

GREAT RIVER REGIONAL TRAIL MASTER PLAN

DRAFT JANUARY 13, 2020



WRIGHT COUNTY

ACKNOWLEDGEMENTS

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Conceptual visualization of the Great River Regional Trail along the Mississippi River

CHAPTER 1

INTRODUCTION & CONTEXT

PROJECT OVERVIEW

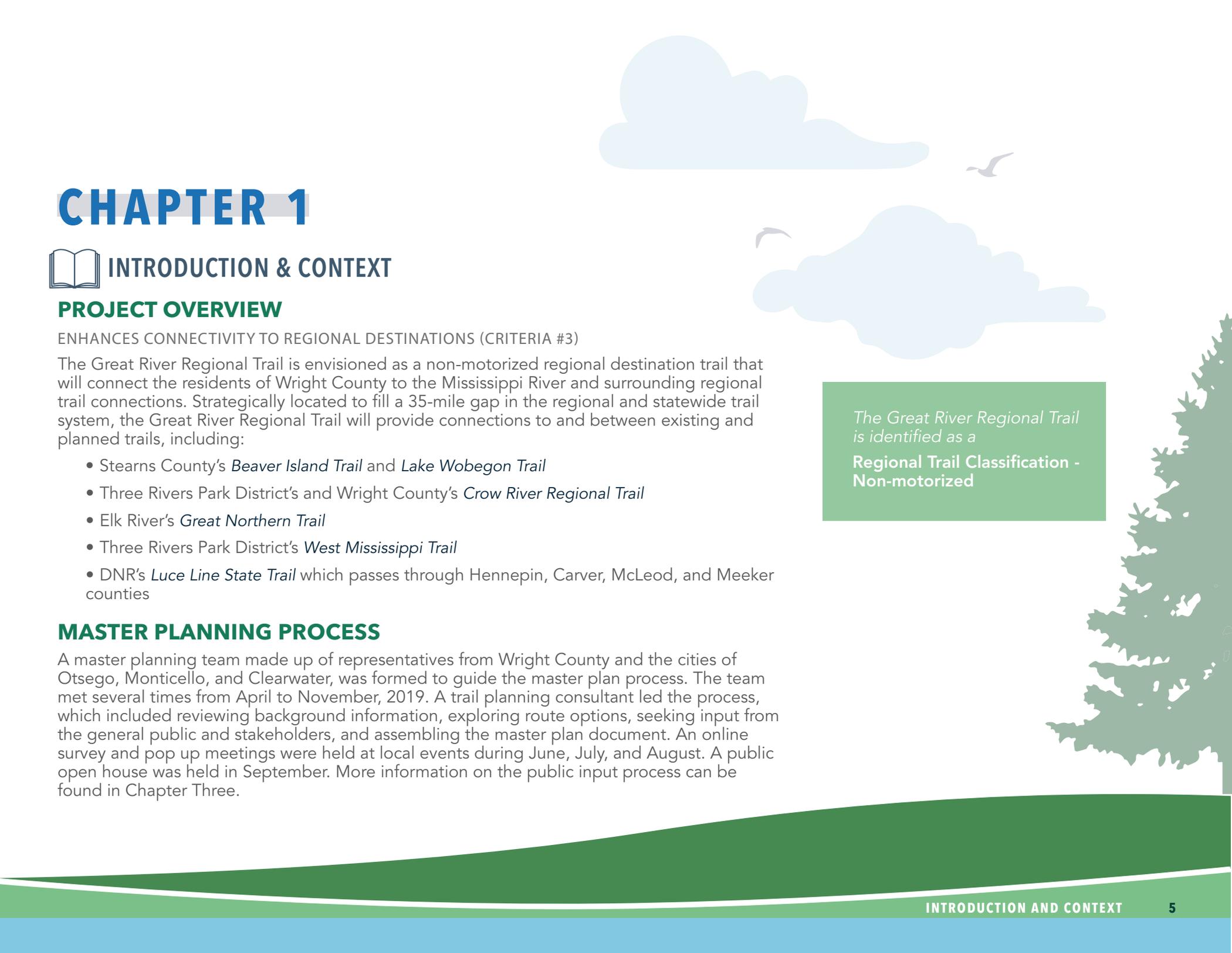
ENHANCES CONNECTIVITY TO REGIONAL DESTINATIONS (CRITERIA #3)

The Great River Regional Trail is envisioned as a non-motorized regional destination trail that will connect the residents of Wright County to the Mississippi River and surrounding regional trail connections. Strategically located to fill a 35-mile gap in the regional and statewide trail system, the Great River Regional Trail will provide connections to and between existing and planned trails, including:

- Stearns County's *Beaver Island Trail* and *Lake Wobegon Trail*
- Three Rivers Park District's and Wright County's *Crow River Regional Trail*
- Elk River's *Great Northern Trail*
- Three Rivers Park District's *West Mississippi Trail*
- DNR's *Luce Line State Trail* which passes through Hennepin, Carver, McLeod, and Meeker counties

MASTER PLANNING PROCESS

A master planning team made up of representatives from Wright County and the cities of Otsego, Monticello, and Clearwater, was formed to guide the master plan process. The team met several times from April to November, 2019. A trail planning consultant led the process, which included reviewing background information, exploring route options, seeking input from the general public and stakeholders, and assembling the master plan document. An online survey and pop up meetings were held at local events during June, July, and August. A public open house was held in September. More information on the public input process can be found in Chapter Three.



The Great River Regional Trail is identified as a

**Regional Trail Classification -
Non-motorized**



WRIGHT COUNTY PARKS & RECREATION

VISION

Wright County envisions providing opportunities for a growing population to connect to and experience nature through a well-managed system of parks, trails, open spaces and programs.

MISSION

To enable citizens and guests to recognize, enjoy, and appreciate the inherited natural and cultural resources of Wright County through preservation, enhancement, and programming of varied outdoor recreational opportunities and activities.

GOALS

Wright County Parks & Recreation Department operates under three main goals:

1. Preserve public lands that focus on waters, forests, grasslands, and open spaces that are not subject to governmental rules of urban and suburban development.
2. Ensure land areas are sufficient in size for large scale recreational opportunities and adequate spaces for future development of operations are available beyond the current need.
3. Provide evidence that by preserving for the future, Wright County has concern for and will take steps to protect significant natural and cultural assets.

STRATEGIES

Wright County will:

1. Provide natural resource-based parks, trails and programs that reflect the need of the regional clientele.
2. Give priority to expanding/establishing/improving parks and trails in areas that:
 - *Experience loss of integrity due to surrounding development.*
 - *Protect fragile or limited biological/scenic resources.*
 - *Provide year-round multipurpose uses for all age groups.*
3. Manage, maintain and restore the parklands so they retain their important scenic, natural and cultural values.
4. Balance environmental concerns with outdoor recreational opportunities within park areas.
5. Provide recreational development that foster appropriate use of parklands while preserving their unique and intrinsic value.
6. Promote partnerships with public agencies, nonprofit organizations, volunteers and the private sector to achieve established goals.



WRIGHT COUNTY



Existing natural surface trail along Xcel property



Existing built trail at Otter Creek Park



Existing built trail at Montissippi County Park

A significant opportunity for the Great River Regional Trail is to link with the Mississippi State Water Trail and provide a bike/paddle loop.



FILLS A GAP IN RECREATIONAL OPPORTUNITY WITHIN A REGION (CRITERIA #4)

When the Great River Regional Trail is constructed, it will facilitate portions of the Mississippi River Trail (MRT), which is a bike route that travels from the headwaters of the Mississippi through many communities in Minnesota and terminates at the Gulf of

Mexico in Louisiana. The MRT in Minnesota is managed and operated by the Minnesota Department of Transportation (MNDOT).

In addition to providing access to regional trails, the Great River Regional Trail will provide greater bicycle commuting options for residents of Wright County. With proposed connections to the Beaver Island Trail and the West Mississippi Trail, residents will have the option to bike to St. Cloud and the Twin Cities metro area all on an off-road trail. The trail will help to promote recreational tourism in the county and increase awareness and access to the Mississippi River.

A significant opportunity for the Great River Regional Trail is to link with the Mississippi State Water Trail and provide a bike-paddle loop. A number of river access points are currently located in Clearwater, Monticello and Otsego. By strategically locating and providing wayfinding to bike trailheads, river accesses, and other facilities, including camping and lodging opportunities, the trail will serve as a unique overnight recreation destination in the state.

PROPOSER/IMPLEMENTING AGENCY

Wright County Parks and Recreation will be the principal owner of the trail. A Memorandum of Understanding (M.O.U.) will serve to define operations and management responsibilities between Wright County and the cities of Clearwater, Monticello, and Otsego.

Acquisition and development of the trail will primarily be the responsibility of Wright County with coordination and partnership potential between the cities and townships to provide winter maintenance, programs, and events.



The GRRT will create a unique camping and paddling experience along the Mississippi River

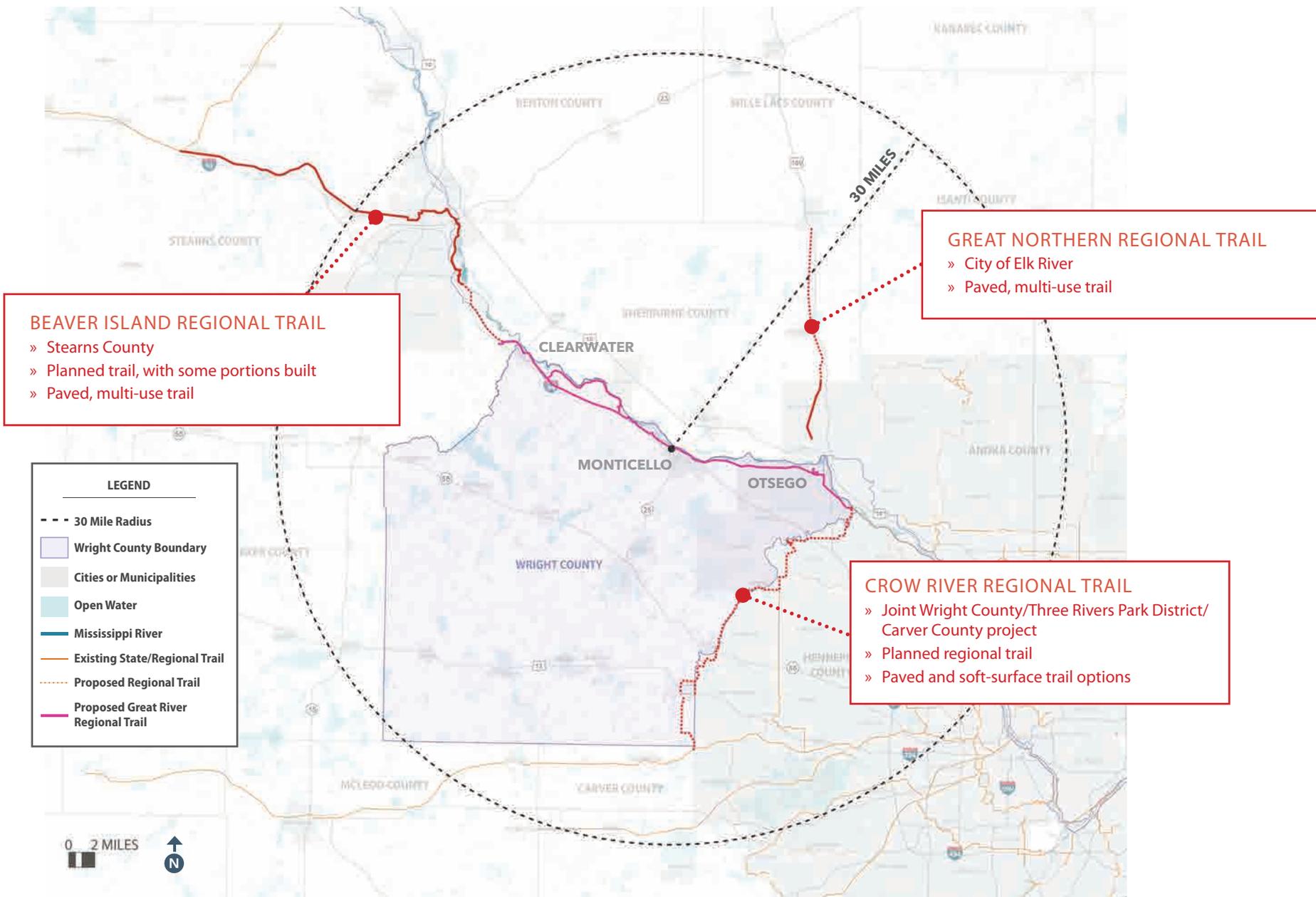
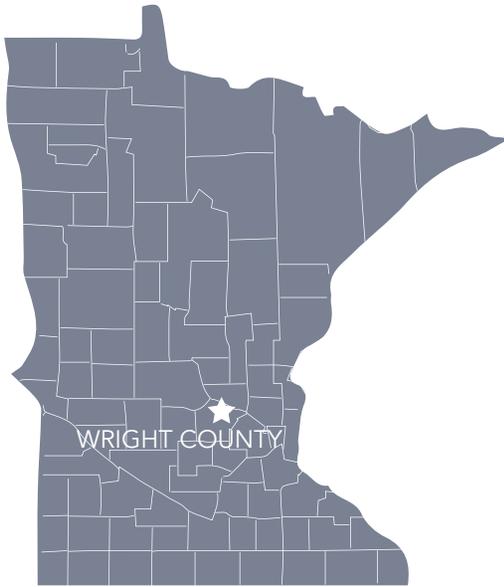


FIGURE 1. REGIONAL TRAILS CONTEXT MAP



SETTING/REGIONAL CONTEXT

The Great River Regional Trail will be located in Wright County with connections to Stearns County and Hennepin County. The trail will pass through the cities of Clearwater, Monticello, and Otsego, and the townships of Silver Creek and Monticello, and it will be parallel to and along the western/southern banks the Mississippi River for over 30 miles. The trail's northern and southern terminus will be located at Wright County's borders with Stearns and Hennepin Counties. The trail may extend into each county in order to make connections to future planned trails or potential trailheads.

