

POLICY AND PROCEDURES FOR STATE DESIGNATION OF SCENIC BYWAYS

1. Designation of a route as a scenic byway allows the byway to be featured in the promotions of the Department of Tourism and may allow the route to be featured in U.S. Forest Service promotions. Scenic byway routes are designated primarily for visitors from other states, but South Dakotans and international visitors can also appreciate the beauty and distinctiveness of the routes selected. The scenic, archaeological, cultural, historic, natural, and recreational features of the byways should be unique and unusual compared to the typical features of the state, realizing that national visitors consider the common features of South Dakota to be uncommon.
2. A Local Nominating Committee (local or tribal government, or both) will prepare and submit the application to the Scenic Byways Coordinator. The Scenic Byways Coordinator will aid with the acquisition of the requirements for the application. The application must address Federal and State Laws and Regulations ([https://www.fhwa.dot.gov/hep/scenic byways/](https://www.fhwa.dot.gov/hep/scenic%20byways/)). The application should include the following required items:
 - a. A statement describing the location, using cardinal directions, and jurisdiction of the road(s), whether it is state, federal, local or private. If the road requires a fee for travel, it should be stated.
 - b. A statement and maps describing the conditions of the road, including surface type, surface condition, average daily travel, roadway widths, line of sight, grade conditions, location of billboards, and urban congestion points encountered. This narrative should explain why the route is suitable and safe for recreational driving in a motor home, passenger car or other vehicle.
 - c. A narrative description of the route being proposed for designation, which includes the route number, the length of the segment proposed for designation; the mapped location of features along the route which possess distinctive scenic, archaeological, cultural, historic, natural, and recreational features; a description of each of the features which makes the route worthy of scenic byway designation; and a discussion of the presence of billboards and urban congestion.
 - d. A single image that best represents the experience along the proposed byway and a text description depicting the image.
 - e. A signed statement from all affected cities, counties, and/or tribes approving the nomination of the route.
3. Designated scenic byways may receive distinctive signs to identify and commemorate the special status of the route. Pertinent local or tribal government(s), or both must share the costs related to these signs and any other signs necessary for safety and or informational considerations. The pertinent local or tribal government(s), or both are responsible for the

twenty-two (22) percent match on federal and state funds used for Scenic Byways for the costs associated with the signing effort for state highways and all the costs for routes under local jurisdiction. Subsequent signing for purposes of outdoor advertising is discouraged and may jeopardize the scenic byway designation. Local or tribal government cost sharing obligations will also be required for development and maintenance of turnouts and interpretive displays associated with the scenic byway designation.

4. A Corridor Management Plan (CMP) for the route proposed for designation is required. A CMP is a written plan developed by the communities along the proposed scenic byway outlining how to protect and enhance the qualities and character of the byway. The CMP outlines the goals, strategies, and responsibilities for promotion and preservation of the byway. Plans for signage design and installation must be included. For national recognition. Federal Highway Administration (FHWA) lists fourteen (14) components that must be in every CMP:
https://www.fhwa.dot.gov/hep/scenic_byways/nominations/guide/cmp.cfm
5. Designation of a local or tribal route as a scenic byway does not entitle the route to receive any state maintenance and construction funds. Local and tribal roads remain a local or tribal responsibility.
6. State routes designated as scenic byways will not be entitled to any additional funds above their normal maintenance and construction needs.
7. Designated routes are subject to review and may be removed from the scenic byway system for safety reasons or if the scenery or unique features deteriorate. The proliferation of billboards and urban congestion are considered sufficient to remove a route. Only truly scenic highways will be designated as scenic byways so that visitors can have a quality experience.

APPLICATION PROCESS

8. Seven copies of the application will be submitted to the Scenic Byways Coordinator at the South Dakota Department of Transportation. The application must include the required documentation outlined in this document to be considered a complete application.

REVIEW PROCESS

9. The Scenic Byways Coordinator will convene the Scenic Byways Review Committee which may include representatives from the Governor's Office; Department of Transportation; Department of Tourism; Department of Game, Fish and Parks; Department of Environment and Natural Resources; the Department of Agriculture; Department of Tribal Relations (if tribes are involved) and any additional departments deemed necessary by the Scenic Byways Coordinator.
10. The Scenic Byways Review Committee will evaluate the features of each nominated route against all the known routes that are distinctive and highly valued in the state, instead of comparing the applications relative to one another. The Scenic Byways Review Committee may request additional information pertaining to a route to assist the evaluation.

11. Concern for the safety of the motoring public is a major consideration of the application review process. An unfavorable review of highway safety conditions by the Department of Transportation may result in the rejection of an application. The capacity of the route to safely accommodate various types and sizes of motor vehicles will be considered a part of the review.
12. The Scenic Byways Review Committee's recommendations will be forwarded to the Director of Planning and Engineering who will present the recommendations to the Transportation Commission for approval. The Transportation Commission will make the final decision regarding the designation of the route.

NOTIFICATION

13. The Scenic Byways Coordinator will notify the Local Nominating Committee of the final decision of the Transportation Commission.
14. Reprinted state highway maps will indicate scenic byways in the next scheduled printing of the state map. Subsequent advertising is a local responsibility unless other arrangements can be made with the Department of Tourism.

A copy of the rating sheet to be used by the Review Committee is attached to this proposal.

SCENIC BYWAYS REVIEW COMMITTEE PROCEDURES

Each route will be given points for each category according to the relative value of each attribute compared to all the known routes that are distinctive and highly valued in the state. Nominated routes will not be evaluated relative to each other or relative to the list of routes that are under consideration at the time.

Category	Attributes	Points	Criteria	Category Score
ARCHAEOLOGICAL Physical evidence of historic or prehistoric human life or activity	Distinctive	6-10	Features are unusual and unique.	
	Common	3-5	Features are widespread, prevalent, and usual.	
	Minimal	0-2	Features are ordinary.	
CULTURAL Evidence and expressions of customs or traditions of a distinct group(s) of people	Distinctive	6-10	Numerous sites available for interpretation.	
	Common	3-5	Occasional sites available for interpretation.	
	Minimal	0-2	Few to none available site for interpretation	
HISTORIC Legacies of the past that are associated with physical elements of the landscape that can educate the viewer	Distinctive	6-10	Features are unique, obvious, and varied.	
	Common	3-5	Features are widespread, prevalent, and usual.	
	Minimal	0-2	Features are ordinary.	
NATURAL Features in the visual environments that remain in a relatively undisturbed state	Distinctive	6-10	Features are unusual and unique. Billboards and urban congestion are rare.	
	Common	3-5	Features are widespread, prevalent, and usual. Billboards and urban congestion are present, but infrequent.	
	Minimal	0-2	Features are ordinary. Billboards and urban congestion are obvious at many locations.	
RECREATIONAL Outdoor recreational activities dependent upon the natural and cultural elements of the proposed scenic byway	Distinctive	6-10	Features are unusual and unique.	
	Common	3-5	Features are widespread, prevalent, and usual.	
	Minimal	0-2	Features are ordinary.	
SCENIC Visual experience derived from the environment of the proposed scenic byway	Distinctive	6-10	Features are unusual and unique.	
	Common	3-5	Features are widespread, prevalent, and usual.	
	Minimal	0-2	Features are ordinary.	

Total Score: