

Office of Real Estate Services Newsletter

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U.S. Department of Transportation
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■ Message from the Director

■ Cost Estimating

■ Innovative Right-of-Way Contracting Methods

■ Solar Highway Project-Alternative Uses of the Right-of-Way

■ Field Articles

■ FHWA Partnerships

■ Calendar

OFFICE OF REAL ESTATE SERVICES NEWSLETTER

| | | |
|-------------|--|-----------|
| I. | Director’s Message | 2 |
| II. | Cost Estimating | 4 |
| | Right-of-Way (ROW) Cost Estimation Guide, NCHRP Report 625..... | 4 |
| III. | Innovative ROW Contracting Methods | 6 |
| | Design Build with Right -of-Way and Alternative Contracting | 6 |
| IV. | Solar Highway Project-Alternative Uses of the Right-of-Way | 7 |
| | The West Linn Solar Highway Project – a Crucial Project in Oregon’s Right-of-Way..... | 7 |
| V. | Field Articles | 8 |
| | Canal Road Project - Mississippi Gulf Coast..... | 8 |
| VI. | FHWA Partnerships | 10 |
| | National Scenic Byways Program Welcomes 42 New Designations To The America’s Byways Collection..... | 10 |
| VII. | Calendar | 13 |

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|----------------------------|------------------------|
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Newsletter

Message from the Director - Gerald Solomon

As I am writing this article, another year is coming to an end – where does the time go? It is the last week in December and for those in the DC area, we just experienced our Blizzard of 2009 – the second snow event before the start of winter, and some 17” fell outside of my window. I fully expected that relocating from the northeast to the mid-Atlantic would safeguard me from these types of conditions. Boy, was I wrong.



Gerald Solomon

As this issue is released, I am coming into my fourth year at Federal Highway Administration (FHWA). Given the number of recent retirements, I suspect that I am advancing quickly on the not so secret future retirement list I recall seeing over the years. While I wish our former colleagues, and future retirees, nothing but the best for a long and enjoyable retirement, I am critically aware that it also means that we are losing institutional knowledge. Consistent with FHWA’s Goal of “Corporate Capacity” it is imperative that we continue to ensure current and future Realty Officers have—and take advantage of—tools (such as

those identified on the Learning Highway) to pursue career opportunities and receive the training and development needed to carry out the program activities that are necessary for staff and the Agency to be successful.

As my last article was written, I was returning from the Planning, Environment, Air Quality, and Realty (PEAR) conference. In that story, I acknowledged the program’s success in providing an opportunity for those in the several participating disciplines to receive important training related to their jobs. However, PEAR, while important, is not the end-all of what is needed for our Agency’s staff to achieve and maintain professional competency.

As the New Year advances, the Office of Real Estate Services continues to pursue a number of significant goals and objectives. There are many activities that our Office, with support of Division and Federal Lands Highway Realty staff, are attempting to accomplish to address Agency priorities in the areas of safety, livability, sustainability, climate change, streamlining project delivery, etc. Related to this, however, is our ability to recruit, train and develop, and retain qualified staff—all directly tied to the FHWA’s Corporate Capacity Goal. Our Discipline Champions will continue to work hard at ensuring that all of the tools are made available. It is up to all of us to take advantage of them. We will also continue to fully utilize opportunities available through programs such as the Student Career Experience Program (SCEP), Summer Transportation Internship Program for Diverse Groups (STIPDG), and Professional Development Program (PDP). These programs assist in finding the best candidates who may become the future FHWA Realty Specialists. I encourage those

Newsletter

that are able to do so to explore opportunities to host these students and candidates, and to become coaches and mentors.

One of the initiatives in our recent International Scan involved identifying ways that the transportation agencies in our host countries develop a framework to establish the proficiency of right-of-way and utility professionals. During this year, we will have several opportunities to promote some of these ideas for advancing this professional training and development effort. A series of articles in the bi-monthly International Right of Way Association Magazine is exploring all of the scan ideas identified for potential implementation. I encourage you to read each. In this series, an article by our Scan co-chair, John Campbell looks at “The Challenge of Proficiency” and focuses on some of the efforts being undertaken by FHWA and State Departments of Transportation (DOT) that relate to endeavors for succession planning that were observed by the Team during the scan.

