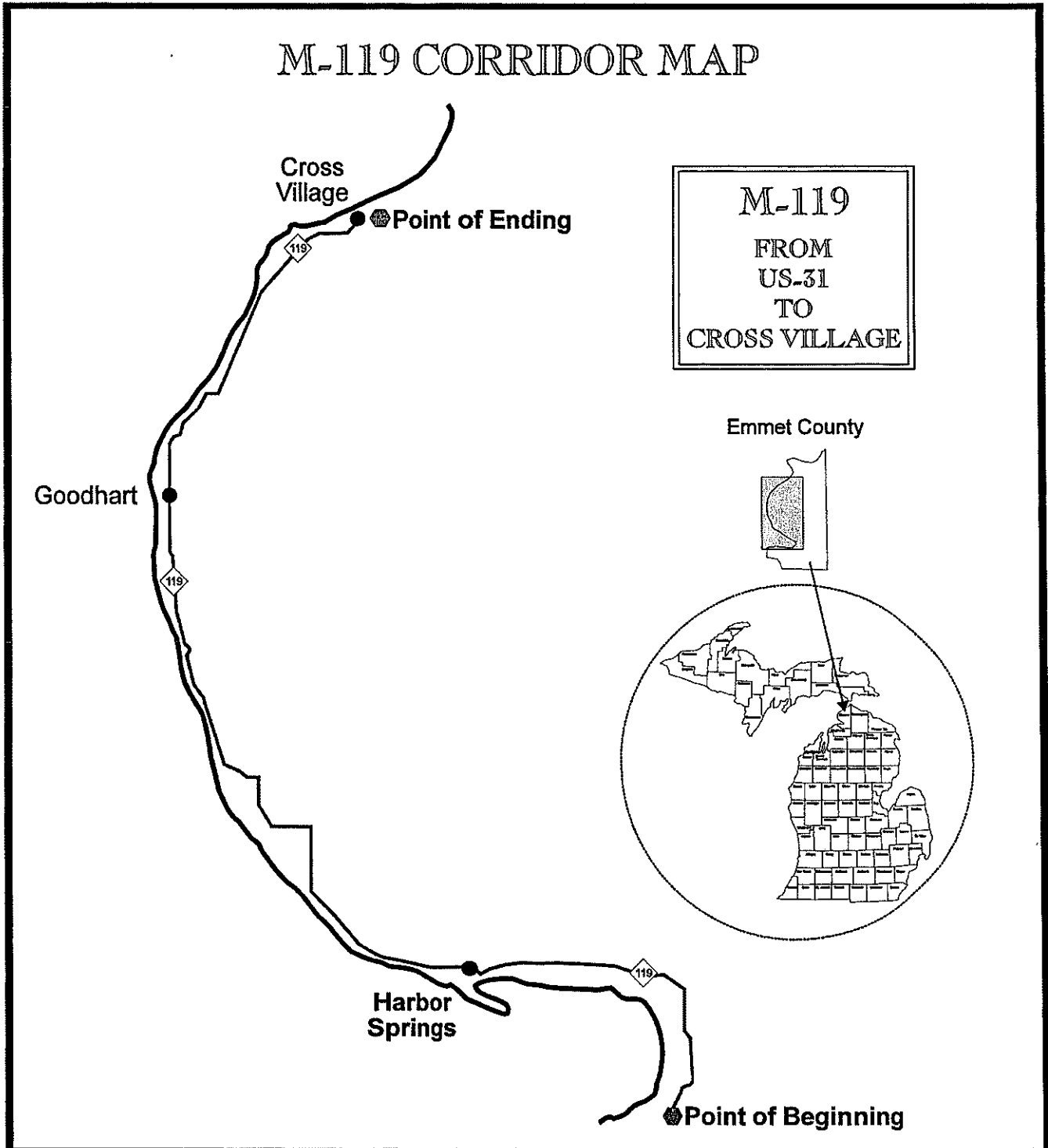
Views across the Bay are very frequent as the route continues. At several points M-119 travels within 100' of the shoreline for distances of up to half a mile. Approximately 90 percent of the property between M-119 and the Bay is privately owned.

During the summer the native vegetation is thick and undergrowth is heavy. Autumn provides a colorful display and the winter season exposes many more views to the Bay and existing homes. Just a few commercial properties occur along the route outside of Harbor Springs and the villages.



