

Concept Plan 1a: General proposed trail route for the Cal-Wheat Warrior Trail that will connect Wheatland and Calamus



Figure 1b: Proposed logo for the community trail reinforces ties to the Lincoln Highway as well as to each individual city - Calamus (Sweet Flag) and Wheatland (Wheat)

Warrior Trail Overview

All user groups from both Calamus and Wheatland identified a trail connection between their communities as one of the highest priorities. While the two towns are located approximately 4 miles apart, they consider themselves one community, Cal-Wheat. Their school district, Cal-Wheat, has the Warrior as their mascot, so it seemed fitting to the residents to name this proposed trail segment the Cal-Wheat Warrior Trail.

The proposed trail offers both historic and environmental appeal. Located nearly adjacent to U.S. Highway 30, the main east-west route across the northern tier of the country, and approximately 10 minutes from U.S. Highway 61, a major north-south route from Minnesota to Louisiana, the trail location is easy to access for both intra- and interstate travelers. The trail is in close proximity to larger urban areas, with less than an hour's drive to the Quad-Cities, Iowa City, Maquoketa, Cedar Rapids, DeWitt, and Clinton.

The Lincoln Highway is designated as a heritage byway; along and within the corridor of the proposed trail route are

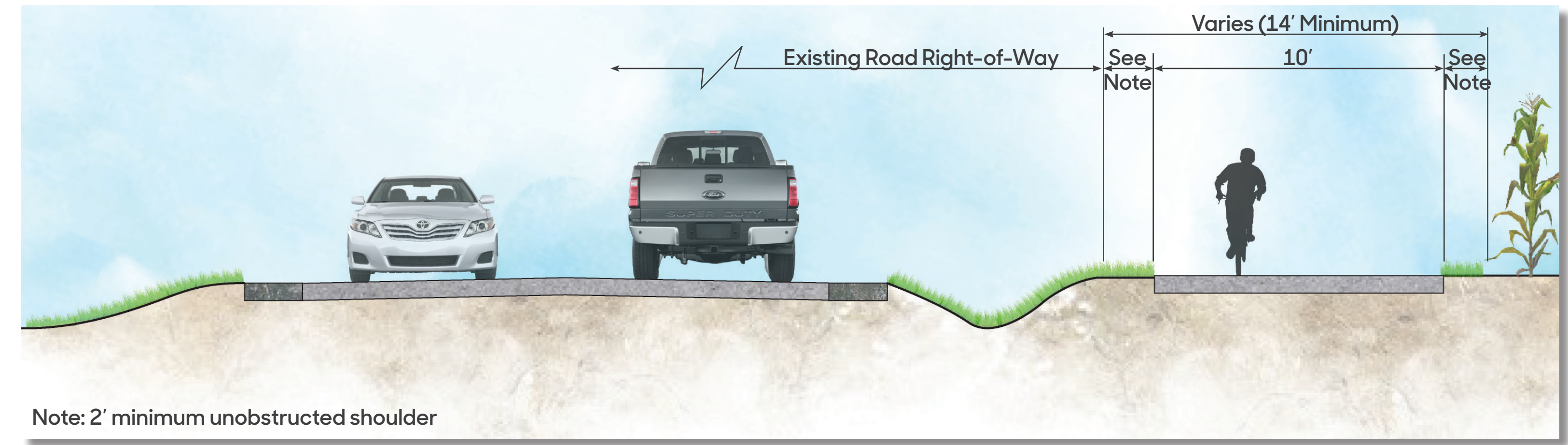
three historic highway bridges and an approximately 100-foot section of the original Lincoln Highway pavement.

The proposed trail corridor has a plethora of landscape and plant community types. Prairie, wetlands, woodlands, swamps, along with the Wapsi River and its backwaters, all lie within or adjacent to the corridor. A trailhead is proposed to be located at the southeast corner of the 709-acre Syracuse Wildlife Management Area.

Trail Typologies

There are a number of trail typologies. However, just two that are the most plausible for and applicable to the proposed Cal-Wheat Warrior Trail.

Trail typology 1, the separated trail, is most desired by the general population, primarily due to safety. Separated trails can be used by a greater cross-section of people - accommodating families, youth, elderly and mobility challenged. The separated trail can also be multi-use, allowing the use of golf carts and side by sides, along with cycling, walking, and running.



Note: 2' minimum unobstructed shoulder

Typical section 1c: Trail typology 1 - separated trail

The second typology, shared road (sharrow), is generally the least desirable, especially on rural and/or busy roadways. This type of trail does not promote multi-use pedestrian activities, and families and other recreationalists are hesitant to utilize it, considering it unsafe. Based on resident feedback, a shared road trail is the least desirable option. Residents from both communities want a separated trail system and a complete ADA-compliant sidewalk system so they do not have to walk and bike on the roads.



Sign 1d: Typical signage for shared roadways



Photo 1e: Trail typology 2 - shared road

Cal-Wheat
Trail Plan & Identity

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