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## Preface

This presentation implies that all communication received from the Iowa Department of Transportation has been incorporated and included for this submission.

The original Iowa Historic Route 20 Study and communications are included online for review.

# Overview

## Presentation

This presentation is available online at [www.historicUS20.com/iowa20plan.html](http://www.historicUS20.com/iowa20plan.html)

This report is listed geographically east to west from Dubuque to Sioux City, Iowa

The map is prepared with the Historic Route alignment in RED on local and county roads. Where the Historic Route is aligned on an Iowa DOT highway, the route is denoted in GREEN.

Each map is approximately 15 miles wide

Modern alignments of US Highway 20 are noted with shields, but not color coded.

State highways that intersect the Historic Route are noted on maps.

This final presentation does not take into account pedestrian, bicycle, rail trails or alternate routes that are adjacent to the proposed Historic Auto Trail.

This presentation references of Iowa Department of Transportation highways and does not include city and county segments that have been approved and designated at that local level.

## Glossary of Terms

**Historic Route** – refers to the proposed 1926 alignment of Route 20 to be designated as the Historic Route 20 Auto Trail

**US 20** – refers to the modern alignment of US Highway 20

**CR ##** - refers to a county highway number

**HR20A**— The Historic Route 20 Association Inc.

## Specifications for the official alignment

The Historic Route alignment follows as much of the original 1926 alignments of US Route 20 across the State of Iowa that still exist, based on the 1927 Iowa Highway Map.

The following exceptions have been made:

- Original highway sections that are currently gravel, will not be included for the official designation. The Historic Route will follow hard surfaced highways.
- Gravel sections will be listed and noted on local maps and may be recognized locally but will not be impacted at the state level.
- Dead end segments are not included
- Original 90 degree turns that have been replaced by a curved highway are not included.

## Specifications for signage

Each city will have a minimum of two (2) signs on each side of town.

Route guidance signage with arrows will be placed at any intersection where the Historic Route leaves US 20 or will enter US 20 from a city of county highway.

Reassurance signs after an intersection where the Historic Route joins US 20 or state highway will be placed.

## The Route & Map

Reassurance signs have been recommended by HR20A, however the final determination of placement is relegated to the individual city or county highway engineer and or by recommendation of IDOT.

Where the Historic Route joins a short segment of another state highway without any turns, signage will not be placed on the state highway.

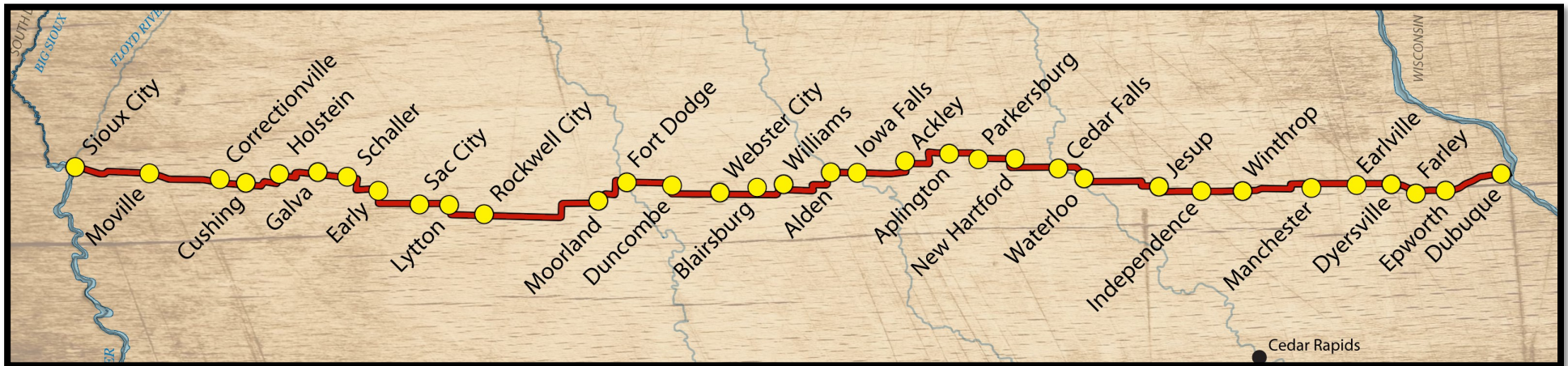
At this time, junction (JCT) signage is not considered. i.e. signs will not be placed prior to where a state highway meets the Historic Route when it is not on the historic route alignment.