Today the corridor's land use consists of rural agricultural land, large lot residential developments, small town centers, and several city and county parks. The proposed trail will pass through urban, suburban, rural, and natural contexts with several visual and physical connections to the Mississippi River. The trail itself may be surrounded by forested areas, grade separated along a county road, through an urban town center, grade separated along a residential street, or on a former railroad bed.

PROVIDES A HIGH-QUALITY "DESTINATION" TRAIL EXPERIENCE (CRITERIA #1)

Several compelling features, which should be preserved and interpreted, will make the Great River Regional Trail a unique destination and draw for the region:

- Many natural islands in the Mississippi River are owned and managed by the Minnesota Department of Natural Resources. These islands can be used for primitive camping accessed by water craft.
- Views and overlooks along the Mississippi River will offer opportunities for trail users to view wildlife, fish along the shoreline, stop and relax, and learn about the natural and cultural history of the river.
- The Mississippi River in this area is a State Water Trail and designated as a Wild and Scenic River, recreationally, which offers opportunities for paddling connections and loops.
- Xcel Energy has utilized its strategic location along the river to generate and provide electrical power for many area residents.
- Historic ox cart trails and early European settlements are located throughout the corridor.



Mississippi River from Xcel property

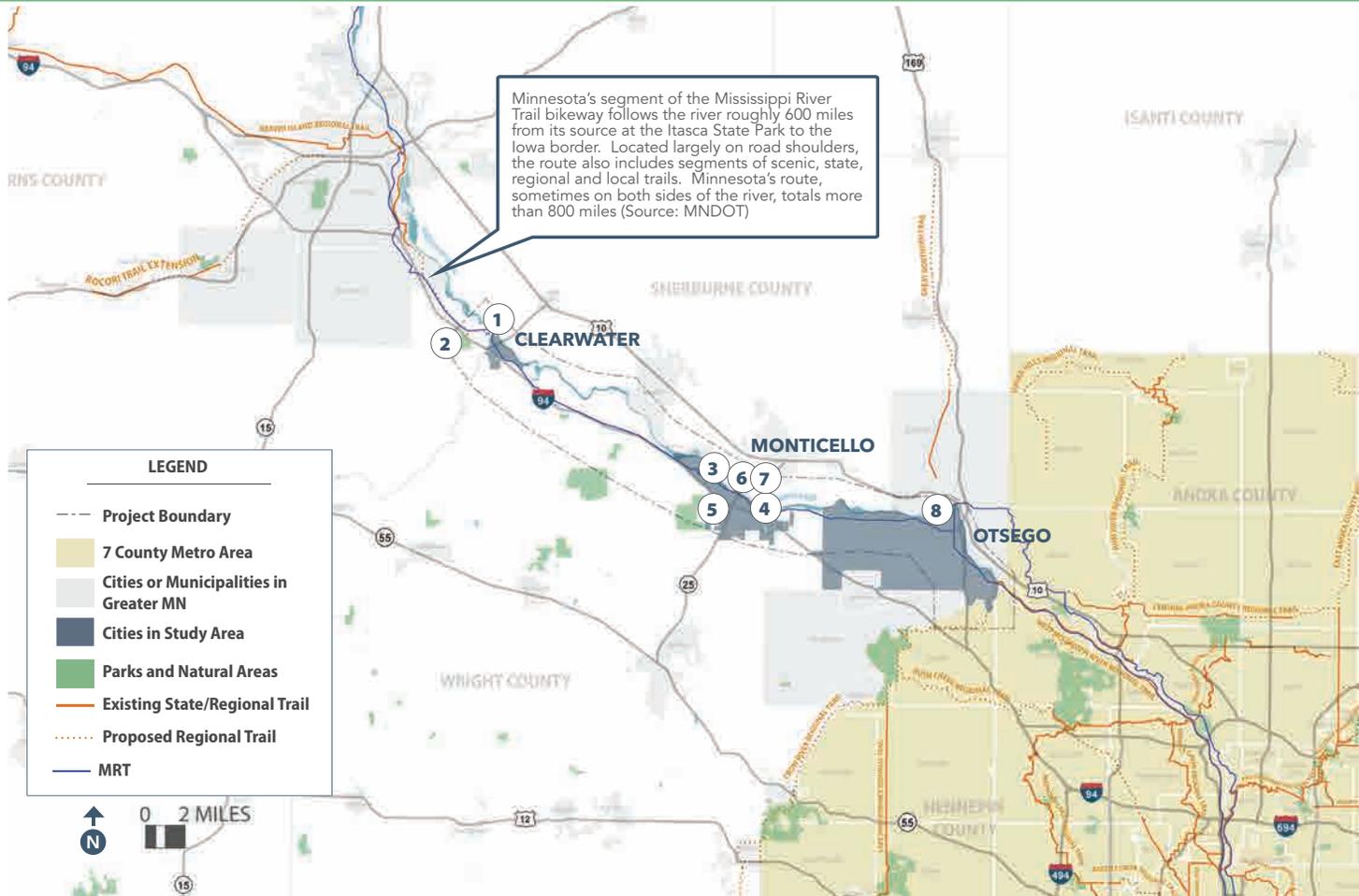


FIGURE 1. REGIONAL CONTEXT MAP



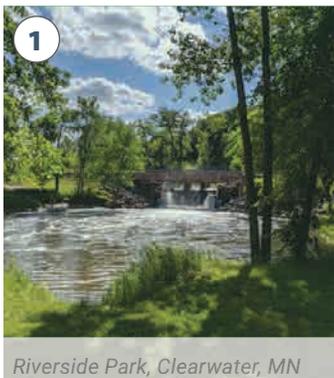
Otsego County Park, Otsego, MN



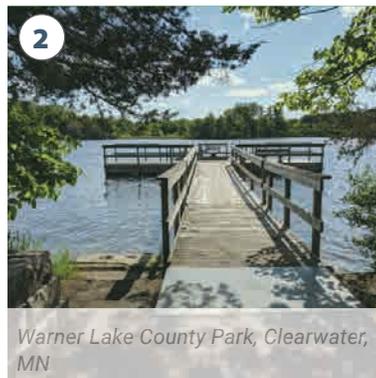
East Bridge Park, Monticello, MN



West Bridge Park, Monticello, MN



Riverside Park, Clearwater, MN



Warner Lake County Park, Clearwater, MN



Montissippi County Park, Monticello, MN



Swan Park, Monticello, MN



Otter Creek Park, Monticello, MN



SITE INFORMATION

Wright County is located in central Minnesota, just outside the Twin Cities metropolitan area. The St. Cloud metropolitan area is located along the Mississippi River, eight miles northwest of the Wright County border.

The proposed trail corridor will generally follow a path between I-94 and the Mississippi River. The trail may be within the County Roads 75 and 39 rights of way at times, while it will follow the twists and turns of the river at other times. The trail corridor may be directly on the river's edge at some points and up to a mile or more off the river at other points.

REGIONAL SIGNIFICANCE STATEMENT

The Great River Regional Trail corridor along northern Wright County is the missing link between the comprehensive Twin Cities metro area trail system and out-state trails in Minnesota.

The corridor is also a naturally and culturally significant area within central Minnesota. The trail corridor bridges the boundary of the historic Anoka sand plain and the Big Woods of Minnesota, two ecologically significant biological and geological regions. The Great River Road, which provides an inspiration and a framework for this trail, travels along the course of the Mississippi River from the headwaters in north-central Minnesota down to New Orleans and the Gulf of Mexico.

WELL-LOCATED (I.E., CONVENIENCE OF ACCESS/ADEQUATE LENGTH) TO SERVE REGIONAL POPULATION AND/OR TOURIST DESTINATION (CRITERIA #2)

The Hwy 25 bridge connection over the Mississippi River in Monticello is the only river crossing between Hwy 24 in Clearwater and Hwy 101 in Otsego. The trail will connect the population centers of Clearwater, Monticello, and Otsego, and provide connections to these river crossings and trails to the north. Trailheads will be located at easily accessible regional facilities: Warner Lake County Park, Montissippi County Park, and Otsego County Park.

The corridor is a naturally and culturally significant area within central Minnesota.



Great River Road (Source: Pinterest.com)

CHAPTER 2

VISION, TRENDS, AND PUBLIC VALUES

VISION STATEMENT

With the Great River Regional Trail, the Wright County Parks and Recreation Department will:



Create a safe alternative transportation route and non-motorized recreation facility through natural corridors with multiple access points that provides opportunities for the residents of Wright County to connect to the outdoors



Partner with the cities of Otsego, Monticello, and Clearwater for trail planning, management, and operation; reach out to the townships of Clearwater, Monticello, and Silver Creek, local outdoor enthusiasts and stakeholders, and the general public, and link those partners with a regional trail corridor that fills a 35-mile gap in the regional and statewide trail network



Attract trail users by effectively marketing and promoting use of the trail corridor with events, media, and advertising, to entice tourists and outdoor adventurers, and to spur economic development along the trail



Preserve a recreational and natural corridor in advance of continued growth and development in Wright County by acquiring land within the Mississippi River corridor for linear recreation



Preserve, conserve, and manage existing natural areas for wildlife habitat and cultural value within the trail corridor and in trailhead areas by acquiring property, restoring native landscapes, and managing invasive species



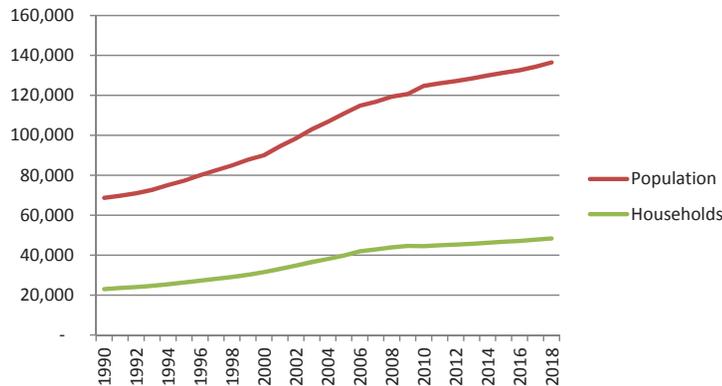


FIGURE 2. WRIGHT COUNTY POPULATION AND HOUSEHOLD GROWTH (1990-2018) *Source: Mn State Demographer*

Wright County's population has grown steadily from 1990 to today, doubling its size in 28 years. The number of households has grown at a slower rate, indicating that fewer people are living in more homes.

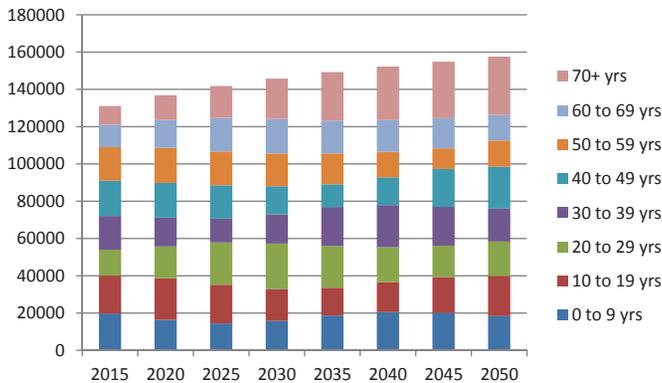


FIGURE 3. WRIGHT COUNTY POPULATION PROJECTION BY AGE GROUP (2015-2050) *Source: Mn State Demographer*

Over the next thirty years, Wright County's population is projected to grow the most in the 20-29 years, 40-49 years, and 70+ years age groups.

DEMOGRAPHIC INFORMATION

Historically, development of the communities along the Mississippi River was concentrated at locations where ferry crossings and later bridges existed to move people across the river. These locations include the central areas of Clearwater and Monticello. The existing bridge crossings in these communities still serve as the center of growth, development, and movement in the region.

Wright County's population has doubled since 1990, adding approximately 68,000 people and 25,000 households over the past twenty-eight years. Its 2018 population, according to the Minnesota State Demographer, was 136,510 people. The County is projected to grow to 157,573 people by 2050. Much of this growth is expected in the northeast corner of the county, which includes the city of Otsego and is closest to the Twin Cities metro area.

The map on the following page indicates population density for the region in which the Great River Regional Trail is proposed. The highest densities are in and around the city centers of Clearwater, Monticello, and Otsego, while the diverse populations and job markets within the St. Cloud metropolitan area and the Twin Cities metro area serve as bookends of the trail corridor.

As development and growth continue to push northwest from Hennepin County and outward from the three city centers in Wright County, the Great River Regional Trail will serve a growing senior population as well as young families moving into the area.

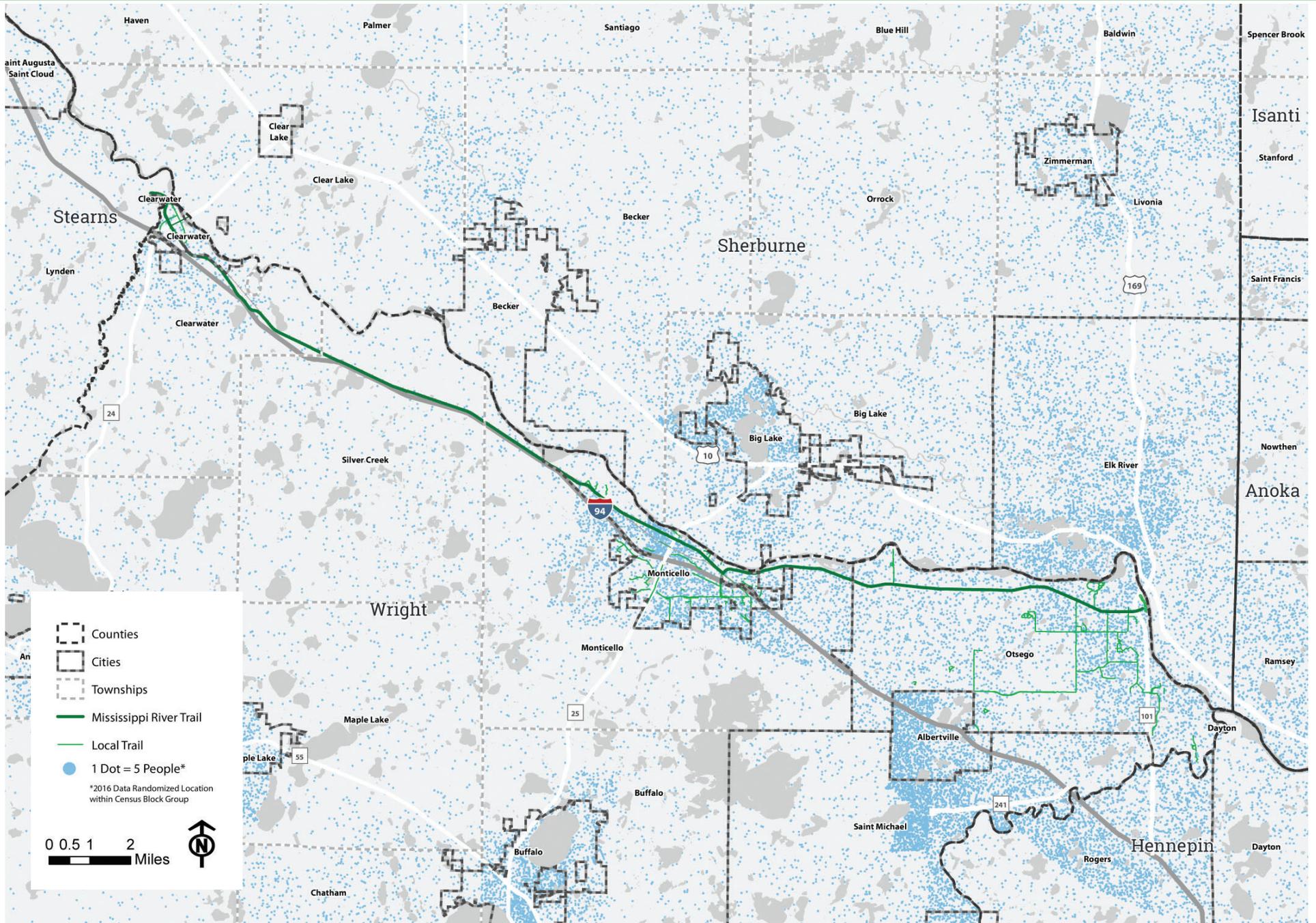


FIGURE 4. POPULATION DENSITY MAP



TRENDS

In the state of Minnesota, most of the population growth in the past decade has occurred in the area between St. Cloud and Rochester.



A PARKS AND TRAILS VISION FOR MINNESOTANS

In 2035, our world-class parks and trails connect everyone to the outdoors. They create experiences that inspire a legacy of stewardship for the natural world and they provide fun outdoor recreational opportunities that strengthen friendships, families, health, and spirit, now and into the future. Minnesotans experience the full range of benefits that outdoor recreation provides, reinforcing our identity as an outdoor culture.

(Source: Parks and Trails Legacy Plan, State of MN DNR, 2011)



POPULATION GROWTH

Wright County and its adjacent counties have continued to grow in recent years. In the state of Minnesota, most of the population growth in the past decade has occurred in the area between St. Cloud and Rochester, which includes the area of the proposed trail corridor and the Twin Cities metro area. Most growth in Wright County is taking place on the edge of the Twin Cities metro area in Otsego and the surrounding suburban communities.



AGING POPULATION

People are living longer today than ever before, and with the aging Baby Boomer generation, the number of people over 65 is growing. This generation has more of an interest in staying active than previous generations, with activities like trail running and walking, bicycling, and pickle ball growing in demand.



TRAILS & WAYFINDING

Trails continue to be a high demand recreation facility, and master planning the Great River Regional Trail has been a priority for Wright County elected officials and residents in recent years. As trails become more popular for a large portion of the general population, there is a desire for safer trails that are off-road with grade-separated crossings or signalized crossings of busy roadways.

Trail events, such as fun runs, adventure races, and bike and walk festivals, are more popular as a way to get people active and outside. In addition, mountain biking and hiking trails are growing in popularity with destination off-road trail systems being planned and implemented by cities, counties, and local organizations (i.e. MORC, COGGS, Superior Hiking Trail Association).

Statewide, regional destination trails with associated facilities and amenities, such as trailheads, campsites, views/overlooks, cultural interpretation, and connections to local breweries and eateries, are becoming more popular.

Wayfinding signage, trail maps, and online information are desired along trails to inform trail users of loop opportunities, destinations, and trailheads. Many people report that they don't use trails because they don't know where they go or how to access them safely.



OUTDOOR AND ADVENTURE RECREATION

There has been a growing interest in recent years in outdoor, natural-resource based activities, such as fishing, birdwatching, and paddling. Rock climbing and mountain biking fall into this category as well, with a desire from some groups for more adventurous, outdoor recreation opportunities.

Combining these activities with accessible and convenient transition points from one activity to the next provides outdoor adventurers with more things to do in a day and expanded opportunities for longer day and weekend exploits.

With connections to river overlooks, shoreline fishing spots, and river access points, the Great River Regional Trail will provide multiple land-water adventure options, especially for combined biking and paddling adventures. Throughout the entire length of the Great River Regional Trail, paddlers could choose one-hour, two-hour, or full day routes along the river with the opportunity to return by bicycle to their starting point. Rental bike stations and kayak/canoe stations will be provided at various points along the trail in addition to local outfitter shops in Clearwater and Maple Grove where bicycles, canoes, and kayaks can be rented.

Other outdoor activities, such as foraging, viewing of native plants and ephemerals, and geocaching bring people of all ages outside to enjoy the Minnesota landscape. The Great River Regional Trail corridor will provide spaces for these activities as well.



The overlap of physical and mental health has been recognized as an important consideration for parks, trails, and recreation programming.



INTEREST IN HISTORY AND CULTURE

Interpretation of natural and cultural history has been of interest as people seek to find meaning to the places where they live, work, and recreate. As rural areas are developed, there is an interest in preserving the history of an area through landscape design and interpretive signage or documentation. Websites and online apps have been used to tell the stories of a region. Stories that may be told along the Great River Regional Trail include:

- Stories of pre-settlement, native populations and tribal groups
- Early European settlements, wagon roads, ferry crossings
- Historic events (i.e. Battle Rapids Park)
- Railroad development
- Geologic history, shaping of the landscape
- Mississippi River, industry, locks and dams, the source and the mouth of the river, tributaries
- The Great River Road tourism, transportation, and culture from northern Minnesota to the Gulf of Mexico
- Wildlife habitat, ecology of water and land animals and plants
- Water resources as a source of drinking water, storm sewer outlets, transportation
- River recreation – fishing, boating, camping
- Public health and active living on the trail and within parks

PHYSICAL AND MENTAL HEALTH

The overlap of physical and mental health has been recognized as an important consideration for parks, trails, and recreation programming with an increased interest in activities, such as yoga, forest bathing, and meditation. With an increase in post-traumatic stress disorder, increasingly busy lives, and general physical and mental health issues, parks and recreation departments have been tasked with providing facilities and programs that help people lead healthier lives.



ADA ACCESSIBILITY

As the general population ages and grows more diverse, it is important and necessary to provide facilities that are accessible to all people, regardless of age and ability. New park and trail facilities should be designed to meet the Accessibility Guidelines of the Americans with Disabilities Act.



PUBLIC VALUES

The 2018 Wright County Health Survey identified several issues related to public health that may be impacted by future use of the Great River Regional Trail. When asked what public health issues are problems for county residents, survey respondents' top three issues were: distracted driving (83% moderate or serious issue), obesity (66%), and lack of physical activity (65%). These three issues can all be impacted by trail use. In spite of knowing the dangers, Wright County residents continue to engage in behaviors behind the wheel that put themselves and others in danger (it is seen as more of a problem today than in 2015). While not condoning the behavior, separated trails will improve safety for pedestrians and cyclists in Wright County. Trails can help provide a venue for increased physical activity, whether that is active living (incorporating activity into everyday tasks like getting to school) or dedicated exercise time.

ParkRx is a campaign that advocates for the prescription of nature to improve mental and physical health. The idea is backed by the National Recreation and Parks Association, the National Park Service, and a growing number of healthcare providers. More information can be found on their website: www.parkrx.org

Trails continue to be a high demand recreation facility, and master planning the Great River Regional Trail has been a priority for Wright County elected officials and residents in recent years.



Competitions



Canoe camping along the Mississippi

ECONOMIC DEVELOPMENT AND TOURISM OPPORTUNITIES

When complete, the Great River Regional Trail (GRRT) will create a 60+ mile bike-paddle loop with many shorter loops within it. The amenities and facilities that will be incorporated into the trail corridor include several river access points, overlooks, boat landings, food and retail, recreation, and camping opportunities. This unique, full-package recreation corridor will be a destination experience for residents locally and statewide.

Parks and trails have been shown to positively impact property values of adjacent residential and commercial properties. In the *REALTORS and Sustainability 2018 Report*, 59% of REALTORS listed proximity to parks and outdoor recreation as one of the top neighborhood features their clients look for when buying a house. The development of the Great River Regional Trail will improve the value of the adjacent properties and attract new development, especially within the town centers of Clearwater, Otsego, and Monticello. Developers looking to construct new high density residential complexes in Monticello in 2019 have identified proximity to trails as a high priority for potential buyers.

The GRRT will provide expanded outdoor recreation opportunities in central Minnesota. According to a report by the Outdoor Industry Association, 70% of Minnesotans participate in outdoor recreation activities each year. Outdoor recreation in Minnesota generates \$16.7 billion annually in consumer spending, 140,000 direct jobs, \$4.5 billion in wages and salaries, and \$1.4 billion in state and local tax revenue.

Ongoing planning in the City of Monticello includes development of the 2040 Comprehensive Plan and the Monticello Arts Initiative, which both aim to create a vibrant and active downtown, which is a core destination center for the GRRT.

The cities of Clearwater and Otsego have recently been investing in local parks and trails that connect their residents to the future GRRT and the existing Mississippi River Trail.

Trends Image Sources:

- City of Monticello
- Wright County
- www.yourdictionary.com
- www.gettyimages.com
- www.trainfora5k.com
- mrbdc.mnsu.edu
- leisuregrouptravel.com
- fpdcc.com

- cpw.state.co.us
- www.mwmo.org

Economic Development

Image Sources:

- en.wikipedia.org
- thebestcanoecompanyever.com

Public Values Image Sources:

CHAPTER 3

PUBLIC INPUT & PARTICIPATION

The public input process for the Great River Regional Trail master plan was designed to seek out input from the general public and from important stakeholders. An online survey, an interactive mapping input site, and pop up meetings were held at local events during June, July, and August, 2019. A public open house was held in September of 2019. Over 200 people were engaged through the various channels.

Promotion of the public input methods was made through the following:

- Wright County Parks and Recreation hosted a page on their website for the project where updates were posted regarding public input.
- The cities of Monticello, Otsego, and Clearwater promoted the online survey, pop up meetings, and open house through their social media channels and email lists.
- Postcards and business cards handed out at local events
- Individual outreach to stakeholders

SURVEY MONKEY

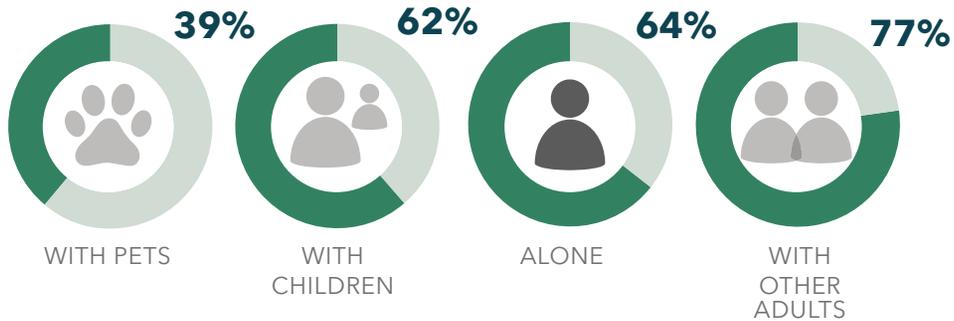
The online survey was available to respondents from May 2019 to August 2019 and was used to gain a perspective on existing conditions/connections of trails, how residents currently use paved trails (or why they don't), what they desire from a future trail system, and what prospective routes are preferred for further evaluation.

The site received 195 collective responses on 25 individual questions over a three month period, 17 of which were entered at a pop-up event.

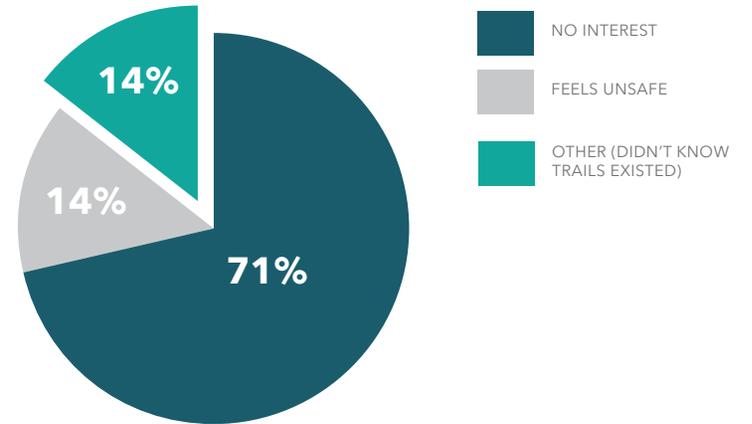
The survey was promoted through three local pop-up events where both link information and paper copies were available to attendants. Wright County promoted the survey through the project web page, and email/postcard communication was used to reach a wide number of residents within each community.



