

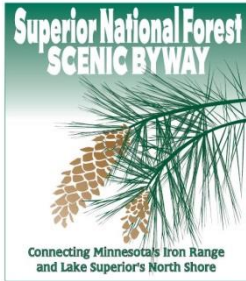
Superior National Forest Scenic Byway Corridor Management Plan Update

**Arrowhead Regional
Development Commission**



May 2015





Superior National Forest Scenic Byway *Corridor Management Plan Update* 2015

Prepared for the Communities of:
Aurora, Beaver Bay, Biwabik, Gilbert, Hoyt Lakes, and Silver Bay

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by the Minnesota Department of Transportation**

Prepared by
The Superior National Forest Scenic Byway Council

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Superior National Forest Scenic Byway *Corridor Management Plan Update*

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Superior National Forest Scenic Byway *Corridor Management Plan Update*

Executive Summary

The Superior National Forest Scenic Byway is a relatively new Byway that traverses mostly through the Superior National Forest. It functions as an integral transportation route from the North Shore of Lake Superior to the cities of the Iron Range. Dedicated as a State Scenic Byway in 1999 and extended in 2014, the 78-mile route highlights rural northeastern Minnesota. Recreation, natural, historical, scenic, and cultural intrinsic qualities make up the bulk of the Byway's interest for travelers.

This Corridor Management Plan (CMP) Update for the Superior National Forest Scenic Byway provides the future vision of the Byway and serves as a guide for management, future development, and enhancement of the Byway's intrinsic qualities. This CMP Update specifically addresses safety, signage and visual management, identifies current and updated intrinsic resources, and lists projects for future improvements.

The council operates with respect to the following mission statement: *The Superior National Forest Scenic Byway Council is organized exclusively to cooperatively increase the economic impact of travel and tourism in the region, to improve the quality of the route itself and the cultural, social, and natural values of the area.* This mission guides the council's corridor planning process and began with the identification of issues along the Byway. The council developed this statement to outline issues and opportunities in the following categories: intrinsic values, development, public participation, road safety, signage, marketing, and interpretation.

During the 2002 CMP planning process, a driving tour of the Byway was held for the council to experience the Byway together, talk about areas of concern or opportunities, and to brainstorm ideas for the future of the Byway. During this tour a local independent historian presented historical information to the Byway Council. After the tour it was possible to create the Byway's intrinsic quality inventory. Through this inventory it was apparent that recreation, natural, and scenic qualities are the strongest intrinsic qualities along the Byway. The inventory has been carried into the 2015 CMP Update with a few additions and also has assisted in the development of a project priority list for the Byway. This list provides future project goals for the Byway Council and also lists the responsible entities and timeline for each project.

Many recommendations for the Byway have been incorporated into specific sections throughout this CMP Update. Highlights of some of the more important recommendations are summarized.

Safety and Signage

- Lake and St. Louis Counties should keep the right-of-way clear of obstacles 40 feet each side of the center line or to the back of the back slope of the roadway. Sweeping the shoulders of gravel is also recommended as an enhancement for bicycle riders.
- Lake and St. Louis Counties should take into consideration when deciding the number and location of Byway signs to be erected. Careful attention to the placement of signs may be necessary to confirm travel direction for visitors. The Byway Council will work with MnDOT and the Counties so that the signs are to be placed adequately.
- The Council will work with MnDOT and the Counties to install gateway signs at the east and west ends of the Byway and point of interest/place signs at preferred locations.

Marketing

- The Council will work to market the Byway as threading through the Superior National Forest eastward from “Minnesota’s Iron Range to the Northshore of Lake Superior” and westward from “the Northshore of Lake Superior to Minnesota’s Iron Range”.

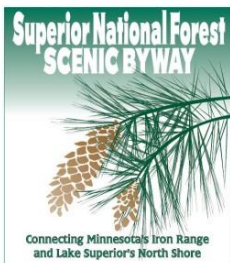
Of the recommendations and projects that are documented in the CMP Update, seven were prioritized and ranked as being of top importance.

1. Enhance Skibo Vista.
2. Install and Maintain Signs (directional, logo, gateway and point of interest/place signs).
3. Create Awareness of the Byway.
4. Coordinate Information Among Visitor Centers in the Region.
5. The Byway Council shall Monitor Annual Average Daily Traffic.
6. Encourage Development of an Interpretation of Forest Management.
7. Implement Projects in the Interpretive Plan.

These important recommendations and prioritized projects should be updated regularly for this Corridor Management Plan to be effective. Work plans developed by the council should be incorporated throughout this CMP Update.



Chapter One: Introduction



Chapter One: Introduction

Planning Process

The Superior National Forest Scenic Byway Council was brought together in July of 2001, to create the Corridor Management Plan (CMP) and carry it into the future. This plan update has been created to keep it current and useful. The Council consists of community members from varied disciplines including city officials, business people, concerned citizens, public service representatives, and others (Table 1.1 on page 2 is a Summary of Byway Partners and Participants). The council meets regularly throughout the year at different locations along the byway to uncover the Byway issues and develop recommendations for solutions. These recommendations are incorporated into six issue categories including:

- Signs and Safety
- Interpretation
- Marketing
- Land Use
- Intrinsic Qualities
- Byway and City Coordination

Plan Organization

This CMP Update lays out the goals, strategies, and responsibilities for conserving and enhancing a scenic byway's most valuable qualities. A CMP therefore needs to cover a wide variety of topics in order to provide the whole picture of the byway. Summaries of issues and recommendations can be found at the end of each section within this document. These summaries provide the reader with an opportunity to get a general understanding of the key issues without having to read the complete text.

Purpose

Scenic Byways are roads that have been nominated by local communities to introduce travelers to the uniqueness of the area. Byways can be very diverse, and can be designated at the local, state, or the national level. The National Scenic Byways Program began in 1989 and is administered by the Federal Highway Administration. Communities support scenic byways for various reasons including tourism revenue and economic development assistance. Scenic Byway designation also provides links to professional expertise and information sources to assist with implementation of future projects along the byway. Finally, a CMP is a recommended part of a scenic byway's development strategy and is required for National Scenic Byway status.

This CMP Update presents a community vision for the Superior National Forest Scenic Byway, and formulates the steps for that vision to become a reality. The Council has

Table 1.1: Summary of Byway Partners and Participants

Partners/Participants	Role/Responsibility
Byway Cities and Townships	Provide information on local regulations and requirements; provide financial or in-kind support to the Byway and projects within its jurisdiction; coordinate projects and activities that support the Byway.
Byway Council	Overall responsibility for planning, review, and implementation of the CMP Update and priority setting.
Chambers of Commerce	Provide financial and in-kind support to Byway activities, information on tourism and commerce.
Economic Development Organizations	Provide information on economic development activities within the Byway area.
Iron Range Resources & Rehabilitation Board	Provide regional information and financial support to Byway tourism and economic development activities.
Iron Range Tourism Bureau	Provide regional information and financial support to Byway tourism, marketing, and activities.
Lake and St. Louis Counties	Provide information on county issues and requirements; Provide financial and in-kind support to the Byway projects within its jurisdiction.
Lake and St. Louis County Historical Societies	Provide specific local information on cultural and historic resources along the Byway and support Byway activities related to cultural and historic resources.
Local Businesses	Provide assistance and support to Byway efforts.
MN Department of Natural Resources (MnDNR)	Partner agency in the State Scenic Byway Program; provides information on natural resource issues; review and approval of grant funds and projects funded by grants through the DNR.
MN Department of Transportation (Mn/DOT)	Partner Agency in the State Scenic Byways Program; prepares and approves agreements for National Scenic Byway grant funds; provides review of grant application for National Scenic Byway funds; reviews and offers input on state scenic byway planning documents.
Explore Minnesota	Partner agency in the State Scenic Byway Program; provides input and information regarding tourism issues; review of Byway documents; review and approval for grant funds available through Explore Minnesota.
USDA Forest Service (USFS)	Maintain an active partnership in the Byway Task Force; provide assistance, information on USFS issues, projects, and requirements pertaining to the Byway; provide natural, cultural, and historic information about the Superior National Forest.

identified recommendations for safety and signage improvements, tourism promotion, responsibilities for plan implementation, and protecting and enhancing intrinsic values. These recommendations will be kept recent through this CMP Update and will be updated to provide a strong foundation to direct the Byway's future.

This CMP Update does the following:

- Provides maps of the Byway, defining its corridor, unique qualities, and land uses.
- Provides strategies for maintaining the intrinsic qualities along the Byway.
- Provides a list of projects and identifies those responsible, a timeframe, and priorities.
- Provides a review of technical aspects of the road itself for safety concerns, user groups, and the compliance of outdoor advertising.
- Addresses both marketing of the Byway and interpretation along it.

Vision

The Superior National Forest Scenic Byway offers a direct route from the scenic Northshore of Lake Superior to the Iron Range communities. The majority of the highway travels through the Superior National Forest offering travelers a change of pace from typical highway fare. The views of forests, lakes, streams, wetlands, wildlife and fields abound and give a true feeling of Northwoods solitude.

The highway provides a corridor for local traffic between communities, as well as visiting public that travel the roadway. A great variety of recreational opportunities exist along the Byway, providing the traveler with rest areas and campground facilities. Interpretive materials and facilities will provide the visitor educational information on the route's unique qualities, including historical sites, and forest management that makes the area what it is today.

Goals

The Superior National Forest Scenic Byway Council will work to:

- Enhance and secure the scenic qualities along the Byway.
- Promote economic development and tourism.
- Increase accessibility to recreation areas and provide connectivity to recreational trails.
- Provide for marketing, promotion, and interpretation of the unique attributes and opportunities.

- Provide a sense of ownership and regional cooperation among Byway communities.
- Facilitate ongoing public participation in the planning and implementation processes.
- Provide support for future recreation areas and associated facilities.
- Create excitement for people, businesses, and groups within the corridor, to keep the Byway alive and supported in the future.
- Keep the opportunity to expand the corridor to surrounding communities.
- Improve public relations to build awareness for the Byway.
- Implement recommendations from the Interpretive Plan.

Byway Description

The Superior National Forest Scenic Byway provides a travel route between the Cities of Silver Bay and Beaver Bay, on the shores of Lake Superior, and Gilbert on the Iron Range. The linkage of these communities, along with Hoyt Lakes, Aurora, and Biwabik provides the visitor with a sense of Minnesota's heritage and foundations in Lake Superior, forestry, and iron ore mining. The Byway traverses Lake and St. Louis Counties in northeastern Minnesota, and was given State Scenic Byway status in 1999. In February 2014, the Byway was officially designated to extend to the communities of Beaver Bay, Biwabik and Gilbert, adding 16.4 miles to the route. On its eastern end, the Byway links with State Trunk Highway 61, (North Shore Scenic Drive, an All American Road), which spans the Minnesota shore of Lake Superior from Duluth to the Canadian border. On its western end, The Superior National Forest Scenic Byway ends in the City of Gilbert. The Byway provides an opportunity not only for recreational travelers to explore the area, but also allows local and commercial traffic to travel a more direct route between the shore of Lake Superior and Iron Range communities.

Byway travelers experience northern Minnesota forests, crystal clear lakes, and historical landmarks such as Toimi School, which was built in 1913. Views along the Byway consist of forests interspersed with bogs, fields, lakes, streams, and sweeping vistas. At the White Pine Picnic Area visitors may walk among White Pine trees well over 250 years old. The northern forests include upland species such as aspen, birch, maple, and mixed pine, and lowland species such as, tamarack, black spruce, and cedar.

The majority of the Byway passes through the Superior National Forest, established in 1909 by President Theodore Roosevelt. Located in northeastern Minnesota, this three million-acre forest abounds with recreational opportunities. Camping, picnicking, boating, canoeing, hiking, biking, backpacking, swimming, horseback riding, berry

picking, and photography are a few of the recreation activities available. The winter months offer opportunities for skiing, snowmobiling, snowshoeing, ice fishing, skating, and sledding. Within the Superior National Forest there are over 445,000 acres of surface water, including more than 2,200 miles of streams. Fish species found in these waters include walleye, northern pike, smallmouth bass, and three species of trout. The Superior National Forest is home to an abundant number of wildlife species including deer, moose, and black bear and is the last stronghold for the gray wolf in the lower forty-eight states. The American Bird Conservancy named the Superior National Forest one of America's Globally Important Bird Areas for breeding birds.



Two sections of State Forest are found within the Byway Corridor as well. A portion of the Cloquet State Forest is within the Byway's 10-mile Corridor, and the Byway traverses through portions of the Finland State Forest. Minnesota's State Forests are managed to produce timber, provide outdoor recreation, protect watersheds, and perpetuate rare and distinctive species of native flora and fauna. These State Forests offer much of the same recreational opportunities found within the National Forest.

Taconite, timber, and tourism, are the cornerstones of the Iron Range's economy. In 1865 iron ore was discovered in northeastern Minnesota, since then iron ore, taconite mining and processing have been an important economic activity of the region. The Iron Range, historically, and today, is connected to Lake Superior by the railroads that transport ore to the Lake for processing and shipment. Immersed in iron mining history, the towns connecting the Byway were built as bustling mining centers and are surrounded by the natural beauty of woods, water, and wilderness. Today, these are small, quiet, comfortable towns set within northern Minnesota's woodlands.



Silver Bay is an eastern terminus of the Byway, which ends at the North Shore Scenic Drive. Located in Lake County, Silver Bay was incorporated in 1956 and at one time had a population nearing 3,000. Silver Bay has a unique history, having been built by Reserve Mining to house the company workers and their families. Today, with lowered taconite production, Silver Bay's population has leveled to around 1,887. The community is situated in a beautiful valley and is host to hiking, cross country skiing, and snowmobiling opportunities, along with a nine-hole golf course.

Beaver Bay is the southeastern terminus of the Byway, which too ends at the North Shore Scenic Drive. At the intersection stands the Beaver Bay Trailhead that provides access to the Gitchi-Gami State Trail, the Superior Hiking Trail, and trailhead amenities. With the signing of the LaPoint treaty in 1854, opening of the Sault Locks in 1855 and the arrival of the Steamer Illinois in 1856, the City became the first established community located on the North Shore.



The Byway passes through the City of Hoyt Lakes, which is located in St. Louis County and has a population of about 1,900. Built by Pickands Mather & Co., the City offers a number of recreational opportunities including a nine-hole golf course, Fisherman's Point Campground, four and a half miles of paved hiking and biking trails, and tennis courts, among others.

Aurora was the Superior National Forest Scenic Byway's previous terminus before the extension to Gilbert was designated. Organized in 1898, it was originally established at a rich iron ore strike. It is home to a portion of the Mesabi Trail, cross-country ski opportunities, and is just five minutes away from Giants Ridge Golf and Ski Resort.



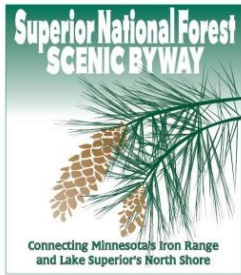
The City of Biwabik, with a population of 969, is one of the extension cities that the Byway passes through. The City is located at the intersection of State Highway 135 and County Highway 4 (Vermilion Trail). Biwabik is Bavarian-themed and is a year-round recreational destination for golfers, skiers, and snowmobilers.

Gilbert is the western terminus of the Byway's extension. The City can be traced to a mining location which began around 1892 and became the Village of Sparta in 1896. The Sparta town site eventually was moved to clear the way for iron ore mining and Gilbert was formed. The City was incorporated in 1909 and today has a population of approximately 1,799. Gilbert is home to the Iron Range Off-Highway Vehicle Recreational Area and Lake Ore-be-Gone, which was a former mining pit that is now used for fishing, swimming and diving.





Chapter Two: The Byway Setting



Chapter Two: The Byway Setting

This chapter contains a current evaluation of the physical properties of the Superior National Forest Scenic Byway Corridor. From this evaluation the Council has raised issues and provided recommendations. These physical properties are divided into the following categories:

- The Highway
- Safety
- Signs
- Land Use

Documentation of the physical characteristics of the Byway Corridor establishes baseline information that helps to ensure that travelers' safety and well-being are considered as part of the current planning process. The establishment of baseline information is also considered critical to the success of future Byway planning efforts.

The highway section describes the eight roads that make up the 78-mile Byway, future construction plans, and the accommodation of users. Other items covered include gateway signs to be located in cities at the east and west ends of the route, that will announce the Byway to travelers and provide a sense of Byway continuity through their design. Recommendations for land management are also provided to coordinate viewsheds and maintain scenic quality along the Byway.

The Highway

Descriptions of the roads that compose the Byway, plans for future improvements, accommodation of user groups, and seasonality of the Byway are important for future Byway planning. Knowing the details of these subjects helps to identify issues along the Byway that may need to be addressed now or in the future. The Superior National Forest Scenic Byway consists of relatively new roadways that are maintained in good condition. No structural issues have been raised thus far. Future construction areas that will affect the Byway have been noted and are discussed below. The route in general has wide shoulders that allow for different user groups to utilize the road in a safe manner. The entire Byway is open to travelers year round.

There are two State Trunk Highways and six different County State Aid Highways within Lake and St. Louis Counties, that make up the 78 mile Superior National Forest Scenic Byway. All roads are bituminous and their descriptions are listed below in order from east to west.

- **Lake County State Aid Highway (CSAH) 5:** This highway can be easily divided into three segments that are very different from each other. The eastern end that intersects with Trunk 61 is 44 feet wide and allows for parking on both sides of the curbed roadway. Annual Average Daily Traffic (AADT) for this section is 3,485. The urban segment that travels through Silver Bay begins 36 feet wide, and then narrows to 28 feet, curb to curb. Parking is available on one side of the roadway, and sidewalks along this section continue through to Trunk 61. The western segment of CSAH 5 is 36 feet wide including six-foot gravel shoulders. There are no sidewalks along this section, and the AADT is 1,065. CSAH 5 is 3 miles of the Byway.
- **Lake County State Aid Highway (CSAH) 4:** CSAH 4 is designated as the Byway from the intersection of CSAH 15 to Minnesota State Trunk Highway 61 in Beaver Bay and can be divided into two segments. The section of the Byway from MNTH 61 to CSAH 5 is a new segment of the route, which has an AADT of 1,161. CSAH 4, from CSAH 5 to CSAH 15 is approximately 2 miles in length and is 32 feet wide, including four-foot gravel shoulders. The AADT for this section is 1,250.
- **Lake County State Aid Highway (CSAH) 15:** CSAH 15 is 23 miles of the Byway. It is a newer highway that is 36 feet wide, which includes six-foot paved shoulders. There are no sidewalks. The AADT ranges are 396 to 581, from CSAH 4 to the St. Louis County line.
- **St. Louis County State Aid Highway (CSAH) 16:** 12 miles of CSAH 16 are included in the Byway, from the County line to the intersection of CSAH 16 and CSAH 110. This highway is 36 feet wide and includes six-foot gravel shoulders. The AADT on this section of the highway is 831.
- **St. Louis County State Aid Highway (CSAH) 110:** The CSAH 110 portion of the Byway is 19 miles, from the CSAH 16 intersection to the CSAH 100 intersection. The width of this section of highway is 44 feet, which includes eight to ten foot gravel shoulders. The AADT for the section of highway between Aurora and Hoyt Lakes is 3,053.
- **St. Louis County State Aid Highway (CSAH) 100:** This highway represents the shortest section of the Byway, only two miles from the intersection of CSAH 110 to the end of the Byway just west of Aurora. This highway is 38 feet in width, including seven foot paved shoulders with curbs and parking on both sides in the City of Aurora.
- **Minnesota State Trunk Highway (MNTH) 135:** The MNTH 135 portion of the Byway is 11.7 miles from Aurora to Gilbert. The AADT along this is between 5,300 and 6,514.

- **Minnesota State Trunk Highway (MNTH) 37:** This section is approximately 2 miles and is part of the new expanded portion of the Byway which is located in Gilbert. The AADT is 3,800.

Future Improvements

Future improvements that we currently know of which will affect the Superior National Forest Scenic Byway include projects from the Minnesota Department of Transportation (MnDOT). In 2019, MnDOT will pursue a medium mill and overlay project on Minnesota State Trunk Highway 37 from U.S. Trunk Highway 53 to the junction of Minnesota State Trunk Highway 135.

St. Louis County has identified in their 2014-2018 Capital Improvement Program (CIP) that CSAH 16 (from CSAH 110 and the St. Louis/Lake County border) and CSAH 110 (from CSAH 16 to Hoyt Lakes City limits) will undergo a micro surfacing project, which is a preventive maintenance application designed to keep roads in good condition for longer period of time. Also in 2016, the County will start bridge construction on CSAH 110 over the Partridge River, which is 0.7 miles west of the Country Road 633 junction.

Lake County has identified in their Five-Year Road Bridge Plan that work will be completed on CSAH routes 4, 5, and 15. In 2015, striping projects will be located on CSAHs 4 and 5 in Silver Bay and road construction along with trailhead construction will take place on CSAH 4 in Beaver Bay. The County in 2016 will undergo a signage and accessibility improvement project on CSAH 5 near the William Kelley Schools in Silver Bay. Other planned future projects to be determined include a reclaim, mill, and overlay on CSAH 4 between Lax Lake Road to near CSAH 5 in 2016 and a scrub seal project on CSAH 15 between CSAH 2 and CSAH 4, scheduled for 2018.

Accommodation of Travelers

The entire Byway is paved bituminous and is accessible to automobiles with two-wheel drive and standard clearances. The surface conditions of the highways are excellent in the newly constructed portions and good in the older sections. The route is in good repair and is well maintained. Some of the roads that lead off the Byway are graded gravel that are kept in good condition by the USDA Forest Service, Minnesota Department of Natural Resources, and the Counties and should pose no impediment to travelers wishing to venture off the Byway. Map 2.2 shows the location of USDA Forest Service Roads in the Byway Corridor. It is located in Appendix B.

Bicycle and pedestrian travel are well accommodated along the Byway. Hoyt Lakes, Aurora, Biwabik and Gilbert both have walking/biking paths that are located along the route. Bike paths, wide shoulders, and currently low AADT's provide the opportunity to safely bike the entire Byway.

Safety

There are a number of issues that contribute to the relative level of safety along Byways. These include:

- Crash rates
- Right-of-way maintenance
- Structural problems
- Signage

A general review of these issues is important in order to locate hazards and poor design, and identify possible corrections. A few of these topics overlap and thus ideas presented in this section may also be reinforced in another section. An example is signs, which can be a safety issue, but the information is also included in the sign specific section.

The Superior National Forest Scenic Byway is limited in the number of services available to travelers throughout the mid-section of the Byway. This is not uncommon in northeastern Minnesota, and services are available in the cities of Silver Bay, Hoyt Lakes, Aurora, Biwabik, Gilbert, and Beaver Bay.

Crash Rates

Crash rates for the Superior National Forest Scenic Byway were calculated, using MnDOT's Crash Mapping Analysis Tool. The crash data analyzed were between the years 2005 and 2014. According to the mapping analysis tool, the 78 mile corridor has a relatively low crash rate of 0.46 per million vehicle-miles and a crash density of 0.4 crashes per mile per year.

Right-of-Way Maintenance

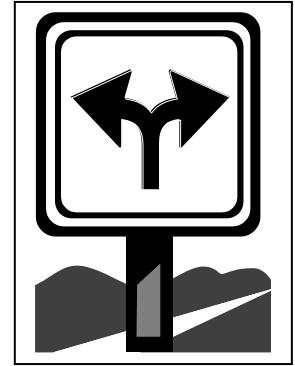
The right-of-way and areas adjacent to the Byway should remain clear of obstacles 40 feet each side of the highway's center line. This maintained 'Clear Zone' as recommended by the Byway Council should be kept wide in order to give travelers an enhanced feeling of safety as they drive the route. This wide clear zone will also assist travelers with a longer reaction time at 55 mph, if one is needed. The shoulders of the highway are, and will be utilized as a biking route; therefore it would be best to keep the shoulders swept free of gravel.

Structural Problems

Structural problems are not an issue along the Byway, because the route is relatively new, and well maintained.

Signs

Sign plans for byways may incorporate various types of signs found along the route. Examples include byway logo signs, point of interest and gateway signs. Sign plans are important to byways to ensure that the number and placement of signs will not interfere with scenery, but will be sufficient to help travelers find their way.



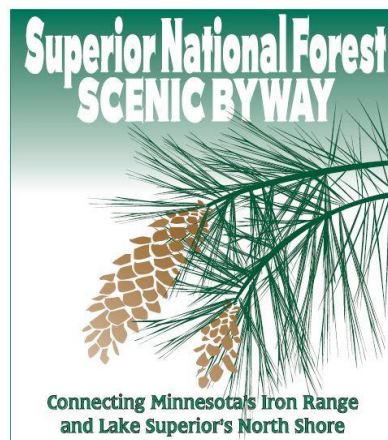
Byway Logo

Graphic 2.1 is a modified version of the Superior National Forest Scenic Byway logo. Logo signs must conform to Minnesota Department of Transportation (MnDOT), Lake County, and St. Louis County standards for signs. Logo signs will be installed just after an entrance to the Byway, thus confirming the travelers' route, and then every five to seven miles apart. The new modification of the sign includes "Scenic Byway" in white text for improved visibility. Previous logo signs had "Scenic Byway" in dark green text. These signs will replace original signs that are placed at existing locations.

Superior National Forest Scenic Byway logo signs still need to be installed along the new designated portions of the Byway. A total of 17 signs will be installed along the western extension of the Byway, between Aurora and Gilbert. Since these signs are to be located on State Trunk Highways 135 and 37, the Byway Council will work with MnDOT so that the signs are to be placed adequately.

Within the Superior National Forest, signing relative to non-national forestlands is restricted to basic directional signing in the right of way, which meets highway standards. It is most likely that Byway logo signs would be attached to these directional signs, and therefore will not need approval of the USDA Forest Service.

Graphic 2.1: Modified Superior National Forest Scenic Byway Logo.



Gateway Signs

The Byway Council suggests that gateway signs be placed in Silver Bay, Beaver Bay, and the western end of the Byway at desired locations. A design has been finalized for the signs to be carried throughout the Byway, providing a thematic feeling. The design blends and enhances the northwoods setting of the Byway, and the USDA Forest Service style. The Council will work to identify and accompanying budget and pursue funding for implementation.

Summary of Sign and Safety Issues and Recommendations:

Right-of-Way Maintenance

A clear right-of-way can give travelers an enhanced feeling of safety as they drive the Byway.

Recommendation: Lake and St. Louis Counties should keep the right-of-way clear of obstacles 40 feet each side of the center line or to the back of the back slope of the roadway. Sweeping the shoulders of gravel is also recommended as an enhancement for bicycle riders.

Wayfinding/Byway Logo Signs:

The Council has realized the fact that travelers unfamiliar with the area and rural characteristics of the Byway may need extra reassurance through signs that they are traveling in the correct direction. It is a priority of the Byway Council to order and have Byway logo signs installed along the expanded sections of the Byway and replace original signs with new signs that include modifications.

Recommendation: It is recommended that the Counties take this fact into consideration when deciding the number and location of Byway signs to be erected. Careful attention to the placement of signs may be necessary to confirm travel direction for the visitor. The Council will work with MnDOT and the Counties so that signs are placed adequately.

Point of Interest/Place Sign:

It is a goal of the Byway Council to have point of interest/place signs installed with the intent to help travelers easily spot places of interest and reinforce the Byway identity.

Recommendation: The Byway Council will work to install place signs that will appear at points of interest and interpretive locations along the Byway. The Council should formalize a budget and pursue funding for implementation.

Gateway Signs:

It is a goal of the Council to have gateway signs installed at the east and west ends of the Byway.

Recommendation: The Council will work to install a welcome/gateway sign at the Cities of Silver Bay and Beaver Bay preferred locations. On the western end of the Byway, consider placement of the welcome/gateway sign at desired locations. The Council should identify an accompanying budget and pursue funding for implementation.

Land Use

Land Use along a Scenic Byway can be broadly defined as bringing together elements that will affect the visual quality, or the existing character of the Byway. These elements include land administration, zoning regulations, land management, and outdoor advertising. These issues specifically pertain to the Superior National Forest Scenic Byway, since the vast majority of the Byway travels through Federal, State and County forest lands. This fact affects the way land is administered and managed concerning issues of forest management, zoning, viewsheds, and outdoor advertising.

Land Administration

Land along the Byway is primarily in public ownership through the USDA Forest Service, Lake and St. Louis Counties, and the MnDNR (see map 2.3, Appendix B). Commercial and urban uses are located along the route as it passes through Silver Bay, Beaver Bay, Hoyt Lakes, Aurora, Biwabik, and Gilbert. Within the Byway Corridor there is a moderate amount of land administered by mining or logging industries that is retained for mining or timber management.

Zoning

Both Lake and St. Louis Counties have county wide zoning ordinances in place. The cities of Silver Bay, Hoyt Lakes, Beaver Bay, Gilbert, Biwabik and Aurora maintain their own zoning jurisdictions. Zoning along the route is mostly Forest-Recreational in Lake County, and Forest Agricultural Management in St. Louis County (See Map 2.4, Appendix B for zoning distributions, and Table 2.1, Appendix B for county zoning definitions). The 12.4 miles of CSAH 16 in St. Louis County is zoned Multiple-Use Non-Shoreland. Small amounts of Residential zoning classification are located along CSAH 4, CSAH 5, and near the Toimi area in Lake County.

Federal Land Management

The USDA Forest Service manages approximately 41 percent of the land directly adjacent to the Byway under the Forest Plan, which was signed in 2004.

The Forest is divided into different management areas that are managed to meet different objectives. The Byway travels through three different management areas that are described in Table 2.2 on page 15. The Forest Plan has classified the Byway as a Sensitivity Level 1 (Most Sensitive) road that provides a high emphasis on scenic integrity for the route. This level exceeds the visual quality classifications of the State and Counties. The Byway Council along with land management entities along the

Byway will work with private landowners to manage for these visual quality objectives.

Table 2.2: USDA Forest Service Management Areas adjacent to the Superior National Forest Scenic Byway.

Management Area	Purpose
<p>General Forest (GF)</p>	<p>This area will emphasize land and resource conditions that provide a wide variety of goods, uses, and services. These include wood products, other commercial products, scenic quality, developed and dispersed recreation opportunities, and habitat for a diversity of terrestrial and aquatic wildlife and fish. Numerous roads open to public travel provide access to resources and roaded recreation opportunities. Non-motorized recreation opportunities also occur.</p> <p>Compared to other management areas, the General Forest MA has the most amount of young-forest and the largest sized timber harvest units.</p>
<p>General Forest - Longer Rotation (LR)</p>	<p>This area will emphasize land and resource conditions that provide a wide variety of goods, uses, and services. These include wood products, other commercial products, scenic quality, developed and dispersed recreation opportunities, and habitat for a diversity of terrestrial and aquatic wildlife and fish species. Numerous roads that are open to public travel provide access to resources and road recreation opportunities. Non-motorized recreation opportunities also occur.</p> <p>Compared to the General Forest MA, this area, while still having timber production as a key emphasis, will generally have longer rotations and more uneven-aged and partial cut harvests.</p>
<p>Eligible Wild, Scenic, and Recreational Rivers (WSR)</p>	<p>This area will emphasize land and resource conditions that provide for interim protection of river corridors identified as wild, scenic, or recreational. The corridors involved meet the eligibility criteria specified in section 1(b) and 2(b) of the Wild and Scenic Rivers Act. Under the interim protection, management activities in the river corridors will protect the river's free-flowing condition, outstanding remarkable values, and classification.</p>

Source: *Land and Resource Management Plan, Superior National Forest, 2004*

State Land Management

The MnDNR manages eight percent of land along the Byway. These lands are managed with visual quality in mind. The criteria for this management comes from the *Sustaining Minnesota Forest Resources* produced in 1999 by the Minnesota Forest

Resources Council. See Map 2.1 in Appendix B for Current Visual Management Classifications by Highway Segments along the Byway.

County Land Management

Both Lake and St. Louis County utilize the same visual quality system as the MnDNR. Between the two counties, there is approximately 13 percent of land within one quarter mile of the Byway that is administered at the County level. Following, there are three visual classifications used for roadways.

- **Level 1: Most Sensitive:** Level 1 applies to travel routes and areas where **significant public use occurs** and where the **visual quality is of high concern** to typical users. Examples of such routes may include public highways, local roads, recreational lakes and rivers, and designated recreational trails and areas that provide a high level of scenic quality.
- **Level 2: Moderately Sensitive -** Level 2 applies to travel routes or recreation areas, not included in Level 1, **where visual quality is of moderate concern** to typical users. Examples of these routes and areas may include public highways and local roads, recreational lakes and rivers, and designated recreational trails that provide **moderate to high scenic quality** but **less significant public use**.
- **Level 3: Less Sensitive -** Level 3 applies to travel routes or recreation areas, not included in Levels 1 or 2, where **visual quality is of less concern to typical users**. Examples of these routes may include public highways and low-volume local forest roads, non-designated trails, and non-recreational lakes and rivers.

The following are the State and County classifications for visual quality along the Byway:

• Lake CSAH 4 and CSAH 5	Level One: Most Sensitive
• Lake CSAH 15	Level Two: Moderately Sensitive
• St. Louis CSAH 16 from Lake County to St. Louis CSAH 44	Level Three: Less Sensitive
• CSAH 16 from CSAH 44 west to CSAH 110	Level Two: Moderately Sensitive
• CSAH 110 from CSAH 16 to Bird Lake Area	Level Three: Less Sensitive
• CSAH 110 from Bird Lake Area to CSAH 100	Level Two: Moderately Sensitive
• CSAH 100	Level Two: Moderately Sensitive
• MNTH 135	Level Two: Moderately Sensitive
• MNTH 37	Level Two: Moderately Sensitive

Forest Management

Forest management is an integral part of northern Minnesota's economy and impacts the overall Byway experience. The Byway Council is in favor of forest managers and private land owners utilizing the techniques and strategies found within the *Sustaining Minnesota Forest Resources* book. The Byway Council would like travelers to see, recognize, and learn about forest management, but feel it should not detract from the scenic qualities of the Byway. Therefore it recommends that the Byway Council and land use partners will work with land administrators along the Byway to adjust visual quality in sensitive areas.

Outdoor Advertising

The majority of the highways that make up the Superior National Forest Scenic Byway are all under county jurisdiction, except for the extension from Aurora to Gilbert and therefore the Moving Ahead for Progress in the 21st Century Act (MAP-21) billboard regulations do not apply. Both Lake and St. Louis Counties, along with the five cities have sign control ordinances. A key concern of the Byway Council is light pollution from outdoor advertising. Within both county sign ordinances there are sections that address illuminated signs. This is important to the Byway Council because viewing the night sky is an enjoyable feature of this Byway.

It is important to note that the majority of the Byway travels through the Superior National Forest. The USDA Forest Service policy for signing on National Forest Land is usually restricted to signs relative to those lands. Signing relative to non-USDA Forest Service Lands is restricted to basic directional signage in the right-of-way that meets highway standards. Generally, other signing would need to be approved by the USDA Forest Service.

Below are brief summaries of St. Louis and Lake Counties Sign Ordinances. For more detailed information, see the full Lake and St. Louis Counties Sign Ordinances located in Appendix B.

Lake County Sign Ordinance Summary

In general, the County prohibits signs that contain rotating or flashing lights, that are internally or neon lighted, and that exceed 35 feet in height. Private signs may be placed on county land or public right-of-way, only by permit. These signs may be permitted on premise, but are limited to 35 feet in height, and two per premise. They shall not exceed 64 square feet in area each and shall not be closer than 30 feet to the entrance of any access road, nor interfere with visibility. Billboards are only permitted in the manufacturing/industrial zones of Lake County, of which there are none along the Superior National Forest Scenic Byway. Signing that does not require a County permit include:

- Public service and traffic control signs.
- Real estate signs less than 12 square feet in area.

- Residential identification signs less than 12 square feet in area.
- Political signs less than 12 square feet in area and removed within ten days after the corresponding election.
- Signs painted on walls of buildings.
- Home occupation signs less than 12 square feet in area.

The outdoor lighting ordinance for signs has general requirements that include:

- Lighting for outdoor advertising signs shall be mounted at the top of the sign structure and such fixtures shall comply with shielding requirements.
- Hi-Pressure Sodium lamps are the preferred illumination source throughout the County.
- No mounted lighting fixture shall exceed 35 feet in height.

St. Louis County Sign Ordinance Summary

Land use permits shall be required on riparian and non-riparian parcels of land. In general, the County prohibits signs that include flashing lights, or exceed 35 feet in height. The largest sign allowed is 128 square feet in surface area, and a maximum of two signs are allowed. The size or advertising area of a sign shall mean that portion of the advertising face of a sign that includes border and trim thereof, but excludes the base and apron supports and other structural members. Signs located on riparian parcels of land facing the water body shall not exceed 32 square feet in surface area and shall not exceed 10 feet in height. Free standing signs shall meet the required shoreline setback for principal structures of the lake classification on which it is located. No riparian and non-riparian-site signs are allowed within ten feet of the right-of-way.

Signing that does not require performance standards:

- Signs not exceeding six square feet in area and bearing only property numbers, or other identification of premises.
- Flags and insignias of any government except when displayed in connection with commercial promotion.
- Legal notices, identification, or directional signs erected or required by governmental bodies.
- Integral decorative or architectural features of buildings, except letter, trademarks, moving parts, or moving lights.
- Signs directing traffic and parking on private property but bearing no advertising matter.
- Temporary signs indicating real estate related only to the premise on which it is located, and not exceeding six square feet in area.
- Signs used on a temporary basis in conjunction with garage, estate, and other sales, and not exceeding six square feet in area.
- Signs for home occupations, if no larger than 16 square feet.

Outdoor Lighting general requirements:

- Signs shall not be erected or maintained that contain, include or are illuminated by any flashing lights or displayed messages, except those for institutional and public uses.
- Signs shall not be erected or maintained that are not effectively shielded so as to prevent beams or rays of light from being directed at any portion of any roadway, or such intensity or brilliance as to cause glare or impair the vision of the operator of any motor vehicle. No sign shall be erected or maintained which will be so placed or illuminated that it obscures or interferes with the effectiveness of any official traffic sign, device, or signal or any official sign.

Summary of Land Use Issues and Recommendations:

Forest Management:

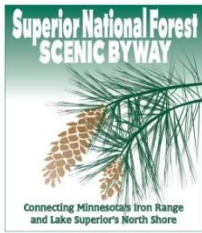
Forest Management is an integral part of northern Minnesota and impacts the overall Byway experience.

Recommendation:

The Byway Council and land use partners will work with land administrators along the Byway to maintain visual quality in sensitive area.



Chapter Three: Intrinsic Qualities



Chapter Three: Intrinsic Qualities

The Scenic Byways Program defines intrinsic qualities as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.” Intrinsic qualities arise from a particular combination of resources along a byway that together define it’s character, interest, and appeal. These resources are the special views, places, buildings, sites, and other features that residents enjoy and that provide the byway’s drawing power and interest for travelers. A resource can be natural such as Cadotte Lake, or it may be the result of human activity, such as the Toimi School. A byway’s intrinsic qualities then become the focus of some combination of protection and promotion. For example, recreational opportunities may be promoted, and archeological sites may be protected.

The Scenic Byways Program requires that Scenic Byways must possess outstanding intrinsic value in at least one of the following six categories: (See Table 3.1 on page 21 for intrinsic quality definitions and criteria requirements.)

- Historic
- Cultural
- Archeological
- Natural
- Recreational
- Scenic

When categorizing intrinsic qualities, the Superior National Forest Byway Council found that historic, cultural, and archeological qualities seemed to flow together, and that it was logical to group natural, recreational, and scenic qualities together. The Superior National Forest Scenic Byway’s most abundant intrinsic qualities are it’s natural, recreational, and scenic qualities.

The Corridor

A byway’s corridor should define its length and width to incorporate all of the route’s features. During the Corridor Management Planning process, the Byway Council set a ten-mile buffer around the Byway to serve as it’s corridor. The ten-mile buffer fits the number of miles a visitor is likely to travel off the Byway to visit an intrinsic quality. Within this ten-mile Byway Corridor, over 60 intrinsic quality resources were documented. Highlights of these resources are described under each of the six intrinsic qualities found in this Chapter.

Table 3.1: Intrinsic Qualities Checklist*

<p>Archeological Quality – Physical evidence of historic or prehistoric human life that is visible and capable of being inventoried, interpreted, (identified through ruins, artifacts, structural remains) and have scientific significance.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • There is visible physical evidence • Resources are accessible • Resources are scientifically important
<p>Cultural Quality – Evidence and expressions of customs or traditions of a distinct group of people (crafts, music, dance, rituals, festivals, speech, food, special events). Geography – settlement patterns, climactic influences on building styles, place names, stories and legends.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • The area is populated by a distinct group of people • Traditions of its people are expressed in festivals, events, food, etc. • Stories and legends contribute to its people, activities, and history
<p>Historic Quality – Legacies of the past associated with physical elements of the landscape; reflect actions of people. Specific set of events, and evolving historical story linking diverse events and time periods (e.g., development of farming, a specific industry or social or political movement).</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Clear relationship of people to the physical setting • Clear relationship of past to present
<p>Natural Quality – Features of visual environment that are in a relatively undisturbed state and predate arrival of human populations (geological landforms, fossils, water bodies, vegetation and wildlife).</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Resources are visible along the Byway • Resources are relatively undisturbed
<p>Recreational Quality – Outdoor recreational activities directly associated with and dependant on the natural and cultural elements of the landscape; opportunities for active and passive recreational experience. Visual access to significant resources, the relationship among the resources, and between the resources and the road.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • There are a variety of recreational opportunities available throughout the year • Resources exist in many places along the Byway • The relationship of the resources to the Byway and to each other supports the overall theme or Byway “story”.
<p>Scenic Quality – Heightened visual experience derived from the view of the natural and manmade elements of the visual environment (views and vistas) existence, or significant scenic views from the road and absence of features that detract from the overall image of the road.</p> <p>Criteria:</p> <ul style="list-style-type: none"> • Views are frequent and contribute to a sense of continuity along the Byway • Views show a relationship to each other that creates a unified image of the Byway • There are a variety of views all along the Byway route

*Definitions taken from Federal Highway Administration, National Scenic Byways Program, 1999. “Byway Beginnings”

Recreational

During the corridor management planning process for the 2002 CMP, members of the Byway Council gathered recreational opportunity data. That same data has carried over into this CMP Update, along with additional recreational sites. Table 3.2 and Map 3.1 in Appendix C provide a complete overview of the sites and their recreational opportunities. That list is



composed of over 60 recreational sites. There are over 25 places available for hiking; 17 for camping; 8 for biking; 34 areas for canoeing, boating, and/or fishing; 12 public swimming beaches; over 20 areas for winter skiing, snowshoeing, and snowmobiling; and four golf courses. Wildlife and bird watching opportunities abound throughout the entire Byway Corridor. The Superior National Forest Byway Corridor includes one National Forest, two State Forests, and three State Parks.

