

CHAPTER 6

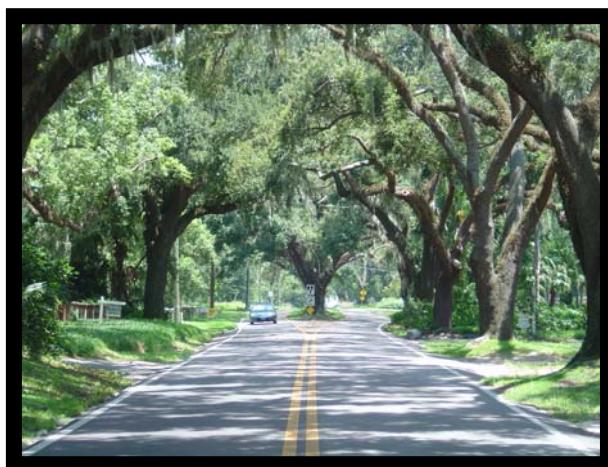
INTRINSIC RESOURCE ASSESSMENT

This chapter describes the Intrinsic Resource Assessment elements and instructs a Corridor Advocacy Group (CAG) on the methods for conducting this assessment. The intent of this chapter is to guide the CAG through the assessment and to bring together the necessary resource-related documentation. A package of information assembled during this assessment, along with other information gathered in the Background and Criteria Assessments described in **Chapter 2 - Eligibility Phase**, are the key materials necessary to determine whether the proposed corridor is eligible to become a Florida Scenic Highway.

6.1 INTRINSIC RESOURCE ASSESSMENT

This assessment is the first of three assessments to be completed as part of the *Eligibility Phase*. It is a defined methodology that examines, inventories, researches and documents a corridor's featured resources and attempts to assess the travelers' impressions of the corridor. Some resources along a corridor can be easily inventoried, such as the number of lakes and historic sites; yet other aspects, such as continuity and vividness, are more difficult to evaluate. The Intrinsic Resource Assessment described in this chapter will provide the CAG with maps, research, and survey results as well as video and photography of their corridor. These materials will be included in the *Eligibility Application*, described in **Chapter 2 - Eligibility Phase**.

While one or two types of intrinsic resources may be most apparent within the corridor, it is important that the CAG attempt to examine *each* of the resource specific criteria defined in **Chapter 5 - Designation Criteria**. The purpose of this assessment is two-fold. First, it provides a detailed inventory and documentation of the intrinsic resources within the corridor. Second, the assessment is an excellent self-teaching method which assists the CAG in gaining more knowledge about their proposed corridor. Again, the quality of these resources must be preserved, maintained, protected or enhanced, because without them a corridor cannot be designated as a Florida Scenic Highway.



6.2 A SIX STEP PROCESS

The Intrinsic Resource Assessment consists of the six steps listed below. The first four steps are used to collect information about the resources. The final two steps are designed to define and display this information using text and graphics.

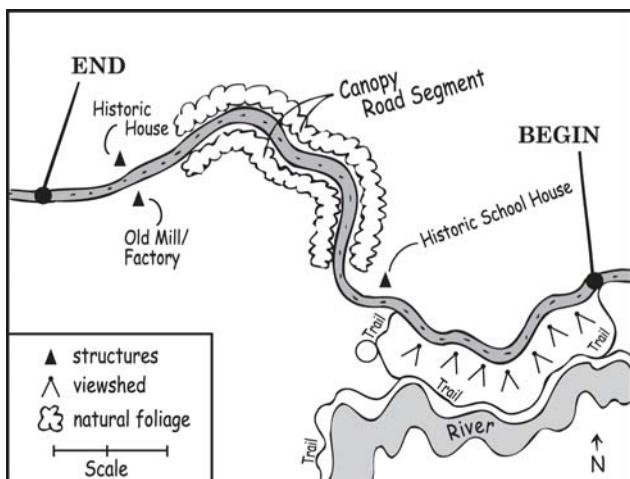
- Preliminary Corridor Limits
- Corridor Impressions Survey (CIS)
- Field Inventory
- Research the Intrinsic Resources
- Refine Corridor Limits
- Corridor Video & Graphic Depiction