It notes that FHWA continues to work with partners such as the Right-of-Way/Utility Subcommittee of the American Association of State Highway Transportation Officials (AASHTO), International Right-of-Way Association (IRWA), Association of Public Sector Real Estate (APRE), (formerly NAPREP), as they advance other tools for training and development, or certification, of their employees, members, and contractors engaged in the profession.

As also acknowledged, FHWA has undertaken a series of initiatives to address this need. Our office created a series of Web-based core right-of-way training modules with instructor notes on a DVD as a tool to assist Division Realty Officers in delivering specialized training to their State DOTs, Local Public Agencies, or other customers. The DVD also contains the Federal Land Transfer Manual,

a Right-of-Way Division Operations Guide, and several other resources. As most of you now know, our office also created a Web-based Realty Capacity Building (RCB) Navigator, beta tested at PEAR, to help all Public Sector realty professionals (Federal, State, Local Public Agencies, and Consultants) identify key competency areas in their field, improve their agency performance, and facilitate the integration of new staff into the transportation workforce. It will serve as a centralized source of credible, up-to-date information on Right-of-Way (ROW) and Outdoor Advertising Control (OAC) learning and development resources and will support the various efforts being done through IRWA and APRE to establish testing and certification for its members and others. It is accessible at <http://www.realty.fhwa.dot.gov/navigator.aspx>.

As we commence the New Year, and contemplate our future and that of our discipline, we must continue to educate ourselves in pursuit of excellence while concurrently engaging in teaching new and future Realty professionals. In this way, we will be able to accomplish succession planning and meet the needs of the Agency and the discipline.

Education, and training and development, is not a one-time exercise but rather is a continuous and on-going enterprise. As stated by Mahatma Gandhi, “Live as if you were to die tomorrow. Learn as if you were to live forever.”

In closing, I want to wish all of the best to you and your loved ones for a happy and healthy New Year.

Newsletter

Cost Estimating

Right-of-Way (ROW) Cost Estimation Guide, NCHRP Report 625

On September 11, 2009, the National Highway Cooperative Research Program issued Report No. 625: Procedures Guide for Right-of-Way Cost Estimation and Cost Management. NCHRP Report 625 was compiled by gathering the research data pertaining to the cost estimating techniques utilized in five States.

This article provides an introduction and synopsis of the information contained within the NCHRP Report 625. Examples of Iowa and Arizona ROW cost estimating techniques were included in the last edition of the *Office of Real Estate Newsletter* (HEPR), accessible at <http://www.fhwa.dot.gov/realestate/newsletter/third2009.htm>.

As this area continues to have a degree of risk, HEPR will continue to provide information to assist FHWA Division offices, State Departments of Transportation, and the community of practice in supplying tools and techniques to improve ROW cost estimating and cost management. These efforts include presentations at meetings of various professional associations such as the International Right-of-Way Association's Federal Agency Update (Las Vegas, Nevada – January 2010) and through Web conferences. For further information, please contact Kathy Facer at kathleen.facer@dot.gov.

Synopsis of NCHRP Report 625

Early Scope Definition

Scope definition is critically important to the development of a cost estimate. Scope definition is related to the completeness of the project ROW

requirements. Consequently, if project scope does not explicitly define the right-of-way requirements, an accurate ROW cost estimate cannot be produced. One State DOT attempts to increase the exactness of early project scope definition through a field visit of the project site. This level of detail is in contrast with percent-based or unit-cost approaches used by many DOTs, who do not consider location-specific attributes. Some DOTs consider this level of detail during the planning stage to be a waste of staff resources, since there are likely to be future changes to the project scope. However, this is not true for agencies that strive to develop a definitive project scope early in the planning process. If a State has refined the project scoping process to be fairly definitive, you could significantly improve project estimates by increasing the effort to define right-of-way requirements and cost at the early planning stage. This commitment calls for a greater investment of time and resources early in the process. According to agencies that make this investment, it has potential to control project cost.