Camping

A number of campgrounds are located along the Byway, including Cadotte Lake in the Superior National Forest. Cadotte Lake, located near Fairbanks on the Byway, features 27 campsites, accessible facilities, a fishing deck, a boat landing and dock, a playground, and a sandy swimming beach. The Superior National Forest and two State Forests also offer backcountry camping opportunities.

The Minnesota Department of Natural Resources (MnDNR) offers seven camping areas within the Byway corridor. Sullivan Lake is located along the Byway and offers camping, hiking, picnicking, canoeing, fishing, and swimming. Other MnDNR sites include Eckbeck Campground, Finland Campground, and Indian Lake Campground within the State Forests, and George H. Crosby Manitou, Split Rock Lighthouse, and Tettegouche, within the State Parks.

Fisherman's Point is operated by the City of Hoyt Lakes and provides camping, picnicking, hiking, biking, playground and fishing opportunities, all situated on a beautiful peninsula in Whitewater Lake.

Sherwood Forest Campground in Gilbert offers 57 sites, ranging from full-service RV pads to rustic tent spots. On-site recreation includes a hiking trail, bike trail, playground facility, and access to Lake Ore-Be-Gone. Other activities include horseshoes and volleyball. The Iron Range Off-Highway Vehicle & All-Terrain Vehicle Park is also connected to the Campground by trail.

Trails

A number of trails intersect, or can be accessed via the Byway. Below are highlights of a few of the longer, higher profile trails.

- The **Superior Hiking Trail** crosses the Superior National Forest Scenic Byway inside the City limits of Silver Bay and there is a parking area here for easy access. This hiking trail stretches the length of the North Shore and offers spectacular views of woods, wildlife, and Lake Superior. The Superior Hiking Trail can also be accessed from County State Aid Highway 4, just outside of the Beaver Bay City limits.
- The **Mesabi Trail** is a multi-use trail that allows walking, hiking, biking, skating, skiing, snowshoeing, and in some areas snowmobiling. The 132-mile trail will traverse over 20 communities in northeastern Minnesota from Grand Rapids to Ely. To date, approximately 115 miles of trail are complete. Along the Byway, the Mesabi Trail can be accessed from Gilbert, Biwabik, and Aurora. The Cities of Aurora and Hoyt Lakes have constructed their own trails along the Byway that link to the Mesabi Trail as well.
- The **Bird Lake Trail** is located five miles southeast of Hoyt Lakes along the Byway. Nine miles of this trail offer hiking in the summer, and cross-country skiing in the winter.
- The **Gitchi-Gami State Trail** is a planned hiking and biking paved route from Two Harbors to Grand Marais. Currently, several segments of trail are completed; totaling over 29 miles of the 84 mile trail. Within the Byway corridor, the trail is complete from Split Rock to Beaver Bay and short segment leading into Silver Bay. The Beaver Bay Trailhead, which will open in 2016, is located at the intersection of Highway 61 and County State Aid Highway 4. It will serve as an anchor for the Gitchi-Gami State Trail, which will include visitor amenities such as a restroom facility, picnic tables and benches, and interpretive kiosks.
- **North Shore State Trail** offers 146 miles of trail that link Duluth to Grand Marais. Primarily it is used as a snowmobile, hiking, horseback riding, and mountain biking trail. There is a parking area and trail access point just west of Silver Bay on the Byway.
- **Northwoods Ski Touring Trail** is located at Silver Bay and offers 35K of groomed cross-country skiing. Split Rock State Park, Tettegouche State Park, and Giants Ridge also offer a plentitude of cross-country ski opportunities. For the downhill ski enthusiast, Giants Ridge hosts a 34-run alpine ski area.

Golfing

The Superior National Forest Scenic Byway also offers opportunities for golf enthusiasts. Both the Cities of Silver Bay and Hoyt Lakes offer nine-hole courses, and Giants Ridge has two 18-hole championship golf courses, the Legend and the Quarry.

Fishing and Hunting

The Byway follows a scenic and sparsely settled landscape with many lakes and numerous trout streams. The Byway crosses more than six streams that are stocked with trout each year by the MnDNR. These streams and the abundance of lakes provide opportunities for fishing in diverse areas for differing species. Species may include walleye, northern pike, bass, perch, bluegill, crappie, chinook salmon, rainbow trout, and brown trout, among others. Silver Bay provides access to Lake Superior through its marina and harbor of refuge, providing a safe harbor for boaters on Lake Superior. The public owned lands along the Byway include State, Federal, and County properties that provide for hunting opportunities. Game species include grouse, deer, bear, moose, waterfowl and others.

Iron Range OHV Recreation Area

Gilbert is home to Minnesota's first designated state recreation area for off-highway vehicles (OHV) and all-terrain vehicles (ATV). The park features more than 1,200 acres of recreational trails, scramble areas, training, hill climbs, rock crawls, and special events. The OHV facility is for use by off-road motorcycles, all-terrain vehicles, and 4x4 jeeps and trucks. The park is open to the public for recreational riding and will also host state and national competitive events. The park is managed by the Minnesota Department of Natural Resources.

Natural

Natural quality applies to those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geologic formations, fossils, landforms, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

As the Byway travels through the three million acre Superior National Forest, the vegetation ranges from older mature forests to younger stands. The uplands contain aspen, birch, maple, spruce, balsam fir, and pine. Lowland areas consist of black spruce and tamarack. The variation in the vegetation types, along with the differences in age classes, provide for a variety of scenery for the traveler. Lakes, streams and wetlands are among the area's most important resources. Within the Superior National Forest, there are almost 2,000 lakes, and more than 2,200 miles of streams. This dominant water presence allows for diverse plant and animal species, and also recreational opportunities. Numerous species of wildflowers such as showy and yellow lady-slippers, large-flowered trillium, and wood lily are also found in northeastern Minnesota.

Wildlife is abundant in the area, especially deer. Other wildlife sightings may include bear, fishers, pine marten, coyote, fox, and occasionally a gray wolf or moose. Bird watching is excellent in the area and north woods species like hawk owls, indigo

buntings, spruce grouse, Canada, magnolia, and chestnut-sided warblers, northern goshawks, black-backed woodpeckers, and great gray owls, can be found. The American Bird Conservancy named the Superior National Forest One of America's Globally Important Bird Area's in 2001. With 155 nesting species the Forest has the greatest number of breeding birds of any National Forest.

Scenic

Scenic quality is the heightened visual experience derived from the view of natural and man-made elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and man-made development--contribute to the quality of the corridors visual environment. Everything present is in harmony and shares the intrinsic qualities.

Skibo Vista is located just south of Hoyt Lakes, and offers sweeping views of the north woods and the Laurentian Divide. This geologic rift is similar to the continental divide, but on a smaller scale. On one side, the divide directs the water northward to empty into Hudson Bay and on to the Arctic Ocean. On the other side, water flows southward into the Mississippi River and eventually into the Gulf of Mexico. In other words, two drops of rain, each one falling to opposite sides, will end up on opposite sides of the North American continent. Skibo Vista is also a key spot to watch hawk migrations in the northwoods. Other geologic interests along the Byway are the Toimi drumlins, which are glacial debris mounds left from retreating glaciers, and the Sawtooth Mountains that parallel Lake Superior.

Fall colors tend to peak in late September and are outstanding along the Superior National Forest Scenic Byway. Spectacular views are found among variations of golden aspen and birch, red maple and gold tamarack that contrast with the dark green conifers.

Honk the Moose is a life size statue of a moose located in Biwabik's Downtown Park. The storybook character based on true events in which two boys discovered a moose in Biwabik who made a honking sound. "Honk" is named for the honking sound the moose continually made. The moose wandered through the City was first discovered in the Livery Stable eating the horses' hay before continuing throughout the community. The children's book, Honk the Moose was written by Phil Stong, and first published in 1935. The story won several awards including the 1936 Newberry Medal Runner-Up. Many of the buildings referenced in the book still exist today including the Livery Stable, located behind the Biwabik Credit Union.

Historical

Historic quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made that are of such historic significance that they educate the viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features possess integrity of location, design, setting, material, workmanship, feeling, and association. The Minnesota Historical Society conducted a preliminary historic survey of the Superior National Forest Scenic Byway during the summer and fall of 1986. The purpose of the survey was to document known historic and archaeological sites and locate any new sites potentially having significance. Twenty-three recorded sites of potential historic significance were found to exist within one-quarter mile of the Byway. Twenty-one of the sites were mainly early 1900's log cabins, logging camps, and homesteads. Two prehistoric sites were also found.

The Byway Council completed a survey of the historic and cultural sites in the fall of 2001 (Table 3.3 list these sites and are found in Appendix D). Todd Lindahl, an Independent Historian researched historical sites along the Byway and provided information to the Byway Council. This document is also located in Appendix D.

Historically significant areas along the Byway include Skibo Vista; a USDA Forest Service site that at one time was the location of a fire tower for the area. The tower was constructed in 1937 and was used as the first line of defense for detecting forest fires. The site was used for thirty years until the tower was dismantled and removed in 1968. Today the footings of the tower remain and in 2016/2017, new interpretive panels will be installed at the site, interpreting the fire tower history. The White Pine Picnic Area is also of historical importance. It is located approximately one mile north of the Byway. Some of the White Pines were growing there when the Declaration of Independence was signed in 1776. This area was part of the Oliver Mining Companies timberland holdings in the early. Today the USDA Forest Service maintains a picnic area and an interpretive trail on the site.

Along the expanded Byway, is where the old settlement of Merritt, which was an 1890s iron mining town, one mile east of Biwabik, between the Hale and Biwabik group of mines. Merritt as a townsite was established after the discovery of ore at nearby mines. The site was named in honor of the Duluth family that had done so much to bring attention to the Iron Range, such as providing it with its first railroad. However, the Merritt family was not pleased with the gesture because they were not consulted first. For a brief time, Merritt had the earmarks of a thriving and prosperous town. Other town sites began to develop, including Biwabik which was 1 mile west. In September 1892, Biwabik was incorporated as a village. By 1893, two events hastened the decline of Merritt and the rise of Biwabik: the Mesabi Range Branch of the Duluth and Iron Range Railroad ran its line to Biwabik, and Merritt was almost destroyed by a fire.

Merritt never did rebuild due to the fact that businesses and settlers eventually moved to Biwabik.

The burial site of John Beargrease is located in Beaver Bay, which has historical significance to Lake Superior's North Shore. John Beargrease was a member of the Grand Portage Band of Ojibwe. A hunter, trapper, fisherman, and sailor, he is best remembered for carrying the U.S. mail between Two Harbors and Grand Marais, and sometimes up to Grand Portage in the late-nineteenth century. Beargrease was best known for his winter travels by dogsled. He was pivotal in the development of the entire North Shore and the communities who have maintained their foothold over the past century. With his successful delivery, the population and economy stabilized and permanent towns were established on the North Shore of Lake Superior. Today John Beargrease is celebrated through the annual running of the John Beargrease Sled Dog Marathon. His grave can be seen at the Indian Cemetery in Beaver Bay, along County State Aid Highway 4.

There are a number of sites not located directly along the Byway, but within the corridor that are considered of historical significance. The Split Rock Lighthouse on State Trunk Highway 61 is considered a valuable historic site within the corridor. The US Lighthouse Service built this lighthouse in 1910. Today it is adjacent to a State Park and guided tours of the Lighthouse are offered. The Timber Arch Bridge in Hoyt Lakes is one of only two bridges of the three-pin timber arch type in the United States. It was built in 1996 and spans the Partridge River. Its unique structure makes it worth the short drive off the Byway. (See Graphic 3.1 for a photo of the Timber Bridge). The Skibo Mill site is located just west of Hoyt Lakes and contains the remains of an early 1900's logging camp. This site could provide an interpretation opportunity in the future.

Graphic 3.1: Three-Pin Timber Arch Bridge, Hoyt Lakes, MN



The following excerpt is taken from the 1986 Superior National Forest Plan and is a summary of history in the Byway area.

The Superior National Forest is within territory ceded to the U.S. government by the Ahnishinabe (also known as Ojibway or Chippewa), who probably arrived in northern Minnesota just prior to the arrival of European explorers in the mid-1600s. By the early 1700s, they occupied major canoe routes along the Border Lakes. The Dakota (Sioux) occupied the area earlier but had already started to spread into the adjacent prairies. By the late 1700s the Dakota were located south of the Minnesota River with the Ahnishinabe controlling the more northern areas.

Contact between Euroamericans and Native Americans in the Superior National Forest area was sporadic up to the 1730s. In the next 100 years, the fur trade was a major activity shared by the two groups although European control changed from French to English to American. In 1854, the Treaty of La Pointe ceded much of northeastern Minnesota from the Lake Superior Chippewa to the U.S. government. Signatories include the Grand Portage Band, the Bois Forte Band, and the Fond du Lac Band of Lake Superior Chippewa. Under the Nelson Act of 1902, an additional 3 million acres of land was ceded.

The earliest recorded contact between Euroamericans and Native Americans is in the mid-1600s with early French explorers and traders. Pierre Esprit Radisson and Sieur Groseillers traveled in northern Minnesota in 1659. Jacques de Noyon explored the canoe route from Lake Superior to Rainy Lake in 1668 and Pierre Gaultier sieur de la Verendrye traveled the area in the 1730s. Incorporation of the English Hudson's Bay Company in 1670 stimulated the French development of a trade network in the territory west of the Great Lakes. However, Canada was ceded to England after the Seven Years War (1763) and the Hudson's Bay Company expanded into this area in the mid to late 1700s. The Treaty of Paris in 1783 granted northeastern Minnesota to the U.S. following the Revolutionary War.

Independent traders formed the Northwest Company in 1779. Using French-Canadian voyageurs, direct trade was extended even beyond the previous French networks. From Grand Portage on the northwestern shore of Lake Superior, voyageurs from Montreal followed three main routes. The north route went west from Fort William along the Kaministikwia River; the south route went through Duluth and up the St. Louis River. The middle route, west from Grand Portage to Saganaga and Basswood Lakes, formed the boundary between Minnesota and Canada under the Webster-Ashburton Treaty of 1842.

The fur industry was greatly diminished by the latter part of the 1800s but was largely replaced by mining and logging industries. Initial gold rush enthusiasm

eventually led to extensive iron ore mining throughout the area. Logging in the later 1800s and early 1900s developed from a focus on water transport and shoreline cutting to interior areas served by railroads. By the 1890s, the paper industry in northern Minnesota also was using wood. From 1884 to the 1940s, approximately 150 lumber companies operated within the Superior National Forest. Land clearing attracted homesteaders; peaking in the late 1800s. Other historical developments include hydroelectric projects and commercial fishing.

Cultural

Cultural quality is evident in expressions of the customs or tradition of a distinct group of people. Cultural features include, but are not limited to crafts, music, dance, rituals, festivals, speech, food, and special events. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions. The Superior National Forest Scenic Byway traverses a culturally diverse region in northeastern Minnesota. The area has been traditionally inhabited by Ojibwe followed by an influx of people of diverse European ancestry that settled the mining towns and worked on logging operations in the late nineteenth and early twentieth century. The Byway's western terminus is near a number of open pit mines on the Mesabi Range, while its eastern end is located at Silver Bay and the Northshore Mining Facility where Iron Ore from the Range is processed into taconite pellets and shipped over the Great Lakes. The cities of Silver Bay, Gilbert, Aurora, and Hoyt Lakes have close ties to the mining industry and were all established for workers of the area's mines and taconite production facilities.

Historically, the Ojibwe living in the region sustained themselves through hunting and fishing along with gathering of products such as wild rice, maple syrup and berries. Today these hunting and gathering activities remain an important part of the native culture and many visitors and area residents participate in such activities on a recreational basis. Birch bark was historically an important resource for the Native American population and has a wide range of uses including, storage containers, shelter, utensils and canoes. Birch bark crafts can be found throughout the region and canoes (however, most no longer made out of bark) still prove to be the most efficient way to navigate many of the narrow waterways and lakes found in Northern Minnesota. The Ojibwe spent the long cold Minnesota winters inside wigwams. During the winter months, time was spent adding intricate quill and moose-hair design to clothing, an art still very much alive. As Europeans moved into the area, many Ojibwe became involved in the fur trade. In 1854 much of the territory was ceded to the United States Government and with the exception of the Grand Portage, Bois Forte and Fond du Lac Reservations. The Grand Portage and Bois Forte Band of Lake Superior Chippewa retained their right to hunt, fish and gather on these territories. The 1854 Authority manages these activities for the treaty area.

The Ojibwe called the hills on the Iron Range Missabe, the “sleeping giant”. These hills bore the iron that European settlers mined as they immigrated to this area. According to the Minnesota Historical Society, by 1900 fully 70 percent of immigrants on the iron ranges came from Finland, Sweden, Slovenia, and Croatia. They joined people from dozens of other countries creating a diverse melting pot in the region. Each group brought their own history and culture to this new land, and many of their community institutions remain important parts of community life today.

Finnish immigrants were drawn to the Toimi area in the early 1900’s by the opportunity to own land. The Toimi School House is located along the Scenic Byway, reminding travelers of past Finnish settlement. The Finnish children attended classes in private homes prior to the school being built. Originally built as a one-room school with hardwood floors, slate blackboards, and a library; the school eventually grew to include two classrooms and living quarters for the teacher. The school became the center of many social functions and doubled as a community center. The school closed in 1942 due to declining enrollment, and today stands as a piece of the region’s history (See Graphic 3.2 for a photo of the school). The Finland Heritage Site is another opportunity to experience Finnish heritage, as the site depicts early life in the Finland area. It is located northeast of the Byway in Finland, Minnesota and is open during the summer season.

Graphic 3.2: Toimi School, 1916



Source: Toimi School Postcard

Archeological

Archeological quality involves those characteristics of the byway’s corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The byway corridor’s archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence; have scientific significance that educate the viewer and stir appreciation for the past. Archeological evidence of historic and prehistoric human life has been found within the Superior National Forest Scenic Byway corridor. The Minnesota Historical Society conducted a survey during the summer and fall of 1986 during which two prehistoric sites were found. The Forest Service has also done site evaluations in the past, including one at Norway Point during 2000. Occasionally, the Forest Service tries to complete a one-week dig per season on the Forest that is open for the public to view and volunteer to help called the Passport-In-Time. It is recommended that the USDA

Forest Service regularly update the Byway Council about the Forest Service Heritage Program and any potential projects near the Byway.

The 2004 Forest Plan is now in place however, the following excerpt from the 1986 Superior National Forest Plan provides a good summary of archeological resources in the Byway area.

Human occupation of the Superior National Forest has been continuous from about 10,000 years before present (BP) through historic times. The earliest known sites represent the Paleoindian Tradition, dating from sometime after glacial retreat (at 15,000 BP) to about 7,000 BP. During this time the environment was changing as vegetation patterns adjusted to the retreat of the glaciers and climate warming trends. The few scattered sites, primarily small camps and single artifacts, suggest a relatively low population spread over large areas. More abundant sites are attributed to the following Archaic Tradition. Dating about 7,000 to 2,500 BP, the evidence suggests that the Archaic groups were gradually exploiting fish and plant resources to a greater degree than earlier peoples. Water transport appears more prevalent, allowing easier travel as well. Regional differences also begin to emerge, particularly in the Late Archaic after the post-glacial temperature maximum (about 5,000 BP).

The trends in the Archaic continue into the Woodland Tradition at 2,500 BP and continuing to the 1600s. Greater numbers of sites and thicker cultural deposits indicates larger groups of people. Gradual cooling of the climate from the mid-Archaic resulted in environmental conditions similar to the present. Pottery appears, perhaps in response to a wider distribution of wild rice; processing and storage of wild rice provided a more stable food source for winter and spring. Other seasonal resources continued to be exploited similarly to activities recorded at European Contact. In addition, burial mounds were constructed for at least part of the population, suggesting some type of social stratification.

Summary of Intrinsic Qualities and Recommendations:

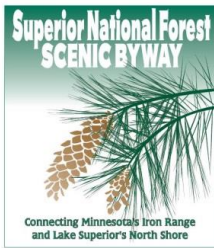
Cultural Heritage:

It is the goal of the Byway Council to promote and share the history of the Byway.

***Recommendation:* It is recommended that the Byway Council work with public land agencies and other partners to enhance historical experiences on the Byway.**



Chapter Four: Outreach



Chapter Four: Outreach

Interpretation

In July 2012, the Byway Council successfully completed the Superior National Forest Scenic Byway Interpretive Plan. The plan identified recommendations and strategies that can be implemented by the Byway Council to create connections between travelers and Byway cultural, historical, and natural resources. The Interpretive Plan addressed four principle elements:

- Development of interpretive themes – what story will be told where and how.
- Wayfinding – strengthen Byway identity and recognition.
- Recommendations for site specific interpretation.
- Recommendations for specific venues, approaches, and characteristic/graphic design of supporting interpretive material.

