APPENDIX B—LOCAL PLANS –

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STRUCTURE OF APPENDIX B

Each Local Plan has eight sections.

1. **Trailheads and Potential Trailheads** is a list of locations that were identified as areas where a trail is / could be accessed. The list includes trailheads that are access points to existing trails.

2. **Existing Trails** is a list of trails that currently exist within the County. The Trail User Group A, B, or C and the Statewide (S), Regional (R), SubRegional (SR) on or Local (L) significance trail significance of the trail will be identified.

3. **Planned Trails/corridors** describes projects that are being proposed with an estimated 10 year time frame. The Trail User Group A, B, or C and the Statewide (S), Regional (R), or Local (L) significance trail significance of the trail will be identified.

4. **Potential Trail corridors** are those trail corridors that are envisioned for future trail development. These are corridors where future development would complete a trails network. A potential trail corridor may move into the planned trails / corridors category if conditions exist that put them on a faster track, such as land acquisition.

5. **Analysis of selected planned trail corridors.** A more detailed analysis of the corridors likely to see development in the next ten years will be included to identify potential segments that may require additional planning and coordination with affected jurisdictions, road authorities, and regulatory agencies.

6. **School districts** in the county are identified as eligible for Safe Route To School (SRTS) funding under the Federal Transportation Act. To be eligible for SRTS or TAP infrastructure funds, school districts must have a SRTS Plan or equivalent.

7. **Scenic By-ways** are eligible for TAP funds under the Federal Transportation Act. The Scenic By-way will be identified with potential projects if in one of the SW counties.

8. **Maps**

**Explanation for Rating bicycle trails**

Some of the trails have been rated to identify what specific type of user the trail will target. The following definitions describe Group A, Group B and Group C users:

**GROUP A – ADVANCED OR EXPERIENCED BICYCLISTS.** The FHWA Design Bicyclists comprised of experienced riders who can operate under most traffic conditions. (on-road, signed)

**GROUP B – BASIC BICYCLISTS.** The FHWA Design Bicyclists comprised of casual or new adult and teenage riders who are less able to operate in traffic without provisions for bicycles. (bicycle lanes, shoulders and signed)

**GROUP C – CHILDREN.** The FHWA Design Bicyclists comprised of pre-teen riders who roadway use is initially monitored by parents and eventually are accorded independent access to the roadway system. (off-road)
Trail Significance

<table>
<thead>
<tr>
<th>Trail / Corridor Significance</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>serves local community only</td>
</tr>
<tr>
<td>Sub-Regional</td>
<td>connects to a Regional or State Trail</td>
</tr>
<tr>
<td>Regional Trail</td>
<td>Legacy Definition (GMPT approved, or potential)</td>
</tr>
<tr>
<td>State Trail</td>
<td>Legacy definition (a Legislatively designated state trail)</td>
</tr>
</tbody>
</table>

1. **Trail of Local Significance.** Local Significance Trails are those that are used primarily by residents in the area they are located and they are not part of a larger network of existing or planned trails. Local trails are recognized as important to the areas they are sited. They provide access to local destinations, such as schools, businesses, parks as well as provide pedestrian and/or bicycle circulation and the opportunity for active and healthy living.

2. **Trail of Sub Regional Significance** a trail that connects (is a spur) to the State and Regional Trail System, identified by the State Parks and Trails Legacy Plan, and has a higher priority from the Southwest Regional Development Commission perspective than a trail of local significance.

3. **Trail of State or Regional Significance**

   - Located in a regionally desirable setting. Includes attractive landscapes, important destinations, and/or high quality natural areas.
   - A destination itself, providing a high quality recreational opportunity. This means the trail should be developed and maintained to include easy access, secure parking, access to drinking water and other necessary services, wide enough or designed in such a way to avoid user conflict, and address safety.
   - Long to provide an hour of outdoor recreation opportunity, or connect to other facilities that can provide an hour of recreation in total. Example: bicyclists often travel 9 mph, equestrians 4 mph, hikers 2 mph, and skiers 3 mph.
   - Accommodates as many trail user types as possible.
   - A trail link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities to these trails.

**Trail of Regional Significance**

Trails of regional significance must meet the first two criteria described below. They should address the other criteria, not to be understood in isolation, but in their aggregate.

1. Regionally desirable setting: The trail is located in a regionally desirable setting. Criteria include attractive, unusual, and/or representative landscapes, important destinations, or high quality natural areas.

2. High quality opportunity and use: The trail serves as a destination, providing high quality recreational opportunities, attracts a regional clientele (multiple communities), potentially may draw tourists, and generates an economic impact from outside the local area. The trail should be developed and maintained to include easy access, secure parking, access to drinking water and other necessary services, and is wide enough or designed in such a way to avoid user conflict and provide a safe experience.

3. Adequate length: The trail provides at least an hour of outdoor recreation opportunity, or connects to other facilities that can provide at least an hour of recreation in total.

4. Connections: The trail currently or potentially will link to an existing trail of regional or statewide significance. This includes providing connections between significant trails, or connecting communities/ community facilities to these trails. The regional trail cannot be entirely contained within a regional park unit.

5. Scarcity of Trail Resources: The trail provides a high quality recreational opportunity not otherwise available within a reasonable distance.
COTTONWOOD COUNTY

1. Existing & Potential Trailheads on a State or Regional or Sub Regional Trail Corridor
   * Local Trail

- Dutch Charlie County Park*
- Fish Lake*
- Heritage Village (City of Mountain Lake), Gateway to parks and trail systems from the east (Mankato Trails – Sakata trail, Minnesota River trail, Red Jacket Trail, South Route Trail, Minneopa State Park)
- Jeffers Petroglyphs
- Mountain Lake (lake)*

Link to Cottonwood County Parks: http://www.rrcnet.org/~cotton/cotpark.html
Link to Des Moines River Valley Trail (DMRV): http://www.dnr.state.mn.us/input/mgmtplans/trails/desmoines.html

2. Existing Trails

City of Mountain Lake
- Mountain Lake Trail – A six mile paved trail that follows the lakeshore on the southeast, east, north and west sides of Mountain Lake before completed its loop on 560th Avenue, County Road 44, and Golf Course Road. The trail crosses a mixture of city property including LAWCON Park, DNR land, private property, and township and county road right-of-way. The trail was paved in 2011 with Transportation Enhancement dollars. Group B or C (shoulder and / off road)
  Significance: Local
County Trails

- **Red Rock Falls County Park Trail.** A grass walking path that runs throughout Red Rock Falls County Park. The path connects the Falls, a picnic area, and playground equipment.
  Significance: Local

- **Mound Creek Park Trail.** Mound Creek County Park is located in Brown County, adjacent to Cottonwood County at the Wellner-Hageman Reservoir. Within the 316 acre park there are approximately 3.5 miles of grass trails that connects the lake and the disc golf course.
  Mound Creek County Park is a "day-use" park, open from 8:00 AM until sunset from April 15 - October 15. It offers a 9 hole disk golf course, 2 picnic shelters, beach, boat launch, fishing, sand volleyball, open play areas and hiking. The park is also the site of historic petroglyphs, and features a waterfall in the picnic area.
  Significance: Local

- **Dutch Charlie County Park Trail.** A grass walking path that connects all the campsites within the park. The trail goes over a little bridge and all throughout the park.
  Significance: Local

- **Talcot Lake County Park Trail.** A grass and sand walking path that connects the campsites with the beach at Talcot Lake County Park. The trail goes by a small pond and follows the beach along Talcot Lake.
  Significance: Local

City of Windom

- **Windom Recreation Area Trail.** A recreational area that features three softball fields, a baseball field, a soccer field, a sledding hill, 1.4 miles of paved walking and bike trails, three shelter houses, restrooms and a concession building. Other facilities include Kastle Kingdom play area and a skate park. Kastle Kingdom is a 10,000 sq. ft. playground that was built in five whirlwind days by 680 Windomites built. Kastle Kingdom is unquestionably the largest volunteer project the city has ever undertaken. It was dedicated June 18, 1995. Windom Recreational Area is located next to Cottonwood Lake Drive and 16th Street. The Windom Recreation Area is located within close proximity to the Windom Community Center, swimming beach, sand volleyball, Tegels Park playground, and public water access for boating and fishing at Cottonwood Lake.
  Significance: Local

State / Federal

- **Wolf Lake Nature Trail.** A quarter mile natural trail, grass, located at the United States Fish & Wildlife (USFW) Office east of Windom. This nature trail has one short segment that is not ADA compliant. Parking areas are available at the USFW Office parking lots. The USFW also maintains a mowed grass path to County State Aid Highway 17 which could be used to connect to other areas of in the City of Windom. No bicycles are allowed on the trail.
  Significance: Local

- **Minnesota Historical Society Jeffers Petroglyphs Trail.** A 1.75 mile gravel/grass walking path. The trail goes by the Petroglyphs and Virgin Prairie.
  Significance: Local
Snowmobile Trails
- Cottonwood and Jackson County maintain a network of snowmobile Trails. Refer to link for more information regarding snowmobile trails in Cottonwood and Jackson County:

3. Planned Trails

City of Windom
- **Windom Recreation Area Trail.** Expand the Windom Recreational Trail from a 1.3 mile paved multi-use trail to 3 miles trail in a 28 acre park. Expanding this trail will help to create an interconnected network of trails and complete streets. Planned improvements to the park include:
  - **Construct Accessible shelter house/restroom near the softball fields.**
  - **Amphitheater, Gazebo, Patio and BBQ pit.** The project would also include a natural amphitheater in Tegels Park, a gazebo, patio and BBQ pit along the trail near the community center. The Community Center includes a Senior Center the addition of a patio would provide an outdoor space for area seniors to enjoy outdoor recreation including walking paths, a gazebo and barbecues.

Timeline: less than 5 yrs (P & LD); 5-10 years (DC)
Significance: Local

- **Restriping Project.** The City of Windom is considering striping bike lanes on streets where there is sufficient room. This is an ongoing process.

Timeline: less than 5 yrs (P, LD, DC); 5-10 yrs (P, LC, DC);
Significance: Local

- **Dump Reclamation.** A former 22 acre city dump site that was removed from the EPA’s National Priorities list and Minnesota’s Permanent List of Priorities in 2000. The site is monitored, and wells for ground water extraction are in place for any future remediation needed. The pumps were restarted in 2012. The site itself can be a useful and attractive area for recreation purposes. Multi-use paved trails can be developed on the property and wildflowers and natural prairie vegetation can be established along the trail.

Timeline: Less than 5 years (P, LD); 5-10 yrs (DC)
Significance: Local

City of Mountain Lake
- **Lawcon Park to Heritage Village Trail.** A trail extending from the existing trail around the lake to Lawcon Park and Heritage Village. Three bike hubs will be placed along the trail. Bikes will be stored at these locations and will be available free of charge. The downtown hub will be near the City Park.

Timeline: less than 5 yrs (P); 5-10 years (____); 10 + years (____)
Significance: Local

Des Moines River Valley Trail
- The Master Plan for the Des Moines River Trail was completed in 2012. No specific route was designated for the trail alignment within the 5 mile on either side of the river corridor. The plan identified that it is likely that trail segments will be along roadways, and off road when possible. The trail shall originate in Jackson County at the Minnesota-Iowa border and connect with the *Dickinson County* Trail by Mini-Wakan State Park in Iowa. To the greatest extent possible, the trail shall follow the Des Moines River Valley, extending northwesterly through Jackson County to Kilen Woods State Park, through Cottonwood County, and into
Murray County. The trail will join with the Casey Jones Trail in Murray County.  
http://www.dnr.state.mn.us/input/mgmtplans/trails/desmoines.html  
Group B / C  
Timeline: less than 5 yrs (LD); 5-10 yrs (LD, DC); 10+ yrs (LD, DC)  
Significance: State Trail

4. Potential Trail Corridors

- **Westbrook to Walnut Grove** – Approximately 13 mile corridor between Westbrook and Walnut Grove. The cities are consolidated for school and the corridor could be a Safe Routes to School project.  
  Timeline: 10+ yrs (P, LD, DC)  
  Significance: Local

- **Windom to Lamberton Corridor** – A trail corridor connecting Windom, Jeffers Petroglyphs, Redrock Falls County Park, Sanborn, and Lamberton. (Note Cottonwood CSAH 2 from CSAH 13 to Jeffers Petroglyphs was recently upgraded a with 8’ gravel shoulders. To safely cross TH 60 it was suggested a route under TH 60 at Bigham Lake be considered, especially when the road is upgraded).  
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)  
  Significance: Regional (Potential)  
  1. Jeffers Petroglyphs offers a natural setting that features unique landscapes.  
  2. Jeffers Petroglyphs attracts visitors from outside the region.  
  3. Would provide an hour of outdoor recreational opportunity.  
  4. Trail could potentially connect to other trails in the area.

- **Cottonwood County Lake Corridor** – A trail connecting Mountain Lake to Mountain Lake Park, and Fish Lake, which is near Windom. (Note: Cottonwood CSAH 13 from Windom to CSAH 1 has 8’ graveled shoulders).  
  Timeline: less than 5 (P); 5-10 yrs (LD, DC); 10+ yrs (LD, DC)  
  Significance: Regional (potential)  
  1. This corridor would connect two of the more popular lakes in the area.  
  2. Lakes attract visitors and land owners from outside the area.  
  3. Would provide an hour of outdoor recreational opportunity.  
  4. Trail could potentially connect to other trails in the area.

- **Mountain Lake East to St. James** – a trail corridor connecting Mountain Lake, Butterfield, and St. James.  
  Timeline: less than 5 (P); 5-10 yrs (LD, DC); 10+ yrs (LC, DC)  
  Significance: Regional (potential)  
  1. Would connect the Cottonwood County trails network to the Watonwan County trails network.  
  2. Cities along the route have annual summer events that may attract visitors from other areas.  
  3. Would provide an hour of outdoor recreational opportunity.  
  4. Would connect the Cottonwood County trails network to the Watonwan County trails network.
Analysis of Selected Planned Trail / Corridors

**Des Moines River Valley Trail in Cottonwood County Analysis.** Assumption that the Trail enters Cottonwood County from the south at Windom and connecting with the Casey Jones Trail in Murray County, along or near the Des Moines River Corridor. Assuming the route will follow along and near the Des Moines River, DNR has a Water Trail Map that identifies Parks along the approximately 37 miles of river in Cottonwood County, from Windom to Talcot Lake.

An analysis of the Des Moines river Trail is located on page B76.

5. **School Districts:**
   - Windom Area Schools
   - Mountain Lake Public Schools
   - Red Rock Central
   - Comfrey School District
   - Westbrook - Walnut Grove School District

6. **Scenic By-Ways:** NA

7. **Maps**

[Map of Mountain Lake and surrounding areas]

Mountain Lake
Windom

Wolf Lake Nature Trail, located about 1 mile east of Windom

Wolf Lake Walking Trail (above and below) – east of Windom
Des Moines River Valley Corridor – map below is of the Des Moines River Canoe Route, the trail is likely to be somewhere along this corridor and will be defined more when a DNR Approved Master Plan is completed.