Conceptual Cost Estimate Map

The conceptual cost estimate map is a tool used by designers to communicate right-of-way requirements to right-of-way staff. This map is used in conjunction with early scope definition as it captures the early project concept. Typically, the designer provides the right-of-way estimator with an aerial photograph showing all possible project alignments. The approximate ROW boundaries are drawn on the documents to communicate the ROW limits to the estimator. One caution for utilizing this technique is that the representation may convey more accuracy than is the case at such an early stage of planning. One State DOT that did not use the complete early

Newsletter

scope definition process, does use the conceptual cost estimate mapping tool.

Percent-based Right-of-Way Cost Estimate

Three of the State DOTs interviewed in the study use a percent-based ROW cost estimate procedure to develop a planning cost estimate. The percent-based estimate involves applying a percentage value to the estimated construction cost to determine the ROW cost. During the interviews it was not clear how the percentages were determined. Although the percentage-based approach is quick and easy, two State DOTs think these estimates are usually inaccurate and contribute to the cost escalation experienced on projects. The research findings seem to support this belief, as this percentage based estimate does not take into account location specific factors that effect right-of-way cost. One DOT studied the percentage-based approach used by the planning division and found that percent-of-construction estimates provide a reasonable cost basis at an approximately 50 percent rate.

Parcel-by-Parcel Cost Estimate Approach

By treating each parcel as a unique piece of real estate it is possible to capture site specific unique cost impacting conditions. An alternative approach is to complete the estimate on an overall basis (total acres) at a macro-level by considering only gross parcel area and land type (e.g., residential, commercial, etc.). When completing a parcel-by-parcel estimate, the cost estimator determines a cost for each individual parcel, capturing ROW quantities and parcel attributes in detail. The study found one State DOT uses this approach for the programming estimate, while many State DOTs utilize it for developing a preliminary design ROW cost estimate which follows.

Historical Data

Most State DOTs do not use robust historical data when preparing a ROW cost estimate during programming and preliminary design of a project. One DOT in the study uses historical data. A major reason is the recognition that the real estate values change. Year-to-year inflation is not constant therefore dated historical data is of little value when attempting to estimate real estate values. Whenever historical data is used, a contingency should be applied for the uncertainty involved in predicting future values.

Historical data was found to be useful in estimating demolition costs, relocation costs, and supporting indirect costs. These items tend to correspond with historical data and lack the complexity associated with estimating real estate values, condemnations, and real estate inflation. Support costs, including work-hours, can be estimated relatively easily and accurately based upon the size of the project, number of parcels, and other project attributes.

For more information download NCHRP Report 625 at <http://www.trb.org/PlanningForecasting/Blurbs/ProceduresGuideforRightofWayCostEstimationan162271.aspx> . A companion Web-only report is available at <http://www.trb.org/Publications/Public/Blurbs/162358.aspx>.

Newsletter

Innovative Right-of-Way Contracting Methods

Design Build with Right -of-Way and Alternative Contracting

On November 17, 2009, the Office of Real Estate Services (HEPR) facilitated a workshop in Austin, Texas, to discuss design build contracting that includes right-of-way (ROW) as a component of the contract. Concepts from the 2008 International ROW and Utility Scan were introduced, which includes alliance contracting and building early relationships with stakeholders. This effort is being coordinated with the International Scan Expert Task Group.



Participants of the workshop.

Workshop participants represented 13 State Departments of Transportation (DOTs), including ROW directors, legal counsel, innovative contracting specialists, utility and railroad coordinators, and ROW project managers. Participants shared best practices, lessons learned, and suggested contract language.

Presentations on use of design build contracts, with a ROW component, were given by Texas, Utah, and

Missouri State DOTs. The Texas DOT materials, including requests for proposals and contract packages called “Book 1, Book 2, and Book 3” for projects, are online. For Texas comprehensive development agreements see http://www.txdot.gov/business/partnerships/cda_rfp.htm. Contracting requirements for North Tarrant Expressway can be found at www.txdot.gov/business/partnerships/tarrant_express.htm; and information for the new Dallas Fort Worth connector is available at http://www.txdot.gov/business/partnerships/dfw_connector.htm.