The purpose of the Interpretive Plan for the Superior National Forest Scenic Byway was to widen the experience of people traveling the Byway, as well as enhance communities along the Byway by creating useful designs and graphic information that addresses the unique and diverse recreation, tourism, preservation, culture/heritage, and development opportunities along the route. Successful interpretive strategies can lead the traveler into the Byway story. Interpretation gives the visitor a reason to stay longer, to learn, and to then spread the word about their experiences, which translates into positive economic impacts and great experiences.

Summary of Interpretive Recommendations:

Interpretive Plan:

The Superior National Forest Scenic Byway Interpretive Plan was completed in 2012 and is a priority of the Byway Council to implement projects that are identified within the plan.

Recommendation:

It is recommended that the Byway Council incorporate the 2012 Superior National Forest Scenic Byway Interpretive Plan into this 2015 CMP Update.

Marketing Background

Marketing is the process or technique of promoting, selling, and distributing a product or service. The marketing of scenic byways involves promoting a byway as a tourism product to identified population segments or target markets. One of the Superior National Forest Scenic Byway Council's main goals is to promote economic development and tourism. This is done through marketing of the Byway and its intrinsic qualities.

Marketing of the Superior National Forest Scenic Byway has been a coordinated effort promoting the local Superior Byways in general. The effort has developed a web site (superiorbyways.com) that details the regional byways, their highlights and opportunities. It is recommended that the region's marketing organizations continue to include the Superior National Forest Scenic Byway in their efforts to promote regional tourism. Regional Marketing Organizations include the Heart of the North Shore and Iron Range Tourism Bureau. Explore Minnesota also markets Minnesota's Scenic Byways. It is recommended that the Superior National Forest Scenic Byway be included in these marketing efforts. These partnerships may be enhanced with other entities such as marketing organizations along the Northshore, and Chambers of Commerce. The Superior National Forest Scenic Byway is listed on the Heart of the Continent Geo-Tourism website.

The Byway's target audience includes people in the Twin Cities and greater Minnesota, age 35 to 65 that earn over \$50,000 and have the propensity to travel. Secondary audiences would include people of the same demographics, but who live in the Midwest, the greater United States, and the World. To these people, the Byway offers outdoor recreation opportunities, solitude among woods, water and wildlife, a scenic drive to the Iron Range and the Northshore of Lake Superior, and the opportunity for increased circle tours of the region. The media used to draw in these potential travelers should be varied. Regional marketing like the web site discussed above is a wonderful tool, but individual marketing of this Byway is essential also. A Byway brochure and map is distributed by the Council. Other examples may include press releases, familiarization tours, mobile workshops to educate employees of the local area that will be passing information on to travelers, and the individual communities and cities along the Byway to promote it in their advertising and activity planning.

Marketing Plan for the Superior National Forest Scenic Byway

The opportunity presented by cooperatively marketing the Superior National Forest Scenic Byway is tremendous. Focused goals and strategies that communicate a positioning statement that attracts the target markets will establish great benefits. The Superior National Forest Scenic Byway Council will collaborate along with local entities to fulfil this Marketing Plan.

Goals

- Define target markets, their motivators and strategies to maximize their potential
- Increase awareness of the Superior National Forest Scenic Byway (the Byway)
- Increase the number of travelers on the Byway
- Increase the economic impact on the region

Objectives

- Position the Byway as a year-round travel route

- Attract mid-week and shoulder season travelers
- Enhance the experience of travelers on the Byway
- Entice guests to lengthen their stays
- Encourage guests to visit more attractions
- Attract repeat visitors

Creative Positioning/Brand

The name “Superior National Forest Scenic Byway” will be the backbone message of the marketing campaign. It works on a variety of levels and speaks to a variety of audiences in a simple, easy and quick manner. On an emotional level this message stirs the spirit of adventure in consumers. It speaks of natural beauty, wilderness environment and outdoor recreation.

Target Markets

- Couples and families, 35-64 years of age, earning \$50,000+ with a propensity to travel.
- Twin Cities metro area and greater Minnesota, Midwest, Thunder Bay, Winnipeg, and the World.
- Group tours, car clubs, motorcycle riders, birders, heritage travelers, other inherent niche markets.
- Those who currently travel in northeast Minnesota but have not yet had the Byway experience.
- Those who live in close proximity to the Byway.

Strategies may include:

Collateral Communications/Public Relations

- Assure timely sign placement to create awareness and assurance along the Byway.
- Develop a needs assessment for information outreach, the best media, and a distribution plan. Information that may be highlighted includes, opportunities, dining, lodging and other “need to know” information.
- Develop and implement.
- Develop Arrowhead Circle Tours incorporating the Byway.
- Produce public relations tools (media kits, media releases, famtours, etc.).
- Promote cross-selling.

Partnering Opportunities

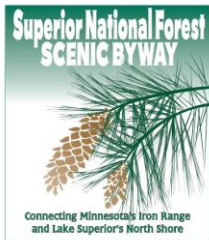
- Communities in proximity to the Byway should cooperatively promote it.
- Each community should have an internal plan for how to promote the Byway.
- Promote event-related packaging between the communities.
- Host workshops/seminars to educate stakeholders.

Corporate Sponsorships/Resource Management

- Enlist the support of the Forest Products Industry with interpretation of best practices for resource management.
- Assure preservation of the resource while enhancing and increasing opportunities and services along the Byway.



Chapter Five: Implementation



Chapter Five: Implementation

The Corridor Management Plan (CMP) Update was developed over a four-month period. However, the work of the Plan does not stop here. Planning is an ongoing process because the Byway will continually change in the years to come. The Plan must be reviewed and updated periodically to ensure that recommendations and projects contained in this update remain relevant. With implementation and regular updating, the time and effort involved with the development of the Plan Update will have a lasting impact.

This chapter will outline future roles and responsibilities for Plan implementation and a discussion of project priorities will follow. A list of potential projects, responsible entities, and priority levels for the project is included in this chapter. Finally, a summary of the Plan recommendations listed throughout the document will be provided.

Program Coordination and Public Participation

Upon the completion of the CMP Update, the Byway Council has committed to meeting on a regular basis to continue to move the vision of the Superior National Forest Scenic Byway forward. Byway Council Partners are listed in Table 5.1.

Table 5.1: Byway Council Partners

Partners	
City of Aurora	Lake County
City of Hoyt Lakes	Lake County Historical Society
City of Silver Bay	Local Businesses
City of Gilbert	MN Department of Natural Resources
City of Biwabik	MN Department of Transportation
City of Beaver Bay	Explore Minnesota
Hoyt Lakes Chamber of Commerce	St. Louis County
East Range Joint Powers Board	St. Louis County Historical Society
Iron Range Tourism Bureau	Toimi School Community Center
IIRRB	USDA Forest Service

Source: ARDC Database

The Byway Council will continue to involve the public in its Byway activities. Building a broader awareness of, knowledge of, and participation in the Byway will be beneficial in identifying additional resources and information, along with support for the Byway. Strategies to assist in this process may include regular Byway columns in local newspapers, creation of a Byway newsletter, public meetings, and exhibits at local events.

Evaluation

Evaluation and monitoring of this CMP Update and the Byway is essential for implementing the vision of the Superior National Forest Scenic Byway Council. Assessing changes occurring along the Byway concerning transportation, development, and resources will be beneficial in assessing opportunities for future enhancements and decisions that impact the Byway. Regularly reviewing Byway projects, marketing efforts, public involvement, visitor needs, and resource potential will also be a part of the process.

Essential to evaluation will be the Annual Average Daily Traffic (AADT) statistics from the Minnesota Department of Transportation (MnDOT). Data is available through MnDOT's website and will prove to be very valuable to the Byway Council. It will gauge the number of initial travelers and changes over time, allowing the Council to identify needed enhancements and projects based on travel statistics. Goals of these statistics include the following:

- To track daily travelers on the Byway for a number of years, thereby showing an increase or decrease in travelers overall.
- To track visitor usage vs. resident travel on the Byway by gathering numbers for on and off-season and weekend vs. weekday travel.
- To track season travel on the Byway.

It is recommended that the Byway Council meet often to review the issues listed above and evaluate their consistency with this management plan. During these evaluation meetings, a brainstorming session for innovative future projects would be beneficial. Many improvement projects listed in this Plan update are items that Agencies already anticipated, but the Byway would benefit from new ideas also. Continued participation and coordination among federal, state, and local agencies, marketing entities, and the public will be essential for the future of the Byway.

Priorities

This plan provides background information and paints desired outcomes for the planning horizon. The recommendations and projects in the Plan Update are intended to provide direction towards these outcomes. The Plan Update review process will provide a forum to discuss priorities and proposed changes to the Plan Update as needed. It is recognized that resources are limited and that not every proposal can be

implemented immediately. Projects will need to be prioritized. This section provides a list of seven high priority projects and recommendations. In addition, Table 5.2 in the following section is a complete project list with responsibility information and level of priority. The priority classification used is high, medium, and low.

Top Priority Projects

1. Enhance the Skibo Vista

The Superior National Forest manages Skibo Vista and plans to develop and implement improvements to the site. Improvements include thinning to improve views, clearing larger area for parking and recreation usage, landscaping, adding interpretation, building a viewing platform and upgrading the picnic area, relocating the vault toilet, and resurfacing the entrance road.

2. Install and Maintain Signs

Lake and St. Louis Counties will be approached for funding of directional and logo signs. MnDOT and the Counties will coordinate ordering and installing the signs along the Byway. The Byway Council will work with MnDOT and the Counties to install gateway signs at the east and west ends of the Byway and place signs at preferred locations.

3. Create Awareness of the Byway

The Byway Council will continue to maintain and update a needs assessment for information outreach which includes the brochure and website. Information that may be highlighted includes recreation opportunities, dining, lodging and other “need to know” information.

4. Coordinate Information Among Visitor Centers in the Region

Have all area visitor centers adequately prepared to dispense information about the Superior National Forest Scenic Byway. It would also be beneficial to have local businesses informed and eager to assist travelers with Byway information. This priority may be facilitated through staff training sessions, informational packets, distributing brochures, or Byway maps.

5. The Byway Council will Monitor Average Daily Traffic (AADT)

It is recommended that the Byway Council monitor the Annual Average Daily Traffic (AADT). MnDOT collects AADT statistics and is available for viewing through their website. These statistics will allow the Byway Council to monitor usage, and the success of the Byway, therefore giving them a better gauge on when future projects will need to be developed and moved into the implementation stage.

6. Encourage Development of an Interpretation of Forest Management

Develop a self-guided driving tour of areas that would educate travelers about forestry best management practices. This would most likely involve a brochure and some type of signs. A second option is signing harvested areas with the type of

harvest and date harvested to allow travelers to view stands over time. Another option is to download from the website or utilize emerging technology.

7. Implement Projects in Interpretive Plan

The Byway Council will look to implement the projects that were identified in the 2012 Superior National Forest Scenic Byway Interpretive Plan.

Funding

Funding sources for projects are listed in Appendix E. Efforts to secure funding for these projects should be coordinated among Byway Council and its partners. Since there are local economic development and tourism development offices, it is assumed that grants or funding proposals could be written and administered through these organizations if needed.

The primary source for funding in terms of potential dollars is through the Moving Ahead for Progress in the 21st Century (MAP-21). This authorization was signed into law in July 2012, with the intent to create a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. As a result, the National Scenic Byways Program was eliminated as a discretionary program. However, eligibility is covered in other programs such as the Transportation Alternatives Program which includes the Scenic Byway Program.

The Transportation Alternatives Program provides grant opportunities from MAP-21 funds. To assist with this distribution, the Minnesota Department of Transportation (MnDOT) has established Area Transportation Partnerships to prioritize transportation projects for federal funding. For this area, the ATP is called the Northeast Minnesota Area Transportation Partnership. This partnership includes the counties of Aitkin, Carlton, Cook, Lake, Itasca, Koochiching, Pine, and St. Louis. Projects funded with state and local dollars are not part of this process. The ATP solicits projects from counties, cities over 5,000 in population, transit operators, MnDOT, and other state agencies.

Once the ATP has a list of potential projects, the list is prioritized by county teams. These county teams consist of county commissioners, county engineers, city officials, transit operators, and other state, local, or federal agencies. Each county prioritizes the projects within their county. This list is then given to the ATP for review and regional priority setting. Once a complete list is finalized, the ATP submits the priority list to MnDOT for final approval and funding.

The membership of the Northeast Minnesota ATP consists of at least three representatives from each of the eight counties, one representative from each of the eight cities in the region with population above 5,000, the Duluth-Superior Metropolitan Interstate Committee, rural and urban transit operators, tribal community representatives, as well as representatives for rail, airports, ports, and bikes/pedestrian/trail interests. Other

agencies involved in the ATP include the Minnesota Department of Natural Resources, Bureau of Indian Affairs, US Forest Service, Arrowhead Regional Development Commission, Regional Rail Authorities, and environmental interests.

Project List and Responsibilities

During the corridor management planning update process key projects from the 2012 Interpretive Plan were carried over and prioritized. Table 5.2 beginning below, is a listing of these projects along with a brief description, the responsible entity, and the priority. The priority classification used is high, medium, or low.

Table 5.2: Potential Projects

High Priority Projects			
<i>Potential Project and/or Location</i>	<i>Project Description</i>	<i>Responsible Entities</i>	<i>Priority</i>
Scenic Byway Logo Signs	The Byway should be assessed to determine where additional signs are desired, based upon distance from other signs and/ or where reinforcement of the Byway route is needed. The proposed new locations should be marked on a map and presented to the respective County (Lake and/or St. Louis) for review and approval.	Lake & St. Louis Counties, MnDOT, Byway Council	High
Marketing	Market the Byway as threading through the Superior National Forest from "Minnesota's Iron Range to the Northshore of Lake Superior"(eastward) and from "The Northshore of Lake Superior to Minnesota's Iron Range (westward).	Byway Council, Iron Range Tourism Bureau	High
City of Silver Bay	Encourage and support the provision of Mining Tours (Cliffs Northshore/ Mesabi Nugget) as a way to inform and provide an activity for visitors as well as residents.	Byway Council	High
White Pine Forest, Picnic Area and Interpretive Walking Trail	Provide improvements including site clean-up and an updated brochure.	Forest Service	High

White Pine Forest, Picnic Area and Interpretive Walking Trail	Provide a review and update the informational kiosk as needed. Include information about the Byway and brochure box.	Forest Service, Byway Council	High
Toimi School Community Center	Develop a workable mechanism for a sign that indicates if the facility is open for use.	Toimi School, Lake County, Byway Council	High
Skibo Vista	Develop the site as proposed by the U.S. Forest Service including improved parking, viewing, vault toilet, ADA compliant, storm water treatment, and informational kiosks with interpretive information.	Forest Service, Byway Council, City of Hoyt Lakes	High
City of Hoyt Lakes	At an appropriate time. Encourage and support the provision of Mining Tours (Polymet/Mesabi Nugget) as a way to inform and provide an activity for visitors as well as residents.	Byway Council	High
City of Hoyt Lakes	Consider featuring the Superior National Forest Scenic Byway logo on the City's Water Tower.	City of Hoyt Lakes, Byway Council	High
City of Aurora	Conduct a detailed review of the route through the City to identify ways to strengthen clarity of the route.	City of Aurora, Byway Council	High
City of Aurora	Consider featuring the Superior National Forest Scenic Byway logo on the City's Water Tower.	City of Aurora, Byway Council	High
Brochure	Distribute the brochure to area tourism information spots, hiking trails, state parks, Forest Service offices, hotels & motels, and other appropriate distribution outlets. Identify a responsible party for each location to assure outlets are consistently stocked.	Byway Council	High
Brochure	Provide periodic updates to the brochure (as necessary or as budgets allow) to reflect changes or new information about the Byway.	Byway Council	High
Website	Continue presence with the website and review to determine what additional information should be included, presented, featured, and linked.	Byway Council	High

Forest Regeneration and Interpretive Strategies	Requests that the Forest Service and other forest management agencies (State or County) use Best Management Practices and manage forest actions for scenic qualities.	Forest Service, MnDNR, Lake & St. Louis Counties	High
Community	Continue to work with local and state tourism information outlets and informational distributors. Provide brochures, website addresses, and/or request web links to these outlets. Identify who will be responsible for contracts and supplying information to what outlets.	Byway Council	High
Partners/Common Interests	Identify a list of potential organizations and interest along the Byway to contact and provide information about the Byway. Explore opportunities for shared goals and interests as well as ways to express those partnerships.	Byway Council	High
Medium Priority Projects			
<i>Potential Project and/or Location</i>	<i>Project Description</i>	<i>Responsible Entities</i>	<i>Priority</i>
Toimi School Community Center	Install advance signage on the Byway from each direction to provide adequate notice.	Toimi School, Lake County	Medium
City of Aurora	Support a Forest Service planning effort for an improved interpretive and/or visitor center at the Forest Service location in Aurora that includes amenities such as non-staffed informational services, kiosks, Byway information and brochure box, etc.	Byway Council, Forest Service	Medium
Brochure	Create a covered "box" at community specific "points of interest" locations so the brochure is readily available. Identify a responsible party for each location to assure outlets are consistently stocked.	Byway Council	Medium

<p>Documentaries/Tours</p>	<p>Develop "self-guided" tours that can be downloaded from the website and/or provided in other formats as determined. These can be related to historic sites, scenic vistas, cultural activities, recreational opportunities or other intrinsic qualities found on the Byway.</p>	<p>Byway Council, Iron Range Tourism Bureau, Heart of the Northshore</p>	<p>Medium</p>
<p>Low Priority Projects</p>			
<p><i>Potential Project and/or Location</i></p>	<p><i>Project Description</i></p>	<p><i>Responsible Entities</i></p>	<p><i>Priority</i></p>
<p>Point of Interest/Place Signs</p>	<p>Install place signs that will appear at points of interest and interpretive locations along the Byway. Formalize a budget and pursue funding for implementation (Locations at: Silver Bay tourist information site and trailhead parking area; White Pine Forest, Picnic Area and Interpretive Walking Trail; Toimi School Community Center; Skibo Vista; and Hoyt Lakes).</p>	<p>Lake & St. Louis Counties, MnDOT, Byway Council</p>	<p>Low</p>
<p>Gateway Signs</p>	<p>Install a welcome/gateway sign at the City of Silver Bay and Beaver Bay's locations. On the western end of the Byway, consider placement of welcome/gateway signs at desired locations. Identify accompanying budget and pursue funding for implementation.</p>	<p>Lake & St. Louis Counties, MnDOT, Byway Council</p>	<p>Low</p>
<p>Documentaries/Tours</p>	<p>Identify opportunities, funding sources, and develop tours or media presentations that will engage travelers and enrich their experience about the intrinsic values found on the Byway. Link these opportunities on the Byway website and/or participant Cities' websites.</p>	<p>Byway Council, Iron Range Tourism Bureau, Heart of the Northshore</p>	<p>Low</p>

Recommendation Summary:

This Corridor Management Plan Update presents issues and recommendations, strategies, and prioritized projects that reflect desired conditions to be achieved for the future of the Superior National Forest Scenic Byway. Below is a summary of those issues and recommendations, strategies, and prioritized projects from throughout the Plan. It is the implementation of these items that will be the future undertaking of the Byway Council.

Sign and Safety Issues and Recommendations:

Right-of-Way Maintenance:

A clear right-of-way can give travelers an enhanced feeling of safety as they drive the Byway.

Recommendation: Lake and St. Louis County should keep the right-of-way clear of obstacles 40 feet each side of the center line or to the back of the back slope of the roadway. Sweeping the shoulders of gravel is also recommended as an enhancement for bicycle riders.

Wayfinding/Byway Logo Signs:

The Council has realized the fact that travelers unfamiliar with the area and rural characteristics of the Byway may need extra reassurance through signs that they are traveling in the correct direction. It is a priority of the Byway Council to order and have Byway logo signs installed along the expanded sections of the Byway and replace original signs with new signs that include modifications.

Recommendation: It is recommended that Lake and St. Louis Counties take into consideration when deciding the number and location of Byway signs to be erected. Careful attention to the placement of signs may be necessary to confirm travel direction of the visitor. The Byway Council will work with MnDOT and the Counties so that signs are placed adequately.

Point of Interest/Place Signs:

The intent of installing point of interest/place signs is to help travelers' easily spot places of interest and reinforce the Byway identity.

Recommendation: It is recommended that place signs should be installed that will appear at point of interest and interpretive locations along the Byway. Formalize a budget and pursue funding for implementation.

Land Use Issues and Recommendation:

Forest Management:

Forest Management is an integral part of northern Minnesota and is an impacting factor on the overall Byway experience.

Recommendation: The Byway Council and land use partners will work with land administrators along the Byway to adjust visual quality in sensitive areas.

Intrinsic Qualities and Recommendation:

Cultural Heritage:

It is the goal of the Byway Council to promote and share the history of the Byway.

Recommendation: It is recommended that the Byway Council work with public land agencies and other partners to enhance historical experiences on the Byway.

Interpretation Issue and Recommendation:

Interpretive Plan:

The Interpretive Plan was completed in 2002 and emphasized on creating connections between travelers and Byway cultural, historical, and natural resources.

Recommendation: It is recommended that the Byway Council incorporate the 2012 Superior National Forest Scenic Byway Interpretive Plan into the 2015 Corridor Management Plan Update.

Marketing Strategies:

The following strategies are divided into three distinct categories to promote marketing of the Byway.