Each step in this methodology builds upon the next. Together, these steps produce a cohesive and comprehensive examination of the corridor and its resources and features. The first step of the assessment is defining the preliminary corridor limits. It is important to establish a preliminary set of limits, since some of the assessment will need to be conducted within defined geographic boundaries. The Corridor Impressions Survey asks local citizens and interested persons to travel the corridor and contribute their opinions and observations on what they see, think and feel. These impressions will help identify for the CAG those corridor features which stand out to the general community and those less familiar with the area. With this information, the CAG can inventory the corridor for all the features, both positive and negative. This inventory includes those features identified by participants in the survey, but may also recognize other resources present within the corridor.

Once completed, detailed research will yield more knowledge about the corridor and the resources which have been identified. This research will assist in highlighting the significance of exceptional intrinsic resources likely to be the basis for seeking designation. When these initial four steps of the assessment are complete, the CAG will have the information necessary to refine the limits of their corridor. A final definition of the corridor's limits should be agreed upon. The final step of the assessment involves displaying pertinent corridor information in several different types of media. A video and photography of the corridor and its exceptional intrinsic resources will be used to represent the experience of an actual traveler. Maps and written text will be used to show and describe the corridor in its entirety.

6.3 PRELIMINARY CORRIDOR LIMITS

In this step, the CAG defines the proposed corridor's limits. These *corridor* limits will include length and width termini. A *corridor* should be considered the area adjacent to and/or influencing the roadway. This may not be limited to the right-of-way or visual limits when resources are located or continue beyond the visible boundaries of the corridor. Certainly the roadway can have aesthetically pleasing features, yet it is the roadside landscapes, views, and resources that are likely to contribute the most to a pleasurable driving experience. A preliminary set of limits are chosen to focus future steps of the assessment in the defined geographic area. It will be from these preliminary limits that the surveys and inventories are conducted and the actual corridor limits are defined.



In defining the corridor limits, travelers should be able to see or access the intrinsic resources from the roadway, which may mean they will be visible from the road. Some resources can, however, be partially covered or hidden behind vegetation, therefore limiting the traveler's view of that resource. The CAG will want to be aware of these partially hidden or obstructed resources while conducting the assessment and preparing the documentation for eligibility. As a part of their **Eligibility Application** and eventually

the Corridor Management Plan (CMP), a plan could be created to uncover those partially hidden resources and, in essence, expand the view for a traveler.

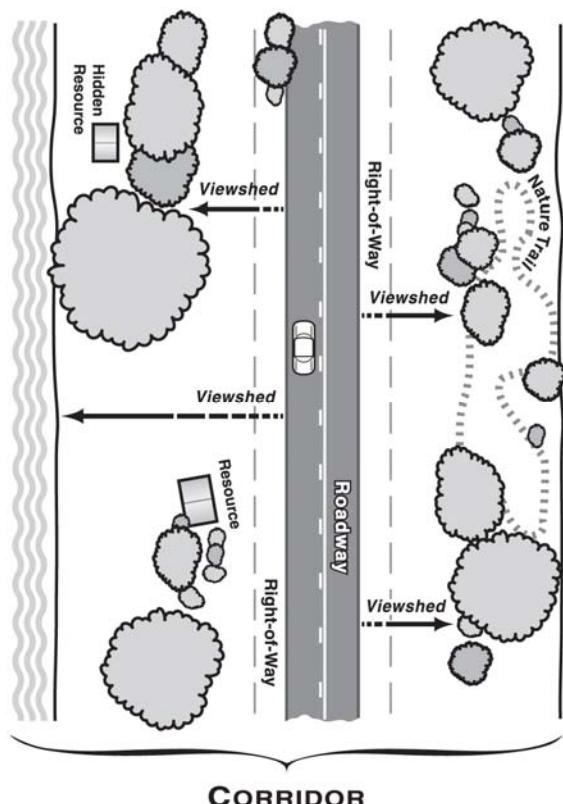
6.3.1 Corridor Length and Termini

A corridor's length should be as long as feasible to include all significant resources. The CAG should consider where they want the scenic corridor to begin and end. Corridor termini should be established by examining changes in identifiable resources and continuity. Jurisdictional limits and intersecting roadways, while logical candidates, should not be assumed as a terminus based solely on location. If resources cross jurisdictional boundaries, cooperative communications should be pursued, since these limits are transparent to travelers. Termini are important because upon designation, signage will be erected which marks the beginning and ending points for the corridor. Between these limits, travelers will expect to find the outstanding resources and scenery for which designation was granted. The beginning and ending termini are transition points for the traveler. They enclose the resources and features of a corridor that have been found worthy of designation.