### Cities not included

Several cities did not submit resolutions. They are:

- Williams
- Blairsburg
- Duncombe
- Moorland
- Merville

The above cities indicate that while their borders may be on the proposed Historic Route alignment, their respected county is responsible for maintenance on that section of roadway. Therefore, a resolution supporting the designation would be in conflict with the county.



Overview Map of the Historic Route 20 Auto Trail Alignment across the State of Iowa

# The Route

## Map 1

### Eastern BEGIN | END

**Map 1A** The City of Dubuque has determined the beginning of the Historic Route will be on Locust Street at West 6<sup>th</sup> Street.

***Historic Note:*** *The original alignment crossed from East Dubuque, IL over the Old Wagon Bridge and entered Iowa on 4th Street. The alignment was moved in 1943 to the Julien Dubuque Bridge.*

Recommendation: HR20A would like to have approved by the Iowa DOT a “TO Historic Route 20” sign near or coming off the Julien Dubuque Bridge. This is being discussed with the City of Dubuque Highway Engineers.

**Map 1B&C** Upon exiting Crescent Ridge HR20 is aligned on US 20 to Old Highway Road for 0.8 miles.

Route guidance signage will be placed on US 20 EB directing traffic on-to Crescent Ridge . A reassurance sign will be placed on US 20 WB after the JCT of Crescent Ridge.

Route guidance signage will be placed on US 20 WB directing traffic onto Old Highway Rd. A reassurance sign will be placed on US 20 EB after the JCT of Crescent Ridge.

The route remains on county roads until Farley.

## Map 2

**Map 2A** HR20 crosses US on the west end of Farley. Signage will be placed on either side of this crossing.

## Map 2B

Route guidance signage will be placed on US 20 EB directing traffic on-to Sullivan Rd. A reassurance sign will be placed after Sullivan Rd WB on US 20.

Route guidance signage will be placed on US 20 WB directing traffic onto Wutcher Rd. A reassurance route guidance sign will be placed on US 20 EB after Wutcher Rd.

## Map 3

**Map 3A** The Historic Route joins IA Route 38 for 0.27 miles. This is also the Delaware Crossing Scenic Byway. The county will place a route guidance reassurance sign on the county road after the State highway segment in both directions.

**Map 3B** The Historic Route joins IA Route 13 in the city of Manchester for 1.08 miles. The city of Manchester has indicated that 2 signs will be placed on each end the city limits. HR20A has suggested 2 signs for reassurance in the city on each end of IA 13.

## Map 4

**Map 4A** The Historic Route joins a 639 ft section of IA Route 150 in the city of Independence. No additional signs are needed on this short state highway segment.

## Map 5

**Map 5A** The Historic Route joins IA Route 281 from County Road D20. The Black Hawk County engineer has determined a sign on either side

## The Route

of this intersection is sufficient. The county engineer has cited “sign clutter” for limited signage on IA 281 and in Black Hawk.

Two signs will be placed at the west end of IA 281 by the city of Waterloo.

### Map 6

**City of Waterloo**—the city highway engineer has completed their own study of the alignment, which agrees with our study. Their map is included in Appendix A. There are no alignments of the Historic Route on any state highway within the City of Waterloo.