HOW ARE PEOPLE CURRENTLY USING THE TRAILS? (188 Responses)



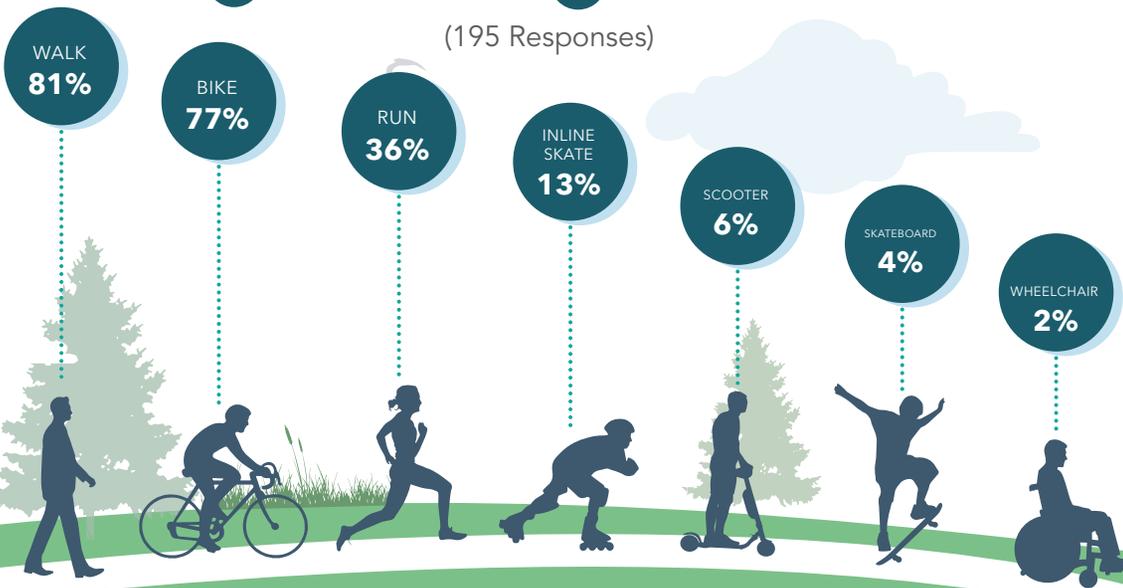
WHY DON'T SOME PEOPLE USE THE TRAILS NOW? (7 Responses)



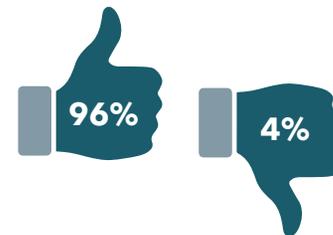
HOW ARE PEOPLE USING EXISTING PAVED TRAILS TODAY? (195 Responses)

4% I DON'T USE PAVED TRAILS 2% OTHER (ROLLER SKI)

(195 Responses)



IF THIS TRAIL IS CONSTRUCTED, HOW MANY WOULD USE IT? (172 Responses)



IF NO, WHY NOT?

COMMENTS:

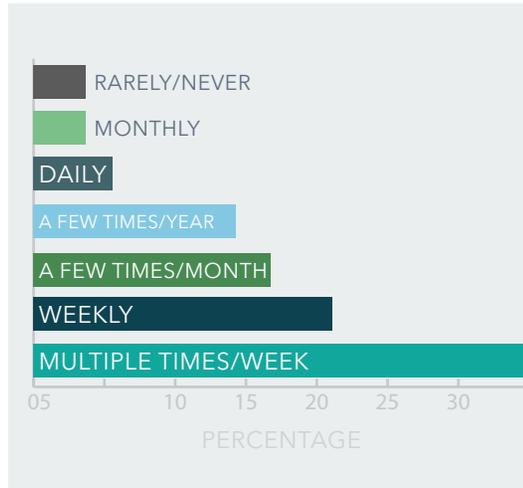
- NOT IF IT IS ON THE EAST SIDE OF COUNTY ROAD 36, PEOPLE HAVE YARDS ON THAT SIDE WITH CITY LAND ON THE OTHER SIDE.
- PRIMARILY INTERESTED IN NATURAL SURFACE TRAILS (SINGLETRACK)
- LIVE TOO FAR AWAY.



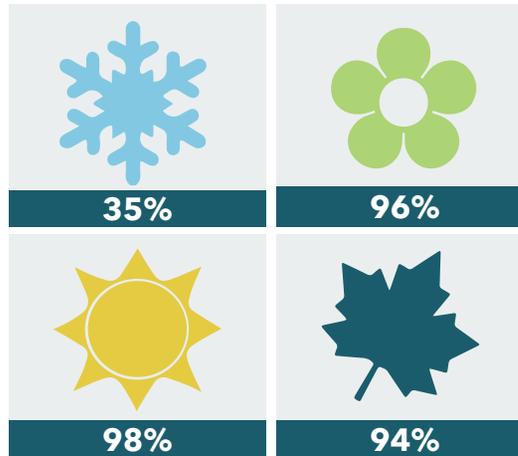
RESPONDENTS WHO USE THE TRAILS TO WALK/RUN SAID:

(Avg 155 Responses)

HOW OFTEN DO YOU USE THE TRAILS TO WALK/RUN?

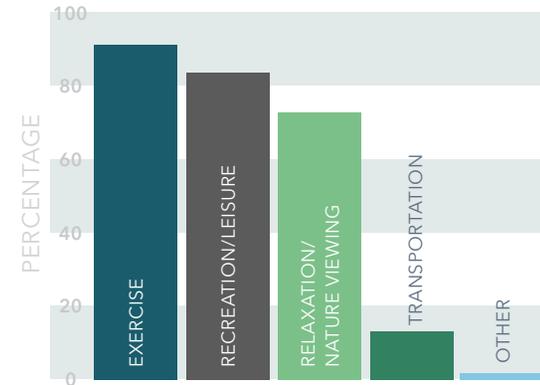


WHAT SEASONS DO YOU USE TRAILS TO WALK/RUN? (CHECK ALL THAT APPLY)



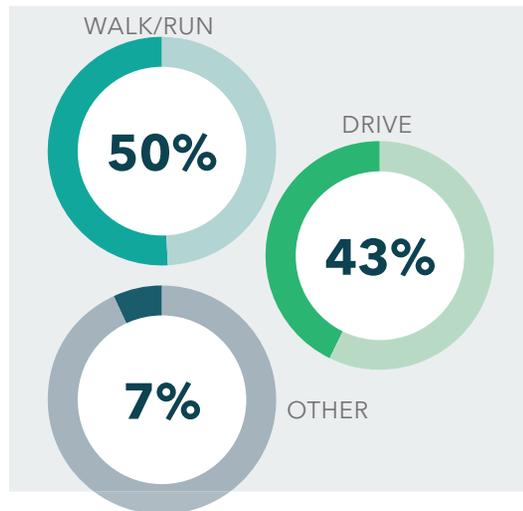
WHY DO YOU WALK OR RUN ON TRAILS? (SELECT ALL THAT APPLY)

OTHER (BIRDWATCHING)

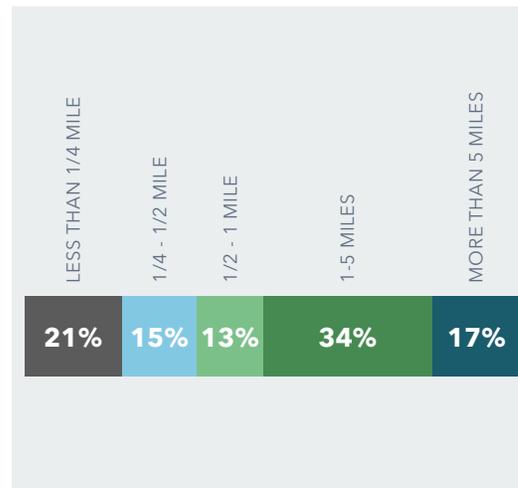


HOW DO YOU USUALLY GET TO THE TRAIL?

OTHER (POPULAR: BIKE/BOTH BIKE AND WALK/RUN)



HOW FAR DO YOU GO TO GET TO THE TRAIL?



HOW FAR DO YOU USUALLY WALK/RUN ONCE YOU ARE ON THE TRAIL?

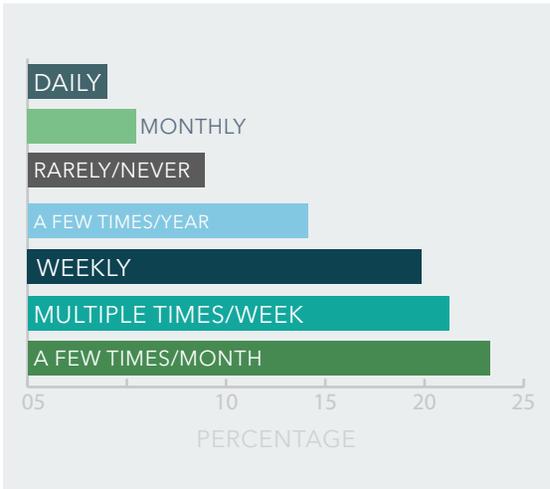




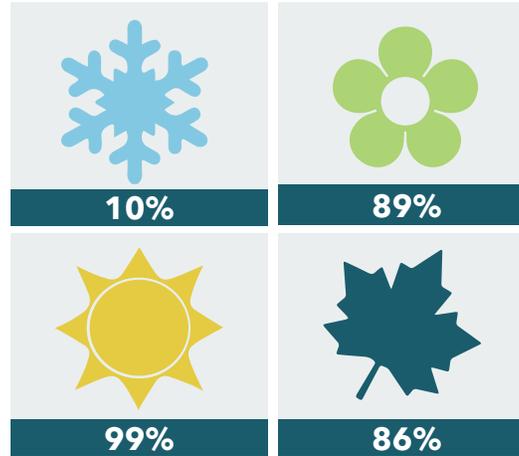
RESPONDENTS WHO USE THE TRAILS TO BIKE SAID:

(Avg 142 Responses)

HOW OFTEN DO YOU USE THE TRAILS TO BIKE?

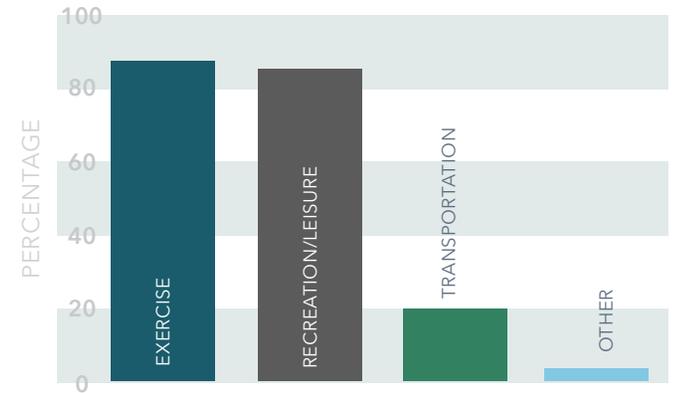


WHAT SEASONS DO YOU USE TRAILS TO BIKE? (CHECK ALL THAT APPLY)

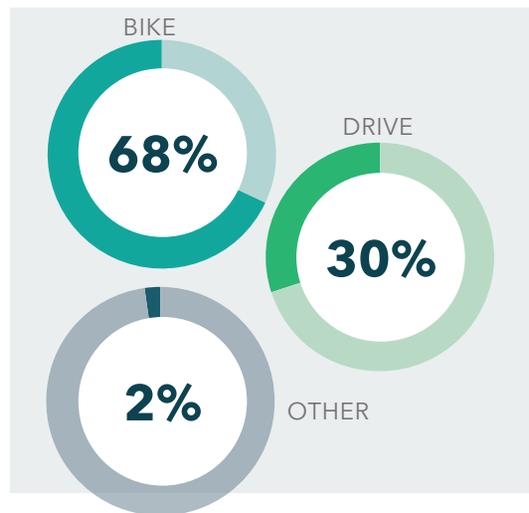


WHY DO YOU BIKE ON TRAILS? (SELECT ALL THAT APPLY)

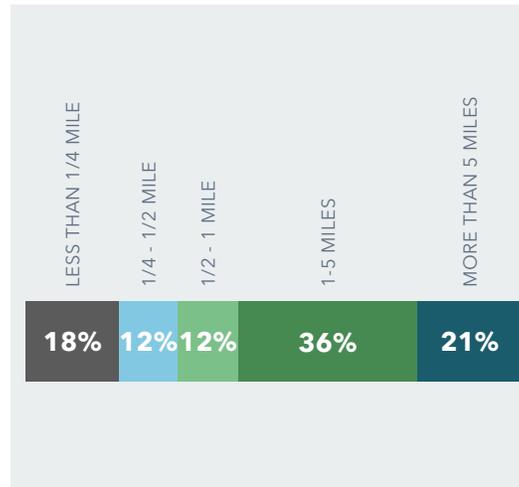
OTHER (SOCIAL ACTIVITY, TRAINING)



HOW DO YOU USUALLY GET TO THE TRAIL?



HOW FAR DO YOU GO TO GET TO THE TRAIL?



HOW FAR DO YOU USUALLY BIKE ONCE YOU ARE ON THE TRAIL?