6.3.2 Corridor Width

Along with the corridor limits on length, the CAG will need to define the corridor's width. The width of a corridor can be defined by its viewshed. A viewshed is defined as "the area of landscape that can be seen from any given point along the road" [Copps, 1995]. In some areas, foliage and vegetation will be close to the roadway making only short distance views possible, while other points along the road may offer distant views across areas such as plains, hills, and shorelines. Defining the viewshed of a candidate corridor is very important. While the roadway right-of-way (ROW) may be in public ownership, land beyond the ROW but within the viewshed, can be owned by different entities both public and private. When defining the limits of the viewshed, the CAG should take careful notice when it crosses the on-ground boundaries of private property. Preserving, maintaining, protecting and enhancing these resources will require cooperation and coordination between the CAG and land owners. The way the landowners within the viewshed choose to use their property can greatly affect the quality of the viewshed. The CAG could preliminarily define the viewshed by applying the phrase "as far as the eye can see," knowing this limit will change later as more information is gathered on the corridor and its adjacent resources.

The width of a corridor can also be defined beyond the viewshed. On occasion, a CAG may know of resources that are important to the corridor but not within the viewshed. For example, a historic site is adjacent to the corridor, but not visible or a hiking trail runs the length of the corridor but cannot be seen from the road. These hidden resources can still play an important role in the definition of the corridor. Therefore, the true definition of corridor may go beyond the viewshed and encompasses a much broader area that is filled with the exceptional resources important for designation. In essence, the corridor is the viewshed plus the limits of immediately adjacent "hidden" resources. The graphic to the left represents this concept of corridor.



6.3.3 Adjusting the Corridor Limits

Subsequent assessment steps are conducted within these preliminary limits on length and width. Once these steps of the assessment are completed, a final decision will be made on the corridor's limits. The final corridor limits will be the focus of designation activities and information. As future steps of the assessment are completed, the CAG may find that additional resources exist beyond their preliminary limits and that the actual corridor should be longer. A more frequent occurrence, however, may be for the CAG to discover that some areas of their corridor lack the quality of intrinsic resources

necessary for eligibility. When this assessment is near completion, the CAG may decide to focus and modify the corridor's limits in relation to the most exceptional intrinsic resources.

6.3.4 Loop Roads and Access Roads

Some corridors may want to consider the addition of loop roads or access roads when defining the corridor limits. These roads will spur off a main scenic corridor and enable travelers to reach near-by intrinsic resources. Loop roads depart from the corridor and either form a loop or re-connect with the corridor at a separate junction. Access roads provide direct access to a resource that may not be visible from the main corridor. In either case, these additional roads can greatly enhance an applicant corridor. More quality resources may be accessible off of loop or access roads that may not otherwise be part of the overall corridor. The resources need to be continuous along a corridor, and loop or access roads can help this, in order to include resources that would be valuable additions. Loop and access roads need to be justified in the application, as to why the resource is valuable and should be included. Corridors with many spur or loop roads make it harder for travelers, so signage plans and detailed maps should be carefully planned.