Collateral Communications/Public Relations

- Assure timely sign placement to create awareness and assurance along the Byway.
- Develop a needs assessment for information outreach, the best media, and a distribution plan. Information that may be highlighted includes opportunities, dining, and lodging and other “need to know” information.
- Develop and implement.
- Develop Arrowhead Circle Tours incorporating the Byway.
- Produce public relations tools (media kits, media releases, famtours, etc.).
- Promote cross-selling.

Partnering Opportunities

- Communities in proximity to the Byway should cooperatively promote it.

- Each community should have an internal plan for how to promote the Byway.
- Promote event-related packaging between the communities.
- Host workshops/seminars to educate stakeholders.

Corporate Sponsorships/Resource Management

- Enlist the support of the Forest Products Industry with interpretation of best practices for resource management.
- Assure preservation of the resource while enhancing and increasing opportunities and services along the Byway.

Marketing:

Recommendation: It is recommended to market the Byway as threading through the Superior National Forest from “Minnesota’s Iron Range to the Northshore of Lake Superior” (eastward) and from “The Northshore of Lake Superior to Minnesota’s Iron Range” (westward).

Communicate and Enhance Projects with Byway Cities:

Recommendation: It is recommended that the Byway Council and Byway Cities communicate to incorporate their plans and projects with each other as a potential way to utilize funding opportunities.

Project Implementation Priorities

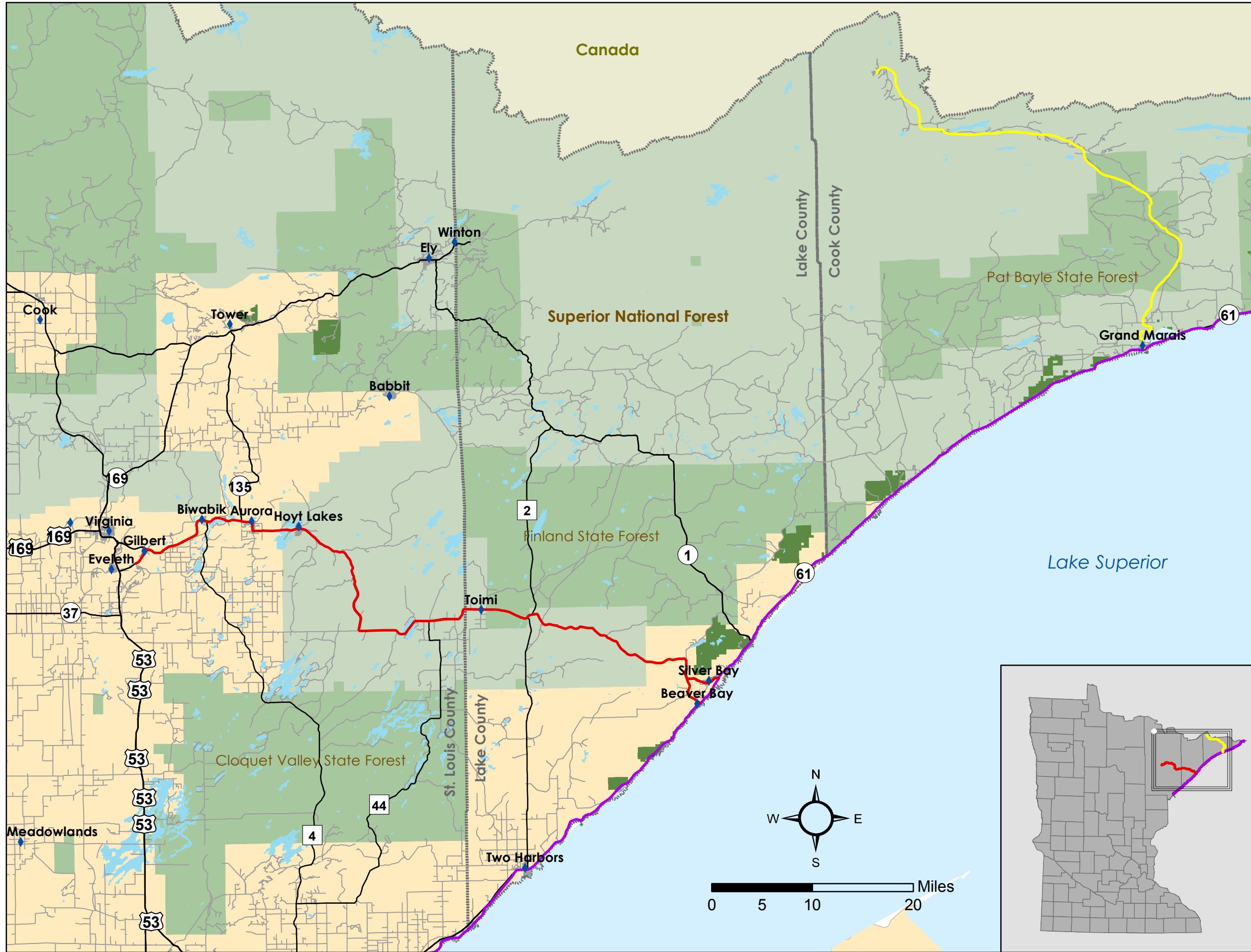
The following are the top priority projects set by the Byway Council to guide the start of the implementation process.

1. Enhance Skibo Vista.
2. Install and maintain signs (directional, logo, gateway and point of interest/place signs).
3. Create awareness of the Byway.
4. Coordinate information among visitor centers in the region.
5. The Byway Council shall monitor Annual Average Daily Traffic (AADT).
6. Encourage development of an interpretation of forest management.
7. Implement projects identified in the Interpretive Plan.



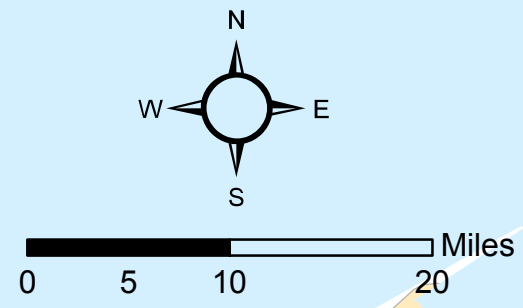
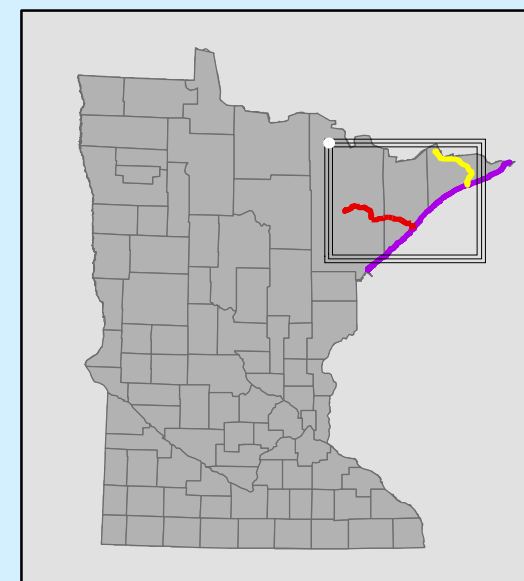
Appendix A

1.1 The Superior National Forest Scenic Byway and Other Regional Byways



Legend

- ◆ Cities & Locations
- Superior National Forest Scenic Byway
- Gunflint Trail
- North Shore Scenic Drive
- Major Highways
- County Boundary
- State Parks
- State Forests
- National Forests

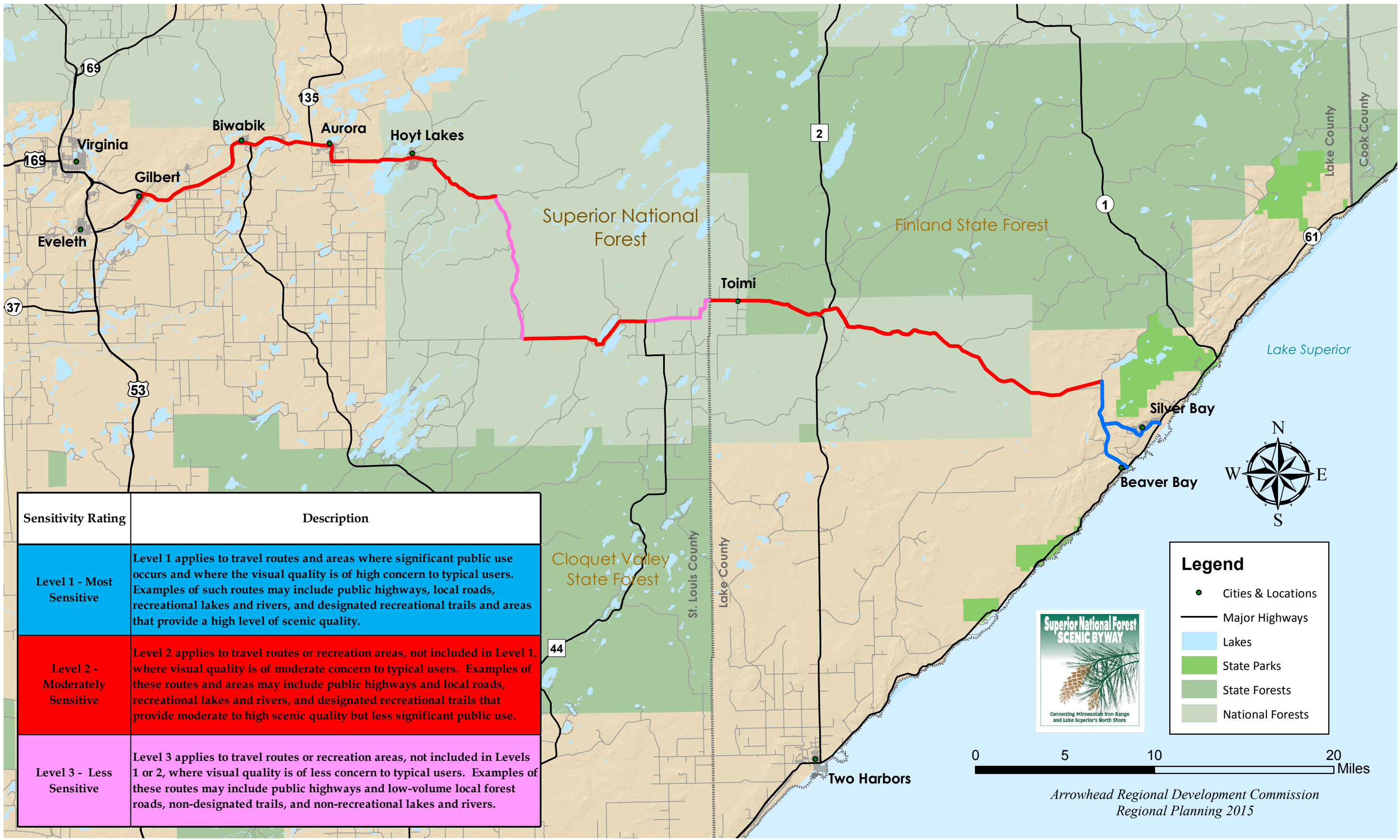


*Arrowhead Regional Development Commission
Regional Planning Division 2015*

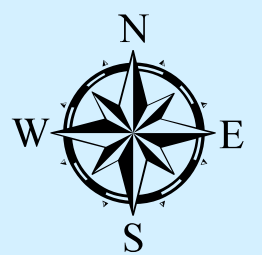


Appendix B

2.1 Superior National Forest Scenic Byway: State and County Visual Management Classifications

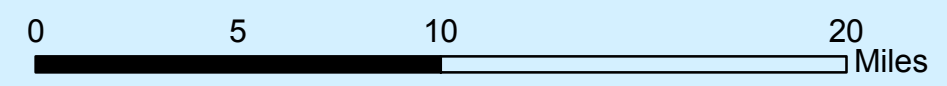
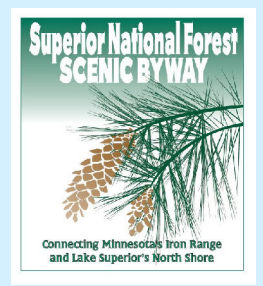


Sensitivity Rating	Description
Level 1 - Most Sensitive	Level 1 applies to travel routes and areas where significant public use occurs and where the visual quality is of high concern to typical users. Examples of such routes may include public highways, local roads, recreational lakes and rivers, and designated recreational trails and areas that provide a high level of scenic quality.
Level 2 - Moderately Sensitive	Level 2 applies to travel routes or recreation areas, not included in Level 1, where visual quality is of moderate concern to typical users. Examples of these routes and areas may include public highways and local roads, recreational lakes and rivers, and designated recreational trails that provide moderate to high scenic quality but less significant public use.
Level 3 - Less Sensitive	Level 3 applies to travel routes or recreation areas, not included in Levels 1 or 2, where visual quality is of less concern to typical users. Examples of these routes may include public highways and low-volume local forest roads, non-designated trails, and non-recreational lakes and rivers.



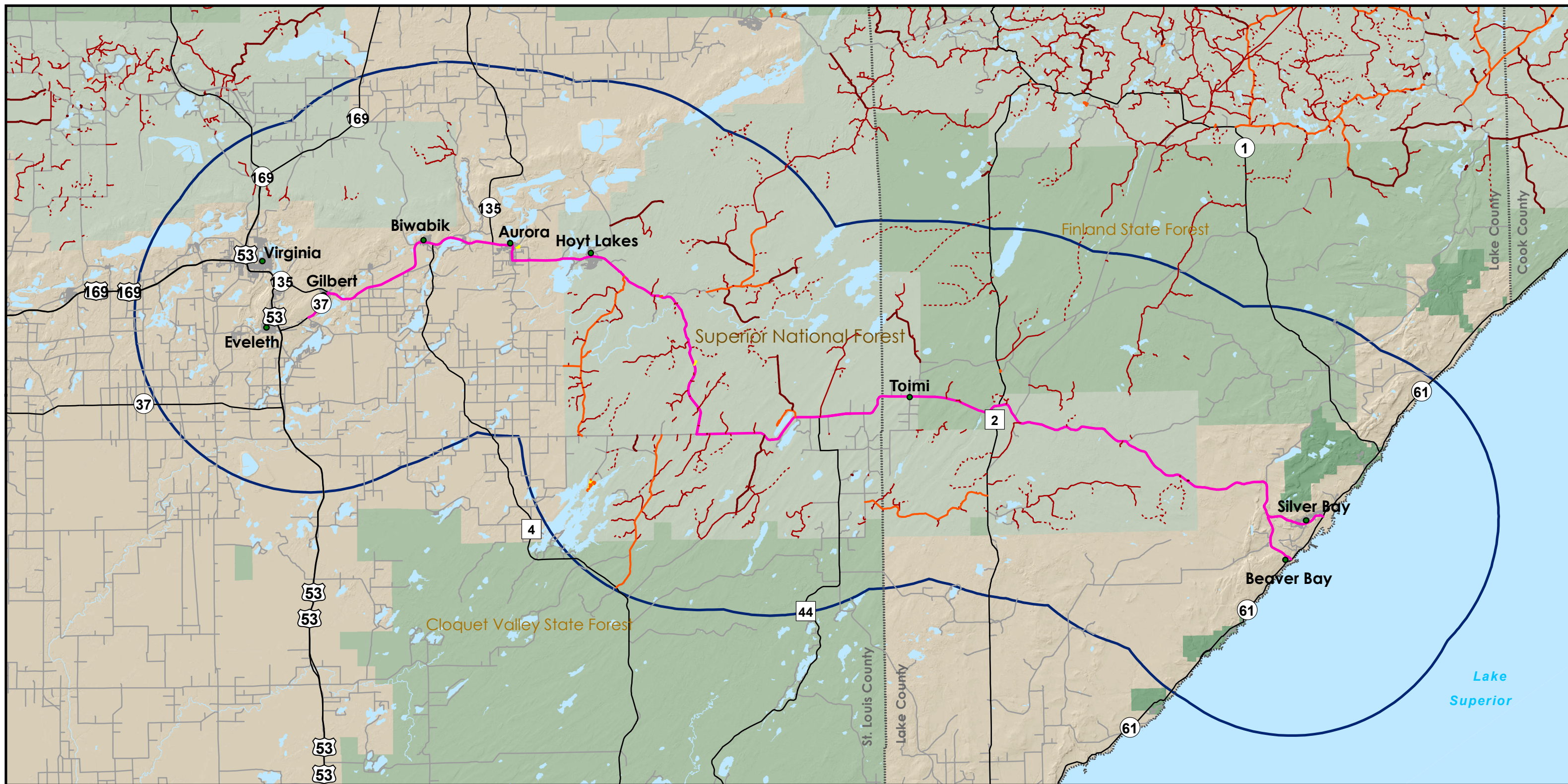
Legend

- Cities & Locations
- Major Highways
- Lakes
- State Parks
- State Forests
- National Forests



Arrowhead Regional Development Commission
Regional Planning 2015

2.2 Superior National Forest Scenic Byway: U.S. Forest Service Roads



April 2015



Forest Road Classes

- Closed
- High Clearance Vehicles

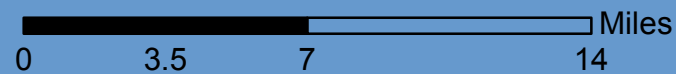
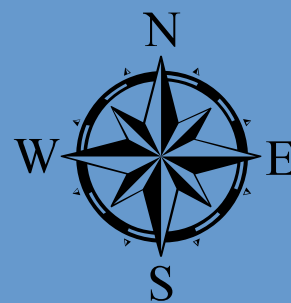
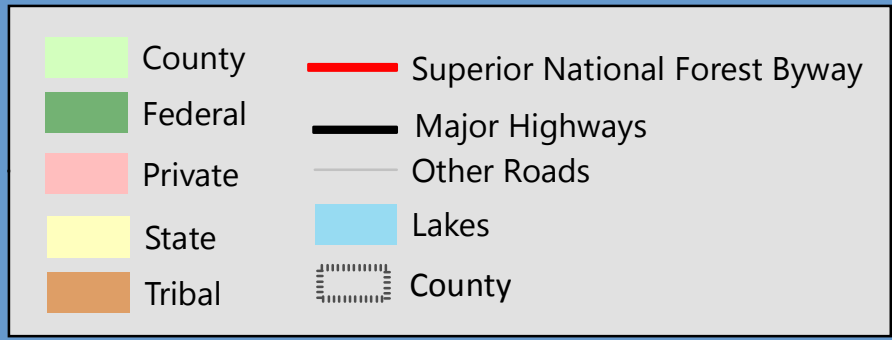
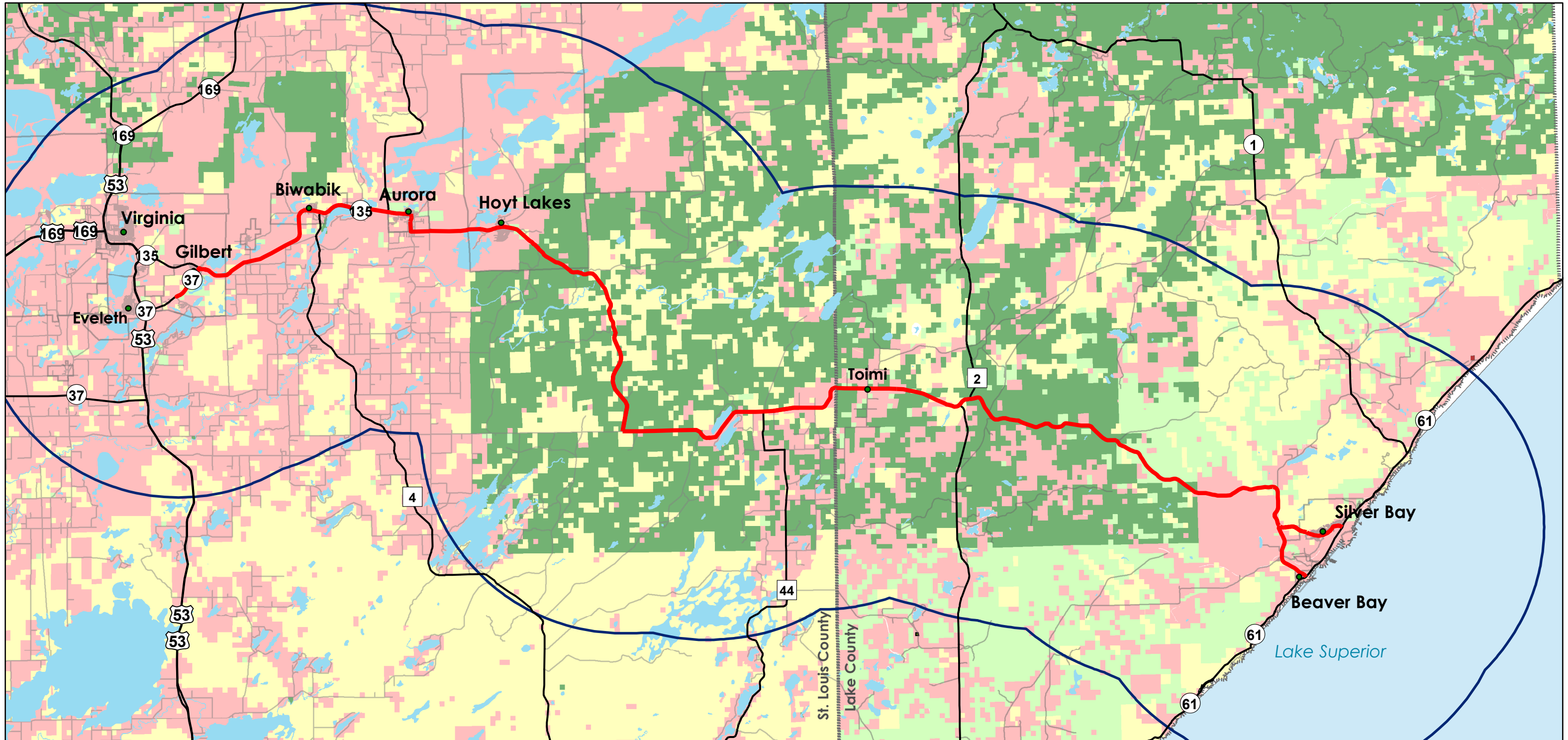
- Suitable for Passenger Cars
- Moderate degree of user comfort
- High degree of user comfort