Source: http://files.dnr.state.mn.us/maps/canoe_routes/desmoines.pdf
JACKSON COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
   * Local Trail

   □ Anderson County Park
   □ Brown County Park (DMRV Trail)
   □ Robertson County Park (DMRV Trail)
   □ Community Point County Park
   □ Fish Lake*
   □ Fort Belmont – (DMRV Trail)
   □ Heron Lake (city)
   □ Jackson (DMRV Trail)
   □ Kilen Woods State Park (DMRV Tr)
   □ Sparks Park (Lakefield)
   □ Okabena
   □ Round Lake (lake)*
   □ Sandy Point County Park
   □ Mini Wakan Park (Mn/IA border, beginning of Des Moines River Trail and Gateway to Dickenson County Iowa trails / Spirit Lake Iowa)

   MDRV = Des Moines River Valley Trail

2. Existing Trails

City of Jackson
- Des Moines River Trail – A 1.8 mile paved trail in the heart of the City of Jackson. The trail serves as a spine from which other trails radiate, while connecting Ashley Park and Dann’s Island Park. The users are Bicyclists and pedestrians (Group C), In-line skaters, walkers, and cross country skiers. Identified in the 2000 Regional Trail Plan for 5-10 year completion, the project was completed with TE funds in 2005.
Significance: Local
• **The Nelson Creek Trail** – A 1.4 mile paved trail traversing partially along Nelson Creek and U.S. Highway 71. The trail is a connection between North Highway and Dann’s Island Park. The trail was completed in 2007.
  Significance: Local

• **The Sunset View trail** – A 2.8 mile paved trail traversing along Springfield Parkway, CSAH 53, and CSAH 34 on the west side of Jackson. The trail was completed in two phases, 2009 and 2010.
  Significance: Local

• **Ashley Hill Loop Trail** –
  Significance: Local

• **Main Street** – located on 2nd Street from Sunset Trail on the south through Main Street to Sheridan Street on the north.
  Significance: Local

**Loon Lake Trail System**

This county trail system as identified in the 2000 Regional Trail Plan to be completed in 5 to 10 years. The entire trail system is paved and targets all groups of trail users.
  Significance: Regional (potential)

• **Phase I** – The project was less than a mile hard surface trail and connected Brown County Park with Robertson County Park. This segment was completed in 2006 with TE funds.

• **Phase II** – The project is a 2.1 mile hard surface trail completed in 2009 with TE funds and connects the Jackson County Parks to Mini Wakan State Park on the Iowa / Minnesota border and the Dickenson County Trail system.

• **Phase III** – The project is a 1.2 mile hard surface trail connecting Anderson County Park and the Phase II trail.

**Robertson Park Trail**

• A natural, grass and woodchip walking trail that traverses through Robertson County Park. The trail is roughly one third mile long.
  Significance: Local

**Belmont Park Trail**

• A walking trail that runs along the Des Moines River in Belmont County Park Rest Area. The trail is roughly .6 miles long and is paved.
  Significance: Local

**City of Lakefield**

• **Sparks Environmental Park Trail** - A .2 mile wood chip walking trail goes that traverses through Sparks Environmental Park. Sparks Environmental Park is a 40 acre park located on the north edge of Lakefield and serves as the home base of the Prairie Ecology Bus Center. The trail is used for environmental programs.
  Significance: Local
• **Old Mill Trail** - The City of Lakefield will be constructing the Old Mill Trail during the summer of 2014, funded with TAP funds. The paved trail will run from the intersection of Milwaukee Street and the Mill Road along the east side of Lakefield to the golf course on the north side of town. The trail will provide a safe connection between Pleasantview Elementary, the city pool, the baseball/softball diamonds, sand volleyball courts, tennis courts, and Emerald Valley Golf Course.
  
  Significance: Local

Kilen Woods State Park Trails
• A 5.1 mile network of trails that meander their way through the cool woodlands along the tranquil Des Moines River in Kilen Woods State Park. A hiker will enjoy the view of the river valley from Dinosaur Ridge Overlook. Only 3.3 miles of the network are open to bikers.
  
  Significance: Local

Snowmobile Trails
• Cottonwood and Jackson County maintain a network of snowmobile Trails. Refer to the link for more information regarding snowmobile trails in Cottonwood and Jackson County: [http://www.snowmobiletrail.com/us/mn/trail/cottonwood-jackson-co-snowmobile-trails/](http://www.snowmobiletrail.com/us/mn/trail/cottonwood-jackson-co-snowmobile-trails/)

3. Planned Trails / Corridors

City of Jackson
• **Dewey Street Path** - The project will consist of constructing a 10-foot pedestrian/bicycle path on the east side of Dewey Street from North Highway to Springfield Parkway. This path will separate vehicle traffic from pedestrian traffic on Dewey Street and connect existing pedestrian infrastructure and multiple destinations along Dewey Street.
  
  Timeline: less than 5 years (P); ______
  
  Significance: Local

• **DNR Trail** – The proposed trail will connect the sidewalk along North Highway and the trail along Springfield Parkway by constructing a trail running north and south to the west of the football field.
  
  Timeline: less than 5 years (P); ______
  
  Significance: Local

• **Fort Belmont Trail** – 1.6 miles from CSAH 14 and Hills Ave to Ft Belmont to the Des Moines River Valley Trail in Jackson. Minnesota Department of Transportation’s plan is to route the trail north along TH 71 on east side of the road with a HAWK crossing by the Subway restaurant and a Roundabout by Industrial Parkway. The trail would cross TH 71 at the roundabout and wind back to old railroad bed. The trail would connect the City of Jackson with Fort Belmont. The Project is identified in the State Transportation Improvement Program for FY 2015.
  
  Timeline: 2013 (P); Less than 5 years (LD, DC)
  
  Significance: Regional (potential)
  1. Trail would connect destinations along the scenic Des Moines River.
  2. Destinations along the Des Moines River attract visitors from outside the area.
  3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
4. Trail would connect to other existing trails.

City of Lakefield
- **South Lakefield Connection Trail** - The project will consist of constructing a 10-foot pedestrian/bicycle trail from 1st Avenue through a city-owned park area and north to Mill Road. The trail will then traverse east along Mill Road within the county right-of-way to the intersection with Milwaukee Street where the elementary school is located. There it will cross Mill Road and continue north to connect with the sidewalk leading to the main entrance of Pleasantview Elementary. The trail will also make it more convenient to walk and bicycle to school by alleviating the difficulties associated with walking and bicycling from the southern section of Lakefield to Pleasantview Elementary. The trail will traverse through a wooded area along the stream creating a more direct route to Pleasantview Elementary from the southern section of Lakefield. The scenic nature of the trail along with the increased safety and convenience will encourage students to walk and bicycle to school.
  Timeline: 2015-16 SRTS funding (LC, DC)
  Significance: Local

Heron Lake to Kilen Woods
- This proposed trail would connect Heron Lake and Kilen Wood trail heads utilizing both on-road and off road trail options. Potential attractions along the trail will be Community Point and Sandy Point on Heron Lake. Group B and C. The trail could potentially also connect to the Des Moines River Trail by Kilen Woods. There are 3 segments of the proposed trail.
  - Segment 1: CSAH 9 (Okabena to Heron Lake). This proposed trail will connect the communities of Okabena and Heron Lake which share a school located in Okabena. This proposed trail will provide a link between these two communities. Targeted are Bicyclist (Group B), In-line skaters and walkers. The trail will feature Rural Scenery along its double 4 mile trail with Bituminous Shouldering.
    Timeline: 10 yrs + (P)
    Significance: Local
  - Segment 2: CSAH 20 (Okabena to Lakefield). This proposed trail will connect the communities of Okabena to Lakefield. This proposed 7-8 miles trail would provide a link between the communities and target bicycling and walkers.
    Timeline: 10 yrs + (P)
    Significance: Local
  - Segment 3: CSAH 14 (Lakefield to Des Moines River Trail). This proposed 7-8 mile trail would connect to the Des Moines River State Trail.
    Timeline: 5-10 yrs (P)
    Significance: Regional (potential)
    1. Would connect the Jackson County Museum, Sparks Park / Prairie Ecology Bus Center, and other destinations in Lakefield with the destinations along the Des Moines River Valley Trail.
    2. The Jackson County Museum, Sparks Park / Prairie Ecology Bus Center attract visitors from outside the area.
    3. Would provide an hour of outdoor recreational opportunity.
4. Would connect local trails and destinations in Lakefield to destinations along the Des Moines River Valley Trail.

Des Moines River Valley Trail

- Legislatively designated by the Minnesota Legislature in 2009, the Master Plan for the Trail was completed in 2012 by the Minnesota Department of Natural Resources (DNR). The legislative text is as follows: Des Moines River Valley Trail shall originate in Jackson County at the Minnesota-Iowa border and connect with the Dickinson Trail by Mini-Wakan State Park in Iowa. To the greatest extent possible, the trail shall follow the Des Moines River Valley, extending northwesterly through Jackson County to Kilen Woods State Park, through Cottonwood County, and into Murray County. The trail shall join together with Casey Jones Trail in Murray County. Group B/ C.

http://www.dnr.state.mn.us/input/mgmtplans/trails/desmoines.html

Timeline: less than 5 yrs (P, LD); 5-10 yrs (LD, DC); 10+ yrs (LD, DC)

Significance: State

4. Potential Trail Corridors

- City of Lakefield to Boot Lake Connection – a connection between the north side of Lakefield to Boot Lake.

Timeline: 10 yrs+ (P)

Significance: Local

5. Analysis of Selected Planned Trail Corridors

An analysis of the Des Moines River Trail is located on page B76.

6. School Districts:

- Jackson County Central
- Southwest Star Concept School
- Round Lake – Brewster School District
- Windom Area Schools

7. Scenic By-Ways. NA
8. Maps
LINCOLN COUNTY

1. Existing & potential trailheads on a State or Regional or Sub Regional Trail Corridor

* Local Trail

- Lake Hendricks at Hendricks
- Hole in the Mountain Park at Lake Benton
- Lake Shaokatan County Park
- Stoney Point Park at the east end of Lake Benton lake
- Norwegian Creek Park at Lake Benton
- Midwest Center for Wind Energy
- Picnic Point County Park at Lake Shaokatan
- Anderson Park on Lake Stay Park in Arco*
- Gilson Field Campground at the north end of Ivanhoe
- Tyler
- Arco

2. Existing Trails

City of Lake Benton.
- **Hole-in-the-Mountain Trail** - Hole in the Mountain Co. Park is located on the western edge of the City of Lake Benton, just off U.S. Highway 14. Throughout the park are historical sites along 5 miles of hiking/horse trails and a 1.1 mile hard surface (crushed stone) trail. The main park has 17 campsites with electricity and water and 12 campsites are located in the horse campground. The park is approx. 800 acres of woodland and prairie land. Hole in the Mountain offers two picnic shelters and the Chalet building, which includes shower facilities. The Chalet can be rented for family events, parties, and other functions.

Significance: Local

City of Hendricks
- **Lac Qui Parle River Trail** – A grass walking trail located in Veterans Memorial Park.

Significance: Local
• **Boy Scout Hill Trail** – A grass walking trail located in Veterans Memorial Park. The trail is .13 miles in length.  
  Significance: Local

• **Co. Rd. 17 Bike Route** – A paved bike route approximately 1.5 miles in length. The bike route was completed in 2001 and runs from the City of Hendricks park north and west to the golf course. The paved shoulder bicycle/pedestrian route was funded in part through TEA-21 Enhancement funds.  
  Significance: Local

• **DNR Trail** – A grass walking trail located north of County Road 17. The trail is .93 miles in length and is maintained  
  Significance: Local

• **Lake Hendricks Park and Playground Trail** - Lake Hendricks Park and Playground features a walking trail, 25 campsites, picnic and playground facilities, running water and electricity.  
  Significance: Local

**City of Ivanhoe.**  
• **Gilson Field Trail** - Gilson Field is a city park and campground in the City of Ivanhoe. The park includes a ball field, a picnic shelter with water and electricity, and restroom facilities. Gilson Field Trail is approximately 3 miles of a natural surface walking trail in Gilson Field that runs through the City of Ivanhoe.  
  Significance: Local

**City of Tyler**  
• **Tyler School Grounds Trail** – A natural surface walking / running trail around the north side of the school.  
  Significance: Local

**County Bike Routes**  
• Lincoln County has over 100 miles of bike routes on the shoulders of paved roadways throughout the county. These shoulders have been identified as bike routes due to their wide shoulders.  
  Significance: Regional (potential)

**Snowmobile Trails**  
• The Drift Clippers Snowmobile Club maintains a network of snowmobile Trails in Lincoln County. For more information regarding snowmobile trails in Lincoln County refer to the link below.  

**3. Planned Trails / Corridors**

**City of Lake Benton**  
• **Hole-in-the-Mountain County Park Trail Extension** – A proposed 1.5 mile trail extension from the existing 1.1 mile hard surface (crushed stone) trail in Hole-in-the-Mountain County Park
and trail to the City of Lake Benton and Lake Benton. This trail will also serve community residents by providing a safe recreational and exercise trail.
Timeline: less than 5 yrs (P, LD, DC)
Significance: Local

4. Potential Trail Corridors
Norwegian Creek County Park to Hole-in-the-Mountain County Park – A corridor connecting Norwegian Creek County Park and Hole-in-the-Mountain County Park. Norwegian Creek is located one mile north and one mile east of the City of Lake Benton. The park is 128 acres located on the western side of Lake Benton lake. Facilities include 30 campsites with electricity and water, two picnic shelters, a bathhouse with showers, a fish cleaning shed, and an RV dump station. Norwegian Creek also offers a hiking trail, a swimming beach, and two boat launches. Timeline: less than 5 yrs (P); 5-10 yrs (LD, DC);
Significance: Regional (potential)
   1. Norwegian Creek County Park is of regional scale. The trail would connect destinations in the City of Lake Benton, other local trails, Norwegian Creek County Park, and Hole-in-the-Mountain County Park.
   2. Norwegian Creek County Park attracts visitors from outside the area.
   3. Would provide an hour of outdoor recreational opportunity.
   4. Trail would connect other local trails in the area.
• Lake Benton and Pipestone utilizing part of old and the TH 75 right-of-way.  
  Timeline: less than 5 yrs (P, LD); 5-10 yrs (DC)  
  Significance: Local

• Picnic Point County Park  - Picnic Point is located 8 miles north, 3 miles west, and one mile north of the city of Lake Benton. The park is 43 acres located on the southern side of Lake Shaokatan. Picnic Point offers 12 campsites with electricity and water. It also has numerous sites without electricity. Also, Picnic Point has one picnic shelter, a swimming beach, two boat launches, a floating T-dock, a fish cleaning shed, and an RV dump station.  
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)  
  Significance: Local

• Lake Benton to Tyler Corridor – A corridor connection between Lake Benton and Tyler via Stoney Point County Park. This corridor would be a very workable and enjoyable ride for beginners and experienced riders. This corridor could also connect to the Lyon County proposed trail network. It is recommended that this corridor NOT use a shorter 7 mile route along Highway 14. It is reported from bicyclists both local and from the American Lung Association that the ride from Brookings to Tyler was the most dangerous section yet they had experienced as they began their journey from Washington State.  
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)  
  Significance: Local

• Arco to Stoney Point  – Corridor connecting Arco, Tyler, and Stoney Point.  
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)  
  Significance: Local

• Abandoned Rail Line Corridor – There is an abandon rail line that runs between the Cities of Tyler, Arco, Ivanhoe, and Hendricks. A rail to trail project could connect these four cities by constructing a trail.  
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)  
  Significance: Regional (potential)  
  1. Would connect a number of local parks, destinations, and trails.  
  2. Cities along the route have annual summer events that may attract visitors from other areas.  
  3. Would provide an hour of outdoor recreational opportunity.  
  4. Would act as the backbone to the Lincoln County Trail Network.