6.4 CORRIDOR IMPRESSIONS SURVEY (CIS)

The purpose of this survey is to record the impressions of the proposed corridor and its featured resources from the local community and others who may not be familiar with the corridor. This portion of the Intrinsic Resource Assessment will be the first opportunity to gain public input about the corridor and its potential designation. *Therefore, the Corridor Impressions Survey (CIS) should be completed by both CAG and non-CAG members.* This survey will ask citizens and interested persons to identify important features and assess the quality of the corridor. Every person surveyed may have a different impression of the corridor and may also notice different resources. The CAG can use these survey responses to gauge which resources were noticed by many travelers and which resources are being overlooked. For instance, numerous survey participants may recognize a beautiful view of a shoreline, but miss the signs leading to a bike trail. This information will assist the CAG in pinpointing the noticeable resources in their corridor and the features that may need to be enhanced. Survey results will also help the CAG in the next step of the assessment, conducting a field inventory, and assist in evaluating the quality of the corridor and identifying resources most recognizable to the public. The CIS differs from the Field Inventory (also discussed in this Chapter) in that the intent is to gather impressions from the community at large and users, not just the CAG. The responses to these surveys will demonstrate support and thoughts on the corridor's quality from community and user perspectives. The CAG should meet and discuss with their DSHC how the CIS will be completed before beginning this effort.

6.4.1 Conducting a Corridor Impressions Survey

A CAG can use several methods to conduct a corridor impressions survey of its candidate corridor. No one method is the best, rather each CAG should determine the best method

for people to complete a survey along their corridor. A sample corridor impressions survey methodology is provided below that may be used by a CAG in conducting a survey. A sample survey form is located in **Appendix B**. The form consists of three pages, with the first presenting detailed instructions on how the survey form is completed. Page two displays a format by which participants will write their impressions of what they see. The participants will be asked to travel the corridor, stopping at designated points to write down their comments on what they experience. What features were apparent? What was pleasing to the eye? Is the trip enjoyable, and why? For instance, a participant may see a lake in mile one, an old house and a beautiful view across a field in mile two, nothing very prominent in mile three, and so on. This type of information should be included on the form. These surveys can be administered to a variety of participants, not just residents or those familiar with the corridor. Remember, the survey is not a task for the CAG to complete; it is intended to be a measure of community impressions. Once participants have identified all the resources seen in each segment, they will be asked to assess the quality of the entire route in regards to its qualities of vividness and unity. These qualities are defined as:

Vividness - the landscape displays features which are highly distinct and prominent. Its patterns of line and form, color and texture range in complexity adding a striking character to what the traveler sees. In short, the corridor is memorable, striking, and/or highly interesting [Jones and Jones, 1974].

Unity - how well the landscape and its resources blend together to form a “single, coherent and harmonious visual experience” [Jones and Jones, 1974].

An assessment will be made by each survey participant as to the degree to which the proposed corridor exhibits these two qualities. Such a determination will be somewhat subjective in nature and the basis for responses will differ among participants. They will also be different when comparing scenic or heritage classifications. Yet, this variety of responses will also represent the differing opinions of the community regarding the qualities of the corridor. There are additional methods the CAG may employ to gain travelers' impressions. The CAG can distribute cassette recorders to travelers to record comments as they drive, bike or walk the corridor and then transcribe these comments on the survey form. The CAG could distribute disposable cameras (35mm) to survey participants to photograph the resources and features they notice and appreciate. Another method is to attach videotaping devices to participant's vehicles. This allows for verbal comments to be directly associated with the images on film. The CAG is encouraged to find the mediums they feel most comfortable using and those most likely to gain the travelers' impressions. While any of these additional mediums can be used to gather impressions of the corridor, the CAG will need to be able to summarize these thoughts for inclusion in its Eligibility Application.

6.4.2 Survey Summary

Once a corridor impression survey has been administered, completed, and returned, the CAG will assemble them into an organized package. A summary of all the resources

identified by participants should be made. This will become a quick reference sheet that summarizes the surveys for the entire corridor. Eventually, this CIS summary statement will be provided in the body of the Eligibility Application (described in Section 6.9 - Documenting the Intrinsic Resource Assessment). The individual survey forms, the summary form and any other media used (i.e., pictures, video and audio tapes) will be included in the Appendix of the Eligibility Application.

6.5 THE FIELD INVENTORY

The **Field Inventory** differs from the Corridor Impressions Survey (CIS) in that it attempts to locate *all* features within the corridor that should be considered, not just those that are noticeable at first. In essence, the inventory highlights factual information about the corridor. It accounts for the individual features or resources within the corridor and measures their frequency of appearance and their visibility and/or accessibility from the roadway. As opposed to the CIS, members of the CAG should conduct the Field Inventory. During this inventory, the CAG will attempt to identify positive and negative features that should be considered. For example, features such as city skylines, coastline views and orchards are considered to be positive scenic features whereas some negative features may include beach erosion or blighted urban areas. Again, it will depend on the scenic or heritage classification as well. Blighted urban areas can also be rich in heritage resources.