Superior National Forest Scenic Byway

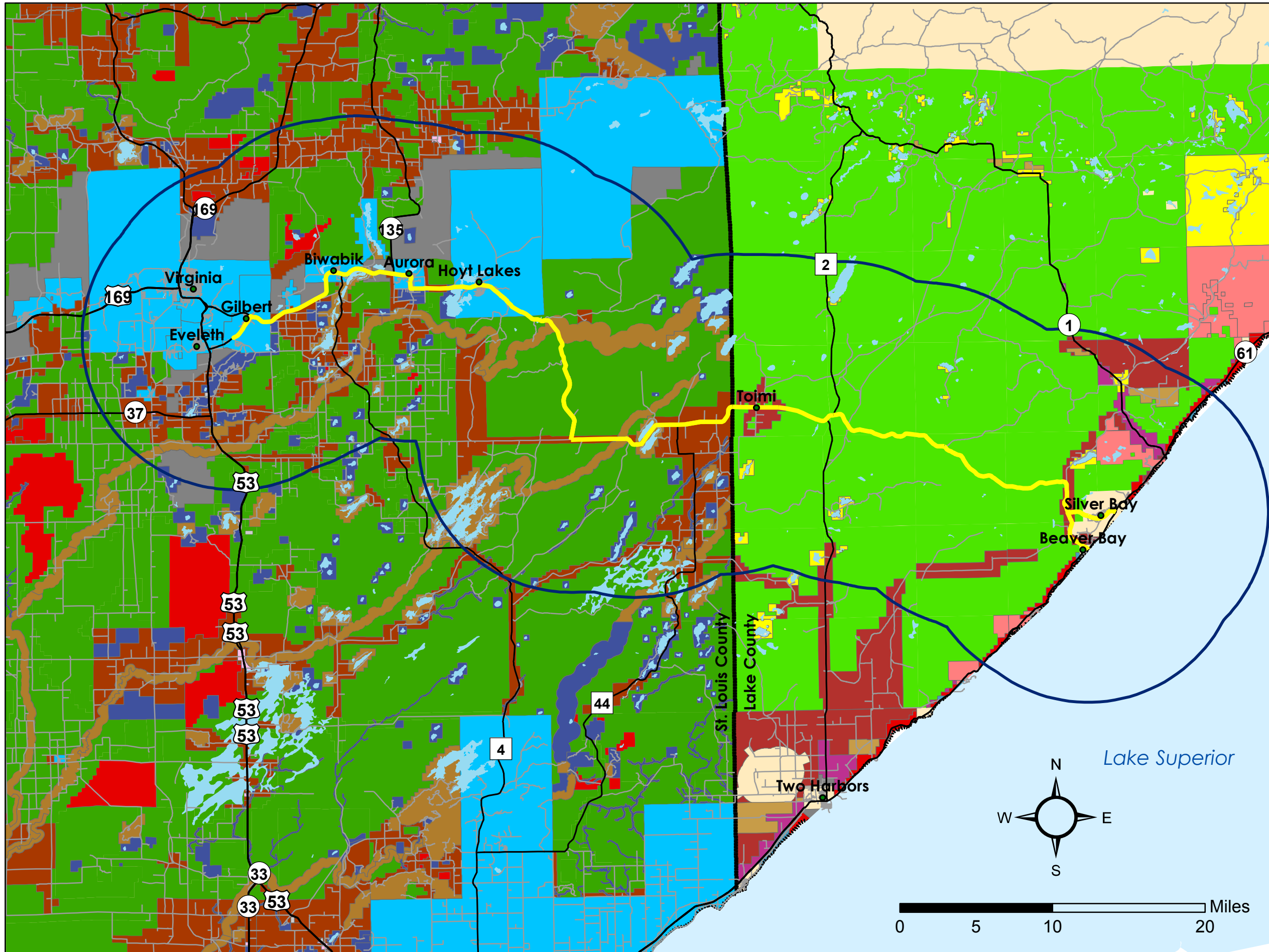
- County Boundaries
- 10 Mile Buffer
- Lakes

- State Parks
- State Forests
- National Forests

2.3 Superior National Forest Scenic Byway: Land Administration



2.4 Zoning: The Superior National Forest Scenic Byway



Legend

- Cities & Locations
- 10 Mile Buffer
- Superior National Forest Scenic Byway
- Major Highways
- Other Roads
- ▤ County Boundary

St. Louis County Zoning

- Forest Agricultural Management
- Industrial
- Limited Industrial
- Multiple Use Non - Shoreland
- Non - Shoreland Commercial
- Non Jurisdiction Area
- Residential
- Sensitive Areas
- Sensitive AreasI
- Shoreland Mixed Use

Lake County Zoning

- Commercial/Rural
- Commercial/Urban
- Forest Recreation
- Manufacturing Industrial
- Public Commercial
- R-1: Residential
- R-2: Residential
- R-3: Residential
- R-4: Residential
- Resort/Commercial
- Resort Recreational

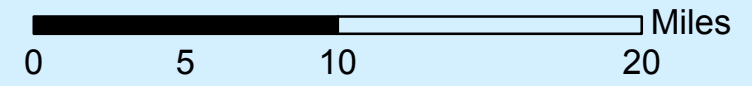
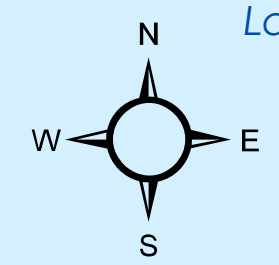


Table 2.1: County Zoning Definitions

Lake County

Forest Recreation (FR)	
This District provides for remote residential development distant from public services, prevents destruction of natural or man-made resources, maintains large tracts for forest recreation purposes, provides for the continuation of forest management and production programs, and foster certain recreational uses and other activities which are not incompatible with the public welfare.	
Minimum Lotsizes: FR=10 Acres	
Permitted Uses:	Conditional Uses:
<ol style="list-style-type: none"> 1. Single family dwellings. 2. Management and utilization of forest and recreational resources. 3. Soil and water conservation programs. 4. Wildlife preserves. 5. Tree plantations. 6. Home Occupations 7. Compatible recreational uses. 8. Farms and commercial livestock. 9. Portable sawmills. 10. Customary accessory structures and uses. 	A Conditional Use Permit under Article 24.0 is required for other than the above permitted uses.

Residential (RES)	
These Districts provide for low density residential	
Minimum Lotsizes: R-1=10 Acres R-2=5 Acres R-3=2.5 Acres R-4=1 Acre with on-site sewer system; 1 Acre for Knife River Sanitary District Riparian properties; 10,000 square feet for Non-Riparian properties.	
Permitted Uses:	Conditional Uses:
<p>R1-3:</p> <ol style="list-style-type: none"> 1. Single-family dwellings. 2. Farms and commercial livestock. 3. Forest Production. 4. Home occupations. 5. Customary accessory structures and uses. <p>R-4:</p> <ol style="list-style-type: none"> 1. Single-family dwellings. 2. Home occupations. 3. Customary accessory structures and uses. 	<p>R1-3:</p> <p>A Conditional Use Permit under Article 24.0 is required for other than the above permitted uses.</p> <p>R-4:</p> <ol style="list-style-type: none"> 1. Bed and Breakfast establishments. 2. Residential planned unit developments. 3. Wind generators, solar panels, radio towers, and antenna may be considered as per Sec. 6.03 of the ordinance.

Table 2.1: County Zoning Definitions Continued

St. Louis County

Forest Management District (FAM)		
This district is intended to recognize and promote the development of the County's forestry and agricultural industry and to encourage recreational use of such areas. This district is typically used in areas with land developed at very low densities and often there is considerable government and corporate ownership. A low level of development is important in areas where this district is used since the uses encouraged in this district would be less compatible in a more urban setting.		
Minimum Lot sizes: FAM-1=35 Acres FAM-3= 9 Acres		
Permitted Uses:	P uses with Performance Standards	Uses Authorized by Conditional Use Permit:
<ol style="list-style-type: none"> 1. Temporary wood processing activities 2. Home occupation 3. Public recreational facilities 4. Hunting shacks and other primitive dwellings 5. Accessory uses 6. Livestock 7. Seasonal Residences 	<ol style="list-style-type: none"> 1. Temporary wood processing activities 2. Home occupation 3. Public recreational facilities 4. Hunting shacks and other primitive dwellings 5. Accessory uses 6. Livestock 7. Seasonal Residences 	<ol style="list-style-type: none"> 1. Aquaculture operations. 2. Feedlots. 3. Rural industry. 4. Utility facilities. 4. Electric generation facility. 6. Sanitary landfills and facilities related to solid waste disposal or recycling. 7. Slaughterhouse. 8. Junk or salvage yards. 9. Peat extraction and processing. 11. Kennel. 12. Airport. 13. Commercial or private recreational uses which by their nature require large land areas such as campgrounds and race tracks. 14. Highway commercial. 15. Neighborhood commercial. 16. Permanent forest processing. 17. Borrow pits. 18. Multiple site contaminated soil disposal facility including incineration.

Residential (RES)		
This District is intended to be used in those areas of with extensive residential development. This district is used to promote a high quality residential living environment where non-residential uses are restricted. This district may be used in shoreland and non-shoreland areas that are typically platted or, if not platted, have a development density of dwellings of more than one dwelling per 300 lineal feet of road or shore frontage.		
<i>Minimum Lotsizes: RES-4=4.5 Acres RES-5=2.5 Acres RES-7=1 Acre</i>		
RES-10=2 Acres RES-11=0.5 Acres		
Permitted Uses:	P uses with Performance Standards	Uses Authorized by Conditional Use Permit:
<ol style="list-style-type: none"> 1. Single family dwellings. 2. Home occupations. 	<ol style="list-style-type: none"> 1. Two family dwellings. 2. Signs. 3. Accessory structures larger than 1,000 square feet. 4. Residential density controls and density transfer. 	<ol style="list-style-type: none"> 1. Multiple and three and four family dwellings. 2. Residential planned unit developments. 3. Home business. 4. Group home. 5. Public/semi-public uses. 6. Mineral exploration and evaluation. 7. Utility facilities. 8. Mobile home park. 9. Neighborhood commercial.

Table 2.1: County Zoning Definitions Continued

St. Louis County

Multiple Use Non-Shoreland (MUNS)		
The rural areas of St. Louis County outside of shoreland areas, due to the low density of development, can accommodate a wide range of activities if properly sited.		
Minimum Lot Sizes: MUNS-4=4.5Acres MUNS-5=2.5Acres		
Permitted Uses:	P uses with Performance Standards	Uses Authorized by Conditional Use Permit:
<ol style="list-style-type: none"> 1. Single family dwellings. 2. Seasonal dwellings. 3. Public and semi-public, non-commercial uses including trails, parks, beaches, waysides, etc. 4. Accessory uses. 5. Home occupation. 	<ol style="list-style-type: none"> 1. Signs. 2. Accessory structures larger than 800 square feet. 3. Water-orientated accessory uses. 4. Two-family dwellings. 5. Residential density control and density transfer. 6. Single site contaminated soils disposal. 7. Home business. 	<ol style="list-style-type: none"> 1. Planned unit developments. 2. Multiple, two and three family dwellings. 3. Mobile home park. 4. Waterfront commercial. 5. Neighborhood commercial. 6. Public/semi-public uses. 7. Utility facilities. 8. Borrow pits. 9. Mineral exploration and evaluation. 10. Livestock. 11. Public facility renovation. 12. Group home. 13. Airports. 14. Temporary wood processing. 15. Off-site signs. 16. Aqua-culture. 17. Multiple site contaminated.

Shoreland Mixed Use (SMU)		
This district is intended to provide a balance between lake and river use and the water resources by allowing a wide range of uses that are consistent with adjacent land uses and the recreational and natural attributes of the water body.		
Minimum Lot Sizes: SMU-5= 2.5 Acres SMU-7= 1 Acre SMU-11= .5 Acre		
Permitted Uses:	P uses with Performance Standards	Uses Authorized by Conditional Use Permit:
<ol style="list-style-type: none"> 1. Single family dwellings. 2. Seasonal dwellings. 3. Public and semi-public, non-commercial uses including trails, parks, beaches, waysides, etc. 4. Accessory uses. 5. Home occupation. 	<ol style="list-style-type: none"> 1. Signs. 2. Accessory structures larger than 800 square feet. 3. Water-orientated accessory uses. 4. Two-family dwellings. 5. Residential density control and density transfer. 6. Single site contaminated soils disposal. 7. Home business. 	<ol style="list-style-type: none"> 1. Planned unit developments. 2. Multiple, two and three family dwellings. 3. Mobile home park. 4. Waterfront commercial. 5. Neighborhood commercial. 6. Public/semi-public uses. 7. Utility facilities. 8. Borrow pits. 9. Mineral exploration and evaluation. 10. Livestock. 11. Public facility renovation. 12. Group home. 13. Airports. 14. Temporary wood processing. 15. Off-site signs. 16. Aqua-culture. 17. Multiple site contaminate

Zoning Ordinance Of Lake County, Minnesota

Amended: August 11, 2011

Excerpt: Section 23, Signs and Outdoor Lighting

ARTICLE 23.0
SIGNS AND OUTDOOR LIGHTING

Sec. 23.00 Purpose: It is the intent of this Ordinance to permit appropriate signs wherever they are moderate in size and design and consistent with the public safety and the welfare of surrounding areas and to provide standards for outdoor lighting to minimize light pollution, glare, light trespass; conserve energy and resources while maintaining night-time safety, utility security and productivity and curtail the degradation of the night-time visual environment.

Sec. 23.01 Permit Required (Signs): Except as otherwise specifically authorized, no sign shall be located, erected, moved, reconstructed, extended, enlarged, or structurally altered within the County until a permit has been issued by the Land Use Office.

Signs may be located up to the right-of-way line, but in no case closer than thirty-three (33) feet to the centerline of the road as long as all other requirements of this article are met.

Signs not properly maintained, permitted, or placed shall be removed by the Administrator after reasonable efforts have been made to correct the situation. Costs of corrections shall be borne by the property owner.

- A) On-Premise Signs: shall be limited to thirty-five feet in height, two (2) per premise, shall not exceed sixty-four (64) square feet in area each, and shall not be closer than thirty (30) feet to the entrance of any access road, nor interfere with visibility.

- B) Off-Premise Signs: are available from the appropriate road authority. Thematic signing proposed by trade organizations may be considered under the conditional use process. A single off premise sign no greater than 32 square feet in size may be permitted within ten (10) miles of the business under the conditional use process.

- C) Billboards: the largest signs permitted, shall not exceed three hundred (300) square feet in area and are permitted only in the M district. Such signs shall not be located within three hundred (300) feet of an existing entrance.

- D) Water-oriented Signs (Shore Impact Zone): Uses that depend on patrons arriving by watercraft may use signs and lighting to convey needed information to the public, subject to the following general standards:
 - 1) No advertising signs or supporting facilities for signs may be placed in or upon public waters.

 - 2) Signs may be placed, when necessary, within the Shore Impact Zone if they are designed and sized to be the minimum necessary to convey the location and name of the establishment and the

general types of goods or services available. The signs must not contain other detailed information such as product brands and prices, must not be located higher than ten (10) feet above the ground, and must not exceed sixteen (16) square feet in size. If illuminated by artificial lights, the lights must be shielded above the horizontal plane and directed to prevent illumination across public waters.

- 3) Other outside lighting may be located within the Shore Impact Zone or over public waters if it is used primarily to illuminate potential safety hazards and is shielded or otherwise directed to prevent direct illumination above the horizontal plane or across public waters. This does not preclude use of navigational lights.

Sec. 23.02 Permits Not Required (Signs):

- A) Public service and official traffic control signs.
- B) Real estate signs. Signs shall not be larger than twelve (12) square feet in area, and not placed closer than thirty (30) feet from the entrance of any access road. (The County Board has adopted specific fees for the placement of realty signs on tax-forfeit property, information is available at the Lake County Forestry Office.)
- C) Residential identification signs. Signs shall not be larger than twelve (12) square feet in area, and not placed closer than thirty (30) feet from the entrance of any access road.
- D) Political signs. These signs shall be removed within ten (10) days after corresponding election. Signs shall not be larger than twelve (12) square feet in area, and not placed closer than thirty (30) feet from the entrance of any access road.
- E) Signs painted on wall of buildings. (Does not include signs attached to walls of buildings.)
- F) Home occupation signs. On Premise signs no larger than twelve (12) square feet in area, and not placed closer than thirty (30) feet to the entrance of any access road.

Sec. 23.03 Prohibited Characteristics of Signs:

- A) No sign shall resemble, imitate, or approximate the shape, size, form or color of traffic signs, signals or devices.
- B) No sign shall be so located as to interfere with the visibility or effectiveness of any official traffic sign or signal, or with driver vision at any access point or intersection.

- C) No sign shall be erected, relocated or maintained so as to prevent free ingress or egress from any door, window, or fire escape, and no sign shall be attached to a standpipe or fire escape.
- D) No sign shall contain any rotating or flashing lights.
- E) No sign or device shall be internally lighted or neon lighted.
- F) No sign shall exceed thirty-five (35) feet in height.
- G) No signs shall be allowed on trees, shrubs, or which are painted or drawn on rocks or natural features or on public utility poles.
- H) Signs that are structurally unsafe, in disrepair or abandoned. Such signs shall be removed by real property owners or by the County which will assess costs.
- I) No private signs shall be placed on County land or public right-of-way except under permit.

Sec. 23.04 Back-To-Back Signs: Signs joined with a common standard and angled no more than thirty (30) degrees between surfaces shall be considered a single sign and shall be sized according to the larger surface.

Sec. 23.05 Outdoor Lighting:

- A) General Requirements:
 - 1) Outdoor floodlighting by floodlight projection above the horizontal plane or onto adjoining properties is prohibited.
 - 2) All light fixtures shall be located, aimed, or shielded so as to minimize stray light trespassing across property boundaries.
 - 3) Search lights, strobe lights, laser source lights, or any similarly high-intensity fixture shall not be permitted except in emergencies by police and fire personnel or at their direction or for meteorological data gathering purposes.
 - 4) All new outdoor light fixtures shall be fully-shielded or constructed so that no light rays are emitted by the installed fixture at angles above the horizontal plane or on to adjoining properties.
 - 5) Lighting for outdoor advertising signs shall be mounted at the top of the sign structure and such fixtures shall comply with shielding requirements above.

- 6) Hi-Pressure Sodium (HPS)-lamps are the preferred illumination source through the County. Their use is energy efficient and encouraged for outdoor illumination wherever their use would not be detrimental.
- 7) Except for tower lighting required by the Federal Government, no mounted lighting fixture shall exceed thirty-five (35) feet in height.

Sec. 23.06 Elimination of Non-Conforming Signs and Lighting:

- A) Inasmuch as signing has been controlled by this ordinance since 1976 with a number of non-conforming billboards grandfathered and whereas, it is the stated intent of this ordinance to provide for the gradual elimination of non-conformities, all signs shall be brought into compliance with this ordinance within three (3) years of adoption of these provisions.
- B) No outdoor lighting fixture which was lawfully installed prior to the enactment of this ordinance shall be required to be removed or modified; however, no modification or replacement shall be made to a non-conforming fixture unless the fixture thereafter conforms to the provisions of this ordinance.
- C) In the event that any non-conforming sign or lighting fixture is abandoned or is damaged and if the damage exceeds fifty percent (50%) of the replacement value, exclusive of foundations, the fixture shall be brought into conformance with the provisions of this ordinance.
- D) In situations where violations in signing and lighting continue, after the property owner has been given reasonable opportunity to correct the violation, the Administrator may effect corrective action in accordance with the enforcement section of the Ordinance. In the specific case of signage illegally placed in public rights-of-way, that signing shall be removed and put in storage by the road authority, storage fees assessed and the owner notified that the sign may be redeemed for the storage fee. At such time as the storage fees exceed the value of the sign, the sign shall be destroyed.

**Zoning Ordinance
Of
St. Louis County,
Minnesota**

Amended: Spring 2015

Excerpt: Section 6, Outdoor Signs
Administrative Standards

Section 6.10 Outdoor Signs Administrative Standards “V”

A. **No Permit Required:** No permit shall be required for the following outdoor signs:

1. Signs not exceeding six square feet in area and bearing only property numbers, post box numbers, names of occupants, or other identification of premises, not having commercial connotations.
2. Flags and insignias of any government except when displayed in connection with commercial promotion.
3. Legal notices, identification, information, or directional signs erected or required by governmental bodies, as defined in Minnesota State Statutes, Chapter 173, Sec. 173.02, Subd. 6.
4. Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or moving lights.
5. Signs directing and guiding traffic and parking on private property but bearing no advertising matter.
6. A temporary sign indicating real estate for rent or for sale, related to the premises only on which it is located, and not exceeding six square feet in area.
7. Signs used on a temporary basis in conjunction with garage, estate, rummage and produce sales, and not exceeding six square feet in area.
8. Signs for home occupations, if no larger than 16 square feet.