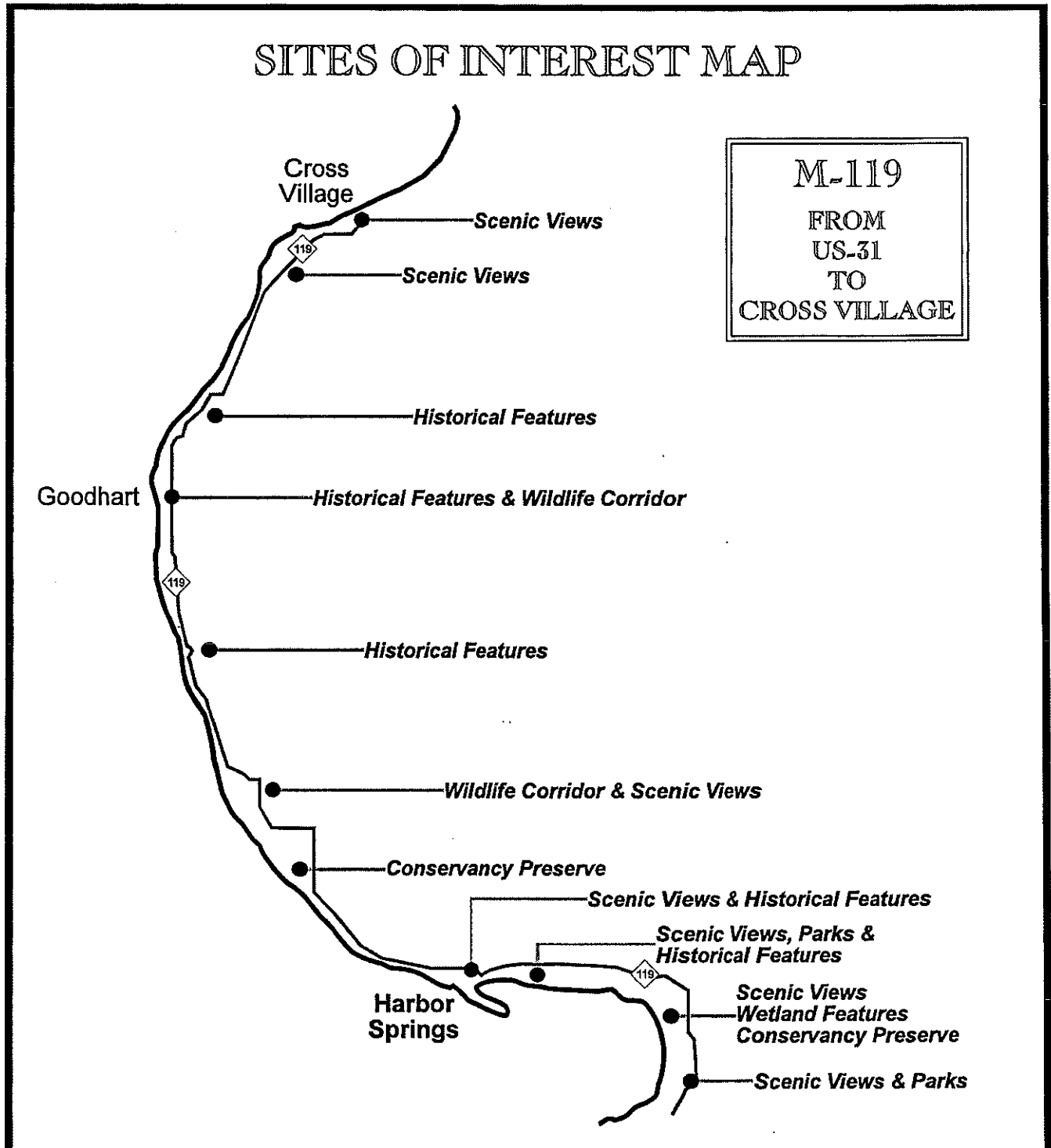
Appendix 3

SAMPLE ROUTE LOCATION MAP



Appendix 4

SAMPLE INVENTORY MAP





Appendix 5

ROADSIDE INVENTORY FORM INSTRUCTIONS

EQUIPMENT CHECKLIST

1. Automobile Accessories:
 - working odometer for accurate distance recording; and
 - emergency highway flashers.
2. Blank Roadside Inventory forms:
 - Since each form is good for only one mile in each direction of highway, take along enough forms to record the number of miles you plan to survey; remember the highway must be traveled once in each direction.
3. Clipboard: to hold evaluation forms for marking.
4. Pencils with erasers.
5. Guide and sample inventory form for each member's reference.
6. Small highway map of the route.