This inventory will build upon the CIS to produce a detailed listing of the resources within the viewshed of the proposed corridor.

6.5.1 Field Inventory Form

To conduct the Field Inventory, the CAG should form a team who will perform this portion of the assessment. A **Field Inventory Form** is provided in **Appendix B** and should be used by the team when performing the inventory. Unlike the CIS, which divides the corridor into segments based on visual changes or posted signs, the Field Inventory is performed according to specific, measurable segments to assist the CAG in mapping their corridor.

The Field Inventory form is divided into two main sections, one for positive features and one for negative features of the corridor. To the right of each feature (line) there are boxes labeled 1 through 10. The form is designed with evaluation boxes representing tenths of miles, with each form representing one mile of the corridor. However, depending on the specific features of a corridor, each box on the form could represent a more appropriate segment distance such as a half mile, one mile or five miles. These distances are easily measured with a vehicle, which is probably the most convenient measuring device available to a CAG. Once the segment length is determined, the corridor should be divided and marked according to these segment lengths. The form should be revised if a segment length other than tenths of miles is chosen, and then copied for use on the entire corridor.

Three codes are to be used within the evaluation boxes. A check mark denotes a resource is fully visible from the roadway. An "X" denotes that the feature is partially visible from the roadway (obstructed by vegetation or structures). Lastly, an asterisk denotes that the

feature is not visible from the road, but is present or accessible in some manner. For example, a long distance view is visible from the roadway, but not accessible, whereas a bike trail may be accessible, yet not visible. Most cultural, historical, archeological, natural and scenic features should be visible, while some recreational features will be physically accessible and not necessarily visible. Accessibility should be noted for those resources where this is important. This "X" code could also be used to note the expanded potential of an intrinsic resource. These resources could be made more visible or accessible through proposed future enhancements.

6.5.2 Using the Field Inventory Form

Each of the team members should have their own set of forms to complete. They should begin their drive of the corridor examining one side of the roadway at a time. When they reach the terminus, the team should inventory the features on the other side on the return trip. Caution should be taken when beginning the drive in the opposite direction, as the last segment of the corridor they just covered will now be the beginning segment. Therefore, for the first form in the opposite direction, the evaluator should only fill out as many boxes as were filled out for the last form in the first direction. This will produce corresponding inventory forms for same segments of the corridor. It will be important to keep both directions of the inventory segments together.

As the corridor is driven, the team members will note features present within the corridor and the segment in which they can be found. Later these sheets will assist the CAG in constructing maps of the intrinsic resources and other features along the corridor. For example, if tenths of mile segments were used and a historic school house is located and fully visible in 4/10th of mile three, it will be listed under *Historic* and the 4th box over should be marked with a check mark. The Inventory sheet number three, for mile three, will be used. At the conclusion of each mile/segment, several boxes may be marked. While 1/10th mile increments are recommended, the CAG need not become overly concerned with exactness of distances. The main benefit is to determine from the inventory which segments have intrinsic resources and other features, and an approximate location of each.

The bottom portion of the Field Inventory Form allows the team to include additional commentary if necessary. This space may be used to clarify the resources that have been identified in the above inventory or to explain any features the team wishes to discuss. For example, historic buildings may appear throughout the corridor. Therefore, their names and other observations can be included in the comment box.

6.5.3 Inventory Summary

The Field Inventory Forms should be collected from each team member and summarized on one or more blank forms. This summary will reduce the repetitive identification of features but include a comprehensive set of observations. Eventually, these summary forms will be inserted into the ***Eligibility Application*** (described in ***Section 6.9 - Documenting the Intrinsic Resource Assessment***). The original inventory forms should

be included in the Appendix. The information collected during this inventory will assist the CAG in determining the intrinsic resources to research, in finalizing the definition of the corridor's limits, and in preparing a video and graphic depiction of the candidate roadway.

