



Existing photo 3a: Photo taken from Lincoln Highway Heritage Byway looking northeasterly toward the entrance drive to the portion of Sycuse Wildlife Management Area that is proposed for the trailhead



Existing photo 3c: Photo taken from Lincoln Highway Heritage Byway looking westerly towards what is known as the overflow bridge. The overflow bridge is being replaced and will be opened to vehicular access, but the Wapsi bridge, which is located farther west and is closed as well, will not be open for vehicular traffic.

The Wapsi bridge will be able to be accessible to pedestrians and light recreational vehicles such as golf carts, side by sides and ATVs. Since the view to the Wapsi bridge was obstructed and this view was comparable, this photo was used to show what is proposed to limit access on each end of the Wapsi bridge.



Existing photo 3e: Photo taken from Lincoln Highway Heritage Byway west of entrance to trailhead looking easterly



Example 3f: Sheltered picnic table



Photo edit 3d: Proposed trailhead entryway

Trailhead Gateway

The existing entryway to the historic site of the original Lincoln Highway pavement remnant is unmarked and looks like a private drive, deterring visitors not familiar with the area.

The proposed enhancements are intended to clearly identify the entryway, improve pedestrian accessibility, and continue the style of the historic byway. To accomplish this, the concept illustrates a large, simple overhead gateway sign on columns that repeats the details of the existing Wapsi and overflow bridge rail columns. The Lincoln Highway logo and the Cal-Wheat Warrior Trail logos are both inlaid into the sign columns to continue the brand identity of the road and trail.



Photo edit 3d: Proposed vehicular barrier access treatment for each end of Wapsi bridge

Wapsi Bridge Vehicular Barrier Treatment

The visioning committees from both Calamus and Wheatland would like to see the Wapsi bridge kept open to allow for pedestrian and light recreational vehicle (e.g. golf carts, side by sides, ATVs, and snowmobiles). In order to prevent use by passenger vehicles and farm equipment, a barrier is proposed for each end of the Wapsi bridge as illustrated in photo edit 3b above.

The barrier would include a curbed planting area with native plantings installed in a formal design, and large limestone slabs on end and spaced to prevent passage of vehicles. This barrier would be slightly curved instead of straight across. Signage like what is shown above would incorporate the trail logo and list what was allowed on the bridge.



Photo edit 3f: Proposed enhancements along the Warrior Trail corridor to increase user enjoyment

Trail Corridor Enhancements

Trail enhancements contribute to improving user enjoyment and comfort. Photo edit 3f above illustrates the following proposed enhancements: 1) removal of fallen, dead, dying, invasive and otherwise undesirable vegetation along the trail corridor and replacement with native prairie when applicable; 2) observation overlook with interpretive signage; 3) vehicular pull-off areas with sheltered picnic tables; 4) way-finding signage; 5) well marked (signed) shared-road segments; 6) pedestrian sidewalk when there is not enough room for a separated trail; and 7) maintained area adjacent to trail and walkways. Other enhancements for along the entire trail corridor include branded benches and trash receptacles (Warrior Trail logo inlays) as shown in photo edit 3d.

Cal-Wheat Trail Enhancements

FLENKER LAND ARCHITECTURE CONSULTANTS, LLC

LA: Meg Flenker, PLA, ASLA, CPESC, CPSWQ
 Interns: TJ Hillberry, Paola Monllor-Torres and Ethan Morrow
 Iowa State University | Trees Forever | Iowa Department of Transportation