Washington State DOT described efforts to develop an alliance-type contract that would allow very early contractor selection and use of the contractor’s knowledge through-out project development. While this effort did not result in an alliance-type contract, we are hopeful that a State DOT will try this innovative concept in the near future. The workshop results and final report will be posted on the HEPR Web site when completed. Follow-up Webinars are planned in order to provide additional information on the use of these tools to a larger audience.

For additional information, contact Kathleen Facer at kathleen.facer@fhwa.dot.gov or Bruce Bradley at bruce.bradley@dot.gov.



Newsletter

Solar Highway Project- Alternative Uses of the Right- of-Way

The West Linn Solar Highway Project – a Crucial Project in Oregon’s Right-of-Way



(Artist Rendering – Main View)

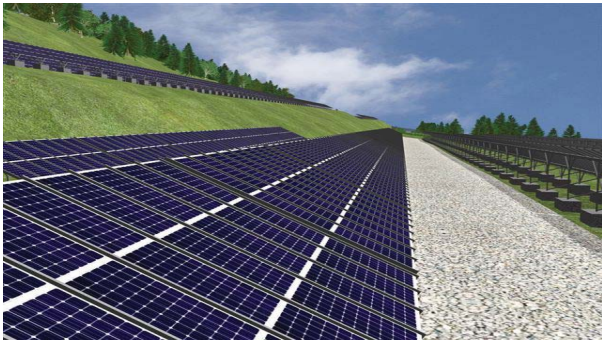
In December of 2008, the Oregon Department of Transportation (ODOT), in partnership with Portland General Electric (PGE), flipped the switch to the Nation’s first Solar Highway Project located in the Portland metropolitan area within the right-of-way (ROW) of the I-205/I-5 interchange. This endeavor was accomplished through a Power Purchase Agreement, a Utility Permit, and a Site License Agreement. This is how it works: The 104 kilowatt array puts green energy into the grid during the day and ODOT pulls that energy from the grid at night when the lights are on. This arrangement enables ODOT to get green energy from the grid without paying a premium, and also results in less operating ROW to maintain. PGE, the utility servicing the interchange and the owner of the array (through an LLC) gets renewable energy certificates (RECs) which count towards meeting its renewable portfolio standard (RPS). PGE was able to finance the project by utilizing State business energy tax credits available through the Oregon Department

of Energy. ODOT could not have financed a project using tax credits. As a Government Agency, it has no tax liability. This pilot project was done using 100 percent Oregon companies and workforce, from the panel and inverter manufacturers to the installers. (See www.oregonsolarhighway.com for more information.) Federal Highway Administration (FHWA) provided guidance and leadership to ODOT in working through the Utility Permit arrangement for allowing this installation on operating ROW.

Since then, ODOT has been working on expanding the Solar Highway Program and “institutionalizing” it Statewide using research and development (R&D) projects. One of the lessons learned from the first

project was that projects need to be larger (at least 1 megawatt) in order for the financing model to work. The West Linn site project is one of three ongoing projects. When constructed, it will be known as the “World’s Largest Solar Highway Project” because the only other highway installation in the world currently under construction is in Germany and is 2.8 megawatts. Getting the 3 megawatt West Linn Project built is crucial to the future of the Solar Highway Program in Oregon, and crucial to ODOT and FHWA. This project will continue to lead the way into the future using public-private partnerships and innovation to secure added public benefit from the existing public ROW assets. It will reduce both the cost to State DOTs to secure renewable energy and offset the carbon impact of the transportation system on the environment. Thirteen other State DOTs across the United States are in close contact with ODOT and FHWA concerning the Solar Highway Program and seeking to follow the lead set here in Oregon. Engineers from Iran, Italy, Australia, Israel, Japan, and Puerto Rico have contacted ODOT for more information on the Solar Highway Program.