**Map 6A** The Historic Route joins IA Route 57 at the Main Street Bridge at 1st Street in the City of Cedar Falls. Route guidance signage WB will be placed by the city to guide off the bridge onto IA 57, a reassurance sign once on IA 57. Route guidance signage on IA 57 EB will be placed to guide travelers to turn onto the bridge.

Signage EB & WB will be placed at the western Cedar Falls city line.

### Map 7

The Historic Route is aligned all on IA Route 57 for this map, except for a small section in Parkersburg. Signage will be placed accordingly at the City lines of New Hartford, Parkersburg and Aplington and where deemed appropriate.

Two signs will be placed on U Ave and 2 signs on 110th St in Grundy County .

The City of New Hartford will work with Butler County for signage near New Hartford.

**Map 7A** The Historic Route joins IA 14. A reassurance sign will be placed EB on IA 57 after the JCT of 14 and one WB after the JCT of IA 14.

**Map 7B** The Historic Route leaves IA 57 at 3rd Street in Parkersburg, Route guidance signage will direct traffic WB at 3rd St from IA 57 and a reassurance sign on IA 57 after 3rd EB.

Route guidance signage will direct traffic EB at Railroad St from IA 57 EB and a reassurance sign on IA 57 WB after Railroad St.

**Historic Note:** *The Historic Route took numerous 90 degree right hand turns, notably near Aplington. Diagonal or curved segments have been constructed to eliminate these 90 degree turns These original turns are not included for inclusion in the Historic Auto Trail designation.*

### Map 8

**Map 8A** As with map 7, the Historic Route continues on IA Route 57 to Ackley.

**Map 8B** The Historic Route leaves IA 57 at Prospect St in Ackley. Route guidance signage will direct traffic from IA 57 WB to Prospect and a reassurance sign will be placed on IA 57 EB after Prospect.

### Map 9

**Map 9A** The Historic Route turns onto US 65 for 660ft from Rocksylvania Ave to Washington Ave in Iowa Falls. Route guidance signage will be placed on US 65 NB prior to Rocksylvania. Route guidance signage will be placed on US 65 before Washington. Two reassurance signs will be placed on US 65 after each turn.

## The Route

### Map 10

**Map 10A** The Historic Route intersects with US 69. Two reassurance signs will be placed on the County Road after the intersection. (Mentioned due to the nature of the intersection being a US/IA highway).

### Map 11

**Map 11A** The Historic Route joins IA Route 17 west of Webster City for 0.4 miles. Route guidance signage will be placed after this segment on the county highway.

**Map 11B** The Historic Route joins Business 20 in Fort Dodge. The HR20A was informed that this is a city highway. Included for reference.

### Map 12

Appropriate Route guidance signage has been placed where the Historic Route interchanges with US 20 SW of Fort Dodge near Moorland.

### Map 12A

*Historic Note: The original 1926 highway out of Fort Dodge came down present day US 169 and followed various current gravel roads into Calhoun County. While not being considered for the officially designated route, the HR20A, City of Fort Dodge, Webster County and Fort Dodge Tourism, Calhoun County request that the Iowa DOT allow for the future, additional signage on US 169 to indicate this original 1926 route.*

### Map 13

**Map 13A** A 1.0 mile segment of IA Route 4 is west of Rockwell City. Calhoun County has indicated the placement of a Historic Route 20 sign at the JCT intersection of IA 4 & County Route D36 for travelers reaching Rockwell City from US 20 via IA 4 SB.

### Map 14

**Map 14 A** The Historic Route turns onto IA Route 471 from Sac County Route D36 for 3.8 miles to US 20 in Early. Route guidance signage will be placed on IA 471 SB prior to the intersection. A reassurance sign will be placed NB on IA 471 after the JCT of the Historic Route.

Signage will be placed at the city line in Early on IA 471

**Map 14B** The HR20A is working with Sac County Highway Engineer to determine appropriate signage onto and from US 20 at Exit 71 (See Historic Note).