6.6 RESEARCH THE INTRINSIC RESOURCES

Once the Corridor Impressions Survey and Field Inventory have been completed, a detailed physical description of the resources and features within the corridor will exist. The survey and inventory results may have identified an abandoned railroad line running through it, the ruins of a large plantation home and a long portion of the roadway is canopied with trees. But what do these resources tell someone about the corridor? This is where research on the part of the CAG may result in more in-depth knowledge of the corridor. Perhaps the old plantation once harvested tobacco for the region. The product was shipped by horse drawn carts along the road to a nearby town. The road was lined with trees to provide shade for the horses and riders which made these trips several times a month. What the survey and inventory told the CAG was that certain physical resources and features exist in the corridor based on visual experiences. The additional research, however, uncovers the rich history and quality of those resources and features.

The CAG should seek out sources that can provide information regarding the resources, features and qualities of the corridor. This information can further the CAG's knowledge about the corridor and can be used when preparing the Criteria Assessment in the *Eligibility Phase*, and later in the *Designation Phase* to develop the Corridor's Story (see Universal Criteria in **Chapter 5 - Designation Criteria**). The following is a list of potential sources of additional information.

- State or local historic preservation societies
- State archeological bureau
- local and state libraries
- colleges and universities
- environmental agencies
- commerce agencies and business associations
- parks and recreation departments
- cultural groups or agencies
- forest and park services

- habitat coalitions
- longtime area residents

This research may highlight certain intrinsic resources as more significant than others. Knowing this, the CAG may wish to focus their corridor's designation around these resources. Research materials may eventually be referenced and/or included in the ***Eligibility Application***.

6.7 REFINING THE CORRIDOR LIMITS

After researching the resources and features identified through the survey and inventory, the CAG will have the necessary tools to refine the limits established in the initial step of this assessment. The information gained during the research of the corridor will have highlighted some resources which are truly exceptional. Other resources along the corridor may not be as exceptional, distinctive or significant. Therefore, the CAG may wish to eliminate some portion of their preliminary corridor limits to focus on the section with the richest resources. Remember, however, that *continuity* is considered a Universal Criteria (see ***Chapter 5 - Designation Criteria***) and each candidate corridor must be as continuous as possible with minimal gaps or intrusions. A corridor that has intrinsic resources in small segments separated by large gaps may not be considered continuous.

The CAG should decide upon a firm definition of the corridor limits. If the roadway has permanent mile markers, these can be used as a method of describing the beginning and end of the scenic corridor, while others can be defined by distances from recognizable features. For instance, a corridor may be defined as beginning 650 ft. south of Old Edge Bridge and ending at the intersection with River Road. The termini for the corridor should be visually obvious. As for the width, the CAG should define it in terms of their vision for the corridor. If, as a part of the corridor vision, vegetation is proposed to be cut back to reveal a pastoral view across farmland acreage, then the corridor boundaries should take this improvement into account.

6.8 THE CORRIDOR VIDEO & GRAPHIC DEPICTION

The final step in the Intrinsic Resource Assessment is the presentation of all the information obtained regarding the corridor. These materials will be important for the Scenic Highways Advisory Committee's (SHAC) understanding of the corridor. In many cases, SHAC members will have limited knowledge or may never have traveled the proposed corridor. Therefore, these graphics and text materials will serve as their "eyes and ears." The CAG should attempt to make these materials as easy to understand as possible. Graphics should be simple to read and straightforward. Video submissions should have good sound and color quality and text (script) should be concise and clearly written. The materials created and assembled in this step will be the culmination of the previous five steps of the assessment and should reflect all aspects and features in the corridor.

6.8.1 Corridor Video

The CAG should begin this final step of the assessment by creating a **Corridor Video**. This video will serve as the visual “sales pitch” for illustrating the outstanding resources the corridor has to offer its residents and visitors. The Corridor Video will provide the SHAC an opportunity to experience a trip along the proposed corridor. This effort does not need to be elaborate or unduly complex, and all types of media (DVD, Power Point, slides on CD) are acceptable. Before beginning, the CAG should discuss their Corridor Video efforts with their DSHC.