Newsletter



Artist Rendering – Center of Array

The West Linn site is unique and large. It is an area that had to be massively re-graded during construction of the adjacent I-205 freeway, due to a landslide threat that had to be stabilized. The site now contains two large flat “benches” that are east-west oriented with unobstructed southern exposure that is perfect for solar photovoltaic panels. There is a PGE substation adjacent to the site allowing for easy access to the grid. It is currently being used as a material storage site for ODOT Maintenance. The site provides for very large horizontal and vertical setbacks from the closest adjoining uses, which are high income residences. The landowners living on the bluff above the site have issues with the project and believe the environmental impacts from the solar array construction will be significant. At this point, ODOT is nearing the end of the environmental feasibility work.

For further information, contact Virginia Tsu at virginia.tsu@dot.gov

Field Articles

Canal Road Project - Mississippi Gulf Coast

There are times when opportunity knocks and there are times when opportunity huffs and puffs



*Dan Smith
Right-of-Way Administrator
Mississippi Department of
Transportation*

and blows your house down. The Right-of-Way (ROW) Division of the Mississippi Department of Transportation (MDOT) was presented with many opportunities and challenges, shortly after Hurricane Katrina roared and slammed into the Mississippi Gulf Coast. Each part of the country has its own weather

issues to deal with, but Katrina became a story unto herself. Driving the coastal highway, U S Route 90, still shows Katrina’s power. There are only a few residences that have been built along the beach road that was once lined with beautiful homes.

Opportunities, you ask? The Canal Road ROW project was scheduled to begin in 2005. Katrina delayed the start, but MDOT’s Executive Director, Larry L. “Butch” Brown, decided that the ROW phase should begin as soon as possible. The project is to build a controlled access, elevated road from the Port of Gulfport to Interstate 10, about 9 miles to the North. Gulfport has been a major import site for bananas that are trucked all over the Eastern United States and this project would make it a true inter-modal facility. The economic impact to the area was a factor



*U.S. 90 bridge
leading into Biloxi.
(2005)*

Newsletter

in Director Brown's decision to begin ROW so soon after the hurricane. The area needed help in rebuilding.



Reynoir Street sign in New Orleans. (2005)

This project has given MDOT ROW Division much needed experience in a lot of areas. First, the storm related issues will be briefly described. Once

the Mississippi Division of FHWA was informed that MDOT would pursue the project, there was an important relocation decision to make. Because Katrina had displaced so many people in the Gulfport area, how would those within the proposed ROW be treated? Practically put, the owner may have a house that he once lived in, but was not living there at the time of initial contact because of Katrina. FHWA issued a policy statement that allowed our Department to treat those displaced persons as if they were "still in constructive occupancy."

<http://www.fhwa.dot.gov/realestate/katrinaguid.htm>

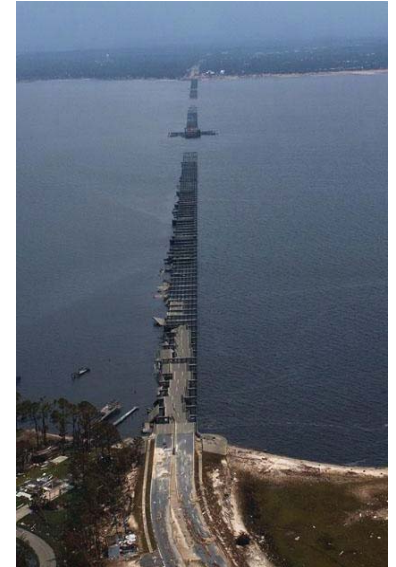
This was a great example of FHWA responding quickly and effectively.

Another opportunity presented by this project entailed environmental justice mitigation. This project has in its path, a minority church. Following the commitments given during the environmental phase of the project, MDOT ROW is overseeing replacement of the church. The church members should begin worship services in their new church early in 2010.

This project will also impact an electric power sub-station and a United States Postal Service vehicle maintenance facility. Both of these acquisitions will

be time consuming and expensive. Partnering and regular communications with the staff of these facilities will be required to accomplish the fulfillment of these opportunities. One parcel that was literally pounded by Hurricane Katrina was a hotel that was just across the beach road from the port.

The storm left a cargo container that had been swept off the docks in the lobby of the hotel. The damage to the hotel was such that demolition of the building had to be factored into the appraisal of the property.