• Buffalo Ridge Corridor  - The Buffalo Ridge is a geographic feature also known as the Mississippi – Missouri River Basin Divide. The land in this Corridor is some of the most scenic in southwest Minnesota with natural areas and rural Minnesota landscapes. While it may not be realistic to develop a trail along the entire corridor, access to segments and loop trails from other regional trails would be desirable.  
  Timeline: 5-10 yrs (P); / 10+ yrs; LD, DC  
  Significance: Local

• Lyon County to Brookings Corridor – A corridor would originate in the City of Hendricks, travel around the north and west part of Lake Hendricks, and head west towards Brookings
South Dakota. The corridor would connect with parks and scenic views in the Brookings area.
Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)
Significance: Regional (potential)
1. Would connect neighboring communities to the Buffalo Ridge Corridor.
2. Variety of landscapes along the corridor that may attract outside visitors.
3. Would provide an hour of outdoor recreational opportunity.
4. Would connect trail networks in in Lyon County, Lincoln County, and Brookings, South Dakota.

Potential Corridors for Pedestrian/Bicycle or Multi-use trails/routes

- Wind Turbine Corridor – A trail corridor connecting Hendricks, Picnic Point, and Lake Benton.
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)
  Significance: Local

- Hendricks to Brookings – A trail corridor connecting with SD lakes/parks)
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)
  Significance: Local

- Connection from Lake Benton from the east – A trail corridor connecting to Lyon County Garvin Park area.
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)
  Significance: Local

- Connection to Lake Benton from the south – A trail corridor connecting to the Pipestone area.
  Timeline: 5-10 yrs (P); 10+ yrs; LD, DC
  Significance: Local

- Hendricks towards Brookings Corridor – A connection between Hendricks and Brookings, SD. This corridor could also connect with the wind turbine corridor near Lincoln CSAH 1.
  Timeline: 5-10 yrs (P); 10+ yrs (LD, DC)
  Significance: Local

Connection from Lake Benton, South to Pipestone along the TH 75 corridor. Lake Benton is at the crossroads of two historic highways:
- TH 75 was registered as the King of Trails by the Minnesota Commissioner of Highways in 1919. The King of Trails maintains a website for the Minnesota Segments: http://www.highway75.com/section5.html
- The Black and Yellow Trail was registered in 1917, the trail corridor is the route of US Highway 14. It begins at Yellowstone National Park and ends in Chicago.

5. Analysis of Selected Planned Trail corridors

The distance between Lake Benton and Pipestone is about 17 miles. To the south of Lake Benton there is a five mile corridor which was abandoned years ago when US Highway 75 was relocated
to the east. This corridor is now owned by Lincoln County and runs from Lake Benton south to near the Pipestone County line. The corridor runs through hundreds of acres of Nature Conservancy natural prairie and along miles of DNR Wildlife Management areas. Issues may include:

- Controversy with the Nature Conservancy with a publicly owned and used corridor through Nature Conservancy land.
- Compatibility issues between trails and Wildlife Management areas.
- Land acquisition from the end of the county owned land to joining the Casey Jones Trail at Pipestone. One option would be to route bicycle and pedestrian traffic on a lower volume road into Pipestone County.

6. School Districts:
- Hendricks Public Schools
- Ivanhoe Public Schools
- Lake Benton Public Schools
- Russell-Tyler-Ruthtton Public Schools
- Minnesota Public Schools

7. Scenic By-Ways. The King of Trails Scenic By-Way

8. Maps

9. 

http://www.co.lincoln.mn.us/Tourism/Lincoln%20County%20Map.pdf
LYON COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
   * Local Trail

- Camden State Park
- Cottonwood (Connection to Granite Falls and Gateway to Luce Line and Glacial Lakes Trails)
- Garvin Park
- Marshall
- Minneota
- Taunton
- Tracy

2. Existing Trails

Garvin Park Trails
- A 2.5 mile county trail of hiking and cross country skiing trails and 5.5 miles of horse and snowmobile trails.
  Significance: Local

Camden State Park Trails
- There are 14.8 miles of hiking trails, 10.2 miles of horseback trail, 4.2 miles of bike riding trails, 5 miles of ski trails and 7.6 miles of snowmobile trails.
  Significance: Local
City of Marshall
- Marshall Water Ring NW – A trail that follows the Redwood River Levy. The trail was part of a flood control project. Connects neighborhoods along the northwest portion of Marshall.
  Significance: Local

  Significance: Local

- Marshall Bike Trail - Approximately 10.5 miles of bicycle trails throughout the City of Marshall. The bike trails in the Marshall Plan are primarily Group C (Off-road). The City of Marshall is a Regional Center in SW Minnesota. The City of Marshall has a Trail Plan and is currently working on a number of projects. Significance: Local

Marshall to Camden State Park State Hwy 23 Route
- Marshall to Camden State Park Hwy Route - The Marshall to Camden connection was completed in 2000. This connected Marshall from north of SSU to Wayside Park south of Marshall using some of the flood control structures that have been built. Due to the traffic on TH 23 and the speeds, alternative routes are being addressed. This is not a safe route for bicyclists.
  Significance: Local

- Marshall – Camden Bike Trail. Due to the traffic on TH 23 and the speeds, alternative routes have been planned and will be constructed by 2017 and funded partially through a Legacy grant.
  Significance: Regional (potential)

City of Minneota
- City of Minneota Trail - A loop approximately 2.4 miles in length that runs along East and West Lyon Street on the south, North Jackson Street on the east, through the Park on the north, and follows 150th Ave on the west connecting with west Lyon, completing the loop.
  Significance: Local

City of Tracy
- The Tracy Trail - Using Transportation Enhancement funds, the City constructed a bike trail consisting of approximately two (2) miles and signing five (5) miles of designated paved bike/pedestrian route. The trail will provide a safe environment for both walking and biking. The trail starts at the Wheels Across the Prairie Museum located at the west end of Tracy, and continues on T.H. 14 to County Road 11 which provides access using the shoulders on County Road 11 to Swift Lake Park. Swift Lake is a scenic area with a natural terrain including a small lake located on the 23.4 acre tract with handicapped accessible dock and a modern campsite with bathroom and shower facilities. The trail extends from the park to the east side of the softball complex. Benches are strategically placed to provide an opportunity to

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4 A Pedestrian and Bikeway Plan: A Safe and Healthy Marshall, October 2008
enjoy the scenic view and is designated as a trail head facility to provide access to future trail systems. Bike racks are located in both Swift Lake and Sebastian Park. Traffic control signs are placed throughout the trail to provide safe corridors plus directions for the biker/pedestrian, and inform motorists of the trail location. This trail crosses TH 14 on the west side on town and crosses the Canadian Pacific (DM&E) Railroad in two locations. Group B and C.

Significance: Local, if connected to the Casey Jones Trail would increase significance.

City of Cottonwood

- **Barstad Road Path** – The City of Cottonwood has approximately a 2/3 mile trail running from downtown Cottonwood to the new school on the northeast corner of town. This trail was constructed during 2009. The trail connects existing sidewalks near Lakeview School and downtown Cottonwood. The trail is 2,200 feet long and 10 feet wide to accommodate both bicycles and pedestrians. The project was funded through $101,000 Safe Routes to School Grant and $14,000 raised locally.

Significance: Local

Snowmobile Trails

- Lyon County maintains a network of snowmobile Trails. For more information regarding snowmobile trails in Lyon County refer to the link below.

3. Planned Trails

City of Marshall

- **Downtown Loop** – A trail along 4th street that acts provides access to the post office, YMCA, and other destinations downtown. Crossings could potentially include Main, Saratoga, West College Drive, Redwood, 4th Street, and 3rd Street.
  Timeline: less than 5 yrs (P); 5-10 yrs (DC)

Significance: Local

- **Memorial Park Loop** – A trail connecting downtown and the East Main Street area. Memorial park will be a key destination along this trail.
  Timeline: less than 5 yrs (P)

Significance: Local

- **Marshall Loop** - The City of Marshall plans to work with Lyon County to construct a trail segment along the southwest section of the City to complete the outer loop trail around the City of Marshall. A proposed potential route is Saratoga Street to County Road 7.
  Timeline: less than 5 yrs (P)

Significance: Local

- **Hockey Rink / Fairgrounds Extension** – A trail extension connecting the existing paved trail on the westside of the fairgrounds with the existing paved trail that is north of U.S. Highway 19 by the softball complex. The trail will connect the hockey rink and the northern portion of the fairgrounds with the network of trails that exist throughout Marshall.
  Timeline: 2015-16 (P)

Significance: Local
• **Saratoga Street Trail** – A trail along the east side of Saratoga Street between Windstar Street and East Southview Drive. The trail will connect homes and businesses that are south of Minnesota Highway 23 with the Middle School and destinations north of Highway 23. Timeline: 2015 (P); less than 5 years (LD, DC)
  Significance: Local

• **Marvin Schwan Memorial Drive Extension** – A trail extending south from the existing paved trail along Marvin Schwan Memorial Drive to East Southview Drive. This trail would connect the library with the existing trail along Marvin Schwan Memorial Drive and destinations like Brau Brothers and Hy-Vee by East Southview Drive. Timeline: 5-10 yrs (P); Significance: Local

• **Justice Park Trailhead** – A trail hub connecting users to trails and the Justice Park area. This area could have enhanced pedestrian amenities to encourage park users to bike and bike in the park and to venture onto the trail system. Timeline: less than 5 yrs (P, LD, DC)
  Significance: Local

• **Garvin to Tracy Connection Trail** – A trail begging in Garvin County Park that connects to the City of Tracy, Walnut Grove, and the Casey Jones Trail.
  Timeline: 5-10 yrs (P); Significance: Local

4. **Potential Corridors**

• **Marshall to Canby Corridor** – Approximately a 20 mile corridor connecting Marshall, Ghent, Minneota and Taunton in Lyon County to Canby in Yellow Medicine County. The corridor will run along Minnesota Highway 68 and the old rail corridor. Timeline: 2014 (P, LD); 10+ yrs (DC)
  Significance: Local

• **County Loop Trail Corridor** – Approximately a 100 mile loop connecting communities and places in Lyon County.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
  1. Would connect a number of local parks, destinations, and trails.
  2. Cities along the route have annual summer events that may attract visitors from other areas.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Could connect to the Casey Jones Trail.

• **East / West County Loop Connection Trail** – Approximately a 27 mile trail connecting the West side of the County Loop Trail. The trail will originate west of Lynd, traveling north to Ghent, east through Green Valley, and combine with the County Loop Trail on the east side of Lyon County.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
1. Would connect a number of local parks, destinations, and trails.
2. Cities along the route have annual summer events that may attract visitors from other areas.
3. Would provide an hour of outdoor recreational opportunity.
4. Could connect to the Casey Jones Trail.

- **Highway 23 Corridor** – A trail corridor that follows a parallel route with TH 23 to Marshall. The trail corridor will connect the Marshall Trail network, the City of Cottonwood, and the Minnesota River Trail. The possible proposed route: from the south, the TH 23 corridor intersection with the County Loop Trail corridor at TH 14 and diverts off TH 23 offering two alternative routes to reach Russell and the TH 23 corridor. One alternative uses the County Loop trail on the west side of the county and sends a spur to Russell, the second alternative uses the County Loop trail corridor to the east and turns north at Balaton and connects at Russell.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
  1. Would connect a number of local parks, destinations, and trails.
  2. Would connect to the Minnesota River Trail, which draws users from outside the area.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Would connect to the Minnesota River Trail.

- **U.S. Highway 59 Lake Connection** – A corridor originating at Garvin Park and travel south through Garvin into Murray County to connect to Lake Sarah, Lake Shetek, and the Casey Jones Trail.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
  1. Would connect a number of local parks, destinations, and trails.
  2. Would connect to the Casey Jones Trail, which draws users from outside the area.
  3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
  4. Would connect to the Casey Jones Trail.

- **Marshall to Milroy Off Road Trail** – The trail will originate in Marshall around U.S. Highway 59 and will head south from Marshall through unincorporated Dudley to Milroy.
  Timeline: 10+ yrs (P);
  Significance: Local

- **Marshall to Tracy Off-Road Trail** – The trail will originate from near TH 59 south of Marshall connecting to Lake Marshall and Tracy, and connecting to the Casey Jones Trail at Currie or Walnut Grove.
  Timeline: 10+ yrs (P);
  Significance: Local

- **Wind Turbine Corridor** – A corridor along the west side of Lyon County. The corridor would connect the City of Hendricks, Picnic Point, and the City of Lake Benton.
Timeline: 10+ yrs (P);
Significance: Regional

1. Would connect parks, destinations, and trails in Lyon County with parks, destinations, and trails in Lincoln County.
2. Connecting the Lincoln County and Lyon County Trail networks would help to draws users in from outside the area.
3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
4. Would potentially connect Lincoln County to Lyon County and in turn the Casey Jones Trails and the Minnesota River Trail.

5. Analysis of Selected Planned Trail Segments

None selected at this time

6. School districts
   • Minnesota Public Schools
   • Lakeview Public Schools
   • Marshall Public Schools
   • Lynd Public Schools
   • Tracy-Milroy Public Schools
   • Russell-Tyler-Ruthton Public Schools

7. Scenic By-way: NA

8. Maps
Appendix B

Marshall Comprehensive Trail Plan

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Appendix B

Marshall Comprehensive Trail Plan


Appendix B - 30
MURRAY COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
   * Local Trail

- Fulda *
- End-O-Line Park (Currie) (Casey Jones Tr)
- Forman Acres County Park
- Lake Shetek State Park (Casey Jones Tr)
- Lake Wilson(Casey Jones Tr)
- Marsh’s Landing*
- Slayton (Casey Jones Tr)
- Valhalla Island on Lake Shetek
- Hadley – Summit lake

![Map of Murray County with trails marked]

2. Existing Trails

Casey Jones Trail
- **Lake Shetek/End-O-Line Trail** - This six mile hard surfaced, bike and pedestrian trail connects the End-O-Line Park with the Lake Shetek State Park. The trail goes by Smith Lake, Shetek Monument, wildlife areas and the dam at the beginning of the Des Moines River. It was built in 2000 with TE funds, DNR Trails funds, County funds, and local donations. Refer to the Murray County Trails Map for the map of the trail.
  Significance: State

- **Segment of the DNR Casey Jones** - West of Lake Wilson is a 1.5 mile grass segment of the Casey Jones trail used by hikers and snowmobilers.
  Significance: State

City of Slayton
- **Lake Elsie Trail** – This mown trail is a 1.2 mile loop. It sits amidst approximately 35 acres of restored wetland owned by the city of Slayton. The trail itself is on a wetland restoration easement and is allowed to be 15’ wide. There are 7 acres at the south end of the property,
also owned by the city and outside of the wetland protection area that are available for future development.
Significance: Local

Note: The City of Slayton has formed a Park Board to address non-motorized circulation in Slayton and connection to trails.