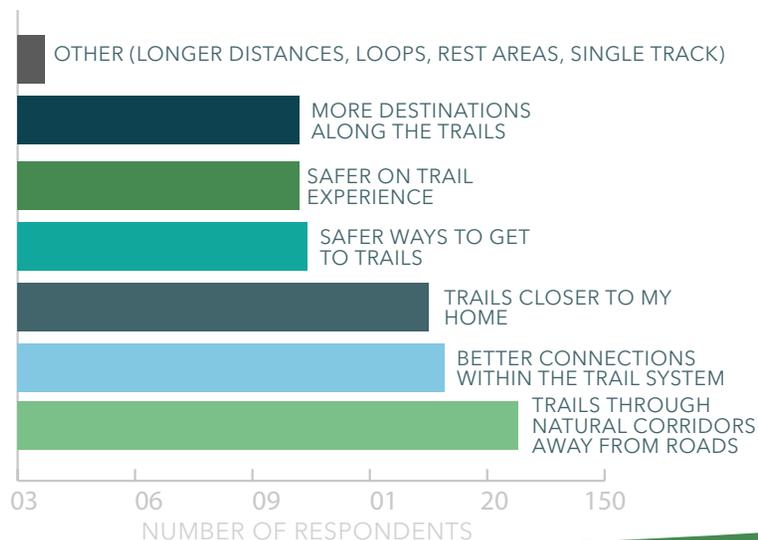
WHAT DESTINATIONS WOULD USERS LIKE TO BE ABLE TO GET TO BY TRAIL? (133 Responses)



DURING THE WINTER, PAVED TRAILS SHOULD: (168 Responses)
OTHER (GROOMED FOR CROSS COUNTRY SKIING, NORDIC SKIING, FAT TIRE BIKING)

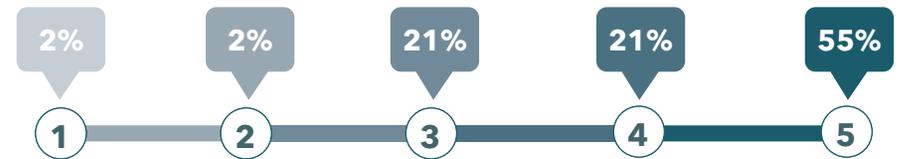


FACTOR OR FACTORS THAT WOULD ENTICE POTENTIAL USERS TO USE PAVED TRAILS MORE? (173 Responses)



WHICH ITEMS ARE MOST IMPORTANT TO POTENTIAL TRAIL USERS? (174 Responses)

(1 BEING THE LEAST IMPORTANT, 5 BEING THE MOST IMPORTANT)



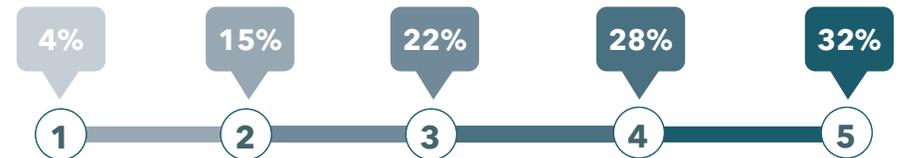
CONNECTIONS AND VIEWS OF THE MISSISSIPPI RIVER



CONNECTIONS TO LOCAL DESTINATIONS



CONSISTENT/STANDARDIZED WAYFINDING THROUGHOUT THE TRAIL LENGTH



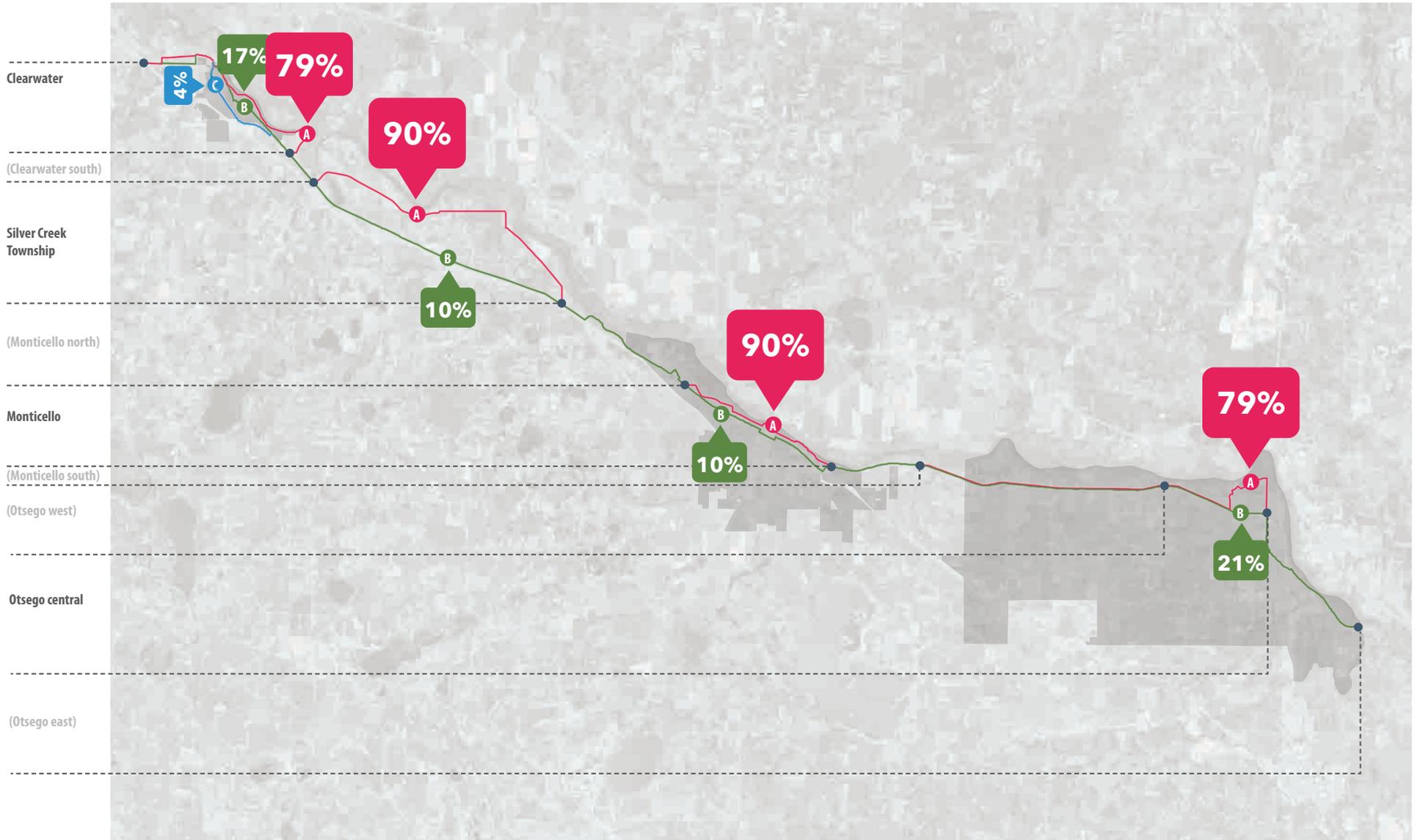
NATURAL AND CULTURAL RESOURCES PROTECTION AND INTERPRETATION ALONG THE TRAIL CORRIDOR



PADDLE AND BIKE CIRCUIT (PADDLE-PORT/BOAT LANDING LOOP WITH BIKE TRAIL)



RESPONDENTS' PREFERRED PROPOSED TRAIL ROUTES: (150 Responses)



COMMENTS ON PROPOSED TRAIL ROUTES:

(56 Responses)

"IT LOOKS GREAT! WILL THE MONTICELLO PORTION CONNECT WITH THE MISSISSIPPI TRAIL THAT RUNS BY HAWK'S? IT COULD MAKE FOR A SAFE CONNECTION."

"MORE SCENIC ROUTES."

"CAN LOCAL CITIES WORK TO CONNECT CURRENT TRIALS TO THE PROPOSED GREAT RIVER TRAIL? I FEEL LIKE MORE ACCESS IS THE KEY SO RESIDENTS HAVE MANY OPTIONS FOR ROUTES."

"CONCERNED ABOUT PROXIMITY OF THE TRAIL AND THE DRIVING TRAFFIC ALONG 39 EAST OF MONTICELLO TO OTSEGO AND SAFETY ON THE TRAIL. NEEDS TO BE A SEPARATE SYSTEM AND NOT JUST ON THE ROAD SHOULDER. NOT A SAFE ALTERNATIVE FOR FAMILIES."

"AWAY FROM ROADS."

"LONGER DISTANCES."

"KEEP IT AT RAILROAD GRADE LIKE "RAILS TO TRAILS" TRAILS IN OTHER PARTS OF THE STATE. AVOID ALL HIGHWAY CROSSINGS POSSIBLE."

"WHAT ABOUT A SIDE TRAIL FOR HORSEBACK RIDING?"

"PLEASE BUILD IT! MAKE IT SAFE, KEEP IT CLEAR & CLEAN, MAKE SURE IT IS CONTIGUOUS, AND WE WILL COME!"

"SINGLE TRACK OPTIONS."

"LINK UP K-12 SCHOOLS SO KIDS HAVE WAYS TO SCHOOL."

"IF YOU HAVE TO GET ON A ROAD FOR A SEGMENT, MAKE SURE THERE ARE SIGNS POINTING YOU IN THE RIGHT DIRECTION."

"SOME PARTS OF THE PROPOSED TRAIL RUN ALONG HIGHWAYS. WILL THESE USE THE PAVED SHOULDER AS THE TRAIL? OR WILL TRAIL BE SET BACK FROM THE ROAD? IF THE SHOULDER IS USED, CAN THE SPEED LIMIT BE REDUCED TO MAKE IT SAFER FOR TRAIL USERS?"

"PARKING OPTIONS AND BATHROOM STOPS ARE A MUST FOR THOSE OF US THAT BIKE/ RUN LONG DISTANCES. HAVING BATHROOM OPTIONS IN WINTER IS ALSO IMPORTANT. MILE MARKERS WOULD ALSO BE APPRECIATED BOTH FOR ROUTE FINDING BUT ALSO SAFETY."

"PLEASE MAKE TRAILS SO NO TRAILS ARE SHARED WITH CARS."

"IF WE CONNECTED IT TO BIG LAKE, WE'D HAVE A NICE TRAIL SYSTEM."

"I WOULD LIKE TO SEE CROSSWALKS PLACED IN SAFE AREAS ACROSS CTY RD 39 TO ALLOW ACCESS TO THE TRAIL."

"TIE TO OTHER REGIONAL TRAILS."

"FOR PEOPLE WHO MAY TAKE ANIMALS HAVE WASTE BINS AND BAGS. ALSO HAVE GARBAGE BINS FOR OTHER TRASH."

"SOME CONCERN ABOUT HOW CLOSE ROUTE A GETS TO THE MISSISSIPPI, ESPECIALLY IN MONTICELLO."



WHO PARTICIPATED?

GENDER

(163 Responses)



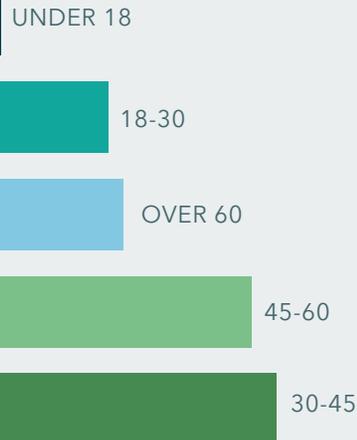
RESIDENCY

(155 Responses)

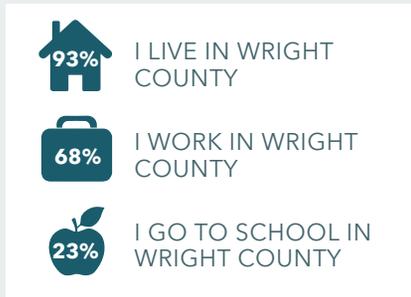


AGE

(161 Responses)



TOTAL



OTHER



SOCIAL PINPOINT

A Social Pinpoint interactive map was used to gain site specific information about the potential route of the Great River Regional Trail.

The online map showed visitors existing local and regional trails within the three cities of Clearwater, Monticello, and Otsego, and asked them to place markers to help the project team identify existing or potential conditions in the following categories:

- Preferred Trail Route
- Biking and Walking Destinations
- Parking/Trail Access
- Great Views
- Areas to Avoid
- Camping Opportunities

The interactive map website was promoted through three local pop-up events with link information. Wright County also promoted the map site through the project web page, and email/postcard communication was used to reach a wide number of residents within each community.

The site received over 450 total visits with 180 unique users. There were over 20 comments posted on the map.

INTERACTIVE MAP COMMENTS:



1
"GREAT VIEWS ANYWHERE ALONG THE RIVER - SOME PROPERTY OWNERS MIGHT BE WILLING TO PROVIDE PUBLIC ACCESS IN AREAS THAT ARE NOT DEVELOPABLE DUE TO ELEVATION ETC..."

5
"VIEW OF THE RIVER ALONG THIS RIDGE LINE ARE MARVELOUS AND IT IS SET BACK FROM THE FREEWAY/CSAH 75 SOME DISTANCE."

2
"GREAT VIEWS ANYWHERE ALONG THE RIVER - SOME PROPERTY OWNERS MIGHT BE WILLING TO PROVIDE PUBLIC ACCESS IN AREAS THAT ARE NOT DEVELOPABLE DUE TO ELEVATION, ETC."

6
"FANTASTIC ELEVATED VIEW OF THE RIVER OUTSIDE OF THE HIGH SECURITY ZONE AT XCEL FACILITY. EASY TO GET FROM TRAIL TO THIS OVERLOOK SITE."

10
"CONNECTION FROM MISSISSIPPI DRIVE (SWAN PARK) TO CENTRA-CARE/OLD RIVER STREET RIGHT OF WAY...LONG EDGE OF RIVER FRONTAGE IF ACCESSIBLE WOULD PROVIDE A FUNCTIONAL AND SAFE AND SCENIC PATHWAY CONNECTING INTO MONTICELLO FROM THE EAST TO THE CENTER OF TOWN. COMPLETE SITE CONTROL FOR THIS SEGMENT IS AVAILABLE EXCEPT AT THE BONDHUS PROPERTY."