B. **Permit Required:** A land use permit shall be required for outdoor signs with the following standards:

1. Size and number: Each use shall be allowed two signs. Each sign shall not exceed 128 square feet in surface area and shall not exceed 35 feet in height. The size or advertising area of a sign shall mean that portion of the advertising face of a sign that includes the border and trim thereof, but excludes the base and apron supports and other structural members.
2. Location: All free-standing signs shall be set back a minimum distance of ten feet from any right-of-way, and shall be the same as the required property line setback for accessory structures of the zone district in which it is located.
3. Illumination: Signs shall not be erected or maintained that are not effectively shielded so as to prevent beams or rays of light from being directed at any portion of any roadway, or such intensity or brilliance as to cause glare or impair the vision of the operator of any motor vehicle. No sign shall be erected or maintained which will be so placed or illuminated that it obscures or interferes with the effectiveness of any official traffic sign, device, or signal, or any official sign.

C. **Permit Required:** A land use permit shall be required for outdoor signs located on riparian parcels with the following standards:

1. Size and number: Each use shall be allowed one sign that can be viewed from the public waterway and one sign that can be viewed from the roadway.

- a. The sign facing the water body shall not exceed 32 square feet in surface area and shall not exceed 10 feet in height.
 - b. The sign facing the roadway may not exceed 64 square feet and shall not exceed 15 feet in height.
2. Location:
- a. Freestanding signs shall meet the required shoreline setback for principal structures of the lake classification on which it is located.
 - b. Signs may be located at a reduced setback from the shoreline provided the sign is attached to a permanent structure.
 - c. Setbacks shall be a minimum of 10 feet from the right-of-way, and shall be the same as the required property line setback for accessory structures of the zone district in which it is located.
3. Construction Materials:
- a. Signs shall be painted or stained in an unobtrusive earth toned color and shall be rustic in appearance.
 - b. The signs must only convey the location, name of establishment, and the general types of goods or services available.
 - c. The signs shall not contain other detailed information such as product brands and prices.
4. Illumination:
- a. Signs shall not be erected or maintained that are not effectively shielded so as to prevent beams or rays of light from being directed at any portion of any roadway or public waters, or such intensity or brilliance as to cause glare or impair the vision of the operator of any motor vehicle. Self-illuminated lettering on signage is allowed.
 - b. No sign shall be erected or maintained which will be so placed or illuminated that it obscures or interferes with the effectiveness of any official traffic sign, device, or signal, or any official sign.

Other outside lighting may be located within the shore impact zone or over public waters if it is used primarily to illuminate potential safety hazards and is shielded or otherwise directed to prevent direct illumination out across public waters. This does not preclude use of navigational lights.

D. Permit Required: A land use permit shall be required for outdoor signs associated with a home occupation with following standards:

- 1. Size and number: Shall be limited to one on-site sign not to exceed 16 square feet.
- 2. Location: All free-standing signs shall be set back a minimum distance of ten feet from any right-of-way, and shall be the same as the required property line setback for accessory structures of the zone district in which it is located.
- 3. Illumination: Signs shall not be erected or maintained that are not effectively shielded so as to prevent beams or rays of light from being directed at any portion of any roadway, or such intensity or brilliance as to cause glare or impair the vision of the operator of any motor vehicle. No sign shall be erected or maintained which will be

so placed or illuminated that it obscures or interferes with the effectiveness of any official traffic sign, device, or signal, or any official sign.

E. Conditional Use Permit Required: Dynamic Signs: Dynamic signs may be allowed as a conditional use with the following standards:

1. **Size:** Dynamic signs shall not exceed 32 square feet. Dynamic signs shall be included in the calculation of the total permitted sign area.
2. **Height:** The maximum height of a dynamic sign attached to a building shall be 14 feet, or top of wall, whichever is less.
3. **Location:** Dynamic signs shall be subject to the following location restrictions:
 - a. A dynamic sign shall be located only in commercial zone districts.
 - b. A dynamic sign shall be located on a principal structure wall or be part of a freestanding sign. If the dynamic sign is part of a freestanding sign, the dynamic portion shall be part of the continuous display surface of the sign.
4. **Illumination:**
 - a. Between sunrise and sunset the maximum luminance shall be 5,000 nits and between sunset and sunrise the maximum luminance shall be 500 nits.
 - b. All signs with a dynamic display having illumination by means other than natural light must be equipped with an automatic dimmer control or other mechanism that automatically controls the sign's brightness to comply with this requirement.
 - c. Except for institutional and public uses, the dynamic sign shall not display messages or be illuminated when the use is closed.
5. **Image Characteristics and Transition:**
 - a. **Duration of message.** The sign message shall remain static for a period of not less than 60 seconds.
 - b. The transition from one message to the next shall be direct and immediate, without any special effects.
 - c. Dynamic signs shall have a pitch of not greater than 20 millimeters between each pixel.
 - d. Special effects, including but not limited to dissolving, fading, scrolling, starbursts and wiping shall be prohibited.

F. Outdoor Signs Not Allowed: The following signs are not allowed:

1. Any sign that claims to be or resembles, hides from view, or interferes with the effectiveness of any official traffic or railroad control device, sign, or signal.
2. Any sign that obstructs or interferes with a driver's view of approaching, merging or intersecting traffic.
3. Any sign that prominently displays the words "stop" or "danger."
4. Any sign that displays messages that are painted or drawn upon rocks, trees, public utility poles, or abandoned buildings.
5. Any sign that is structurally unsafe, or in disrepair.
6. Any sign located in, over, or upon public waters, unless authorized by the appropriate public waters authority.

7. Any sign located within the shore impact zone, unless attached to a permanent structure.

Section 6.11 Closed Landfills and Dumpsites Administrative Standards “V”

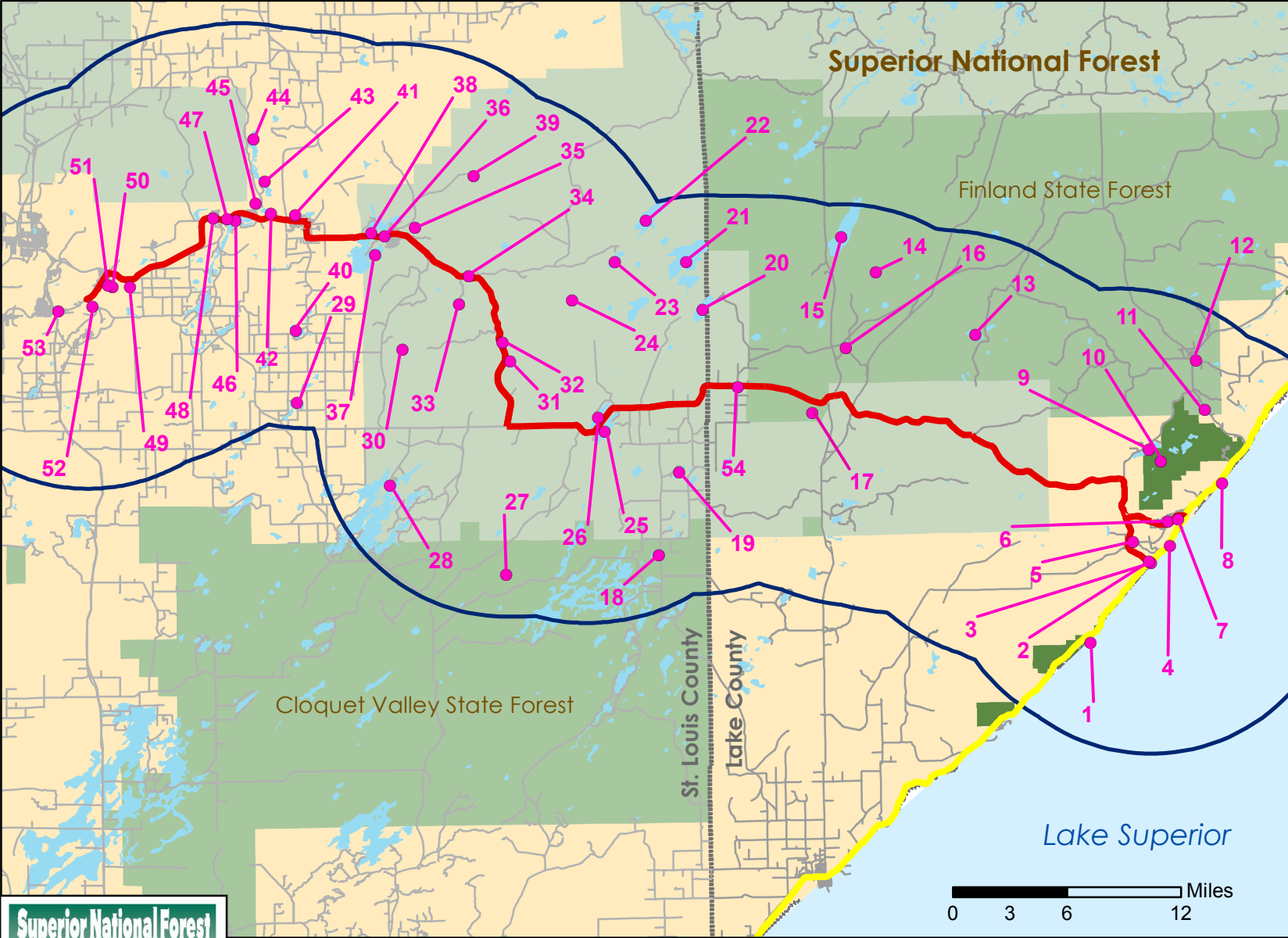
A. No Permit Required: No permit shall be required for closed landfills and dumpsites if the following standards are met: Development Standards: Closed landfills and dumpsites, and associated contaminated or at risk areas that have not been remediated or reclaimed under the Minnesota Pollution Control Agency (MPCA) Voluntary Investigation and Cleanup (VIC) program or other MPCA environmental response remediation program shall adhere to the following:

1. MPCA ownership or environmental response agreement. If the closed landfill is owned by or has a remediation easement, covenant or binding agreement controlled by the MPCA, allowed use of the land and all land disturbing activities are limited to those activities or uses specifically allowed under the MPCA Land Use Plan (LUP).
 - a. Development Prohibited on Contaminated Areas, Methane Areas of Concern. No development is allowed on areas surrounding a closed landfill site that have been identified as areas of contaminated groundwater or a methane area of concern.
 - b. Groundwater Areas of Concern. Within mapped groundwater areas of concern, all applicants for subdivision or permits for new dwelling units must provide a hydrologic analysis demonstrating that the development will not alter the normal groundwater flows or accelerate the movement of contaminated groundwater. For drinking water supply prior to final plat approval, a comprehensive water test must be submitted to the department. The water test must be taken by an independent state approved laboratory and must show that the state drinking water levels are met.
2. Closed Landfills not under MPCA Remediation Plan. For closed landfills without an MPCA LUP, all activities on the landfill site must protect the integrity of any existing or planned remediation systems and the ability to take environmental response actions at the landfill.
 - a. No Development on Landfills or Dumpsites. No development activities are allowed at any point on a closed landfill or dumpsite or within 400 feet of a landfill or dumpsite. Development closer than 400 feet is allowed only upon demonstration to the satisfaction of the Director that water and methane risk is inconsequential.
 - b. Testing Required. All applications for subdivision or construction of new dwellings that includes a closed landfill or dumpsite on the lot or in the subdivision, must document that no contamination plume is within any area slated for development.
 - c. Documentation Required. An affidavit must be filed with the County Recorder in the following circumstances:
 - i. When the landfill or dumpsite is within a proposed subdivision, the applicant must record a notarized affidavit with a detailed description of the dump with the County Recorder. This document shall include a legal description of the boundaries of the filled area, the size of the filled area in acres, the depth of



Appendix C

3.1 Superior National Forest Scenic Byway: Recreational Opportunities



Number	Site Name
1	Split Rock Lighthouse
2	John Beargrease Burial Site
3	Beaver Bay Trailhead
4	Silver Bay Marina
5	Silver Bay Golf Course
6	Silver Bay Ice Arena
7	North Shore Scenic Overlook
8	Palisade Head
9	Lax Lake
10	Tettegouche State Park
11	Eckbeck Campground and Day Use Area
12	Finland Campground and Day Use Area
13	Cloquet Lake
14	Finland State Forest
15	Greenwood Lake
16	White Pines Picnic Area
17	Sullivan Lake
18	Indian Lake Campground
19	Salo Lake
20	Pine Lake
21	Seven Beaver and Round Lakes
22	Big Lake
23	Stone Lake
24	Skibo Mill
25	Bassett Lake
26	Cadotte Lake
27	Cloquet Valley State Forest
28	Whiteface Reservoir Recreational Area
29	Loon Lake
30	Norway Point
31	Shiver Creek Impoundment
32	Skibo Vista
33	St. Louis River Access
34	Bird Lake
35	Hoyt Lakes Golf Course
36	Hoyt Lakes Ice Arena
37	Fisherman's Point
38	Birch Cove Swimming Beach
39	Longyear Drilling Site
40	Twin Lakes
41	St. James Pit
42	Embarrass Pit
43	Wynne Lake
44	Sabin Lake
45	Giants Ridge
46	Embarrass Lake
47	Old Merritt Townsite
48	Honk the Moose
49	OHV Park
50	Ore-Be-Gone
51	Sherwood Forest Campground
52	Sparta Settlement
53	Mesabi Station
54	Toimi School



ARDC Regional Planning
January 2015

Legend

- Recreation Opportunities
- SNF Scenic Byway
- 10 Mile Buffer
- North Shore Scenic Drive
- Other Roadways
- County Boundary
- State Parks
- State Forests
- National Forests

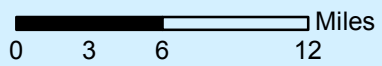


Table 3.1 Recreational/Scenic Opportunities: Superior National Forest Scenic Byway

Recreational Area	Hiking	Biking	Camping	Picnic Area	Canoeing	Fishing	Boat Ramp	Wildlife/Bird Viewing	Pit/Vault Toilets	Drinking Water	Swim Area	Horse-back Riding	ORV/ OHV Trails	X-C Skiing	Snow-shoeing	Snow-mobile Trails	Golfing	Ice Arena	Comments
Bassett Lake				x	x	x	x	x	x	x									
Big Lake & Stone Lake	x				x	x		x							x				
Bird Lake	x			x	x	x	carry	x						x					
Cadotte Lake	x		x	x	x	x	x	x	x	x	x								fishing pier
Cloquet Lake					x	x	x	x											
Cloquet Valley State Forest	x	x	x	x	x	x		x	x	x	x			x	x				
Birch Cove Swimming Beach								x	x		x								
East Range Trail								x								x			
Emabarrass Lake			x	x		x	x				x								
Emabarrass Pit				x		x	x												
Eckbeck Campground and Day Use Area	x		x	x	x	x		x	x	x									
Finland Campground and Day Use Area	x		x	x	x	x		x	x	x									
Finland State Forest	x	x	x	x	x	x		x	x	x	x			x	x				On Baptism River
Fisherman's Point	x	x	x	x	x	x	x	x	x	x	x								Backpack sites only
George H. Crosby Manitou State Park	x		x	x	x	x		x	x	x									Backpack sites only
Giants Ridge Golf & Ski Resort	x	x		x		x	x	x		x				x	x	x	x		Downhill skiing
Gitchi Gammi Bike Trail		x		x				x											
Greenwood Lake					x	x		x											
Hoyt Lakes Golf Course (9)								x									x		
Hoyt Lakes Ice Arena																		x	
Hoyt Lakes Trail	x	x						x						x	x	x			
Indian Lake Campground	x		x	x	x	x	x	x	x	x	x								
Iron Range Off-Highway Vehicle RA													x						Gas, restrooms, food, and lodging available in Gilbert
Jenkins Creek Hunter Hiking Trail	x							x							x				Hunting
Lake Superior Water Trail			x		x	x		x											Designed for kayak and canoe users
Lax Lake			x		x	x	x	x	x	x	x			x	x	x			
Longyear Drill Site																			A trail with historical exhibits and information
Loon Lake						x	x												
Mesabi Trail	x	x						x						x	x	some			
Northshore Scenic Overlook				x				x											
North Shore State Trail	x							x	x			x				x			
Northwoods Ski Touring Trail at Silver Bay								x						x					
Norway Point				x	x	x	x	x											
Otto & Harris Lake Trails	x				x	x	carry	x											Backcountry camping
Palisade Head								x											Rock Climbing
Pequaywan Trail								x								x			
Pine Lake					x	x	carry	x											Backcountry camping
Red Dot Trail								x					x			x			27 mile trail for ATV's only May-Nov. Beaver Bay to Silver Bay
Sabin Lake						x	x												
Salo Lake				x	x	x	x	x											
Seven Beaver & Round Lake					x	x		x											backcountry camping
Shiver Creek Impoundment								x											
Silver Bay Golf Course (9)								x									x		has dining
Silver Bay Ice Arena																		x	
Silver Bay Safe Harbor/Marina				x			x	x	indoor										
Skibo Mill					x	x	x	x											backcountry camping
Skibo Vista				x				x	x										
Split Rock Lighthouse and State Park	x		x	x				x	x	x				x	x				
St. James Pit						x													
St. Louis Hunter Hiking Trail	x							x							x				4 miles of trail for hiking and hunting
St. Louis River Access				x	x	x	x	x											
Stone Lake	x				x	x	x	x											backcountry camping
Sullivan Lake	x		x	x	x	x	x	x	x	x	x								
Superior Hiking Trail	x		x					x							x				
Superior National Forest	x	x	x	x	x	x	x	x	x	x	x	x		x	x	x			wild rice harvesting, berry picking
Tettegouche State Park	x		x	x				x	x	x			x	x	x				
Twin Lakes						x	x				x								
White Pine Picnic Area	x			x				x	x	x									
Whiteface Reservoir RA	x		x	x	x	x	x	x	x	x	x								
Wynne Lake				x		x	x												
Yukon Snowmobile Trail								x								x			
Beaver Bay Trailhead	x	x		x		x		x	x	x				x					
Sherwood Forest Campground	x	x	x	x	x	x	x	x	x				x						The Iron Range OHV and ATV Park is connected to campground by direct access trail
Lake Ore-Be-Gone					x	x	x				x								
Mesabi Trailhead	x	x		x					x	x				x		x			



Appendix D

This document of historical sites along the Superior National Forest Scenic Byway was created by a local historian for use by the Byway Council.

It highlights primarily logging and railroad operations in the Lake County portion of the Byway.



FOREST HIGHWAY 11



HISTORICAL SITES



By **TODD E. LINDAHL**



HISTORICAL SITES IN ORDER:

1. Sullivan Lake Dam. (1905)
 2. Logging camp on the creek north of Sullivan Lake.
 3. Murphy Lake Dam.
 4. Logging camp on Murphy Creek. (1912)
- } Will not see these due
to the road being
closed for
construction.
5. White Pines (compliments of Oliver Iron Mining Co.)
 6. Wales Branch of the D&IR RR. Both the abandoned part and the existing portion.
(1917 - 1984)
 7. Jordan Section House of the DM&IR.
 8. Norshor Jct. of the Reserve Mining Co. + the general foreman's house + crossover
 9. Start of the Darby spur (1917) (removed 1954)
 10. Greenwood Lake Branch of the Duluth & Northern Minnesota Ry. (1909)
 11. Greenwood Branch logging camp on the Cloquet River. (Alger - Smith Lumber Co.)
(1909)
 12. Water Tank Lake Branch of the D&NM and logging camp on the Beaver River.
(1901)
 13. Mainline of the Duluth & Northern Minnesota Ry. close to milepost 42. Trestle.
(1907)
 14. North Shore stage road 1899.

FOREST HIGHWAY 11 HISTORICAL SITES

Sullivan Lake & Murphy Lake logging reservoirs: In 1905 a logging dam was built on Sullivan Creek to create present day Sullivan Lake. William O'Brien, a contract logger working for the Oliver Iron Mining Company, built the dam and started logging the pine in the vicinity. To the west of Sullivan creek is Murphy Creek. A dam here formed present day Murphy Lake. Curry & Whyte Company logged this area at the same time for Oliver. These two dams along with several others were intended to flush logs down to the Cloquet River to the south. More importantly, they were needed to add their volume of water to the main river drive on the Cloquet River. The logs eventually reached Brimson where they were hoisted out of the river. A large sawmill was located on the north bank of the river where the Duluth & Iron Range Ry. crossed the Cloquet River. Some of the logs were made into lumber, planks, or lagging in the mill, while others were left round to be used for timbers in the underground mines.

Just north of Hwy 11 is an area known as "The White Pines." This was part of the Oliver timber holdings too. With uncommon foresight, Oliver Iron Mining Co. decided to leave this timber stand in a natural state. They wanted to show what northern Minnesota was like before it was all logged off. Unfortunately, many of the pines that were left have succumbed to the *white pine blister rust disease*. Some of the remaining trees were growing here when the *Declaration of Independence* was signed on July 4, 1776.