Snowmobile Trails
- Murray County maintains a network of snowmobile Trails. For more information regarding snowmobile trails in Murray County refer to the link below.
  http://www.snowmobiletrail.com/us/mn/

3. Planned Trails / Corridors

Casey Jones State Trail
- This state-authorized trail runs from Rock County through Pipestone and Murray Counties to Redwood County. The designated corridor is from Schoneman Park north to Luverne, northeast to Blue Mounds State Park, northwest to Split Rock Creek State Park, northeast to Pipestone, east to Slayton, northeast to Lake Shetek State Park, northeast to Walnut Grove, and northeast to Redwood Falls to join the Minnesota River State Trail. The existing trail in Murray County consists of two sections, not yet connected to one another: A naturally-surfaced segment that runs from one and a half miles west of Lake Wilson into the city of Lake Wilson and a six mile paved loop between Lake Shetek State Park and the city of Currie. The City of Hadley is actively pursuing serving as a trailhead for the Casey Jones Trail. The Community of Hadley could be connected to Summit Lake which features a clean lake with a sand beach. The city park features a baseball diamond and has restroom facilities, as does the Community Center located 100 feet away.
  Timeline: less than 5 (P); 5-10 yrs (LD, DC); 10+ yrs (LD, DC)
  Significance: State

City of Slayton
- Slayton Perimeter Trail - The City has passed a Park Board Ordinance and appointed people to the Park Board in January 2010 to meet some of the trail needs in the community, such as connections to the Casey Jones Trail and Lake Elsie trail, and non-motorized circulation within the community. Plans are to develop this trail in phases.
  - Phase I: Pave the Lake Elsie Trail and add a parking lot.
  - Phase II: Construct a trail on the western edge of Slayton running south from the proposed Casey Jones Trail corridor to the City Pool.
  - Phase III: Construct or designate a trail from the City Pool east to Lake Elsie.
  - Phase IV: Construct or designate a trail from Lake Elsie north to the proposed Casey Jones Trail corridor.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
  1. Would connect number of local parks, shops, and destinations in Slayton to the Casey Jones Trail. One of these destinations is the Slayton West Beach.

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9 http://files.dnr.state.mn.us/maps/state_trails/casey_jones.pdf
10 http://files.dnr.state.mn.us/input/mgmtplans/trails/caseyjones/cj_masterplan.pdf
2. Would connect to the Casey Jones Trail, which draws users from outside the area.
3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
4. Would connect Slayton and a number of local parks, destinations, and trails to the Casey Jones Trail.

Valhalla Island/Keeley Island Trail

- This proposed trail would run from the intersection of Hwy 59 and Valhalla Road to Lake Shetek Lutheran Ministries on Keeley Island. This corridor has high pedestrian traffic in the spring, summer and fall, particularly between the first dike on Valhalla Road and Shetek Lutheran Ministries. While this trail would be an amenity for area residents and campers, safety concerns along the dike road are the main impetus driving the planning of this trail.
  
  Timeline: 10 + yrs (P);  
  Significance: Local

Shetek to Tracy Connection

- This proposed trail would run from Lake Shetek to the City of Tracy. The trail would connect to the End-O-Line Trail by Lake Shetek.
  
  Timeline: 10 + yrs (P);  
  Significance: Regional
  1. Would connect number of local parks, shops, and destinations in Tracy to the Casey Jones Trail.
  2. Would connect to the Casey Jones Trail, which draws users from outside the area.
  3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
  4. Would connect Slayton and a number of local parks, destinations, and trails to the Casey Jones Trail.

Des Moines River Valley State Trail

- This legislatively designated trail will connect to the Casey Jones Trail in Murray County.
  
  http://www.dnr.state.mn.us/input/mgmtplans/trails/desmoines.html
  
  Timeline: less than 5 yrs (P);  
  Significance: State

Des Moines River Water Trail

- A water trail connecting destinations along the Des Moines River in Murray County.
  
  Timeline:  
  Significance: State
  1. Trail would connect destinations along the scenic Des Moines River.
  2. Destinations along the Des Moines River and the Casey Jones Trail attract visitors from outside the area.
  3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
  4. Trail would connect to other existing trails.
4. Potential Trail Corridors

Lake Shetek to Tracy Corridor - This 10 mile hard surface trail will connect Shetek State Park and the City of Tracy. It will be targeted for Bicyclists (Group C) and Hikers. Lyon County identifies the City of Tracy as being the connector or hub in Lyon County to the Casey Jones Trail via one of two routes: south from Tracy or to the east to the City of Walnut Grove. Timeline: 10+ yrs (P); Significance: Regional

1. Would connect number of local parks, shops, and destinations in Tracy to the Casey Jones Trail.
2. Would connect to the Casey Jones Trail, which draws users from outside the area.
3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.
4. Would connect Slayton and a number of local parks, destinations, and trails to the Casey Jones Trail.

- Fulda Loop - Residents in the City of Fulda have expressed concern and need for a safe walking alternative to residents walking along TH 59. One suggestion has been developing a walking loop from CSAH 2/TH 62 south parallel to TH 59 to the Township Road on the south side of First Fulda Lake west for approximately 1/3 mile, then north on the west side of the Lake past the County Park and into the Community. Timeline: 10+ yrs (P); Significance: Local

- Currie to Valhalla Drive Connection – A corridor from the City of Currie on the east side of Lake Shetek to Valhalla Drive of the west side of Lake Shetek. Timeline: 10+ yrs (P); Significance: Local

- Fulda Lakes to Talcot Lake Connection – A corridor from Fulda First Lake and Fulda Second Lake to Talcot Lake State Wildlife Management Area. This corridor could potential link up with the planned Northern Lakes Connection Corridor in Nobles County. Timeline: 10+ yrs (P); Significance: Regional

1. Would connect residents in Murray and Nobles County to high quality natural area.
2. Talcot Lake attracts visitors from outside the area.
3. Would provide an hour of outdoor recreational opportunity.
4. Would connect local parks, destinations, and trails in Murray County to Nobles County.

- Buffalo Ridge Corridor – The Buffalo Ridge is a geographic feature also known as the Mississippi – Missouri River Basin Divide. The land in this Corridor is some of the most scenic in southwest Minnesota with natural areas and rural Minnesota landscapes. While it may not be realistic to develop a trail along the entire corridor, access to segments and loop trails from other regional trails would be desirable. Timeline: 10+ yrs (P);
Significance: Local

5. Analysis of Corridor
Analysis of Selected Planned Trail Corridors
See page B 66 for the Casey Jones Trail Analysis and Page B-76 for the Des Moines River Trail analysis.

6. School Districts
- Murray County Central
- Fulda Public Schools
- Westbrook-Walnut Grove Public Schools
- Tracy-Milroy Public Schools
- Edgerton Public Schools

7. Scenic Byway – NA

8. Maps

Completed Casey Jones Trail segments (2014)

Map Source: Trail Link
NOLES COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
   * Local Trail

□ 59/60 Travel Information Center* □ Okabena Lake
□ Bigelow* (city) □ Org
□ Fury’s Island □ Round Lake (city)*
□ Indian Lake* □ Sunrise Prairie Park*
□ Lake Bella □ Worthington (city)
□ Lismore* (city) □ Dundee (city)
□ Maka Oicu □ Kinbrae (city)
□ Midway County Park* □
□ Ocheda Lake*

2. Existing Trails

City of Worthington
- Olson Park to Lake Front/Sailboard Beach Trail - This is approximately 3 miles of paved, off-road pedestrian/bicycle trail following the south and east side of the Okabena Lakeshore in the City of Worthington. The west end of this trail a connection to the future trail along North Crailsheim Road (CSAH 10).
  Significance: Local

- Centennial Park Bikeway - This is a 1/2 mile paved, off-road pedestrian/bicycle trail within Centennial Park. The north end of this trail is a connection to the future trail along Oxford Street (CSAH 35).
  Significance: Local

- Lake Avenue on-street Bike Route - There is approximately ½ mile of designated and signed bike routes in Worthington. The signed routes are in two segments. The first connects the

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off road trail at Sailboard beach to Centennial Park bikeway. The second on street signed bike route begins at Centennial Park bikeway and terminates near Thompson Street.
Significance: Local

- **Lake Okabena Trail** - The 2.3 mile trail was constructed during the summer of 2013 with TE funds and is now open to the public. This connection trail will help to link three schools on the west side of Worthington to the new YMCA and several parks around the lake. This connection trail also joins together with the existing trail in Centennial Park. Worthington, Nobles County, and the School district coordinated on trial location and funding. The trail is targeted for walking, biking, skating and running.
Significance: Local

Fury’s Island* and Maka Oicu*
These County Parks are located at Graham Lakes. The park road serves as a walking and biking route.
Significance: Local

Snowmobile Trails
The Frosty Riders Snowmobile Club maintains the area snowmobile trail system. The Club members plan weekend outings and activities for riders. Refer to the link below for more information regarding snowmobile trails in Nobles County.

3. **Planned Trails**

**City of Worthington**
- **Cecillee Street to Armour Road Trail** - A connection trail from the Castlewood Knolls Residential Area to the JBS Industrial Area and the Highway 60 trail.
  Timeline: less than 5 yrs (P);
  Significance: Local

- **Highway 60 Trail** – A 1.5 mile trail along the south and east side of Highway 60 from Nobles Street to Armour Road. This trail provides pedestrians and bicyclists with options along Highway 60.
  Timeline: less than 5 yrs (P);
  Significance: Local

4. **Potential Trail Corridors**
- **Northern Lakes Connection**– A corridor connecting West and East Graham Lake in Nobles County with Talcot Lake State Wildlife Management Area in Cottonwood County. The corridor would connect Fury State Wildlife Area and Maka-Oicu County Park by East and West Graham Lake and the cities of Kinbrae and Dundee. The corridor would also potentially join together with the Des Moines River Valley Trail.
  Timeline: 10+ yrs (P);
  Significance: Regional (potential)
  1. Would connect to high quality natural area.
  2. Would connect to the Des Moines River Valley Trail, which draws users from outside the area.
  3. Would provide an hour of outdoor recreational opportunity.
4. Would connect local parks, destinations, and trails in Nobles County to the Des Moines River Valley Trail.

- **Southern Lakes Connection** – A corridor connecting Lake Ocheda, Lake Bella, and Indian Lake in Nobles County with Iowa Lake in Iowa and Round Lake in Jackson County.
  
  Timeline: 10+ yrs (P);
  
  Significance: Local

- **Worthington to Luverne Corridor** – A corridor connecting Nobles County to the Casey Jones Trail at Luverne. This corridor would also connect to the planned Sioux Falls Connection Corridor in Rock County, which would link together with Sioux Falls.
  
  Timeline: 10+ yrs (P);
  
  Significance: Regional (potential)
  
  1. Would connect important regional destinations.
  2. Would connect to the Casey Jones Trail, which draws users from outside the area.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Would connect local parks, destinations, and trails in Nobles County to park, destinations, and the Casey Jones Trail at Luverne.

- **Buffalo Ridge Corridor** - The Buffalo Ridge is a geographic feature also known as the Mississippi – Missouri River Basin Divide. The land in this Corridor is some of the most scenic in southwest Minnesota with natural areas and rural Minnesota landscapes. While it may not be realistic to develop a trail along the entire corridor, access to segments and loop trails from Nobles County and other regional trails would be desirable.
  
  Timeline: 10+ yrs (P);
  
  Significance: Local

County Trails. The county will support development of trails if 100% of the land owners support the project. Nobles County and the City of Worthington have both passed Complete Street Policies.

5. **Analysis of Trail corridor**

6. **School Districts**

- Adrian Public Schools
- Worthington Public Schools
- Ellsworth Public Schools
- Edgerton Public Schools
- Round Lake-Brewster Public Schools

7. **Byway – NA**

8. **Maps**
PIESTONE COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor

* Local Trail

- Pipeston (city) (Casey Jones Tr)
  - Veterans park – future a kiosk planned for in 2010
  - Highway 23 Trailhead for Casey Jones State Trail
- Edgerton (city)*
- Jasper Quarry
- Pipestone National Monument (Casey Jones Tr)
- Split Rock State Park (Casey Jones Tr)
- Woodstock (city) –(Casey Jones Trail)

2. Existing Trails

City of Pipestone.
- Westview Park Route - A .93 mile route in Pipestone.
  Significance: Local
- Indian Lake Routes - A 4 mile route in Pipestone.
  Significance: Local
- Hwy 75/23 Route - A 1.1 mile route in Pipestone.
  Significance: Local
- The Square - A 3 mile walking route in Pipestone.
  Significance: Local
- North Hiawatha Trail - 1 mile of paved (bituminous) trail on the right of way connecting the north edge of Pipestone to Minnesota West Community and Technical College and the Good Samaritan Village Retirement Center and connects to the city sidewalks (connects campus with DT.)
  Significance: Local
• **Fitness Trail** – A .5 mile aggregate walking trail, with some exercise stations located in Pipestone in the Westview Park addition. 
  Significance: Local

• **Pipestone Jogging 5 K route** – A 3.1 mile network of sidewalks and road shoulders. 
  Significance: Local

• **Pipestone National Monument Trail** – A .75 mile paved walking trail within the bounds of the US Park System. The walking trail is currently not ADA compliant, but has been identified in the Pipestone Monument Comprehensive Plan to be compliant and they are currently working on the historical elements to widen the trail. 
  Significance: Local

• **Historic walking trail** – The trail connects a number of historic district sites. 
  Significance: Local

**Split Rock Creek State Park Trail**

• 4 miles of grass walking trails within the boundaries of the State Park. 
  Significance: Regional–(proposed) part of the Casey Jones Trail

**Casey Jones Trail**

• The Casey Jones Trail in Pipestone County follows the existing right of way of the railroad bed. The trail is roughly twelve miles and runs the City of Pipestone towards the Murray County line. Currently, 5 miles of the bike and pedestrian trail is paved, the remaining 7 miles is unpaved. This segment is a dual track trail. During the winter months the trail is groomed for use by the SnoBlazers Snowmobile Club. 
  Significance: State

**Snowmobile Trails**

• Pipestone County maintains a network of snowmobile Trails. For more information regarding snowmobile trails in Cottonwood and Jackson County refer to the link below. 

3. **Planned Trails/Corridors**

**City of Pipestone**

• **Suzlon Plant Trail** – A 2 mile connection trail from the City of Pipestone to the former Suzlon Plant. Roughly 9 blocks of the trail can be built on old railroad bed. 
  Timeline: 10+ yrs (P); 
  Significance: Local

**Casey Jones Trail**

• This state-authorized trail runs from Rock County through Pipestone and Murray Counties to Redwood County. The designated corridor is from Schoneman Park north to Luverne, northeast to Blue Mounds State Park, northwest to Split Rock Creek State Park, northeast to

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11 [http://files.dnr.state.mn.us/input/mgmtplans/trails/caseyjones/cj_masterplan.pdf](http://files.dnr.state.mn.us/input/mgmtplans/trails/caseyjones/cj_masterplan.pdf)
Pipestone, east to Slayton, northeast to Lake Shetek State Park, northeast to Walnut Grove and northeast to Redwood Falls to join the Minnesota River State Trail. The existing trail in Murray County consists of two sections, not yet connected to one another: A naturally-surfaced segment that runs from one and a half miles west of Lake Wilson into the city of Lake Wilson and a six mile paved loop between Lake Shetek State Park and the City of Currie. Timeline: less than 5 (P); 5-10 yrs (LD, DC); 10+ yrs (LD, DC)  
Significance: State

4. Potential Trail Corridors

Pipestone National Monument Connection  
- A corridor linking the Pipestone National Monument in the City of Pipestone to Lake Benton and the Hole-in-the-Mountain County Park.  
  Timeline: 10+ yrs (P);  
  Significance: Regional (potential)  
  2. Trail would showcase the Pipestone National Monument, which draws users from outside the area.  
  3. Trail would connect to other trails, so the network of trails would provide an hour of outdoor recreational opportunity.  
  4. Would connect to the Lincoln County proposed trail network is Lincoln County.