15
"IS THIS SECTION OF CR39 PART OF THE PROPOSED ROUTE?"

16
"IF THE TRAIL WAS ROUTED ALONG CR39, HOW FAR FROM THE ROADWAY WOULD IT BE? OR WOULD IT BE ON THE SHOULDER? I'M ALL FOR THE IDEA OF A TRAIL, BUT MY CONCERN IS HOW FAR IT WOULD ENCROACH INTO OUR YARD. WE HAVE HUNDREDS OF TREES THAT WE'VE PLANTED OVER THE LAST 6 YEARS AND DO NOT WANT TO LOSE ANY OF THESE TO A TRAIL. PLUS, I THINK YOU'LL FIND IT A COMMON OPINION OUT IN THIS AREA THAT PEOPLE DON'T WANT A RECREATIONAL TRAIL TO RUIN THEIR SENSE OF PRIVACY. THAT'S A PRIMARY REASON WE MOVED HERE."

3
"BOUGHT HOUSE 30 YEARS AGO TO HAVE PRIVACY. XCEL ONLY KEPT THE STRIP ALONG THE SHORELINE AS A BUFFER FOR THE POWER PLANT. THIS TRAIL WILL CUT ACROSS MY BACKYARD, WITHIN ABOUT 60' OF MY HOUSE. WHY SHOULD I HAVE TO PAY A HIGHER TAX RATE FOR THE HASSLE OF HAVING THE PUBLIC RUN THROUGH MY BACKYARD? IT WILL MAKE IT HARD TO SELL MY HOUSE AND I FEEL IT WILL DEVALUE IT AS WELL. I FORESEE TRASH ISSUES AND PEOPLE WANDERING INTO PRIVATE PROPERTY AS WELL AS NOISE!"

13
"ROUNDBABOUT FOR VEHICLES OR OFF GRADE CROSSING FOR PEDESTRIANS AT BATTLE RAPIDS PARK, INTERSECTION OF GILLARD/CSAH39. DIFFICULT TO GET TO BEAUTIFUL RIVER PARK AND RIVER PATHWAY SYSTEM FROM SOUTH OF CSAH 39 ... THREE TRAFFIC DEATHS IN LAST 10 YEARS AT THIS LOCATION. ONE OF WHICH WAS A PEDESTRIAN. A SAFE CROSSING IS NEEDED SOMEWHERE EAST OF MONTICELLO TO ENABLE SAFE MOVEMENT OF PEDESTRIANS ALONG THE RIVER AND IN AND OUT OF CENTER OF TOWN."

21
"I LIVE IN SAINT CLOUD AND WOULD LOVE TO SEE THE CONNECTION OF THE BEAVER ISLAND TRAIL TO CLEARWATER. I WOULD ALSO STRONGLY ENCOURAGE THE CONNECTION OF CLEARWATER TO BERTRAM TRAIL IN MONTICELLO. TRAFFIC, NARROW SHOULDERS AND DISTRACTED DRIVERS ARE SERIOUS SAFETY THREATS FOR THOSE WHO ARE FORCED TO PUT THEMSELVES IN DANGERS WAY TO GET TO THE EXISTING TRAILS. CREATING THESE CONNECTIONS IS SO IMPORTANT FOR ALLOWING PARTICIPANTS TO ENJOY THE BEAUTY OF OUR STATE WHILE DOING WHAT THEY LOVE."

7
"BEAUTIFUL OVERLOOK AT MISSISSIPPI PARK"

14
"GREAT VIEW AT RIVER BEND LOCATED AT BATTLE RAPIDS PARK."

8
"I BELIEVE IT WOULD BE A VERY GOOD IDEA TO INCLUDE THIS PROPOSED TRAIL TO BERTAM CHAIN OF LAKES. MINNESOTA OFF ROAD CYCLISTS (MORC) DOES A WONDERFUL JOB OF MAKING THIS A POPULAR CYCLING DESTINATION."

4
"LARGE GRAVEL PIT, STEEP BANKS, AND AN EAGLES NEST IN THIS AREA"

9
"PLEASE COMPLETE THE PATH ON FENNING AVE. TO LINK THE NEIGHBORHOODS TO OTHER EXISTING PATHS."

11
"TRAIL SEGMENT SERVING USERS FROM CSAH 39 EAST."

12
"NEED TO DEVELOP MISSISSIPPI DRIVE/ RIVER TRAIL BYPASS."

19
"THIS ROAD IS COMMONLY USED BY BIKERS AND RUNNERS BUT IS BARELY WIDE ENOUGH FOR CARS TO DRIVE BY. THIS CREATES A DANGEROUS SITUATION FOR ALL. I'D LIKE TO SEE A PATH HERE TO REMOVE THIS HAZARD. THERE IS ALSO A GREAT VIEW OF THE RIVER ALONG THIS ROAD. THIS ROAD ALSO FLOODS ONCE EVERY 4 YEARS OR SO AND WOULD BENEFIT FROM BEING RAISED."

20
"THIS WOULD BE GREAT TO PROVIDE ACCESS TO THREE RIVERS PARKS TRAILS AND ELM CREEK PARK. I HIGHLY RECOMMEND THIS CROSSING."

18
"THIS TRAIL WOULD HAVE A GREAT VIEW AND ALLOW GOOD ACCESS TO DAYTON."

17
"THIS IS A PUBLIC BOAT LAUNCH PARKING LOT FOR ACCESS TO THE CROW & MISSISSIPPI RIVERS."

LEGEND

- GREAT VIEW
- BIKING AND WALKING DESTINATIONS
- PREFERRED TRAIL ROUTE
- PARKING/TRAIL ACCESS
- AREAS TO AVOID



POP UP MEETINGS

Pop up meetings were used as a way to reach out to members of the community at events and sites where they are already out recreating.

The project team attended three community events to promote the Great River Regional Trail project and seek input from the public:

- June 8, 2019- Monticello Walk n Roll**
 - A booth was set up with information, postcards and business cards, interactive boards, and hard copies of the survey.
 - A few hundred people passed by the booth, and between 50 and 75 people stopped by the booth to fill out a survey, take a postcard, or offer their thoughts.
 - Comments/Questions included:
 - *-Where are the trails? We need a map of existing trails.*
 - *-The scenic route along the river is preferred to the route along 75.*
- July 20, 2019 - Bertram Blast**
 - Postcards and business cards were handed out to at least 60 triathlon and duathlon participants and spectators.
 - There was lots of interest and enthusiasm from people regarding the potential trail.
- Aug. 2, 2019 - Clearwater Heritage Days**
 - A booth was set up with information, postcards and business cards, interactive boards, and hard copies of the survey.
 - Between 30 and 50 people passed by the booth, and about 15 people stopped by the booth to fill out a survey, take a postcard, or offer their thoughts.
 - Comments/Questions included:
 - *-The Lake Wobegon Trail is great to bike, especially between St. Joseph and Melrose.*
 - *-I would consider moving to be closer to trails.*
 - *-The area around Fish Lake is really tight--there was a committee years ago that tried to get a trail in this area.*
 - *-We like to snowmobile and ride ATVs--not interested in biking or walking on trails.*

JUNE 8, 2019- MONTICELLO WALK N ROLL



"WE NEED THIS AS A SAFE WAY FOR KIDS AND FAMILIES TO RECREATE."

"LOOK AT EDMONTON RIVER VALLEY BIKE TRAILS IN CANADA AS A PRECEDENT."

"THE TRAIL IS AN AWESOME IDEA!"

JULY 20, 2019 - BERTRAM BLAST

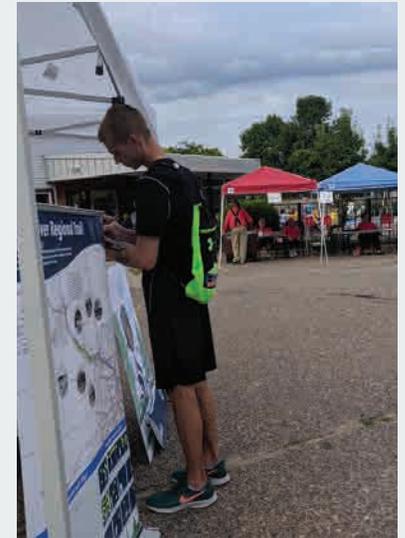


"IT WOULD BE GREAT TO CONNECT TO THE METRO AREA TRAILS AND THE STATE TRAILS"

"COOL--WHEN WILL IT BE BUILT?"



AUG. 2, 2019 - CLEARWATER HERITAGE DAYS



"WHEN IS THE TRAIL TO ST. CLOUD GOING TO BE COMPLETED?"

"THE TRAIL BY RIVERSIDE PARK IS NICE, BUT WE CAN'T GO VERY FAR ON IT."

"WE LIKE TRAILS FOR WALKING."



OPEN HOUSE

A public open house was held on September 17, 2019, at the Monticello Community Center. Draft Master Plan materials were displayed on boards, and staff and consultants were available for conversations about the project.

Approximately ten people attended the open house. Questions and comments that were raised by the attendees are summarized below:

- This is a great project! This will be another attraction for this region!
- I am concerned about the proximity of the trail to my home along CR 39 -- please build the trail on the north side of CR 39 between Monticello and Otsego where there is more room between the road and existing development.
- Please build the trail as close to the river as possible!

AREAS OF CONFLICT

Some current landowners have expressed concern regarding planned trail routes near their private residences. The trail route has been realigned in some areas in order to avoid these sites. The trail route identified in this master plan is a concept and may not be the final route when the trail is constructed.

As the trail corridor is acquired, Wright County will work with willing landowners to purchase property in order to avoid conflicts related to land taking.



CHAPTER 4



MASTER PLAN

DEVELOPMENT PLAN

The Great River Regional Trail is a proposed 35-mile paved recreational trail along the west bank of the Mississippi River in Wright County. The trail will vary in distance from the river's edge, sometimes located a mile or more from the river and other times located directly on the river bank. The trail will make connections to planned regional trails in Stearns County and Hennepin County and fill a critical gap in the regional trail network. Communities that the trail will pass through include the cities of Clearwater, Monticello, and Otsego; and the townships of Clearwater, Silver Creek, and Monticello.

The trail will have several goals, which include providing a destination, linear recreation corridor for residents of Wright County and beyond; preserving a public natural and recreational corridor for future generations; improving the environment and habitat value of the Mississippi River corridor; linking regional trails between the Twin Cities metro area and the greater St. Cloud area; and providing access to and interpreting the value and importance of the Mississippi River.

Full development of the Great River Regional Trail will likely take more than 20 years. Wright County will lead the development process, with partnership and cooperation from the cities and townships along the corridor. Trail development includes land and right of way acquisition, grading, trail construction, safe pedestrian crossings of major roadways and rail lines either at-grade or grade-separated, and development of amenities and facilities within the corridor. This chapter describes how and where the trail and its associated facilities will be built. As opportunities arise, it is possible the trail alignment may shift to meet a best fit scenario. This plan identifies segments that help to define potential projects for implementation.





Swan Park



Montissippi County Park

SCENIC TRAIL ROUTE

The scenic multi-use paved trail route identifies an alignment as close to the Mississippi River as possible while also incorporating existing trail segments and connections to key parks and city trails along the way. The scenic alignment passes through three growing cities and three townships in Wright County.

A paddle-bike loop that combines the Mississippi River state water trail, from Clearwater to Dayton, with the proposed multi-use paved trail will provide greater recreation options for Great River Regional Trail users. Multiple water access points and boat landings along the corridor will be connection and transfer points for trail users who bike and paddle in one combined experience. Several potential paddle-bike loops exist that could range in length and time, from half day experiences to overnight adventures with riverside camping.

The scenic trail route has been identified after careful consideration of public and stakeholder input, where existing trails are located, where parks and other destinations are located, where feasible corridors exist for trail construction, where visual and physical access to the Mississippi River can be located, and where logical trailheads exist at parks and other public areas.

DIRECT TRAIL ROUTE

One direct trail segment is identified between the cities of Clearwater and Monticello. The seven mile scenic trail segment is a winding route along the river's edge through Clearwater Township, Silver Creek Township, and Monticello Township. The direct route is a direct alignment that follows the former rail line parallel to CR 75. The potentially long timeframe needed to complete the acquisition and construction of the scenic route made an direct route a logical addition to the trail master plan. In addition, the completed direct and scenic trail routes will create a desirable 15-mile loop trail that could be accessed 2.5 miles north of the Montissippi County Park trailhead or 3.5 miles south of the Riverside Park trailhead.