*Historic Note: The original 1926 highway turned on 230th St in Early to Fox Ave to join US 20. The route is primarily gravel and has not been included for the Historic Route designation. Therefore the Historic Route designation needs to be placed onto US 20 at Exit 71 in Early.*

### Map 15

**Map 15A** The Historic Route is aligned on US 20 from Exit 71 in Early to IA Route 110. Route guidance signage will be placed directing travelers from US 20 WB onto IA 110. A reassurance sign will be placed on US 20 EB after the JCT of IA 110.

## The Route

A reassurance sign will be placed on IA 110 after the turn from US 20. Route guidance signage will direct travelers on IA 110 to turn onto US 20 EB.

**Map 15B** The Historic Route is aligned for 1.65 miles on IA Route 110. Route guidance signage will be placed on IA 110 NB to turn onto E 1st St in Schaller. A reassurance sign will be placed on IA 110 SB after E. 1st St.

### Map 16

**Map 16A** The Historic Route turns onto US 59 from 150th Street in Holstein. Route guidance signage on US 59 NB will be placed before 150th Street and a reassurance sign on US 59 SB after 150th St.

Route guidance signage will be placed on US 59 SB to turn onto US 20 WB. A reassurance sign will be placed on US 59 NB after the turn from US 20.

**Map 16B** The Historic Route is aligned on US 20 for 5 miles from US 59 to Ida County Route L51.

Route guidance signage will be placed on US 20 EB prior to the JCT and turn onto US 59. A reassurance sign will be placed on US 20 WB after the JCT of US 59.

Route guidance signage will be placed before the JCT of Ida County Route L51 to turn left off of US 20 WB.

A reassurance sign will be placed after the JCT of CR L51 on US 20 EB.

**Map 16C** The Historic Route joins IA Route 31 in Correctionville for 0.7 miles to Woodbury County Route D22

Route guidance signage will be placed on IA 31 SB to turn onto CR D22 (160th St)

A reassurance sign will be placed on IA 31 NB after the JCT of CR D22.

### Map 17

**Map 17A** The Historic Route joins US from Woodbury County Route D22 (Ida Ave) east of Merville to Humbolt Ave for 2 miles.

A reassurance sign will be placed after the JCT of Ida Ave on US 20 WB

Route guidance signage will be placed on US 20 EB prior to turn onto Ida Ave.

The Historic Route turns from US 20 WB onto Humbolt Ave. Route guidance signage will be placed prior to this turn. Reassurance signs will be placed on US 20 EB after this turn.

*Historic Note: Frontage Road is suspected to be a 1918 pavement of US 20*

**Map 17B** The Historic Route turns onto IA Route 140 from Frontage Road in Merville for 400 feet.

Route guidance signage will be placed on IA 140 NB prior to turn onto Frontage Road. A reassurance sign may be needed (TBD) after frontage Road

Route guidance signage will be placed on IA 140 SB to turn onto US 20 WB

Route guidance signage will be placed on US 20 EB prior to turn onto IA 140

## The Route

A reassurance sign will be placed on US 20 WB after the turn from IA 110.

**Map 17C** The Historic Route is aligned on US 20 for 1 mile from IA Route 140 to Garner Ave.

Route guidance signage will be placed on US 20 WB prior to turn onto Garner Ave.

A reassurance sign will be placed after the JCT of Garner Ave on US 20 EB

### Map 18

The Historic Route follows county and city highways into Sioux City

**Map 18A** The HR20A mission is to continue the Historic Route into and from South Sioux City, Nebraska on what is now Business 20. US 77 is aligned on the Historic Route over the Veterans Memorial Bridge crossing the Missouri River and ends at Interstate 29.

The HR20A has not determined appropriate signage at this location to correspond with various highways and Interstate 29 and recent construction and would work with the regional DOT to determine signage.

It is the determination of the HR20A to have this route signed.

**WESTERN BEGIN | END**

**END NOTES:**