Bay St. Louis Bridge (2005)



U.S. 90 Ocean Springs bridge. (2005)

The Mississippi Gulf Coast is home to several military installations, so it was not a surprise to find that the project impacted a United States Army Reserve (USAR) facility. It has been an educational experience to learn the processes put forth by

Newsletter

the Pentagon. FHWA has partnered with MDOT on this parcel also, opening the door for effective communication with the USAR staff assigned to this task.

I would like to commend the efforts of Cecil Vick and Rick Mangrum. Cecil, as many of you know, is the recently retired Realty Officer for the Mississippi Division. Rick is the current Realty officer for Mississippi. MDOT enjoys an effective partnership with FHWA thanks to these gentlemen.

In spite of the rude nature of Katrina, Mississippi remains the Hospitality State. Please come visit. The Gulf Coast is continuing to rebuild and MDOT is continuing its efforts to present an efficient, intermodal transportation system to the area.

For further information contact Dan Smith at DBSmith@MDOT.State.MS.US

FHWA Partnerships

National Scenic Byways Program Welcomes 42 New Designations To The America's Byways Collection

On October 16, 2009, U.S. Transportation Secretary Ray LaHood announced 42 new designations to the America's Byways® collection. The Federal Highway Administration hosted a special event for designees at the Omni Shoreham in Washington, D.C. FHWA Associate Administrator for Planning, Environment and Realty, Gloria Shepherd, opened the event and introduced FHWA Administrator Victor Mendez. Mr. Mendez welcomed the new byways and was appreciative of the special places that are now part of the collection. He talked about the great



Congressman Mike Michaud (Maine), member of the House Transportation and Infrastructure Committee, congratulates Maine's efforts to secure All-American Road designation for Acadia All-American Road Trenton Extension, and to express his support of the National Scenic Byways Program.

opportunities that Americans will have to visit these treasures and how these new byways help showcase our great country. In a statement released by FHWA, Secretary LaHood said, "These routes continue to offer Americans exciting new opportunities to explore the Nation—whether they travel close to home or across the country."



Michelle Johnson, Director, and Curt Pianalto, Byways Specialist, welcome new byways and offer technical assistance through the America's Byways Resource Center.

For the 42 byways represented at the designation event, it was a time to celebrate their achievement and to meet fellow representatives from newly

Newsletter



Jan Hill, Mayor of Haines, Alaska, traveled the farthest distance to accept the plaque for Haines Highway Valley of the Eagles. The plaque was presented by Victor Mendez and Gloria Shepherd.

designated byways. They also had an opportunity to meet and learn about the roles of National Scenic Byways Program and America's Byways Resource Center staff.

Gary Jensen, Team Leader with the FHWA National Scenic Byways Program, facilitated a Question and Answer session following the awards ceremony. The session evolved into a town hall event, with a peer-to-peer exchange of ideas. Representatives from the America's Byways Resource Center were also on hand to answer questions and offer ideas for new byways as they continue on their journey as a byway.

Curt Pianalto, Byways Specialist, compared the work of byways to a road trip, noting that national designation is a stop on the journey and not the final destination. "The Resource Center and FHWA can provide guidance to your byway organization as you develop and implement future plans."

Find out more about the newly designated America's Byways at www.byways.org.

For more information contact Cindi Ptak at cindi.ptak@dot.gov

America's Byways Collection

Bold type indicates new designation.

All-American Roads

Acadia All-American Road (ME-2009)

Alaska's Marine Highway (AK-2005)

Beartooth Highway (MT-2002, WY-2000)

Blue Ridge Parkway (VA-2005, NC-1996)

Chinook Scenic Byway (WA-1998)

Colonial Parkway (VA-2005)

Creole Nature Trail (LA-2002)

Florida Keys Scenic Highway (FL-2009)

George Washington Memorial Parkway (VA-2005)

Harriet Tubman Underground Railroad Byway (MD-2009)

Hells Canyon Scenic Byway (OR-2000)

Historic Columbia River Highway (OR-1998)

Historic National Road (MD-2002, WV-2002, IN-2002, PA-2002, IL-2002, OH-2002)

Historic Route 66 (AZ-2009)

International Selkirk Loop (ID-2005, WA-2005)

Lakes to Locks Passage (NY-2002)

Las Vegas Strip (NV-2000)

Natchez Trace Parkway (AL-1996, MS-1996, TN-1996)

North Shore Scenic Drive (MN-2002)

Northwest Passage Scenic Byway (ID-2005)

Pacific Coast Scenic Byway-Oregon (OR-2002)

Red Rock Scenic Byway (AZ-2005)

Route 1-Big Sur Coast Highway (CA-1996)

Route 1-San Luis Obispo North Coast Byway (CA-2002)

San Juan Skyway (CO-1996)

Scenic Byway 12 (UT-2002)

Selma to Montgomery March Byway (AL-1996)

Seward Highway (AK-2000)

Trail Ridge Road/Beaver Meadow Road (CO-1996)

Volcanic Legacy Scenic Byway (OR-1998, CA-2002)

Woodward Avenue (M-1) -Automotive Heritage Trail (MI-2009)

Newsletter

Total number of All-American Roads = 31

National Scenic Byways

Alabama's Coastal Connection (AL-2009)

Amish Country Byway (OH-2002)

Arroyo Seco Historic Parkway-Route 110 (CA-2002)

Ashley River Road (SC-2000)

Baltimore's Historic Charles Street (MD-2009)

Big Bend Scenic Byway (FL-2009)

Billy the Kid Trail (NM-1998)

Brandywine Valley Scenic Byway (DE-2005)

Cascade Lakes Scenic Byway (OR-1998)

Cherohala Skyway (TN-1996, NC-1998)

Cherokee Foothills Scenic Highway (SC-1998)

Cherokee Hills Byway (OK-2009)

Chesapeake Country Scenic Byway (MD-2002)

City of Las Vegas, Las Vegas Boulevard State Scenic Byway (NV-2009)

Coal Heritage Trail (WV-2009)

Colorado River Headwaters Byway (CO-2005)

Connecticut River Byway (NH-2005, VT-2005, MA-2009)

Connecticut State Route 169 (CT-1996)

Copper Country Trail (MI-2005)

Coronado Trail Scenic Byway (AZ-2005)

Coulee Corridor Scenic Byway (WA-2005)

Country Music Highway (KY-2002)

Crowley's Ridge Parkway (MO-2000, AR-1998)

Death Valley Scenic Byway (CA-2002)

Dinosaur Diamond Prehistoric Highway (UT-2002, CO-2002)

Dry Cimarron Scenic Byway (OK-2009, NM-2009)

East Tennessee Crossing (TN-2009)

Ebbetts Pass Scenic Byway (CA-2005)

Edge of the Wilderness (MN-1996)

Edisto Island National Scenic Byway (SC-2009)

El Camino Real (NM-2005)

The Energy Loop: Huntington/Eccles Canyons Scenic Byway (UT-2000)

Flaming Gorge-Uintas National Scenic Byway (UT-1998)

Flint Hills Scenic Byway (KS-2005)

Florida Black Bear Scenic Byway (FL-2009)

Forest Heritage National Scenic Byway (NC-2009)

Frontier Pathways Scenic and Historic Byway (CO-1998)

The George Parks Highway Scenic Byway (AK-2009)

Geronimo Trail Scenic Byway (NM-2005)

Glenn Highway (AK-2002)

Gold Belt Tour Scenic and Historic Byway (CO-2000)

Grand Mesa Scenic and Historic Byway (CO-1996)

Grand Rounds Scenic Byway (MN-1998)

Great River Road (AR-2002, MN-2000, IA-2000, IL-2000, WI-2000, MS-2009, MO-2002, KY-2009, LA-2009, TN-2009)

Haines Highway-Valley of the Eagles (AK-2009)

Highland Scenic Highway (WV-1996)

Historic Bluff Country Scenic Byway (MN-2002)

Historic Route 66 (NM-2000, IL-2005, OK-2009)

Illinois River Road (IL-2005)