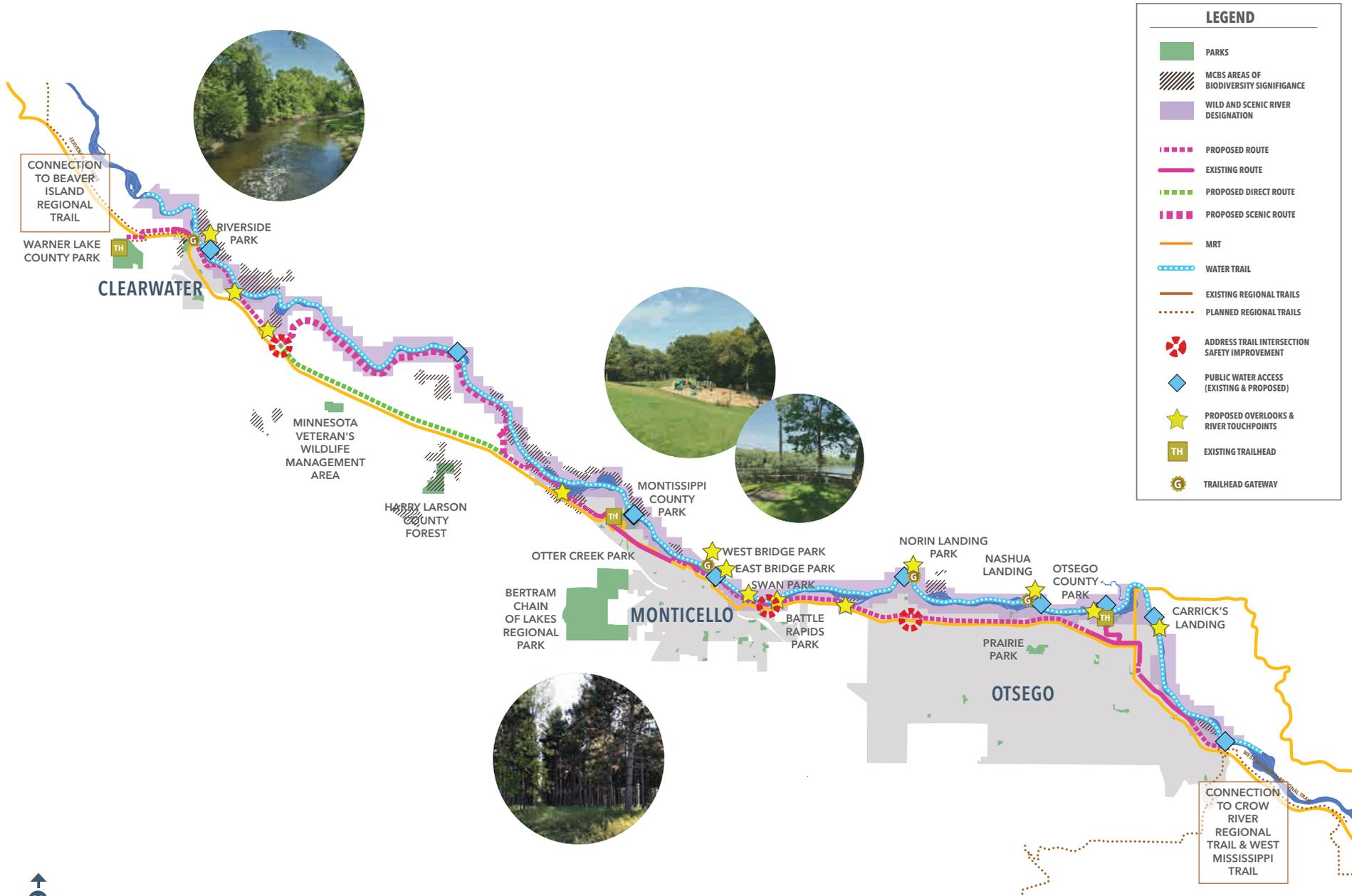


FIGURE 5. GREAT RIVER REGIONAL TRAIL CONCEPT PLAN



The Nordic Brewing Co, Monticello, MN



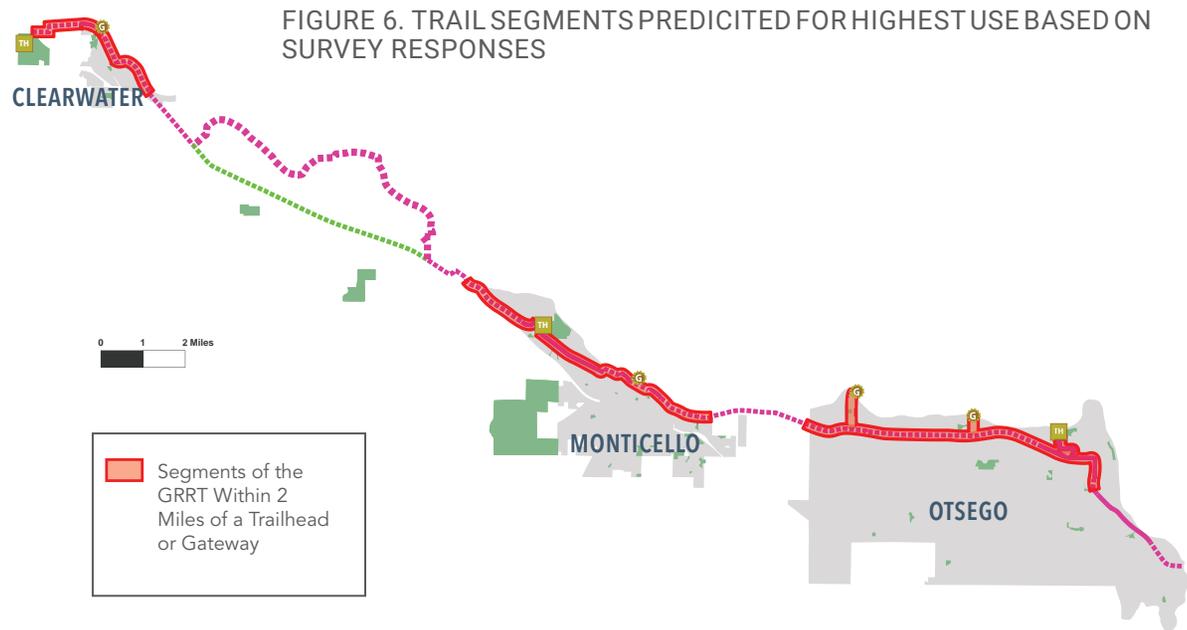
Retail in Clearwater, MN



Monti Arts in Monticello, MN

DESTINATIONS AND CONNECTIONS

Almost 200 destinations, including parks and natural areas, eateries, camping opportunities, schools, river access points, breweries, retail centers, and other points of interest, have been identified along the trail corridor. Over fifteen city and county parks are adjacent to or connected to the trail with spur trails. The trail route has been planned to take advantage of destinations that may be of interest to trail users, such as places for food and parks and natural areas for nature viewing and recreation.



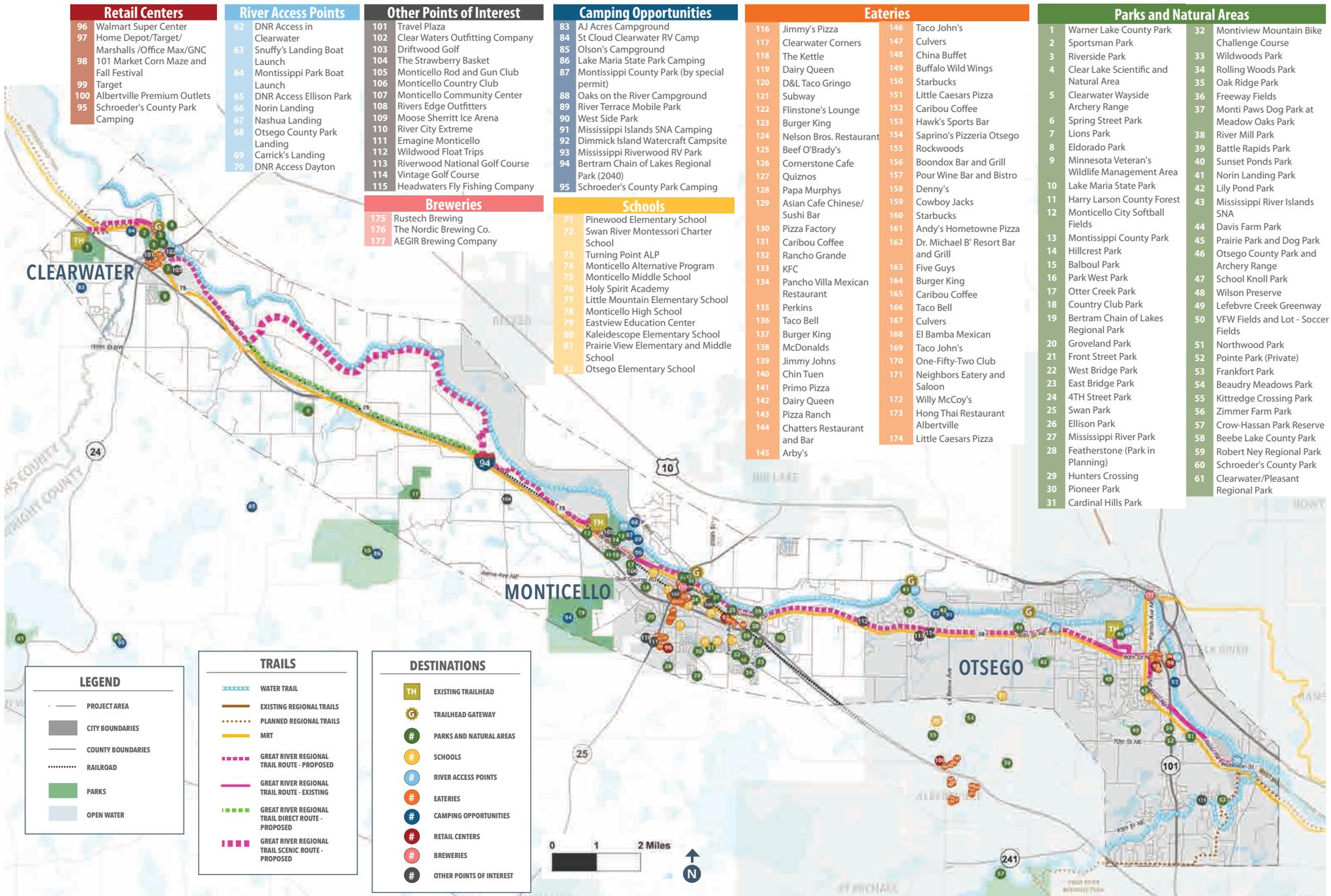


FIGURE 7. DESTINATIONS MAP



Existing trail through Montissippi County Park, Monticello, MN

SEGMENT MAP AND DESCRIPTIONS

The Great River Regional Trail alignment is described on the following pages according to ten different segments. The segments are defined according to differing contexts, trail intersections, and logical breakpoints. As segments are constructed it is possible that the actual trail route may shift from the alignment shown in some areas as opportunities arise for acquisition.

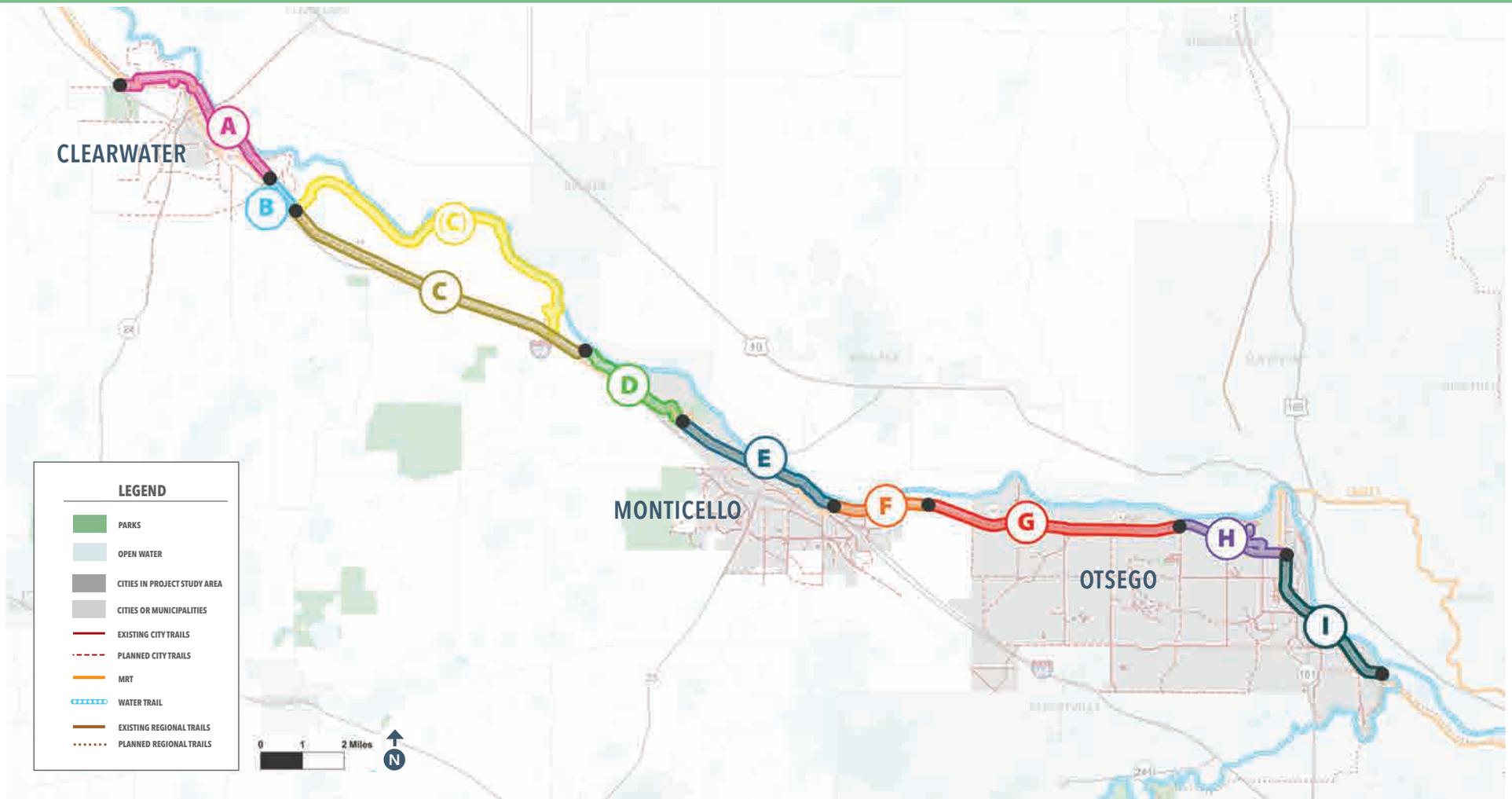


FIGURE 8. TRAIL SEGMENTS

Segment A: Clearwater		Segment C Scenic: Silver Creek Township		Segment D: Monticello North		Segment F: Monticello South		Segment H: Otsego Central	
Community	Clearwater & Clearwater Township	Community	Silver Creek Township	Community	Monticello & Monticello Township	Community	Monticello & Monticello Township	Community	Otsego
Mileage	2.89 Miles	Mileage	8.85 Miles	Mileage	2.87 Miles	Mileage	1.99 Miles	Mileage	3.3 Miles
Segment B: Clearwater South		Segment C Direct: Silver Creek Township		Segment E: Monticello		Segment G: Otsego West		Segment I: Otsego East	
Community	Clearwater Township	Community	Silver Creek Township	Community	Monticello	Community	Otsego	Community	Otsego
Mileage	0.84 Miles	Mileage	7 Miles	Mileage	4.05 Miles	Mileage	4.05 Miles	Mileage	3.59 Miles