INVENTORY FORM - Instructions

Prepare as many forms as needed before starting on the highway, by filling in the information (township, date, etc.) on the top of the form. You will need *one* form for each mile, plus another form for the last fraction of a mile of the highway. Closely follow the instructions on the top portion of the inventory form.

Start from a discernible landmark and proceed along the highway, stopping at one-mile intervals to discuss and mark the scenic positive and negative components along the route. If there are relevant positive or negative items that do not appear on the form, write them in the other line or add them on a separate sheet.

Travel the same stretch in the opposite direction, making sure that the Inventory forms correspond. That is, if the last part of the first direction was seven tenths of a mile long, then that same form will be used for the first seven tenths of a mile on the return trip.

The information provided on these inventory forms will be used by MDOT to objectively evaluate and score the proposed route. It is important to you as a nominating team to provide complete and accurate information on these forms.



Appendix 6

ROADSIDE INVENTORY FORM COMPLETED SAMPLE FOR SCENIC ROUTE

1702C (4/95)

ATTACHMENT C: ROADSIDE INVENTORY FOR SCENIC ROUTES ONLY

COUNTY	EMMET	TOWN	GOOD HART	ROUTE	M-119
MILE	6	OF	10	WEATHER	SUNNY, CLEAR, 78F
				REVIEWER	SMITH, JONES
				DATE	7/30/95

INVENTORY INSTRUCTIONS:

- Use one form for each mile of the proposed route and one form for the last portion of a mile. (The last portion of "Direction 1" shall match the first portion of "Direction 2" in length.)
- In the "Direction 1" column, check any box where the listed elements appear among the right side of the route.
- After reaching the end of the route, travel the same route in the opposite direction, again evaluating the right side of the route. Using the same forms, mark the boxes in the "Direction 2" column.
- The inventory process shall always begin with the north or east-bound direction as Direction 1, and the south or west-bound as Direction 2.