Highway 23 Corridor  
- A corridor between the City of Florence and the City of Pipestone.  
  Timeline: 10+ yrs (P);  
  Significance: Local

MN West Monument Connection  
- A corridor connecting the Minnesota West Community and Technical College, in Pipestone, to the Pipestone National Monument.  
  Timeline: 10+ yrs (P);  
  Significance: Local

Buffalo Ridge Corridor  
- The Buffalo Ridge is a geographic feature also known as the Mississippi – Missouri River Basin Divide. The land in this Corridor is some of the most scenic in southwest Minnesota with natural areas and rural Minnesota landscapes. While it may not be realistic to develop a trail along the entire corridor, access to segments and loop trails from other regional trails would be desirable.  
  Timeline: 10+ yrs (P);  
  Significance: Local

5. Analysis of Selected Planned Trail Corridors  
See pages B-66 for the Casey Jones Trail Analysis.

6. School Districts:  
- Pipestone Area Schools
• Russell-Tyler-Ruthton Public Schools
• Edgerton Public Schools

7. **Scenic By-Ways**: King of Trails Scenic By-Way

8. **Maps**
REDWOOD COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor

- Local Trail

- Alexander Ramsey Park (Redwood Falls)
- Belview (city)
- Gold Mine Lake
- Lamberton (city)
- Lower Sioux Interpretive Center
- Plum Creek Park
- Sanborn (city)

- MN River Access North of Redwood Falls
- MN River Access South of Redwood Falls
- Scenic Byway
- Vesta (city)
- Walnut Grove (city)

2. Existing Trails

Lower Sioux Interpretive Center. Trails throughout the MN Historical Lower Sioux Interpretive Center. Transportation Enhancement funds were used to enhance the Interpretive / Recreational trail for the Old Ferry Crossing and historic roadway (ISTEA 1996 $181,000).

Significance: Local

Plum Creek Park. Approximately 2 miles of trail around Lake Laura.

Significance: Local

Lamberton Trail. Approximately 1.5 miles of on-road bike route (CSAH 6) from Lamberton to Kuhar City Park and a trail in the park along the Cottonwood River.

Significance: Local

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City of Redwood Falls

- **Alexander Ramsey Park Trails** - This City Park occupies approximately 220 acres in Redwood Falls and is the largest municipal park in Minnesota. A trail system, totaling five miles, has been developed to provide pedestrian access to some of the steep slope areas, as well as to separate pedestrian and vehicle flows on the through road; three miles are paved and 2 miles are gravel. In addition, there is a 3.5 miles cross-country ski trail.
  Significance: Local

- **Redwood Valley High School Trail** - Trails are part of the Redwood Valley High School Environmental Learning Center.
  Significance: Local

- **School Trail** - Trail connects Redwood Valley High School with the Reede Gray Elementary School.
  Significance: Local

- **North Redwood Trail** - Connect the Old North Redwood Road trail to Redwood Falls trail along North Lincoln Street.
  Significance: Local

- **Redwood Falls Trail** - Trail along North Lincoln Street.
  Significance: Local


### 3. Planned Trails/corridors

City of Redwood Falls.

- **Normandale Street Connection Trail** – A trail along Normandale Street that connects to the existing trail that goes to the Redwood Area School (constructed in 2008). Programmed in the 2011 STIP for $116,622.
  Timeline: ? completed?
  Significance: Local

- **Old North Redwood Road Trail** – A trail along the old North Redwood Road.
  Timeline:
  Significance: Local

- **Redwood Trails** –
  - **Phase I Trail Extension** – Northwood Drive going south along CSAH 101 to E/W frontage road along TH 19/71
    Timeline:
    Significance: Local

  - **County Ditch 52 Phase II Trail** – Normandale Road to Sunrise Blvd(4800')
    Significance: Local
- **Phase III Trail Loop** – TH19 West to CSAH 17 N to CSAH 25 East to CSAH 101 S-to North Redwood – connection to established River Link on 101
  Timeline:
  Significance: Local

- **Phase IV Trail Loop to Ramsey Park West** – From CSAH 17 west on 350th St. to Liberty Ave Park North West Access and trail connection
  Timeline:
  Significance: Local

- **Phase V** – a trail along West Bridge Street connecting to Grove Street Ped/Bike Bridge. The Grove Street Ped/Bike Bridge is over the old bridge alignment south of the Highway 19 access to Ramsey Park.
  Timeline:
  Significance: Local

Plum Creek Park. Connect Plum Creek Park to the City of Walnut Grove and develop additional trails within the Plum Creek Park. Estimated timeline is 2-5 years to develop a paved trail, 3 miles in length, with termini’s at Plum Creek Park and the museum in Walnut Grove. This would target bicyclists, walkers, and hikers. Potential attractions is nature (wildlife, wildflowers, and would connect to the current walking trail within the Park which identifies over twenty different type of trees).
Timeline:
Significance: Local

Kuhar Trailhead. The trail will run from the Kuhar Park Entrance to the Kuhar Park west boundary. Estimated timeline for completion: 2-5 years. This will be an estimated one mile unpaved/wood shaving trail that will target walkers and cross country skiers. The primary attraction is nature and the natural beauty of the park located along the Cottonwood River.
Timeline:
Significance: Local

Lamberton Outreach Center Trail. In 1999 the estimated timeline for completion was 5-10 years. This will be an estimated two mile unpaved/wood shaving trail that will target walkers and cross country skiers. The trail will connect the Lamberton Outreach Center to the West boundary of Kuhar Park. Potential attractions are the Cottonwood River and the Lamberton Outreach Center. Ultimately would like to have the swinging bridge over the Cottonwood River connected to Kuhar Park.
Timeline:
Significance: Local

Sanborn. Proposed trail along the Cottonwood River southwest of Sanborn.
Timeline:
Significance: Local

Casey Jones Trail. This state-authorized trail runs from Rock County through Pipestone and Murray Counties to Redwood County. The designated corridor through Redwood County runs northeast from Lake Shetek State Park to Walnut Grove and northeast to Redwood Falls to join the Minnesota River State Trail.
Timeline:
Significance: State

**Minnesota River Valley Trail**
The trail shall originate at the entrance to Big Stone Lake State Park and extend along the Minnesota River Valley to connect to the Minnesota Valley Trail at the city of Le Sueur. The trail shall include a loop between Fort Ridgely State Park and the cities of Redwood Falls and Sleepy Eye. A segment shall be established connecting the cities of Granite Falls and Montevideo.

**Timeline:**

Significance: Regional
1. The Minnesota River offers a natural setting that features unique landscapes.
2. The Minnesota River Valley attracts visitors from outside the region.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail could potentially connect to other trails in the area.

Chief Sleepy Eye Trail connecting Redwood Falls, Gilfillan, Morgan, Evan and Sleepy Eye together and then north to Fort Ridgely State Park, and then on to Fairfax which already has an 8 mile trail on the ground! This trail will connect to the Sleepy Eye Lake Trail (a 3.1 mile trail around Sleepy Eye lake) and head north to Ridgley, tying the existing trails together. The abandoned railroad is currently owned by one property owner and fund raising is occurring to purchase of the corridor to develop the trail.

**Timeline:**

Significance: Regional
1. Fort Ridgely State Park features unique landscapes. The trail also connects a number of destinations in Redwood County and Brown County
2. Fort Ridgely State Park attracts visitors from outside the region.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail could potentially connect to other trails in the area.


4. Potential Trail Corridors

- **Redwood River Water Trail** – A corridor along the Redwood River connecting to the Minnesota River and Ruthton. This trail would connect Redwood Falls, Seaforth, Vesta, Marshall, Camden State Park, Russell and Ruthton.

**Timeline:**

Significance: Regional
1. Trail would connect destinations along the scenic Minnesota River.
2. Destinations along the Minnesota River and Camden State Park attract visitors from outside the area.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail could potentially connect to other existing trails.

- **Lower Sioux Interpretive Center Corridor** – A corridor starting at the Lower Sioux Interpretive Center connecting to Redwood Falls, the Minnesota River Valley National Scenic Byway, Gold Mine Lake, and Minnesota River Access North of Redwood Falls.

**Timeline:**

Significance: Local
• Belview to Vesta – A corridor connecting the City of Belview to the City of Vesta.
  Timeline:
  Significance: Local

• Redwood U.S. 14 Corridor – A corridor along U.S. Highway 14 that connecting the following cities: Walnut Grove, Revere, Lamberton, and Sanborn.
  Timeline:
  Significance: Local

• Lamberton to Jeffers Petroglyphs – A corridor connecting Lamberton to Jeffers Petroglyphs.
  Timeline:
  Significance: Regional
  1. Jeffers Petroglyphs offers a natural setting that features unique landscapes.
  2. Jeffers Petroglyphs attracts visitors from outside the region.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Trail could potentially connect to other trails in the area.

• Sanborn to Windom – A corridor connecting the cities of Sanborn and Windom including Jeffers Petroglyphs and Red Rock Dells.
  Timeline:
  Significance: Regional
  1. Jeffers Petroglyphs and Red Rock Dells offer a natural setting that features unique landscapes.
  2. Jeffers Petroglyphs and Red Rock Dells attracts visitors from outside the region.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Trail could potentially connect to other trails in the area.

• Redwood County (Green Corridor) – A corridor for the “Bridge-to-Bridge Trail Loops” along the Minnesota River.
  Timeline:
  Significance: Regional
  1. Trail would connect destinations along the scenic Minnesota River.
  2. Destinations along the Minnesota River attract visitors from outside the area.
  3. Would provide an hour of outdoor recreational opportunity.
  4. Trail could potentially connect to other existing trails.

The county worked with The Center for Changing Landscapes to develop a more detailed Trail Plan. A copy of the final plan may be found on the Redwood Area Development Corporation website: http://www.radc.org/vertical/Sites/%7B8F00FAA5-999F-415E-A32F-61D7D805F17C%7D/uploads/%7B850A3F83-4104-48F1-94BF-9807B34797F0%7D.PDF. The Redwood County Board of Commissioners approved the Redwood county trail Plan on September 21, 2010.

Redwood County Board of Commissioners established a Parks and Trails Committee on March 18, 2014. The Commissioners have talked in-depth about improving recreational opportunities to enhance attract and retain residents, and this Parks and Trails Committee will help to accomplish those goals. The Parks and Trails Committee will work to create new parks and trails options for users and enhance its current

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The committee is made up of one representative from each Commissioner’s district, as well as two members of the county board.

5. Analysis of Selected Planned Trail Corridors

Minnesota River Trail
The current “plan” for the spine of the Minnesota River Trail bike pathway would be to incorporate it with the proposed paving project of the Minnesota River Valley Scenic Byway along the Renville County river bottom road from the Nicollet County line near Fort Ridgely to Skalbekken County Park and the Yellow Medicine County line.

The Minnesota River Trail horse/snowmobile trail would be separate from the paved hike and bike trail.

Chief Sleepy Eye Trail. The Minnesota River Trail authorization includes the Redwood Falls to Sleepy Eye to Fort Ridgely State Park Loop. The realistic discussion has been to follow the old railroad right-of-way from Redwood Falls to Evan and then follow MN Hwy #68 to where it “T’s” with MN Hwy #4 and would connect to Sleepy Eye to the south and Fort Ridgely to the North.

Beginning at Redwood Falls, the former Chicago and North Western – (Sleepy Eye to Redwood Falls Branch)\(^\text{12}\) railroad bed parallels the south side of TH 67. Safely crossing roads will be an issue. CSAH 101 intersects TH 67 at a skew which currently poses a motorized traffic crossing issue. This could increase driver distraction with the mixing of non motorized and will need to be addressed. There are several lesser volume roads that intersect with TH 67 and the proposed route of the trail, most intersect at a skew. Again safety will be a concern and need to be addressed. There appears to be ditch / waterways to cross. Ditch authority and DNR will need to be worked with to address crossing issues and plan for safe access to waters (or restrict for safety reasons). There are a few homes located along the south side of TH 67, and the proposed trail will cross the driveways. A proposed wind farm is in the process of being permitted in this area. The route passes near or through Gilfillan, Morgan in Redwood County and beyond the SW Region into the Brown County communities of Evan and Sleepy Eye).

Once the trail is in place, issues that may pose a problem for maintenance include crossing of the trail by heavy farm equipment and equipment to repair the turbines.

Analysis of Selected Planned Trail Corridors
See pages B-66 for the Casey Jones Trail analysis.

6. School Districts:

Tracy-Miloy Public Schools
Wabasso Public Schools
Red Rock Central
Springfield Public Schools
Redwood Area Schools
Cedar Mountain Public Schools

\(^{12}\) Minnesota Historic Railroad report studies the Sleepy Eye to Redwood Falls segment:
7. **Scenic By-Ways.** The Minnesota River Valley By-Way.