Indian River Lagoon Scenic Highway (FL-2002)

Indiana's Historic Pathways (IN-2009)

Jemez Mountain Trail (NM-1998)

Journey Through Hallowed Ground Byway (VA-2009, MD-2009, PA-2009)

Kaibab Plateau-North Rim Parkway (AZ-1998)

Kancamagus Scenic Byway (NH-1996)

Lake Erie Coastal Ohio Trail (OH-2005)

Lake Tahoe-Eastshore Drive (NV-1996)

Lariat Loop Scenic & Historic Byway (CO-2009)

Lincoln Heritage Scenic Highway (KY-2009)

Lincoln Highway (IL-2000)

Loess Hills Scenic Byway (IA-2000)

Logan Canyon Scenic Byway (UT-2002)

McKenzie Pass-Santiam Pass Scenic Byway (OR-1998)

Meeting of the Great Rivers Scenic Route (IL-1998)

Merritt Parkway (CT-1996)

Midland Trail (WV-2000)

Millstone Valley Scenic Byway (NJ-2009)

Minnesota River Valley Scenic Byway (MN-2002)

Mohawk Towpath Byway (NY-2005)

Newsletter

Mountains to Sound Greenway-I-90 (WA-1998)
Mt. Hood Scenic Byway (OR-2005)
Native American Scenic Byway (SD-2005, ND-2005)
Nebo Loop Scenic Byway (UT-1998)
Ohio & Erie Canalway (OH-2000)
Ohio River Scenic Byway (IN-1996, IL-1998, OH-1998)
Old Canada Road Scenic Byway (ME-2000)
Ormond Scenic Loop & Trail (FL-2009)
Outback Scenic Byway (OR-1998)
Outer Banks Scenic Byway (NC-2009)
Paul Bunyan Scenic Byway (MN-2005)
Payette River Scenic Byway (ID-2002)
Pend Oreille Scenic Byway (ID-2002)
Peter Norbeck Scenic Byway (SD-1996)
Pioneer Historic Byway (ID-2005)
Pyramid Lake Scenic Byway (NV-1996)
Rangeley Lakes Scenic Byway (ME-2000)
Red River Gorge Scenic Byway (KY-2002)
Religious Freedom Byway (MD-2009)
River Road Scenic Byway (MI-2005)
Rogue-Umpqua Scenic Byway (OR-2002)
Russell-Brasstown National Scenic Byway (GA-2000)
Santa Fe Trail (NM-1998, CO-1998)
Savannah River Scenic Byway (SC-1998)
Scenic Byway 143-Utah's Patchwork Parkway (UT-2009)
Schoodic Scenic Byway (ME-2000)
Seaway Trail (NY-1996, PA-2005)
Sheyenne River Valley Scenic Byway (ND-2002)
Sky Island Scenic Byway (AZ-2005)
Skyline Drive (VA-2005)
Staunton-Parkersburg Turnpike (WV-2005)
Stevens Pass Greenway (WA-2005)
Strait of Juan de Fuca Highway-SR 112 (WA-2000)
Talimena Scenic Drive (OK-2005, AR-2005)
Talladega Scenic Drive (AL-1998)
Tioga Road/Big Oak Flat Road (CA-1996)
Top of the Rockies (CO-2009)

Trail of the Ancients (UT-2005, CO-2005)
Trail of the Mountain Spirits Scenic Byway (NM-2005)
Turquoise Trail (NM-2000)
Washington Heritage Trail (WV-2000)
West Cascades Scenic Byway (OR-2000)
Western Heritage Historic Byway (ID-2005)
Wetlands and Wildlife Scenic Byway (KS-2005)
White Mountain Trail (NH-1998)
White Pass Scenic Byway (WA-2009)
Wichita Mountains Byway (OK-2009)
Wilderness Road Heritage Highway (KY-2002)
Woodlands Trace (KY-2009, TN-2009)

Total number of National Scenic Byways = 121

Grand Total = 150

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Calendar

Please visit this link for all the latest information regarding up and coming events.

<http://www.fhwa.dot.gov/hep/calendar.cfm>