POSITIVE COMPONENTS		NEGATIVE COMPONENTS	
Direction <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2		Direction <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2	
A. WATER and LANDFORM FEATURES <input type="checkbox"/> <input checked="" type="checkbox"/> Great Lake <input type="checkbox"/> <input type="checkbox"/> Lake or Pond <input type="checkbox"/> <input type="checkbox"/> Marsh or Wetland <input checked="" type="checkbox"/> <input type="checkbox"/> River, Stream or Brook <input type="checkbox"/> <input checked="" type="checkbox"/> Water Fall <input type="checkbox"/> <input type="checkbox"/> Cliff, Boulder, Rock Outcrop <input type="checkbox"/> <input type="checkbox"/> Hills <input type="checkbox"/> <input type="checkbox"/> Shoreline <input type="checkbox"/> <input type="checkbox"/> Other, or Special Regional Feature _____		A. LANDSCAPE SCARS <input type="checkbox"/> <input type="checkbox"/> Poor Lumbering Practices or Scars <input type="checkbox"/> <input type="checkbox"/> Erosion <input type="checkbox"/> <input type="checkbox"/> Gravel or Sand Mining Operation <input checked="" type="checkbox"/> <input type="checkbox"/> Utility Line, Corridor or Substation <input type="checkbox"/> <input type="checkbox"/> Angular Road Cut or Fill <input type="checkbox"/> <input type="checkbox"/> Unnatural Plantings <input type="checkbox"/> <input type="checkbox"/> Incompatible, Obtrusive Land Forms (Mounds, Dikes) <input checked="" type="checkbox"/> <input type="checkbox"/> Agricultural Development 50% or More <input checked="" type="checkbox"/> <input type="checkbox"/> Roadway Does Not Conform to Topography <input type="checkbox"/> <input type="checkbox"/> Other _____	
B. LANDSCAPE COMPOSITION and EFFECTS <input checked="" type="checkbox"/> <input type="checkbox"/> Enframed, Enclosed View <input type="checkbox"/> <input checked="" type="checkbox"/> Valley, Panoramic or Distant View <input checked="" type="checkbox"/> <input type="checkbox"/> Ephemeral Effect (Sunset, Reflection) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Seasonal Effect (Ice, Snow, Foliage) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Shadowing or Shading <input type="checkbox"/> <input checked="" type="checkbox"/> Other <u>TOTAL FOREST CANOPY</u> _____		B. STRUCTURES <input checked="" type="checkbox"/> <input type="checkbox"/> Strip Development (1 to 5 Structures) <input type="checkbox"/> <input checked="" type="checkbox"/> Strip Development (6 or More Structures) <input checked="" type="checkbox"/> <input type="checkbox"/> Incompatible Building <input type="checkbox"/> <input type="checkbox"/> Incompatible Fence or Wall <input type="checkbox"/> <input type="checkbox"/> Dilapidated Building <input type="checkbox"/> <input type="checkbox"/> Incompatible Use (Gas Station, Auto Sales) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Junkyard, Landfill, Large Parking Lot <input type="checkbox"/> <input type="checkbox"/> Storage Tanks <input type="checkbox"/> <input type="checkbox"/> Obtrusive Highway Signage (Non-conforming Signs) <input checked="" type="checkbox"/> <input type="checkbox"/> Obtrusive Drainage System (Large Rip-Rap, Culverts) <input type="checkbox"/> <input type="checkbox"/> Communication Towers/Structures <input type="checkbox"/> <input type="checkbox"/> Other _____	
C. VEGETATION <input type="checkbox"/> <input type="checkbox"/> Field and Forest Edge <input checked="" type="checkbox"/> <input type="checkbox"/> Agricultural Patterns (Crops, Orchard, Plowing) <input type="checkbox"/> <input type="checkbox"/> Woodland or Tree Pattern <input type="checkbox"/> <input type="checkbox"/> Wildflower or Fern Mass <input type="checkbox"/> <input type="checkbox"/> Specimen or Heritage Trees <input checked="" type="checkbox"/> <input type="checkbox"/> Special Effects (Tunnel Effect, Shadowing) <input type="checkbox"/> <input type="checkbox"/> Diversity of Plant Species <input type="checkbox"/> <input type="checkbox"/> Green Ways <input type="checkbox"/> <input checked="" type="checkbox"/> Public Act 116 Lands <input type="checkbox"/> <input type="checkbox"/> Other _____		C. OTHER CONSIDERATIONS <input type="checkbox"/> <input type="checkbox"/> Heavy Traffic <input type="checkbox"/> <input type="checkbox"/> Visible Pollution <input type="checkbox"/> <input checked="" type="checkbox"/> Views Blocked <input type="checkbox"/> <input type="checkbox"/> High Density Development <input checked="" type="checkbox"/> <input type="checkbox"/> Limited Sight Distance <input type="checkbox"/> <input type="checkbox"/> Visual Confusion (Many Elements Present) <input checked="" type="checkbox"/> <input type="checkbox"/> Commercial or Industrial Zoning or Activities <input type="checkbox"/> <input type="checkbox"/> Other _____	
D. ROADSIDE FACILITIES <input type="checkbox"/> <input type="checkbox"/> City or Town Park <input type="checkbox"/> <input type="checkbox"/> National Forest, Park or Shoreline <input type="checkbox"/> <input checked="" type="checkbox"/> State Park or Forest <input type="checkbox"/> <input type="checkbox"/> Roadside Park, Rest Area or Scenic Turnoff <input type="checkbox"/> <input type="checkbox"/> Other _____		COMMENTS: 	
E. STRUCTURES <input type="checkbox"/> <input type="checkbox"/> Picturesque Farmstead or Unusual Building <input type="checkbox"/> <input type="checkbox"/> Historic Structure or Archeological Site <input type="checkbox"/> <input type="checkbox"/> Unique Bridge <input type="checkbox"/> <input checked="" type="checkbox"/> Stone Wall, Wooden or Stump Fence <input type="checkbox"/> <input type="checkbox"/> Cemetery <input checked="" type="checkbox"/> <input type="checkbox"/> Distant Village View			
F. ROAD CHARACTERISTICS <input type="checkbox"/> <input type="checkbox"/> Road Conforming to Topography <input type="checkbox"/> <input type="checkbox"/> Wide Right-Of-Way			



Appendix 7

ROADSIDE INVENTORY FORM

COMPLETED SAMPLE FOR HISTORIC OR RECREATIONAL ROUTE

1702C (4/95)

ATTACHMENT C: ROADSIDE INVENTORY FOR RECREATIONAL OR HISTORIC

INVENTORY OF RESOURCES. ATTACH UP TO TWO ADDITIONAL PAGES, IF NECESSARY.