8. **Maps**

![Map of Redwood County Trail System](image)
draft map - depicting only the corridor in northern Redwood County
ROCK COUNTY

1. Existing & potential trailheads on a State or Regional or Subregional Trail Corridor
   * Local Trail

   - Blue Mound State Park (Casey Jones Tr)
   - Hills Gateway to Gitchie Manitou State Reserve/Blood Run, Iowa*
   - Beaver Creek Gateway to Valley Springs, Brandon, and Sioux Falls*, South Dakota Trail System
   - Schoeneman Park (Luverne) (Casey Jones Tr)
   - Redbird Field (Luverne)

2. Existing Trails

   **Blue Mounds Trail**
   This 6 mile paved trail was a joint project between Rock County and the City of Luverne, funded with TE funds, it opened in 2003. The trail targets bicyclists (Group A, B, & C), in-line skaters, walkers, hikers and backpackers. The trail connects the City of Luverne to Lower Mound Lake in Blue Mounds State Park. Attractions between trailheads are Blue Mounds State Park’s Interpretive Center and the Quarry area. Visitors can view open scenery, agricultural fields, tree-lined shade, and a view of the Blue Mound cliff line. A portion of the trail branches off and goes to the top of the 90 foot cliff line for a panoramic view of the community.
   Significance: Regional (potential)

   **City of Luverne**
   *Blue Mound Avenue Trail.* - A walking trail that follows a sidewalk approximately one mile in length along the east side of the City of Luverne from Main Street North and connects to the Blue Mound Trail.
   Significance: Local; if connected to Casey Jones State Trail, may be State or Regional proposed, to be determined)
Luverne’s Historic Walking Tour - A 1 mile trail that connects the historic sites in Luverne. Walkers are targeted, but bikers could travel along on the road sides.
Significance: Local

Blue Mound State Park Trails
Within Blue Mound State Park there are both hiking and snowmobile trails. The trails are natural consisting of dirt or dirt/grass. They are approximately 15 miles of hiking trails and 7 miles of snowmobile trails.
Significance: Local

City of Hills
Hills Trail – The Hills Trail, as known as “The Rez” by locals, is a .5 mile trail along the reservoir. The trail is natural/paved and is used as a walking path and to reach fishing locations.
Significance: Local

Snowmobile Trails. Rock County Sno-Masters has 85 miles of groomed trails that connect to Pipestone County and Nobles County. Refer to the following weblink for snowmobile trails in Rock County: http://www.mnsnowmobiler.org/index.php?pageid=92&clubdetails=317

3. Planned Trails / Corridors

Casey Jones State Trail
This state-authorized trail runs from Rock County through Pipestone and Murray Counties to Redwood County. The designated corridor in Rock county begins at Schoneman Park north to Luverne, northeast to Blue Mounds State Park, northwest to Split Rock Creek State Park. There is one segment of the trail in Rock County that connects Luverne to Blue Mound Park. The beginning point of the Casey Jones State Trail is Schoeneman Park located south of I-90 and was identified as a proposed trail in the 2000 Plan as was the Blue Mound State Park corridor to Split Rock Creek State Park.
Significance: State

City of Luverne
The Luverne Loop Trail – A proposed 6.1 mile trail that encircles the City of Luverne. The Luverne Loop Trail includes the Blue Mound Avenue Trail and will connect to the Blue Mound Trail. This connection will provide residents and visitors of all ages and abilities a safe and natural place for recreation and active transportation between destinations along the trail that include: the school, hospital, Veterans Home, various city owned pocket parks, two ponds, residential areas, Blue Mound Ice Arena, County Fairgrounds, the Rock River, and Redbird Field.. Connecting these destinations with pedestrian scale infrastructure will also promote community development in Luverne and Rock County. The Loop will cross TH 75 at the north and south ends of Luverne. The Loop could potentially link up with the planned Casey Jones State Trail that would begin in Schoneman Park (which is south of Luverne) and further connect to the Blue Mound State Park via the Loop (north of Luverne) The project will be completed in three phases.

- Phase I - Begins near Sanford Luverne Medical Center and the MN Veterans Home (Veterans Memorial Park/pond), passes through a pocket park, connects to Luverne Public School’s sports complex, and terminates at the school near Dodge Street.
  Timeline: P, LD; 2014 / less than 5 yrs; DC
  Significance: Local
• **Phase II** - Begins at the school, connects to other destinations include a pocket park, a city-owned pond and planned outdoor recreation area, Blue Mound Ice Arena, and the Hwy 75 King of Trails Scenic Byway and I-90 Commercial district and terminates at TH 75 and Gabrielson Road. This segment has been (will be) programmed in the STIP for 2017 utilizing TAP funds. Timeline: P, LD; 2014 / less than 5 yrs; DC  
Significance: Local  

• **Phase III** - Begins at TH 75 and Gabrielson Road connects to Rock County Fairgrounds, the Rock river, and Redbird field (next to city Park), and terminates at the Blue Mound Ave trail, completing the Loop. A new trailhead is planned at Redbird Field. The trail would also connect to the Casey Jones Trail. Timeline: less than 5 yrs (P,LD, DC)  
Significance: Regional (proposed)  
  1. Trail would connect to Blue Mound State Park, which offers unique landscapes and the Casey Jones Trail.  
  2. Blue Mound State Park attracts visitors from outside the area.  
  3. Would provide an hour of outdoor recreational opportunity.  
  4. Trail would connect to the Casey Jones Trail.  

As a part of the Luverne Loop, the community would like to establish a new trail head at Redbird Field. The current trailhead at Main Street/Blue Mound for the Blue Mound Trail does not offer parking, etc. for trail users. The Community vision for trail head development at Redbird Field includes ample parking (already established), restrooms and water (already established), green space, an open shelter, a bike fix-it station, public art, wayfinding signage and maps, etc.

*Blue Mound Extension Trail* - The City of Luverne is exploring the continuation of the Blue Mounds Biking and Hiking Trail to extend from downtown Luverne to Schoneman County Park, which is south of Luverne. Timeline: less than 5 yrs (P,LD, DC)  
Significance: Local, State is part of the Casey Jones Trail.

_City of Hills_  
*Safe Routes to School Trail* - A five to six block Safe Routes to School Trail or sidewalk leading to the school in the City of Hills. The trail would also connect the residential and commercial area of Hills. Timeline: less than 5 yrs (P, DC)  
Significance: Local

**4. Potential Trail Corridors**  

_Luverne to Sioux Falls* – The Sioux Falls MPO has a Bicycle Trail Master Plan Map (December 2009) identified a trail connecting Sioux Falls to Brandon, SD and continuing east. Valley Springs, SD is located along the SD/MN border approximately 4.5 miles east of Brandon along SD State Highway 264 and meets Rock County CSAH 4 at the border. A logical trail linkage or gateway would be to connect the Minnesota Casey Jones State Trail (currently terminating at Luverne) to a future South Dakota trail extending east of Brandon. It is expected to be a paved – Bituminous base of about 28 miles connecting Luverne with Sioux Falls. It is hoped to be able to serve Bicyclists, (Group A & B) In-line Skaters, Walkers,
Appendix B

Cross Country Skiers. The estimated timeline for this project is more than 20 years. The Potential attractions between trailheads are the cities of Beaver Creek, Valley Springs and Brandon.

Timeline: 10+ yrs (P);
Significance: Regional (potential)

1. Trail would connect regional population centers in Luverne and Sioux Falls, which offers unique landscapes, destination, and attractions.
2. Sioux Falls attracts visitors from outside the area.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail could potentially connect to the Casey Jones Trail at Luverne.

Gitchie Manitou St. Reserve Connection – A corridor between the City of Hills and Gitchie Manitou St. Reserve. A second connection could be between Hills and the City of Luverne. It is anticipated to be an aggregate surface and serve the Bicyclists, (Group A & B) Cross Country Skiers, Walkers, Hikers, Backpackers, Equestrian population. Areas of interest between trailheads are the cities of Hills and Larchwood. Gitchie Manitou is a 91 acre nature preserve in the extreme northwest corner of Lyon County, IA. Gitchie Manitou is only 4 miles west of the SD/MN (Rock County) line. Gitchie Manitou is noted for its ancient Native American burial mounds and Sioux Quartzite outcroppings.

Timeline: 10+ yrs (P);
Significance: Regional (potential)

1. Trail would connect to Blue Mound State Park, which offers unique landscapes and the Casey Jones Trail.
2. Blue Mound State Park attracts visitors from outside the area.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail would connect to the Casey Jones Trail.

Worthington to Luverne Corridor – A corridor connecting Nobles County to the Casey Jones Trail in Luverne. This corridor would also connect to the planned Sioux Falls Connection Corridor in Rock County, which would link together with Sioux Falls.

Timeline: 10+ yrs (P);
Significance: Regional (potential)

1. Trail would connect Nobles County Trail Network with the Rock County Trail Network.
2. Would attract regional users through the connection of multiple communities.
3. Would provide an hour of outdoor recreational opportunity.
4. Trail would connect Nobles County Trail Network to the Casey Jones Trail.

5. Analysis of trail corridor
Analysis of Selected Planned Trail Corridors
See page B-___ for the Casey Jones Trail analysis.

6. School Districts:
   - Luverne Public Schools
   - Hills-Beaver Creek Public Schools
   - Ellsworth Public Schools
   - Pipestone Area Schools

7. Scenic By-Ways. The King of Trails Scenic By-Way

8. Maps
Connection to Brandon/Sioux Falls:
http://www.siouxfalls.org/Planning/transportation/bicycle_planning.aspx
CASEY JONES TRAIL ANALYSIS
(italics are excerpts from the Casey Jones Trail Master Plan). Overall, the Casey Jones Trail standard criteria for trail location are as follows:

Criteria for location of the Casey Jones Trail: Work with willing landowners to acquire right-of-way that showcases features of the landscape. Acquire a right-of-way wide enough to accommodate two treadways. Minimize trail user exposure to vehicular traffic. Avoid acquisition of high quality agricultural lands. Minimize impact on wetlands. Avoid negative impacts on rare and endangered species, and avoid fragmentation or disturbance of significant native plant communities identified by the Minnesota County Biological Survey. Avoid siting the trail through wildlife management areas. Consider siting the trail adjacent to wildlife management areas to take advantage of the scenic wooded corridor and to provide additional buffer for the wildlife management areas. Township road rights-of-way. Edges and boundary lines. A combination of above.

Rock County: from Luverne to Split Rock Creek State Park (in Pipestone County).
The 2005 Casey Jones Trail Plan identifies Split Rock Creek State Park to Jasper (4 miles south of the Park) and Blue Mounds State Park as future Trail connections. Since the 2005 Casey Jones Trail Master Plan was completed, the trail corridor was legislatively extended.
- This segment is a future connection, and will require an updated DNR Plan for this segment.
- There is one segment of the trail in Rock County that connects Luverne to Blue Mound Park.
- The legislatively designated Casey Jones Trail Corridor begins at Schoeneman Park (located south of I-90), into Luverne, northeast to Blue Mounds State Park, northwest to Split Rock State Park.
- The City of Luverne is exploring the continuation of the Blue Mounds Biking and Hiking Trail to extend from downtown Luverne, south to Schoeneman Park (county park) south of Luverne

There are two logical routes to Luverne from Schoeneman Park. One of the major players in routing the trail will be MnDOT and crossing I-90.
- The first follows the TH 75 corridor, uses TH 75 to cross I-90 into Luverne. Close coordination with MnDOT will be needed to coordinate and minimize conflict with motorized traffic, paralleling and crossing TH 75, and crossing the Interstate (over or under). The State Trail could be part of Phase III of the Luverne Loop (See Rock county section).

- The second may involve some use of paralleling TH 75, turning east before the Interstate and paralleling the Rock River under Interstate 90. Crossing under the Interstate would involve coordination with MnDOT, additional issues would involve working with the DNR, potentially a ditch authority, and private land owners. A complication of this route would be the potential flooding of a trail along the Rock River. This route would allow access to the existing trail that leads to Blue Mound State Park.
Blue Mound State Park northeast to Split Rock Creek State Park.

- The Northern Tallgrass Prairie National Wildlife Refuge is located to the west of Blue Mound State Park, and may be an area for the trail to pass by.
- A northwest route will require crossing TH 75. Work with MnDOT to identify crossing locations that would be the safest for trail users. Within the next two years there will be a TH 75 pedestrian underpass in Luverne.
- Wind Farm development is beginning to occur in this part of the Region. It is recommended that an alignment be identified in a DNR approved plan which can then be identified in the public input process for Wind Turbine Site Permits which have a 250 road and trail right of way setback.
- Work with the Rock County Highway Engineer, MnDOT District 7 Planning staff and the applicable Township road authorities and communities to identify the logical corridor for the trail, and if bridge replacement or road upgrades are planned, to study inclusion of a non-motorized trail during the planning stage of these projects.

Pipestone County: Split Rock Creek State Park northeast to Pipestone, east to Woodstock

Two separate trail alignments are proposed between Split Rock Creek State Park and Pipestone – a paved trail alignment for bicyclists and walkers and a natural surface trail for horseback riders. The proposed paved trail would enter the park at the northwest and the horse trail would enter from the south. Trail users will have views of the rural, agricultural landscape as they travel between Pipestone and Split Rock Creek State Park. The small town of Ihlen is located on the northern boundary of the state park. There are no services available for trail users here, with the exception of a restaurant. Split Rock Creek State Park will serve as a trail access and rest area. The park will serve as a major trailhead for horseback riders. A campground for horses and riders is proposed in the southern part of the park. The existing campground will serve bicyclists and pedestrians. Water and restroom facilities are also available. Additional scenic and recreational opportunities include picnicking, hiking, wildlife observation and swimming.

The community of Pipestone offers numerous services, cultural resources and points of interest. A variety of options for food and lodging exist. Camping is available at the state park and a private RV campground. Historic downtown (a historic walking tour of downtown Pipestone has been developed), the Pipestone County Museum, Performing Arts Center, Keepers of the Sacred Tradition of Pipemakers, and Little Feather Indian Center are other cultural amenities. The water tower is a historic structure.... The Casey Jones State Trail will connect to Pipestone National Monument. The trail will end at the entrance to the Pipestone National Monument and trail users can access the visitor center on the existing entrance road by foot, bicycle or automobile. Moore Park in Pipestone has been identified as a potential trailhead. Amenities at this site include restrooms, water, and a shelter. Development of a kiosk with trail orientation and interpretive information is recommended for this access/rest area.

Bicycle/pedestrian trail alignment: The existing Casey Jones State Trail begins just south of the intersection of TH 75 and TH 23 in Pipestone and travels east for 13 miles. This trail was developed on an abandoned railroad grade acquired by the state in 1967. A small parking area is located at this location. The recommendation of this plan (Casey Jones Trail Master Plan) is for three separate trail segments to converge at this point in the future.
Split Rock Creek State Park: The bicycle/pedestrian trail is planned to enter the park in the northwestern corner. One alternative for the paved trail alignment is to use the westernmost existing hiking trail in the park that parallels CSAH 20 to the dam. The Split Rock Creek State Park Management Plan does not address this bicycle/pedestrian trail alignment. Modification of the plan would be necessary in order to allow trail development.

A paved trail segment from the south of Pipestone connecting Split Rock Creek State Park and Pipestone: This segment of trail will travel south and connect to Split Rock Creek State Park. Alternatives identified for this segment are the TH 23 corridor, the CSAH 56 corridor, or the TH 75 corridor. The specific alignment of this segment through Pipestone will depend on the alternative selected. If the trail follows TH 23, the trail could follow the existing railroad right of way NE to intersect the existing trail. If TH 75 is the route selected, the abandoned railroad grade north and south of TH 30 could be used.

TH 23 corridor following BNSF Right of way. The BNSF Railroad is a 45 mph track with 13 trains per day. Utilizing the railroad right of way will require close work with the BNSF. Crossing TH 30 between CSAH 15 and TH 23 will require working with MnDOT District 8, safety will be an issue. Traffic counts in this segment of TH 30 are 2700 to 9300.

TH 75 corridor along the old railroad bed. This option may lend itself to allowing increased non-motorized access for employees to the manufacturing businesses along TH 75 and may lend itself to a more active, healthier alternative mode of transportation which could result in healthier employees with less sick days. This may be attractive for businesses that may encourage the development of this option. Traffic counts along this corridor are 4050.

A paved trail segment connecting to Pipestone National Monument: This trail segment will cross TH 75 and proceed west to Hiawatha Avenue providing access to downtown Pipestone. In general, the trail will follow the 4th street corridor to Hiawatha. The trail will then connect to the historic depot, pageant grounds, and National Monument. This segment will end at the entrance to Pipestone National Monument.

Design and develop a safe crossing of Highway 75 and Highway 23. The Average Annual Traffic of TH 23 and 75 is 7200 where they intersect near the Casey Jones Trail Head in the northern section of Pipestone, the BNSF Railroad is also located near the highway and trail intersections with a track speed of 45 mph and 13 trains per day. The community is working with MnDOT District 8 to identify and implement measures to provide a safe crossing of the highways. The Casey Jones Trail Master Plan calls for the junction of the three trail segments at this location, which may be worthy of reconsideration. The high volume of traffic on TH 23 and 75 and the BNSF in close proximity to the proposed junction of the trails may increase safety issues.