The Corridor Video should be prepared in a manner that highlights what one would experience while traveling the corridor. Significant resources should be noted. Along with this, the CAG may want to show close-ups and/or photograph corridor sections with outstanding resources. Perhaps going inside historic structures, focusing on scenic views, or walking on recreational trails or campgrounds would provide additional insights. In all, this effort should seek to visually display the aspects of the corridor which make it worthy of designation as a Florida Scenic Highway.

6.8.2 Graphic Depiction

Along with the Corridor Video, the CAG should prepare several other types of visual aids or depictions. These graphic depiction(s) place important corridor information on maps and other graphics and should be submitted to satisfy requirements of the **Eligibility Application**. Each of the graphics described below can be used by the CAG in displaying the features and aspects of their corridor.

- Maps - A ‘base’ map (to scale) of the corridor should be created which clearly depicts the corridor’s termini and the viewsheds (limits). This map should be appropriately scaled to the size and quantity of features along each corridor. On this map, or on overlays, the intrinsic resources should be identified. Any feature that the CAG considers an intrinsic resource should be noted with type, location and an approximate distance from the roadway. Other overlays can be made which depict property lines of adjacent land owners, right-of-way lines, easements or other potential boundaries.

The graphic depiction can include other graphics, historical photos, and printed materials which further describe the corridor. These may include renderings, aerial photographs, brochures and existing mapping. The primary intent of the graphic depictions is to “show” what your corridor has to offer its residents and visitors.



- *Text* - The CAG should provide brief narratives which describe, in detail, the graphics and visual materials. It should mention the boundaries and resources as well as any other pertinent corridor information.

6.9 DOCUMENTING THE INTRINSIC RESOURCE ASSESSMENT

Now that the entire assessment is complete, the CAG can use the information collected during this assessment to complete the requirements of the *Eligibility Phase*. Rather than compiling the information gathered during the Intrinsic Resource Assessment into a separate report/document, the CAG should include the following items into the ***Eligibility Application***.

The ***Eligibility Application*** should include:

- ***Corridor Limits*** - Explanation and depiction of the final corridor limits (text and graphic).
- ***Corridor Impressions Survey Summary Sheet*** – Describe how the survey was conducted and its general conclusions, referencing the summarized forms (text and summary forms).
- ***Field Inventory Summary Sheet*** - Describe how the inventory was conducted and its general conclusions, referencing the summarized forms (text and summary forms).

The following items should be enclosed in the Appendix of the ***Eligibility Application***. Keep in mind, this Appendix may be a large type folding file which can hold larger items such as maps and videotape(s).

- ***Corridor Impression Survey Forms*** - All the survey forms completed for the corridor should be collected and organized into a packet for inclusion.
- ***Field Inventory Forms*** - All the field inventory forms completed by the CAG team members should be collected and organized into a packet for inclusion.
- ***Corridor Video*** - The corridor video prepared should be included as well as any additional video taken at different times of the day or during special events. Any supplemental photography, that is not included in the mapping, should be included with the video.
- ***Maps/Graphics*** - The corridor base map should be included as well as all other maps and graphics depicting corridor information.

6.10 FREQUENTLY ASKED QUESTIONS ABOUT THE INTRINSIC RESOURCE ASSESSMENT

Q: What are Loop Roads?

A: Loop roads depart from the corridor and either form a loop or reconnect with the corridor at a separate junction. Loop roads can enhance a corridor by providing access to additional resources.

Q: How detailed or elaborate should our Corridor Video be?

A: The Corridor Video does not need to be unduly complex or costly. However, many corridors use this video for promotional purposes as well. If the CAG foresees a marketing use for their video, more effort or expense may be justified for use in both the application and promotional endeavors.

6.11 KEY POINTS

In this chapter, the following key points were presented:

- The ***Intrinsic Resource Assessment*** is a six step process developed to identify, research and document a corridor's featured resources.
- Determining the ***Corridor Limits*** in terms of length and width.
- Conducting a ***Corridor Impressions Survey*** is required to gather information on travelers' impressions.
- The Corridor Advocacy Group (CAG) conducts a ***Field Inventory*** to identify all features within the corridor that should be considered in determining eligibility.
- The ***Corridor Video*** and ***Graphic Depiction(s)*** serve to convey information about the corridor to the Scenic Highways Advisory Committee (SHAC).