(Select either recreational or historic)

RECREATIONAL

List & describe all the recreational opportunities, special events, tourist attractions, and facilities found along the route.

Provide evidence that most of the traffic on this route is recreation or tourist related.

Name the common theme.

HISTORIC

Describe setting: historic appearance, historic buildings, and commercial historic district.

Show that the sites along the proposed route are either listed in or eligible for listing in the National Register of Historic Places.

The following sample uses the same Emmet County / Little Traverse Bay route. In this sample, note the inventory of the recreational activities in the area.

Along the proposed recreational route of M-119, several summer resort communities were developed, during the turn of the century, to take advantage of the new, highly mobile vacationer. Its recreational theme remains as a vacation destination.

As such, M-119 links the Petoskey State Park, the Harbor Springs Airport, the Boyne Highlands/Nub's Nob ski & golf resorts, the quaint city of Harbor Springs with its marina and beach, the tunnel of trees shore drive, and the Cross Village's Legs Inn. The route also provides very frequent views across the Bay on one side and existing vacation homes and historic cottages on the other.

The Petoskey State Park has 90 campsites, fishing & swimming at a beach on Little Traverse Bay, plus hiking and cross-country skiing. The Harbor Springs Airport serves many private jets and planes of many vacationers. The Boyne Highlands/Nub's Nob resorts offer ski & golf vacation packages for numerous tourists from elsewhere in Michigan and from other states. Harbor Springs and Cross Village are also two local attractors that bring in hundreds of individuals seeking the beautiful landscape of northern Michigan.

Tourists and vacationers enjoy the sights as well as the summer and winter sports available in the area.



Appendix 8

INFORMATION AVAILABLE FROM THE MICHIGAN HISTORICAL CENTER

The location of any sites and districts listed in the National Register of Historic Places along the route.

Copies of National Register forms for the above noted registered sites and districts.

A determination of whether or not a property or numerous properties appear to be eligible for listing in the National Register. This determination will require the applicant to submit a completed National Register nomination form with pertinent documentation concerning the historic significance of the site.

Copies of blank National Register nomination forms with instructions.

A description as to what, if any, survey work has been conducted in the vicinity of the proposed route, along with an assessment as to its adequacy and recommendations for further survey work should it be warranted. In the event that additional survey work is needed, the organizations can request technical assistance. Some communities may qualify for limited federal matching funds to carry out the needed work.

The locations of any historic markers erected in the project area with the text of the marker.

**The Michigan Historical Center contact person is:
Robert Christensen, National Register Coordinator
Michigan Historical Center
State Historic Preservation Office
717 West Allegan Street
Lansing, MI 48918-1800
(517-335-2719)**



Appendix 9

SUPPLEMENTAL MATERIAL USEFUL FOR MANAGEMENT PLAN

If local residents understand, support, and accept the Heritage Route Program its success will be assured. The Nominating Team cannot handle the management of heritage routes alone. Landowners and civic groups should be encouraged to participate in maintaining and improving both private property and the whole community. This can be augmented by coordinating existing programs and regulatory authority at both state and local levels and focusing them on heritage routes.

Some examples of the state, county, and local authority and programs which can be used in the Heritage Route System include:

- ◆ Local land use ordinances; ACCESS MGT, SIGNS
- ◆ County planning board authority to review certain municipal zoning actions;
- ◆ Local tree protection ordinances;
- ◆ Scenic easements;
- ◆ Farmland and Open Space Preservation Act (Act No. 116, 1974);
- ◆ Inland Lake and Streams Act of 1972 (Act 346);
- ◆ Natural River Act of 1970 (Act 231);
- ◆ Shorelands Protection and Management Act (Act 245 of 1970); and
- ◆ Goemaere-Anderson Wetland Protection Act (Act No. 203 of 1979).