Design and develop a safe crossing of Highway 30. Depending on where the trail is proposed to cross TH 30, the traffic volumes vary significantly from 2700 and 2400 on the west and east side of the community to 9300 where TH 23 shares the same route as TH 30. The Pipestone High School is located on the west edge of the community and there has been work in the community to connect the school via trails and streets to the community.
Alternative corridors for bicycle/pedestrian trail alignment include: Highway 23, County Road 56 right-of-way, Abandoned railroad grade paralleling Highway 75, Highway 75, Township road right of way, Edges and boundary lines, A combination.

- It is recommended that the Casey Jones Trail routes and alternative routes be provided to each of the applicable road jurisdictions in Pipestone County (County Highway Department, MnDOT District 8 Planning Staff, applicable Township road authorities, and that communities identify the logical corridor for the trail, and if Bridge replacement or road upgrades are planned so non motorized trails can be addressed in the planning stage of infrastructure projects.

Alternative corridors for future trail alignment: Two separate trail corridors are envisioned for this segment – a natural surfaced horse trail alignment and a paved trail for bicyclists and walkers.

Horse trail alignment: The Casey Jones State Trail horse trail alignment would enter Split Rock Creek State Park at the southern boundary (along the CSAH 7 corridor) and proceed to the horse trailhead/campground. A corridor traveling southeast from the existing Casey Jones State Trail to Twp 101 to 21st Street (Twp. 7) to Split Rock Creek State Park) and Moore Park has been identified as a potential trailhead in Pipestone.

Horse trail recommendations
- Avoid siting the horse trail adjacent to an active railroad or busy highway.
- To provide a satisfactory opportunity, a 10 – 12 mile loop is needed (a 15-20 mile loop is more desirable).
- Connect to the existing Casey Jones State Trail.

Alternative corridors for horse trail alignment include: A corridor traveling southeast from the existing Casey Jones State Trail to Twp 101 to 21st Street (Twp. 7) to Split Rock Creek State Park), Township road rights-of-way, Edges and boundary lines, A combination.

Pipestone to Woodstock
Fourteen and one half miles of former railroad grade are currently in state ownership in this segment (13 miles from Pipestone to the Pipestone/Murray county line, and two miles from Lake Wilson west). There is a four-mile gap in ownership between these two segments. Most of the right-of-way is 100 feet wide, but there are a few sections where the trail right-of-way is 300 feet wide. Adjacent land is predominately agricultural. Trail users will experience vistas of rural farmland from the trail. Views of wind towers dominate the agricultural landscape. There are areas of high quality prairie in the right-of-way in some segments. Other segments are predominately brome grass. Windbreaks of pine and spruce were planted in the 1970s after state acquisition. In some sections, the grade is elevated and slopes away sharply to the adjacent farmland below. The trail begins in Pipestone and travels east through the small community of Woodstock. A restaurant is located in Woodstock and a community park could serve as a rest area.

Master Plan Recommendations:
- Develop an asphalt bike trail on the grade.
- Develop a parallel roadway for horseback riding and snowmobiling.
- In segments where the grade is elevated – allow snowmobiling both on the asphalt and on the parallel roadway below the elevated grade, depending on the snow depth.
- Develop two bridges over the Rock River and Little Rock River.
- Develop an interpretive spur walking trail through a prairie area (Loop trail).
- Develop a rest area where the right-of-way widens in the East Branch of the Rock River area.
- Woodstock trail access/rest area: The community park in Woodstock provides a pleasant rest stop for trail users.

The ownership of this segment is secure and development of this dual path segment is on-going as funding becomes available. States bonding dollars and Transportation Enhancement dollars have been accessed for development on this segment.
**Murray County:** Pipestone/Murray County line to northeast of Lake Shetek State Park (terminating at Walnut Grove in Redwood County). Land acquisitions have been occurring along this corridor with willing landowners since the completion of the Master Plan. Land acquisition takes many years and development will occur as connections are made.

**Murray / Pipestone line to Lake Wilson.** One and one half miles of former railroad grade are currently in state ownership in this segment (two miles from Lake Wilson west). There is a four-mile gap in ownership between these two segments between the Murray/ Pipestone Line and Lake Wilson. Planning work is being done to connect these segments via road right of way and will likely be the next segment of the trail to be completed.

*Services in Lake Wilson include a restaurants and a convenience store/service station. A community park and Lake Wilson are other highlights of the community.*

**Recommendations:**
- Acquire a trail alignment to close the gap between the Pipestone/Murray County line and two miles west of Lake Wilson.
- Develop an asphalt bike trail on the grade.
- Develop a parallel treadway for horseback riding and snowmobiling.
- In segments where the grade is elevated – allow snowmobiling both on the asphalt and on the parallel treadway below the elevated grade, depending on the snow depth.

Most of the right-of-way is 100 feet wide, but there are a few sections where the trail right-of-way is 300 feet wide. Adjacent land is predominately agricultural. Trail users will experience vistas of rural farmland from the trail. Views of wind towers dominate the agricultural landscape. There are areas of high quality prairie in the right-of-way in some segments. Other segments are predominately brome grass. Windbreaks of pine and spruce were planted in the 1970s after state acquisition. In some sections, the grade is elevated and slopes away sharply to the adjacent farmland below.

**Lake Wilson to Lake Shetek:** Criteria for location of the trail: Connect to Summit Lake, Connect to Hadley, and Provide access to downtown Slayton, Minimize use of the Highway 30 corridor.

Alternative corridors for future trail alignment: Highway 30, Old railroad grade, Township road rights-of-way, Edges and boundary lines, Beaver Creek corridor, A combination

**Lake Wilson and the Casey Jones State Trail.** No specific alignment has been determined for the Casey Jones State Trail through the community of Lake Wilson. One alternative identified in the planning process is for the trail to travel north along a corridor west of Lake Wilson to CSAH 27, parallel 27 to the community park and then continue east. A small trail head/rest area is proposed at the community park, which has restrooms and ball fields. Development of a kiosk with trail orientation and interpretive information is recommended for this site.

**Hadley and the Casey Jones State Trail:** A specific alignment to and through Hadley has not been determined. The concept that has emerged from the planning process thus far is for the trail to approach the community from the west and connect to the north end of Summit Lake. A trail head/rest area is proposed for at the north shore of Summit Lake. This trailhead/rest area could be developed to include parking, restrooms, water, and interpretation and trail orientation information in cooperation with the proposed lake access and fishing pier. This site is one of three locations along the Casey Jones State Trail where trail users will have access to a lake (Lake
Shetek State Park and Split Rock Creek State Park are the other locations). A connection to the city park should be made. The park could also be an alternative location for a trailhead. A specific location has not been determined for the trail as it travels east from this point, but in general, the trail will continue east paralleling the north side of TH 30 to Slayton.

**Slayton and the Casey Jones State Trail**
A specific trail alignment has not been determined between Hadley and Slayton or through Slayton. It is anticipated that the future trail corridor will be located north of TH 30, so it will be approaching the northern part of the community. An alignment through the northern part of the city connecting with the Beaver Creek corridor needs to be determined. A trailhead and rest area will be located in Slayton. The community has not determined the best location for a trailhead. Development of a trailhead is envisioned somewhere in the northern part of Slayton. The community of Slayton is searching for a site to serve as the trailhead north of Highway 30 for the Casey Jones State Trail. This site should accommodate overnight parking for trail users, water, restrooms, picnic area, bike racks, and trail interpretation and orientation information.

**Slayton to Lake Shetek State Park**
No specific alignment has been determined for this segment, except for the paved six-mile loop between Lake Shetek State Park and End-O-Line Park in Currie. It is recommended that from Slayton, the trail go north using the Beaver Creek corridor, to the extent possible, and connect to Currie. Three state wildlife management areas are located in the segment between Slayton and Currie. Two are located along Beaver Creek. The wooded Beaver Creek corridor is scenic and provides excellent wildlife habitat including turkey habitat. The community of Currie provides services for trail users and other amenities.

**Currie and the Casey Jones State Trail.** A specific alignment has not been determined between Slayton and Currie. The concept that was identified in the planning process was for the trail to follow the Beaver Creek corridor to Currie. This alignment will depend on where a contiguous corridor can be put together from willing sellers. At Currie, the alignment will connect to the existing six mile loop trail connecting Currie to Lake Shetek State Park. The End-O-Line Railroad Park and Museum is currently serving as a trailhead for the six-mile loop trail from Currie to Lake Shetek State Park. This site serves as an excellent trailhead because it has restroom facilities, information about the area and parking.

Note – at some location along the Casey Jones Trail in Murray County, the Des Moines River Trail will intersect.

**Lake Shetek State Park and the Casey Jones State Trail.** A six mile paved loop trail connects Lake Shetek State Park to Currie. The authorizing legislation for the Casey Jones State Trail includes this loop as part of the Casey Jones State Trail. The park will serve as a trailhead for the Casey Jones State Trail. The concept that emerged during the trail planning process was for the paved trail to branch north from an intersection with the existing paved loop trail, exiting the park in the northeastern corner. Using the existing Bluebird Trail was suggested. The Casey Jones State Trail is not addressed in the Lake Shetek Management Plan. Before a specific alignment through the park can be determined, the master plan for Lake Shetek State Park must be revised to include the trail alignment and trailhead.
**Alternative corridors for future trail alignment:** The most desirable corridor for a trail would parallel Beaver Creek, Township road rights-of-way, Edges and boundary lines, A combination of above, Explore the feasibility of using an alignment close to the old railroad right-of-way.

**Slaughter Slough Interpretive Site.** Slaughter Slough is a 640 acre Waterfowl Production area managed by the U.S. Fish and Wildlife Service. It is an excellent place for bird watching. It is also significant in the Dakota Conflict story as casualties occurred on both sides at this site. Interpretative information about the history and natural resources of this site should be developed. In May 2010, an interpretative kiosk was opened.

**Criteria for Location of the Trail Alignment**
The following objectives were identified to guide the location of the trail alignment through the park: Provide a paved corridor north branching off from the existing paved six-mile loop trail, Provide parking for trail users, Provide a rest area for trail users, Provide trail and park orientation information, Provide a connection to the campground, Provide access to the visitor center, Protect archaeological resources, Minimize impact to wetlands, Use existing corridors where possible, Avoid severing plant communities.

**Lake Shetek State Park to Walnut Grove (Redwood County)**
The trail will exit Lake Shetek State Park to the north and head northeast to Walnut Grove. Both a paved trail and a natural surfaced trail for horseback riding are envisioned through the park and on to Walnut Grove. After leaving the park, the trail will meander towards Plum Creek along existing rights-of-ways or boundaries and edges as willing landowners, land managers and road authorities agree to. A private campground to the north of Lake Shetek State Park provides camping opportunities and access to Lake Shetek. Plans are for this campground to develop facilities for horseback riders in the future. The Plum Creek corridor is a desirable trail corridor because of its scenic quality – wooded bluffs, varied terrain and the creek.

**Redwood County and the Casey Jones State Trail:** From Lake Shetek State Park, northeast to Walnut Grove and northeast to Redwood Falls to join the Minnesota River State Trail. The 2005 Casey Jones Trail Master Plan terminates at Walnut Grove and identifies future trail connections to the future Minnesota River Trail at Redwood Falls, located to the north and to Tracy. Since the writing of the Master Plan, the trail has been legislatively extended to Redwood Falls, connecting to the legislatively designated Minnesota River Trail. The DNR Master Plan will require updating before development may occur between Walnut Grove and Redwood Falls, however, land acquisition may occur.

Walnut Grove provides services for trail users – food and lodging and cultural amenities. Laura Ingalls Wilder lived near Walnut Grove and her book “On the Banks of Plum Creek” is set in this area. The site of her sod house described in the book is located 1½ miles north of Walnut Grove. The site is privately owned, but the owner allows the public to view the site. The owner has also restored prairie on the site. The Laura Ingalls Wilder Museum in Walnut Grove is a popular destination. A pageant performed outdoors three weekends in July is based on the life of Laura Ingalls Wilder in Walnut Grove. Plum Creek County Park provides camping, swimming, picnicking, hiking, and a Frisbee disc course. Wetlands, prairie and forest areas are included in
this 205 acre park. A variety of special events, such as black powder shoots and horse shows are held at the The Plum Creek Rodeo Grounds.

**Walnut Grove and the Casey Jones State Trail.** A specific trail alignment has not yet been determined for the segment that would connect Lake Shetek State Park to Walnut Grove (including connections to Plum Creek Park, Laura Ingalls Wilder Pageant Site, and Laura Ingalls Wilder dugout homestead site). The concept is for the trail to follow the Plum Creek corridor to the extent possible. Walnut Grove will serve as a trailhead, but the specific location has not been determined. Alternative discussed during the planning process identified the Laura Ingalls Wilder museum, the city park and the county park as potential trailheads. Food and lodging are available in Walnut Grove. The downtown hosts retail opportunities. **Alternative corridors for future trail alignment:** Plum Creek corridor southwest to a corridor that would take the trail to west to Lake Shetek, State Park. Alternative corridors west include: County Road 17 (Murray CSAH 17), County Road 42 (Murray CSAH 42), County Road 38 (Murray CSAH 38), County Road 15, 181st Street (Murray County Road 14), Township road rights-of-way, Edges and boundary lines, A combination

With any of the alignments in this corridor, close communication with the County Highway Departments, township road authorities, and MNDOT District 8 will be necessary, depending on the alignments the counties involved would be Murray, Cottonwood, Lyon, and Redwood. Discussion with the county highway departments to identify potential routes along road right of way and if any bridges are scheduled for replacement would be appropriate. Crossing TH 14 in the Walnut Grove area will require coordination with MnDOT District 8.

- Walnut Grove was named for a 100 acre wooded grove of trees that included a large number of black walnut trees. Walnut Grove is best known for its connection to Laura Ingalls Wilder. The site of the dugout that was home to the Ingalls family and the setting for the book On the Banks of Plum Creek is located 1 ½ miles north of Walnut Grove. The site is on a privately owned farmstead but is open to the public between May and October. The Laura Ingalls Wilder Museum and Tourist Center is located on the edge of town and displays information about the history of Ingalls family in the Walnut Grove area as well as displays on Walnut Grove history, and the TV series Little House on the Prairie. An outdoor pageant based on Laura Ingalls Wilder’s life in the Walnut Grove area is performed every year for three weekends in July. Walnut Grove has three parks. Walnut Grove City Park has a band shell, picnic area, shelter, lighted basketball court, tennis court, and playground. Ferguson Park is located in the southern part of the community and contains a sand volleyball court, shelter, picnic area and playground.

- Plum Creek County Park is located just south of town. There are two sections to this park – the upper park and the lower park. Lake Laura is the highlight of the upper park. A swimming beach and bathhouse have been developed on the lake. The lake also provides fishing opportunities. A trail has been developed around the lake. A Frisbee course is another highlight of this site. Seventy campsites are available and restroom and shower facilities are available. A picnic area with shelter is located in the upper park as well. The lower park has softball fields, volleyball court and a picnic shelter. Twenty three species of trees are identified along a hiking trail.