The Duluth & Northern Minnesota Ry. Greenwood Lake branch: The Estate of Thomas Nestor logging railroad began what was later known as the *Greenwood Lake Branch*. The Nestor operation had its railroad terminus in what is today Gooseberry State Park. In 1909 they closed their north shore operation and pulled up the track. The Duluth & Northern Minnesota Ry., another logging railroad out of Knife River, took over the Greenwood branch and extended it into their timberlands farther north. The location where the Greenwood branch connected with the D&NM mainline was known as *North Branch Junction* (milepost 32). Here the D&NM had a yard, section house, a wye for turning engines, water tank, bin & bucket coal dock, store, and bunkhouse. Along the branch line logs were loaded from landings onto log cars during winter and from lakes and streams during summer. There were many large wooden trestles along the line. In 1908 a forest fire swept through the region. D&NM locomotive #9 and a caboos were trapped on a small island of high ground in the middle of a swamp. The ties and trestle were destroyed and #9 had to sit there all summer and into the fall until the line was rebuilt. The branch crossed Cloudy Creek, named for tie contractor John J. Cloudy, at the far end. It never did reach its namesake of Greenwood Lake. This branch was one of the most important on the D&NM and was in use until 1917.

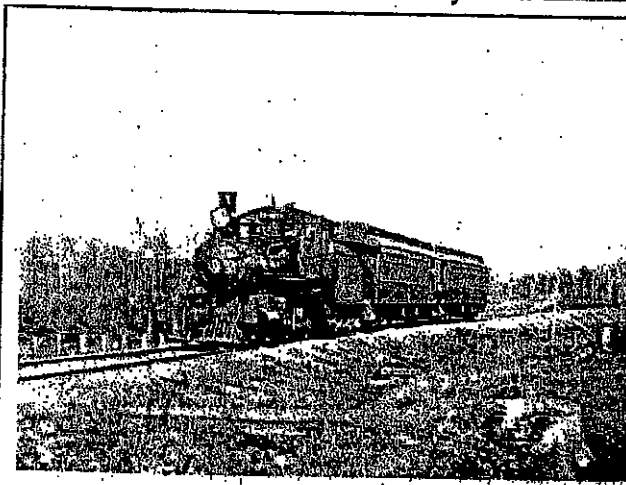
The Greenwood branch crosses Highway 11 about ½ mile east of where the road crosses the Cloquet River. The old grade to the south has been used as a snowmobile trail for several years.

FOREST HIGHWAY 11 HISTORICAL SITES

The Darby spur: The Darby spur originates from the Duluth & Iron Range Ry. Wales branch. It ran northeast and finally stopped on the Cloquet River. Several small logging companies operated along this spur starting in 1917. In 1919 D&IR engineers were told in the rulebook not to exceed 8 miles per hour on this spur. The last part of the spur was removed, but the first 1½ miles were left intact for Jalmer Ringo. He had been associated with J. C. Campbell, but had gone out on his own logging enterprise. In 1942 he had a small portable sawmill at the end of the spur in use. They had 4 cars of lumber ready to ship when the camp caught on fire. It burned to the ground along with the 4 cars of lumber. They could not recover from the loss and folded their operations. They were the last ones to log on the Darby spur. The rails were left intact until Reserve Mining Company started construction about 1953 or 1954. The rails were then picked up but the job was very difficult since the brush had grown up through the ties.

The Darby spur crosses Forest Highway 11 about 2 ½ miles east of where the road crosses the Cloquet River.

The Duluth & Northern Minnesota Ry mainline: the Alger-Smith Lumber Company owned The Duluth & Northern Minnesota Ry. The mainline crosses Forest Highway 11 west of the junction with the Lax Lake road. The mainline was built here in 1907.



A D&NM passenger train at Lax Lake in 1914

Eventually the D&NM grew to 100 miles in length. It was a *common carrier line* that carried passengers as well as freight. Their main interest was in white pine saw logs, although they also did a considerable amount of business shipping cedar ties and pulpwood. The D&NM abandoned in 1921 and sold out to the Cloquet Lumber Company. The wrecking crew of the Duluth & Northeastern RR (owned by the Cloquet Lumber Co) took the line up in 1923. The D&NM was the most important and colorful logging railroad in Minnesota.

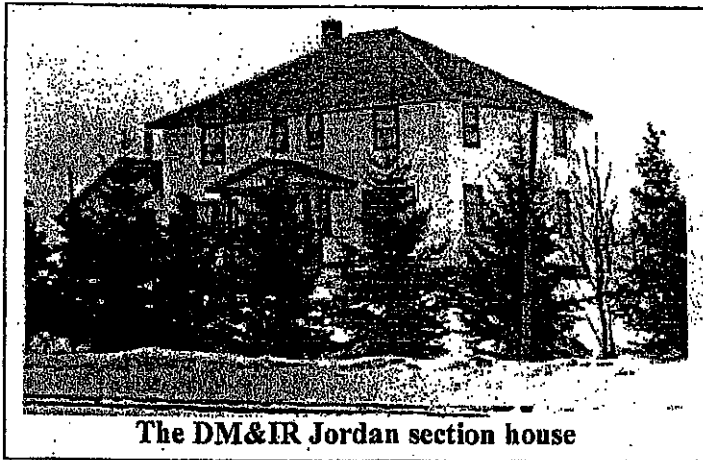
The Duluth & Iron Range Ry. Wales Branch: Today the end of the Wales branch is just off of the south shoulder of Forest Highway 11 at *Jordan*. Before 1984 the track continued north of the present day Hwy 11. This branch line was built in 1917 specifically for the forest products

FOREST HIGHWAY 11 HISTORICAL SITES

industry. The Curry & Whyte Company had built a large sawmill at the location named "Whyte" that year. They were not the only logging firms on the Wales Branch however. There were numerous large and small operators scattered throughout the area. Northern Lumber Company, Cloquet Lumber Company, Scott - Graff Co, J. C. Campbell, General Logging Co, and North Star Timber (The logging branch of Kimberly Clark Corp) were just a few of the larger ones.

In 1947 the U.S. government sold 1,700,000 cords of wood in what became known as the "Tomahawk Timber Sale." Two paper companies and one timber company were involved in this gigantic transaction. Construction began on the Wales Branch extension on March 28, 1947. The contractor was the E. W. Coons Co of Hibbing, Minnesota. The construction crew was based out of Whyte in the beginning. Construction continued through December 8, 1947, at which time the line was opened to traffic. During the period of December 1947 through August 1951, some 20,000 carloads of forest products were shipped over the branch. *The Wales Branch extension was the last major forest product railroad construction in Minnesota.* The total length of the Wales branch after the 1947 extension was 49 miles. Today there are 12 miles of the original line left. Interchange of cars takes place at Norshore Junction with North Shore Mining Company a short distance south of Jordan. No forest products are shipped over the Wales Branch presently.

Jordan section house: A DM&IR section house was located just south of the trestle over the Cloquet River. This is close by the present day Forest Hwy 11 and at the end of the present



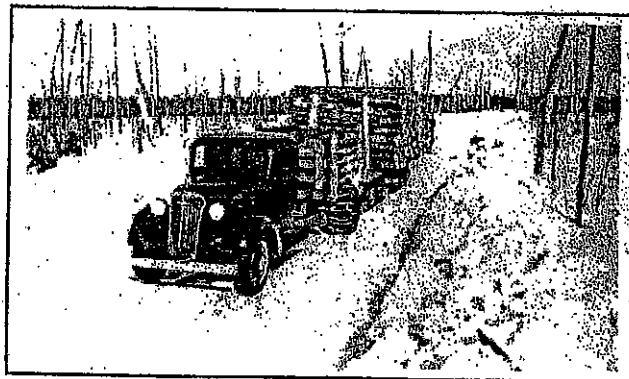
The DM&IR Jordan section house

Wales Branch. This building was of the same style as the Isabella section house, which had been built during the 1947 extension construction. Therefore, it is *assumed* that this building was *probably of the same time period*. Prior to 1947 it is *also assumed* that this section crew worked out of Avoy as there is some evidence of this. A siphon hose was attached to the trestle so D&IR steam locomotives could fill their tenders with water from the river.

Avoy: Avoy is about 2 miles north of Hwy 11 on the abandoned portion of the Wales Branch. Logging company headquarters, rail yards, and a log landing were found here. Flatcars loaded north of here were allowed to coast downgrade to Avoy without the assistance of a locomotive. Men riding the car tops applied the hand brakes to stop the cars when they reached the yards.

FOREST HIGHWAY 11 HISTORICAL SITES

The Wales Fire Protective Association: The *Cloquet Forest Fire* of October 12, 1918 resulted in the deaths of more than 500 people. Property loss due to this fire was staggering as well. Railroads and logging companies up until this time cared little about their role in initiating these disasters or the aftermath. The residents of the state however were fed up with this attitude. Therefore new laws were passed that required anyone starting a fire to pay the cost of suppression as well as damages. To combat this liability the logging companies formed their own fire fighting organization called the *Wales Fire Protective Association* in 1919. Every company operating along the Wales Branch contributed. The headquarters for the WFPA was established at *Avoy*. Wooden scaffolds were built in the tops of tall white Pines that afforded a sweeping view of the surrounding area. Each tower was connected to the headquarters by a single wire phone line attached to trees with insulators nailed onto them. If a fire were detected, the WFPA would acquire the nearest logging camp crew to fight the fire. This line of towers extended across the entire region of active logging. The Duluth & Iron Range RR too contributed to the Association and provided some equipment. The WFPA was finally disbanded in 1930 with the start of the depression era. By the time of the Wales Branch extension came about in 1947, the fire fighting and detection responsibility had shifted mainly to the State or Federal government. The last one of the white pine towers still exists on the high ridge directly north of *Avoy*. About half of this tower is still in the treetop today, but in a very deteriorated condition.



Todd E. Lindahl
For the *Lake County Historical Society*
8/14/01 Revised: 9/10/01

FOREST HIGHWAY 11 HISTORICAL SITES

MURPHY LAKE
DAM

SULLIVAN LAKE
DAM

WHITE PINES
AREA

W.F.P.A.
TOWER

AVOY LOGGING
HEADQUARTERS
W.F.P.A.
HEADQUARTERS

D&N.M. RY.

REENWOOD

KE BRANCH
ROSSING.

DARBY SPUR
CROSSING.

JORDAN
SECTION HOUSE
D&R R.R.

D&N.M. RY.

MAINLINE
ROSSING.

LOGGING CAMP
D&N.M. WATER

N.E. LAKE BRANCH ON
BRANCH OF THE BEAVER RIVER



D&N.M.
MAINLINE

The Idaho County Historical Society

D&N.M. RY.
MAINLINE

HOW CROSS THE D&N.M. MAIN LINE BETWEEN MP 41 & 42

Table 3.3 Historical/Cultural Opportunities: Superior National Forest Scenic Byway

Historic/Cultural Area	Location	Brief Details
Finland Heritage Site	Finland	Open June-Labor Day, 11am-4pm; site depicts early life in Finland, MN.
Longyear Historic Drill Site	Hoyt Lakes	First site of diamond drilling on Iron Range. (1890)
Mine View in (LTV)	Aurora	* With the closure of LTV, this may not be a possibility in the future.
Northshore Mining	Silver Bay	Mining history
Northshore Stage Road	Highway 4 to Lax Lake	Utilized to deliver mail up and down the Shore. (1899)
Railroad/logging History	Just west of junction with Lax Lake Rd.	Mainline of the Duluth & Northern MN Ry. Trestle in walking distance. (1907)
Railroad/logging History	Beaver River	Water Tank Lake Branch of the D&NM, and logging camp on the Beaver River. (1901)
Railroad/logging History	Cloquet River	Greenwood Branch logging camp on the Cloquet River. (1909)
Railroad/logging History	Just east of Hwy. 2	Greenwood Lake Branch of the Duluth & Northern MN Ry. (1909-1917)
Railroad/logging History	Jordan to Cloquet River	Start of the Darby spur (1917-1954)
Railroad/logging History	Just South of Jordan Section House	Norco Jct. of the Reserve Mining co. & the general foreman's house & crossover (1951)
Railroad/logging History	Cloquet River	Jordan section house of the DM&IR. (1947)
Railroad/logging History	Jordan	Wales Branch of the D&IR RR. (1917-1984)
Railroad/logging History	Murphy Lake and Creek	Murphy Lake Dam and logging camp on Murphy Creek. (1912)
Railroad/logging History	Sullivan Lake	Sullivan Lake Dam and logging camp. (1905)
Skibob Mill	South east of Hoyt Lakes	Remnants of logging camp
Skibo Vista	8 miles S. of Hoyt Lakes	Panoramic view of Laurentian Divide and surrounding area. Fire tower history.
Split Rock Lighthouse	8 miles south of Silver Bay	Built in 1910 by US Lighthouse Service. Guided Tours
Timber Bridge	Hoyt Lakes	One of two bridges of this type in US
Toimi Historic School	Toimi	Historic Finnish school built in 1913
White Pine Picnic Forest	1mile N. of FH11 on HWY 2	Walk through 300 year old white pine. Interpretive markers. Compliments of Oliver Mining Co.
Honk the Moose	Biwabik	Life size statue of a moose located in Downtown Biwabik. Storybook character based true events in which two boys discovered a moose in Biwabik making a honking sound.
Sparta Townsite	Between Eveleth and Gilbert, south of Highway 37	Sparta is the original old City of Gilbert. When iron ore was discovered underneath the town of Gilbert, the mining companies paid to move the town. Today there are some older homes remaining in Sparta.
Old Settlement of Merritt	1 mile east of Biwabik	Merritt was an 1890's iron mining town between the Biwabik and Hale group of mines.
John Beargrease Graveyard Site	Beaver Bay	Buried at the Indian Cemetery in Beaver Bay, John Beargrease was a member of the Grand Portage Band of Ojibwe. As a hunter, trapper, fisherman, and sailor, he is best remembered for carrying the U.S. mail between Two Harbors and Grand Marais, and sometimes up to Grand Portage in the late 19th Century.



Appendix E

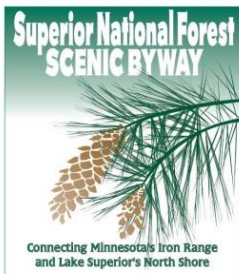
POTENTIAL SCENIC BYWAY FUNDING SOURCES

Funding Source	Responsible Entity	Infrastructure	Non-Infrastructure	Notes
Scenic Byway Solicitation	MnDOT	X		Final solicitation occurring in CY 2015
Transportation Alternatives Program (TAP)	ATPs / MnDOT	X		http://www.dot.state.mn.us/map-21/tap.html
Regional Sustainable Development Partnership	U of M		X	http://www.extension.umn.edu/rsdp/
Community Development Funding	DEED	X		http://mn.gov/deed/government/financial-assistance/community-funding/
Greater Minnesota Public Infrastructure Program	DEED	X		http://mn.gov/deed/government/financial-assistance/business-funding/infrastructure-grants.jsp
Explore Minnesota Grant Program	Explore MN		X	http://www.exploreminnesota.com/industry-minnesota/ways-to-get-involved/grants/
Parks and Trails Legacy Grant Program	DNR	X		http://www.dnr.state.mn.us/grants/recreation/pt_legacy.html
Outdoor Recreation Grant Program	DNR	X		http://www.dnr.state.mn.us/grants/recreation/outdoor_rec.html
Highway Safety Improvement Program (HSIP) Rail-Crossings	MnDOT	X		
General transportation programming	MnDOT; Counties; Cities	X		Share Byway needs with responsible roadway entities; some may be able to be accommodated through standard transportation programming processes.
Minnesota Geospatial Information Office	MnGeo		X	Not a funding source but may be used as an information resource http://www.mngeo.state.mn.us/
Minnesota State Demographic Center	Admin Minnesota		X	Not a funding source but may be used as an information resource http://mn.gov/admin/demography/
State Health Improvement Program (SHIP)	MDH	X	X	http://www.health.state.mn.us/healthreform/ship/
County Fair Arts Access and Cultural Heritage Grants	MDA		X	http://www.mda.state.mn.us/en/grants/grants/countyfair.aspx
Recreational Trails Program	DNR	X		http://www.dnr.state.mn.us/grants/recreation/trails_federal.html
Local Trail Connections Program	DNR			http://www.dnr.state.mn.us/grants/recreation/trails_local.html

Regional Trail Grant Program	DNR	X		http://www.dnr.state.mn.us/grants/recreation/trails_regional.html
Other DNR Grants	DNR	X		Depending on the project, other DNR grants may be appropriate http://www.dnr.state.mn.us/grants/index.html
Minnesota Historical and Cultural Heritage Grants	MHS		X	http://legacy.mnhs.org/grants
RDC Transportation Planning Grants	MnDOT / RDCs		X	
Private Foundation Grant Opportunities	Varies			http://www.lmc.org/page/1/private-grant-sources.jsp
Chambers of Commerce	Varies		X	Local chambers may have funding available to assist with byway activities related to economic development
Byway Membership Fees	Byway groups		X	Consider charging a byway membership fee to accomplish small projects and/or provide match to other grant opportunities
Advertising Revenue	Byway groups		X	Sell advertising in byway publications to cover costs
Regional Arts Councils			X	http://www.arts.state.mn.us/racs/
Hazard Mitigation Assistance	FEMA	X		https://www.fema.gov/hazard-mitigation-assistance
Federal Land Access Program (FLAP)	FHWA	X		http://flh.fhwa.dot.gov/programs/flap/
Minnesota Design Team	AIA Minnesota		X	http://www.aia-mn.org/get-involved/committees/minnesota-design-team/
SHPO Grants	MHS		X	http://www.mnhs.org/shpo/grants/



Appendix F



Glossary

Archeological Intrinsic Quality: A window into a more distant past. Visual evidence of the unique customs, traditions, folklores, or rituals of a no-longer existing human society, including things like artifacts, buildings, ruins, and trails. (If considering burial sites as an archaeological quality within a scenic byway, be sensitive to the cultural and ceremonial associations that many peoples have with such sites. The potential of disturbance – or even interpretation – may be unacceptable in some cases, so proceed with caution and seek out good advice as you go.)

Annual Average Daily Traffic (AADT): The average number of vehicles, calculated over a period of one year, passing a point on a road each day. It is expressed in terms of vehicles per day.

Corridor: The road and the adjacent area on both sides.

Corridor Management Plan (CMP): A written document that specifies the actions, procedures, responsibilities, controls, and strategies to maintain a byway's *intrinsic qualities*.

County State Aid Highway (CSAH): Roads managed by County Highway Departments, and funded through the Highway Users Distribution Fund, which receives its funding primarily from state gas tax and motor vehicle license fees.

CMP: Same as corridor management plan.

Cultural Intrinsic Quality: Distinctive expressions of local community life. It's easy to identify traditionally recognized cultural qualities such as public art, museums, libraries, universities, and even annual festivals. Others are less obvious, however, such as a particular industry or resource responsible for the growth and identity of the place (for example, the auto industry in Detroit or the coal industry in Pennsylvania), or continuing traditional ways of life (fishing or farming traditions, for example). Cultural qualities may be borderline historic qualities that continue to survive.

Intrinsic qualities: The six criteria for considering a byway "scenic." All scenic byways embody at least one; most embody more than one. The qualities are: scenic, natural, historic, cultural, archeological, and recreational (see next page).

Historic Intrinsic Quality: The legacy of human past. It can include concrete objects like mines, buildings, bridges, or burial sites, or less tangible artifacts such as traditional farming patterns, antique transportation systems, or pioneering

development patterns (the grid system, for example). Any human modification to the natural environment represents a potential historic feature, if you're willing to wait long enough.

Natural Intrinsic Quality: Opportunities to experience landscapes and ecological systems. This can include shoreline, wetland, desert, rock features, tundra, prairie, and natural habitat of all sorts of plants, birds, and animals.

Recreational Intrinsic Quality: Features that are traditionally associated with outdoor recreation. This can include traditional nature-based activities like canoeing or camping, but can be more as well. Does your route have along-the-road recreation facilities such as a park with picnic benches and a baseball field? Is the roadway itself used by bicyclists, walkers, runners, or even (in business areas) window shoppers? Recreational resources that are currently used by your community may be better acknowledged and conserved in tandem with a scenic byway designation.

Resource: Any individual element that is a positive addition to your scenic byway.

Scenic byway: A public road, street, highway, or freeway and its *corridor* recognized through legislation or some other official declaration as a unique resource worth preserving by virtue of its *intrinsic qualities*.

Stakeholders: Anybody who may have a direct interest, financial or otherwise, in your route, including property owners, farmers, residents, state or county road managers, ranchers, business people, bicyclists, hikers, etc.

Scenic Intrinsic Quality: Visually beautiful or interesting, whether natural or human-made. It can include things like fields, buildings, structures, water vegetation, distant mountains, skylines, and even sky, which constitute a view from the road that provides pleasure or inspires awe.

Trunk Highways: State and US Highways administered by the state Department of Transportation. These routes are heavily used, primarily for long distance trips and commercial use.

Viewshed: Everything in all directions that can be seen from your byway.

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Our Mission:

To Serve the People of the Arrowhead Region by Providing Local Units of Government and Citizens Groups a Means to Work Cooperatively in Identifying Needs, Solving Problems, and Fostering Local Leadership.

If you have any questions regarding ARDC or the Superior National Forest Scenic Byway Corridor Management Plan Update, please contact:

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