Appendix 10

SAMPLE RESOLUTION OF SUPPORT

COUNTY/CITY/VILLAGE/VILLAGE OF ANYWHERE, MICHIGAN HERITAGE ROUTE RESOLUTION

WHEREAS the Michigan Department of Transportation (MDOT), pursuant to the Heritage Route Act of 1993 (P.A. 69 of 1993), is empowered to designate scenic, recreational, and historic highways in the state, and

WHEREAS the public highway known as _____ extending from _____ to _____ within the County/City/Village/Township of _____ exhibits exceptional scenic/recreational/historic quality and passes through an area of significant regional importance, and

WHEREAS a study has been undertaken by _____ which assesses the quality of and documents the character and features of the _____ highway corridor, and

WHEREAS it is intended that the study be forwarded to MDOT in order to nominate _____ as a heritage route,

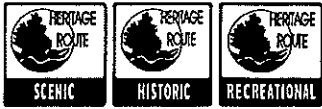
NOW, THEREFORE, BE IT RESOLVED that the County/City/Village/Township Board/Council enthusiastically supports the nomination of _____ as a heritage route and authorizes including this resolution with the nomination documents, and

BE IT FURTHER RESOLVED that the County/City/Village/Township Board/Council hereby requests and encourages the MDOT to quickly designate _____ as a heritage route.

BE IT FURTHER RESOLVED that the County/City/Village/Township Board/Council hereby commits itself to enforce within its jurisdiction the management plan part of this nomination.

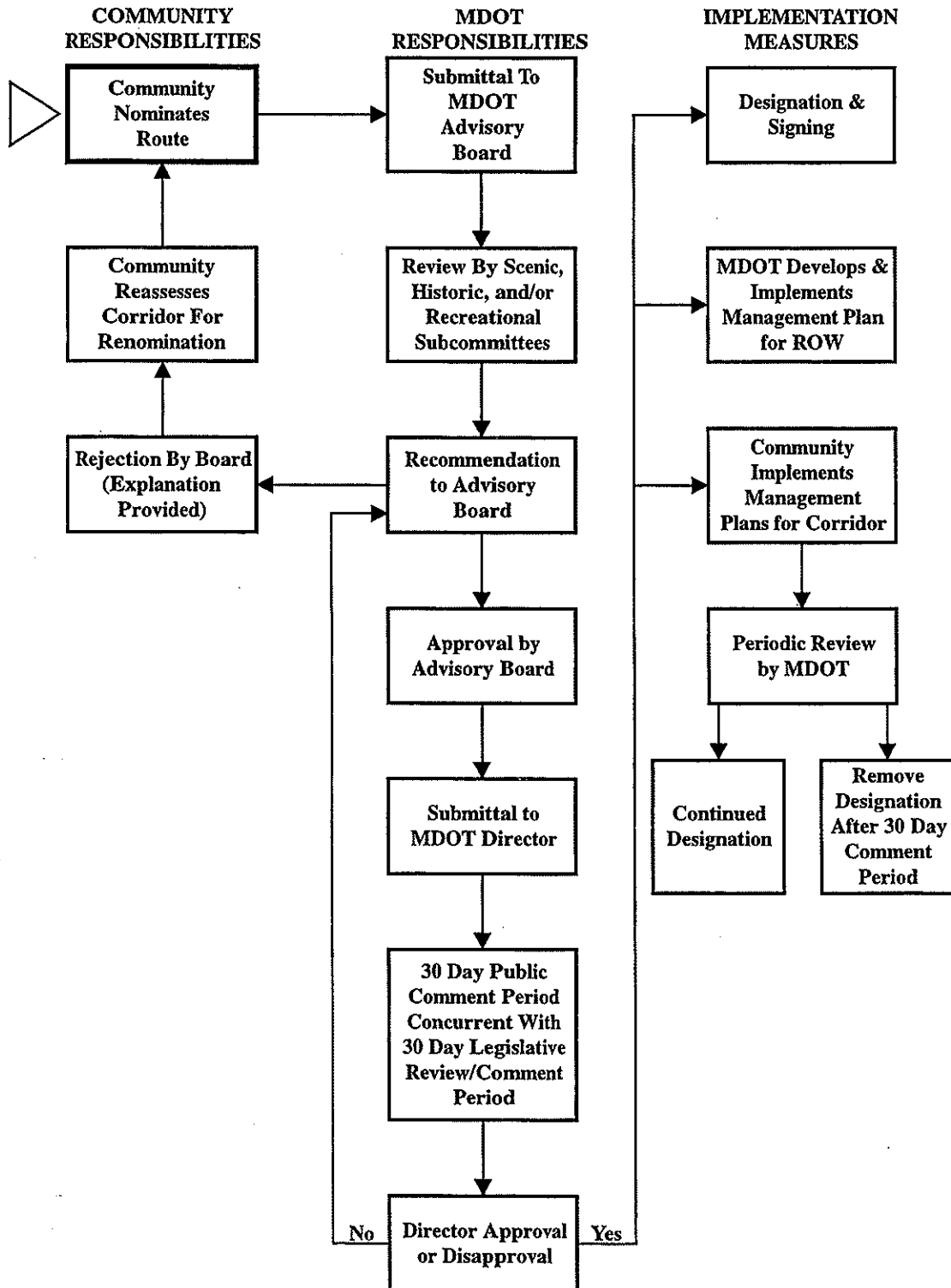
On the motion to adopt by Member _____, seconded by Member _____, and a vote of ___ ayes and ___ nays, this resolution was carried and the _____ declared the resolution adopted.