- There is a significant Hmong population in Walnut Grove, illustrating the continuing story of immigration to this area in the present. It will also be important to include this group in the planning process to incorporate their ideas and concerns.
From Walnut Grove to Redwood Falls: The 2005 Casey Jones Trail Master Plan identified this segment as a future trail; subsequent legislation included the connection to the Minnesota River Trail as part of the Casey Jones trail. The Master plan will need to be updated to reflect the extension before development may occur, however land acquisition may occur. The route is currently undetermined. Again work with the road authorities will be needed when crossing roads and if road right of way is proposed for use. As the Plan is developed, consultation with the County Highway Department to coordinate where the trail would cross county jurisdiction roads and if there are future upgrades to roads and bridges that could integrate trail alignment as needed. Work with MnDOT District 8 will be needed at a minimum for safely crossing TH 68, and THs 71 / 19 / 67 in the Redwood Falls area.
DES MOINES RIVER TRAIL ANALYSIS

(italics are excerpts from the Des Moines River Trail Master Plan), maps are from the Des Moines River Trail Master Plan. Overall, the Casey Jones Trail standard criteria for trail location are as follows:

Criteria for location of the Des Moines River Trail: A broad trail search corridor was defined at the beginning of this project, extending for approximately five miles on either side of the Des Moines River, including the cities that are closest to the river, and including a connection to Mini-Wakan (Iowa) State Park on Spirit Lake. The search corridor is approximately 70 miles in length. Within this corridor, there are a variety of possible alignments, some paralleling county or township roads, others that may cross public or private lands. The goal is to find alignments that take trail users off road rights-of-way, provide access to natural and cultural amenities, and showcase the landscape. Trail alignments should avoid wetlands, high quality plant communities, and other sensitive natural and cultural resources.

14 Following the Plan public input process, the trail search corridor was expanded to include nearby communities within 5-10 miles of the Des Moines River.
The DNR Master Plan divided the approximately 70 mile corridor into 4 segments with possible trail alignments for consideration including connections to nearby communities to provide services. The majority of the land along the Des Moines River is in private ownership and land acquisition will occur only with willing land owners. While the goal is to find alignments that access the river, naturals and cultural amenities; realistically, the trail alignments may need to follow county or township road corridors. The Des Moines River is designated as a State Water Trail used for canoeing and canoe camping between the Minnesota-Iowa border and Talcot Lake County Park, a distance of 68 river miles.

The four segments identified in the Des Moines River Trail Master Plan from south to north:

- Segment 1: Iowa border to City of Jackson
- Segment 2: City of Jackson to City of Windom
- Segment 3: Two alternative segments:
  - Segment 3A – Windom to Talcot Lake County Park
  - Segment 3B – Windom to City of Storden
- Segment 4: Two alternative segments:
  - Segment 4A – Talcot Lake to City of Currie
  - Segment 4B – Storden to Currie

Considerations and recommendations for all routes and alternative routes along the Des Moines River Valley Trail corridor include: connecting with the road authorities (MnDOT Districts 7 (Jackson and Cottonwood County) and District 8 (Murray County), each of the respective counties, and well as townships on an regular basis (once a year) to review planned infrastructure projects both short and long term. Meet with road authorities to identify potential trail alignments for both on and off road opportunities. Identification of issues early in a road project helps when developing plans and costs of a project, as well as seeking funding sources.

- **Segment 1: Iowa border to City of Jackson**
  The Minnesota enabling legislation for the trail specifies that it will “originate in Jackson County at the Minnesota-Iowa border and connect with the Dickinson Trail in Mini-Wakan State Park in Iowa.” There were several potential trail alignments between Mini-Wakan State Park and the City of Jackson includes:
  - Some combination of County Highways 73, 17 and 66 around the Loon Lake “chain of lakes” and the three county parks. Another option to be explored in this area is a former wagon trail right-of-way, now privately owned, that follows the west side of Loon Lake past the Loon Lake Golf Course.
  - County Highway 17 north to County 10, which follows the shoreline of Clear Lake and connects to the Springfield Parkway trail in the City of Jackson.
  - Other options could include some combination of east-west section-line roads such as County Highways 34, 6 and 68, or 770th Street, and the north-south 530th Avenue. The township roads have lower traffic volumes, but are largely unpaved, creating some challenges for trail development. These alternative alignments are not intended to exclude other potential alignments within the trail search corridor.

Recommendations:
Considerations with these routes include close work with road authorities, private land owners, and DNR for a combination of on and off road trail to the city of Jackson. Work with the road authorities to identify when improvements are planned for the roadways and river crossings and if it is feasible to acquire right of ways necessary for safe on or off road trail development.

Alternative A. The CSAH 17-10 connection. From Brown County Park travel around the west side of Loon Lake (1 mile) and run parallel Jackson CSAH 17 north 6 miles) to Jackson CSAH 10 at Clear Lake, parallel CSAH 10 4 miles east to Jackson and connecting with the trail system.

Review of Route: There appears to be a private access road along the west side of Loon Lake, north of Brown County Park. An alternative may be traveling north from Anderson County Park along CR 73 to CR 66 and joining CSAH 17. This route appears to have fewer waterways to cross, however in the County Park Area there may be wetland issues and DNR should be consulted.

Alternative B. The Petersburg Road (Jackson County Highway 23) connection.
- Jackson County recently resurfaced CSAH 23 and future would is not anticipated for 15-20 years.
- Within the unincorporated hamlet of Petersburg, the old Petersburg Road alignment borders a state-owned 18-acre parcel, providing a scenic path of about one-third mile along the old roadbed, leading to the abutments of the former bridge. A public water access here was washed out by recent floods, but the site would be a valuable trail segment and potential trailhead.
- Jackson County Road 4/715th Street right-of-way.
- 700th Street along the Minnesota-Iowa border – this road is not continuous, and a portion of it is a minimum maintenance road, making it potentially usable as a trail alignment.
- The Superior-Swan Lake Loop is a bicycle route defined as part of Dickinson County trail system. It includes Jackson County Highways 4, 2 and 17 and County Roads N16, A15 and M56 in Dickinson County.

Review of route: There will be homes along Jackson CSAH 4 to Petersburg with a few waterways to cross. At Petersburg there is a bridge over the Des Moines River, can pedestrian and bicycle traffic utilize the existing bridge? Will modifications or a separate bridge be needed? The route paralleling Jackson CSAH 23 from Petersburg to Jackson would be a scenic route because it also parallels the Des Moines River; it also will have several waterways to cross and additional right of way would be required. The segment does not have sufficient right of way for an off road trail, nor sufficient shoulder room for safe travel by bicyclists. When Jackson County reconstructs CSAH 23, this trail segment could be developed, if additional right of way was also acquired.

Once at Jackson, the existing and planned Trail System in the community is likely to be utilized. The planned Ft Belmont trail connects the Jackson Trails Ft Belmont which is located near Interstate 90. A major barrier for the trail could be Interstate 90. There is an existing bridge crossing the Interstate, located between TH 71 and the Des Moines River, and owned by Jackson County. There is a possibility that this structure could be rehabilitated for Bicycle and Pedestrian use to safely cross the Interstate. Discussion with MnDOT District 7 is recommended to examine this as a potential route or for other recommendations for a safe crossing over the Interstate.
The city of Jackson has recently developed a non-motorized trail system, much of which follows the Des Moines River.

Trails in the City include:

- Des Moines River Trail: 1.8 miles on both sides of the Des Moines River
- Nelson Creek Trail: 1.5 miles along this tributary of the Des Moines River
- Sunset View Trail: 1.9 miles on the south and west sides of the city; another 1 mile segment is planned along Springfield Parkway
Segment 2. Jackson to Windom

Once north of the Interstate, the alignment travels through Kilen Woods before continuing to Windom. There are multiple routes identified as alternative routes alignments in the DNR Trail Plan. There are, however only three roads that cross the river between the Interstate and the south side of Windom. A potential alternative river crossing would be a former Railroad Bridge called Black Bridge. Pilings in the River are what remain of that structure, and examination of them would be necessary as well as working with the DNR and likely the Corps of Engineers.

There are two Transportation Enhancement projects in the STIP that would connect Jackson to I-90. The crossing of the I-90 poses a potential obstacle and close work and communication with the Mankato DOT to work out an agreeable crossing will be required – 805 Ave or the abandoned bridge over the interstate just west of Jackson may be options for consideration.

**Alternative Trail Alignments**

Alternative alignments to reach Kilen Woods in the DNR Plan are:

- A combination of township roads (532nd, 535th and 525th avenues) could lead north to Belmont County Park and from there to County Highway 76 and the river crossing at Kilen Woods. (CSAH 16 also crosses the River and connects to CSAH 19, but is too steep for most cyclists).

- A combination of north-south CSAH’s 14, 19 and 17 connecting township roads. CSAH 24 provides an east-west access to the main park entrance.

From Kilen Wood to Windom, the DNR Plan route alternatives include:

- CSAH 17 turns west and continues north toward Windom, crossing the Cottonwood/ Jackson County line to become Cottonwood CSAH 25, which intersects with Trunk Highway 71.

- An alternative alignment on the east side of the Des Moines River could parallel 510th Avenue/ CSAH 19 past Lake Independence, then north along CSAH 39 to the Cottonwood/ Jackson County line. County Highway 36 runs east-west to Cottonwood CSAH 26, which could provide a route into the city that avoids the high-speed traffic and volumes of Trunk Highway 71.

Review comments. Again, the right of way and bridge crossings should be considered by the local road authorities when future road / bridge improvements are planned. Finding a viable route through Windom that avoids TH 71 traffic will be challenging. Currently, much of the farmland along County 39 is restricted by easements for the Conservation Reserve Program. As these easements near their expiration dates, it may be possible to negotiate trail alignments along property or field boundaries or less productive farmland. The DNR Plan did identify several Interim Road routes.

Several county highways within this part of the corridor are already in use or potentially usable as bicycle and walking routes, starting in the city of Jackson. These include:

- County Highways 14 and 19 (north-south) to County 16 (east-west to County 17)
- County Highway 14 (east-west) to Lakefield
- County Highways 17 and 24 to Kilen Woods; County 17 continues north to Windom
**Trail Routes and Potential Trailheads in Windom**

A trail entering Windom from the south will be a challenge because of the need to cross TH 71 or TH 60, both high volume roads as well as an active rail line. Access into Windom crossing TH 71 would likely be the safest routing.

The DNR Trail Plan did identify several trail routes, sidewalks and on-street bike routes through the Windom for review. These include County Roads 26 and 17, Lakeview Avenue, 6th Street, 16th and 17th Streets. The state trail and/or local trails should provide access to city parks and schools, and to the USFWS Visitor Center and walking trail. The city has received a Safe Routes to School grant to improve walking and biking access to the Windom Area High School, located on 17th Street. The results of these studies and initiatives will help to determine an alignment for the state trail or for connecting local trails through the city.
Segment 3: There are two separate alternative alignments for Segment 3. 3A is from Windom to Talcot Lake and 3B is Windom to Storden.

Segment 3A: Windom to Talcot Lake
This segment, spans Cottonwood County, and is quite different in landscape character from segments 1 and 2, where the Des Moines River runs generally north-south. The Des Moines River makes a large bend as it flows through Cottonwood County meandering north and then south as one travels upstream. Hills and broad floodplains are found along the river in the eastern half of the county, while the landscape becomes flatter to the west. Heron Lake drains a large subwatershed, and the Heron Lake Outlet contributes much of the Des Moines River’s flow. This route could connect with Pat’s Grove County Park, located where the Heron Lake Outlet joins the main channel of the Des Moines River and Talcot Lake County Park, located at the western edge of this segment, and could serve as an important rest stop.

*Alternative Trail Alignments*
If connecting to Pat’s Grove, TH 62 leads a pair of township roads, 423rd Street and 420th Street, which provide access to the park and also offer a scenic route through a gently rolling wooded area between the String Lakes. The most direct route to Talcot Lake county Park is via TH 62 and CSAH 6, however the presence of extensive wetlands along Highway 62 near Talcot Lake could present challenges for a trail alignment. A longer route, with Talcot lake as the destination would be to follow CSAHs 14 and 15 (continuing as 400th Street), connecting to CSAH 7 to TH 62 and Talcot Lake County Park.

*Interim Road Routes*
Several county highways within this part of the corridor are already in use or potentially usable as bicycle and walking routes, including routes that could connect adjacent communities such as Heron Lake, Dundee and Kinbrae to parks and other amenities in the corridor. These include the following:
- Trunk Highway 62 provides a direct east-west route between Windom and Talcot Lake County Park.
- Cottonwood CSAH 13 parallels the Des Moines River and connects to the east-west CSAH’s 14 and 15, which provide a fairly direct east-west route across the “great bend” of the river.
- Jackson CSAH 9, which becomes Cottonwood CSAH 5, runs north-south between Heron Lake, the Des Moines River, and TH 62.
- Dundee and Kinbrae are connected to Talcot Lake and TH 62 via Jackson County Highway 55 and Cottonwood County Highway 19.
Segment 3B: Windom to Storden
A northerly alignment was also identified in the DNR Trail Plan. It follows the valley of Scheldorf Creek, a tributary of the Des Moines River, which extends north, ultimately linking to the city of Storden, about 12 miles north of Windom. This valley, once a primary glacial channel of the Des Moines River, passes through scenic rolling hills, past the Lake Augusta Waterfowl Production Area, Lake Augusta and Lake Sara.

Alternative Trail Alignments
This segment could include Cottonwood CSAHs 14 or 15, or portions of CSAH 13 paralleling the Des Moines River and Scheldorf Creek, a designated trout stream. CSAH 13 turns west at the Cottonwood County Landfill. From this point, a minimum maintenance road (signed as County Road 56) continues northwest up the glacial valley. There is heavy truck traffic along this segment generated by gravel/mining operation and the Cottonwood County Landfill. Several township roads, including 430th, 440th, and 425th Avenues and 375th Street, also provide access to this area.

Additional routes to Augusta Lake include County Road 21 (unpaved) and 410th Avenue. From Augusta Lake, County 21 continues north to 310th Street, which runs west to join TH 30 at the edge of Storden.

Interim Road Routes
Several paved county roads within this part of the corridor are potentially usable as bicycle and walking routes, including the following:
• Cottonwood CSAHs 13, 14 / 15; and CSAH 5 runs north-south from CSAH 13 and CSAH 15 to Storden.
Segment 4: offers two alternative routes, based on the alternative route ending points in Segments 3A and B. The two alternative segments are Talcot Lake to Currie and Storden to Currie – and connection to the Casey Jones State Trail.

**Alternative Trail Alignments**

County Highways in Cottonwood and Murray (44, 6, 42 and 7) could provide connections to Dovray, although Murray CSAH 42 and CSAH 6 experiences heavy traffic related to gravel mining and elevator traffic (elevators at Dovray and Avoca). Murray CSAH 38 connects Avoca to Currie. Township roads that connect Talcot Lake, Avoca and Currie include 61st Street, 240th Avenue and 141st Street.

Segment 4B, would continue Segment 3B (extending from Windom to Storden) in a westerly direction to Currie. Cottonwood County Highway 53 one mile north of TH 30 offers a direct route between Storden and Westbrook, crossing the south section of Double Lake. Cottonwood CSAH 24/Murray County CSAH 11 link Westbrook and Dovray. Parallel township roads, including 151st and 161st streets, cross the hilly and scenic Buffalo Lake – Slaughter Slough area, and 161st Street continues west to Currie.