Dated:



Appendix 11

HERITAGE ROUTE SELECTION PROCESS CHART





Appendix 12

GLOSSARY

- Angular highway cut or fill* - Highways that do not follow the natural curves of the land must cut through hills or traverse embankments. When these man-made landform are excessive, it is impossible to modify them enough to make them approximate or blend in with the original terrain.
- Distant village or village edge* - The sharp contrast between a village and its surrounding fields and woods is most evident when seen from a distance. Creeping suburbia or extended commercial development along highways on the edge of town will destroy this effect.
- Enclosed View* - A view imparts a sense of enclosure when vegetation or other vertical elements in the middle-ground form continuous or bowl-like sides around the ground plane or central feature.
- Enframed View*- A picture-like quality that occurs when foreground and mid-ground vegetation or landform cover part of the field of vision and lead the eye toward a distant view.
- Field and forest edge* - The interesting line between forests and fields is evident in panoramic views. Careless forest management can obscure the lines when clear-cutting or lumbering trash occurs at the edge.
- Highway conforming to landscape* - Part of the pleasure of traveling a scenic highway is the traveler's perception that he is almost a part of the landscape. When a highway follows, rather than cuts through landform, this characteristic may be recorded as a positive element.
- Incompatible rural building* - Fuel tanks or power substations, though necessary, are incompatible, as are flat nondescript industrial or commercial type buildings.
- Incompatible building in town* - Any building out of scale with others in town, poorly site in relation to others, or with an incompatible facade.
- Leaf tunnel effect* - When a highway winds through a forested area, the crowns of mature trees close to the highway meet overhead to form a ceiling of leaves. This creates a cool, green tunnel, which is a pleasant contrast to the open views.
- Panoramic or distant view* - These views fill a wide arc in the travelers field of vision. They usually occur at high spots in the highway, where openings in the trees and brush provide a wide overlook.
- Stark drainage* - Rectangular strips of rip-rap (rocks laid on an embankment), or culverts and pipes visible from the highway, while often necessary to prevent erosion, detract from scenic quality. Poorly designed ones can even compound erosion problems.



Strip development - Strings of poorly planned development along the highways leading to a village or city obscure the sense of arrival and community. This can be dangerous to travelers, when individual establishments permit patrons to enter the highway anywhere from their property, or when there is little to distinguish the pavement on parking lots from that of the highway.

Unusual building - Homes, churches, stores, barns, and such, alone or in pleasing combinations, may be positive elements. Include in this category round or octagonal structures, as well as those using unique indigenous materials, or with unique features, such as gables and towers.

Valley view - This type of enframed view occurs when a valley leads the eye toward a view in the distance.

Woodland or tree pattern - A mature stand of mixed hardwood and softwood trees will provide pleasant texture and color contrast in all seasons. Distinguish this positive feature from nondescript clumps of young trees and undergrowth.