TABLE 2. TRAIL SEGMENTS



Warner Lake County Park in Stearns County

A SEGMENT A: CLEARWATER

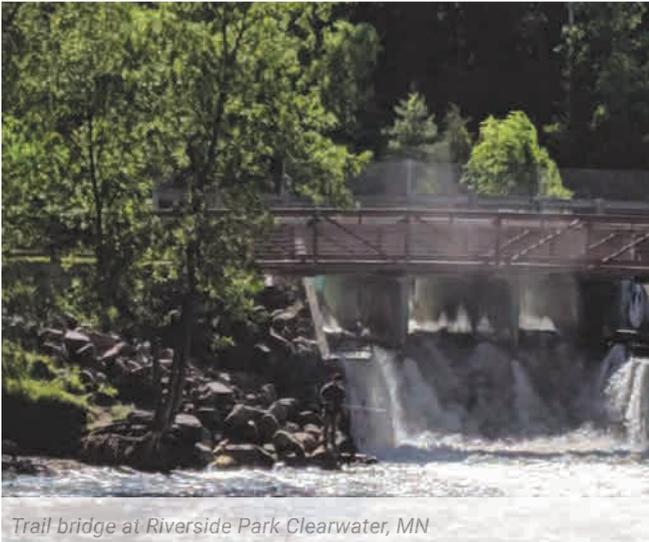
STEARNS COUNTY: BEAVER ISLAND REGIONAL TRAIL

Warner Lake County Park in Stearns County will serve as the northern most trailhead for the Great River Regional Trail, and a connection to the planned Beaver Island Regional Trail. Two miles of the Great River Regional Trail are identified within Stearns County in Lynden Township. Implementation of this portion of the trail will be in coordination with Stearns County.

The preferred Beaver Island Regional Trail alignment crosses I-94 on the CR 143 bridge with potential traffic slowing measures to improve safety. The trail follows the right of way of CR 143 east to 19th Ave, where it turns north to CSAH 75. The trail would cross CSAH 75 at grade and continue on the north side of the road. A spur connection to Sportsman Park would be made with an enhanced at-grade crossing of CR 75 at 27th Ave, where it would connect to an existing paved trail along 27th Ave. The trail along CR 75 would continue on the existing paved trail into Clearwater.

WRIGHT COUNTY: GREAT RIVER REGIONAL TRAIL

The Wright County border is at the existing trail crossing of the Clearwater River. The trail bridge offers views of the Clearwater River. Here the trail connects to Riverside Park, where a trailhead would be located. The proposed route turns along 7/Main Street where the trail will be adjacent to the road with several cross streets. An existing grade-separated crossing exists under State Hwy 24. About 1,200 feet south of State Hwy 24, the trail will turn east toward the river. The scenic trail route would then wind through Driftwood Golf Course, close to the river, before reconnecting to the former rail corridor along CR 75.



Trail bridge at Riverside Park Clearwater, MN

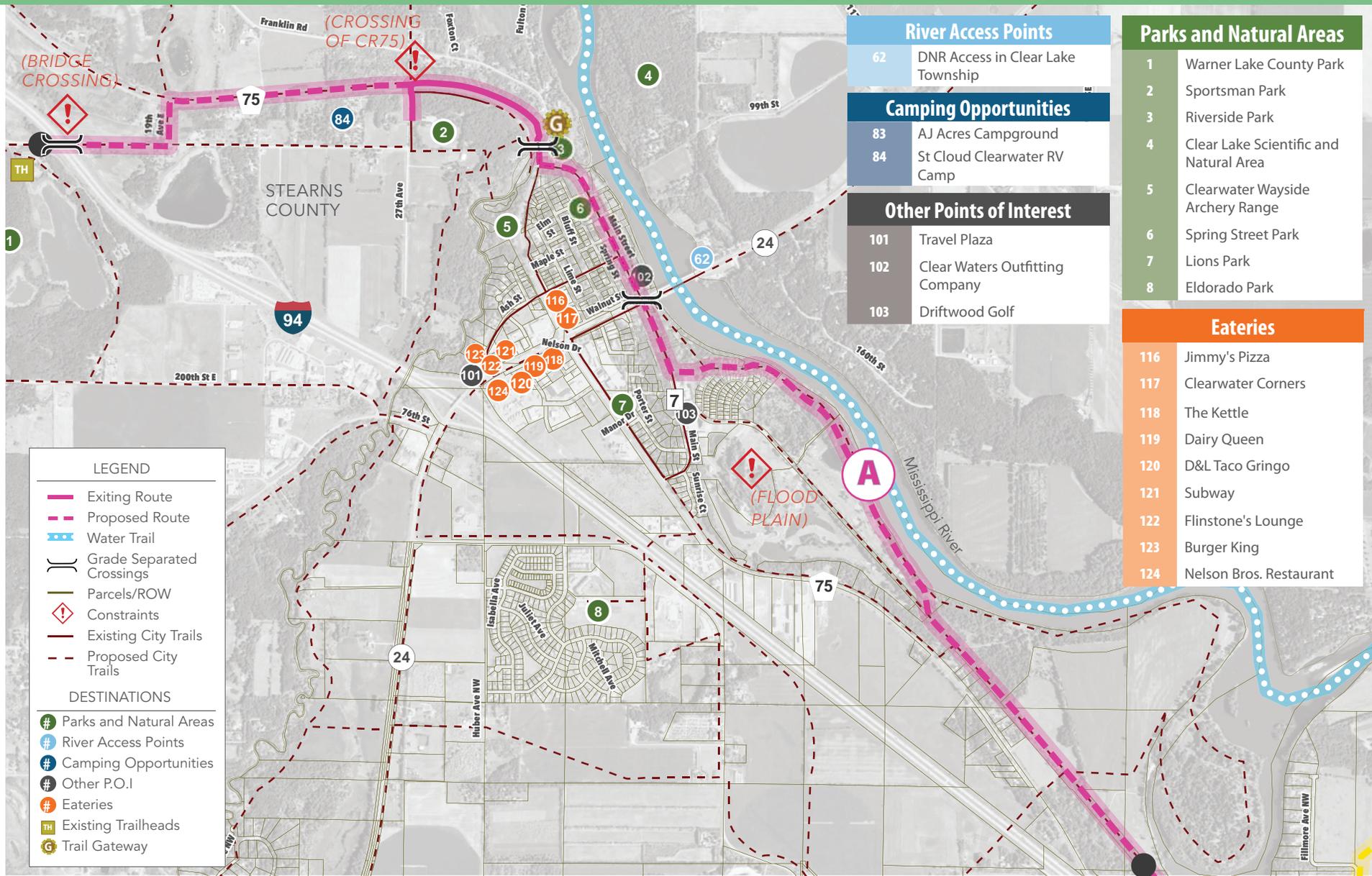


FIGURE 9. SEGMENT A: CLEARWATER





The trail will cross Fish Creek where a former rail bridge exists.

B SEGMENT B: CLEARWATER SOUTH

CLEARWATER TOWNSHIP AND OXBOW LAKE

Segment B is located entirely within Clearwater Township. This short trail segment is on privately owned property and follows the former rail line between the Mississippi River and CR 75. The corridor is mostly wooded and contains a crossing of Fish Creek. An existing former rail bridge, which will need to be evaluated for structural stability, over the creek may serve as a trail bridge. Some of the trail is within the Mississippi River floodplain. The trail will cross 160th St NW, where direct and scenic trail routes take two different alignments toward Monticello.

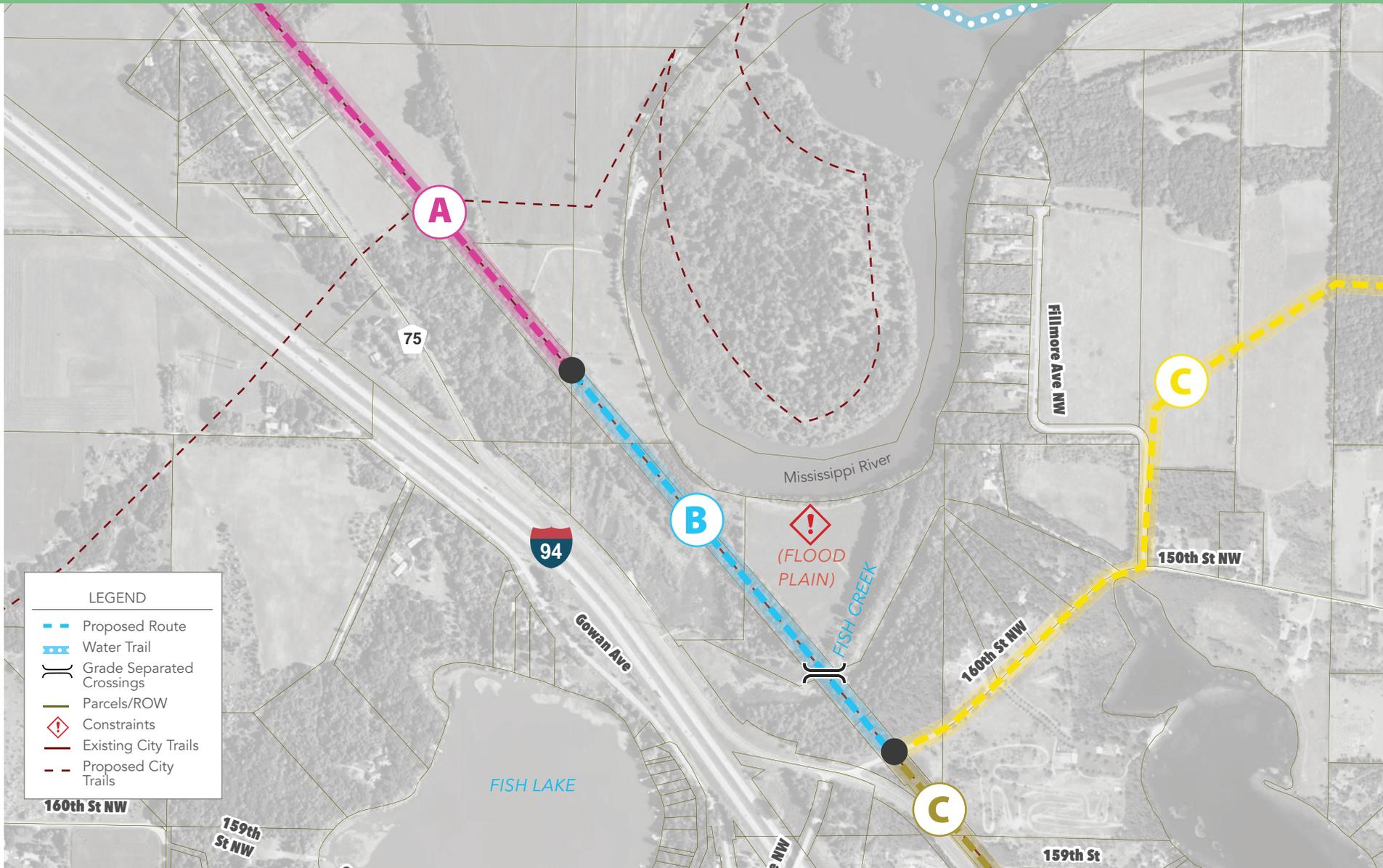


FIGURE 10. SEGMENT B: CLEARWATER SOUTH





Existing Creek near scenic route



Existing pasture land along scenic trail route

C SEGMENT C: SILVER CREEK TOWNSHIP *SCENIC ROUTE CLOSE TO THE MISSISSIPPI*

From the CR 75/160th St NW intersection, the scenic trail alignment winds north and east to meet the Mississippi River. As the land here is privately owned, the trail is shown following a best fit scenario along the west bank of the Mississippi River until Clementa Ave NW, where Xcel Energy property exists for about five miles adjacent to the river in Silver Creek and Monticello Townships. This scenic route will offer many views of the Mississippi River and a winding corridor with varied topography through woods and prairie landscape.

The water trail can be accessed along this segment from the east side of the river at Snuffy's Landing in Becker.

The trail corridor will be acquired as opportunities arise with willing sellers. The final trail route will be aligned to fit existing site conditions, save existing trees and vegetation as possible, and maximize views of the river, prior to construction.

C SEGMENT C: DIRECT ROUTE *DIRECT ROUTE CLOSE TO CR 75*

A direct alignment follows a straight corridor between 160th St NW and Acacia Ave NE along the former rail line, which is now privately owned, and parallel to the CR 75 corridor. County Road 75, which was a state highway prior to the construction of I-94, has a typical right of way width of 150 feet. The trail may be built within the CR 75 right of way or on the former rail corridor.

This stretch of trail would be a mostly uniform alignment on an even terrain. The trail environment would likely be loud due to the close proximity to traffic on CR 75 and I-94. One grade-separated crossing of Silver Creek exists along this route.

This direct route may be able to be implemented sooner than the scenic route due to fewer property owners and a overall shorter distance. However, a desirable fifteen mile loop trail would be created with the development of both the scenic and direct routes.



Excel Energy Oak Savanna property - existing conditions



Existing trail at Montissippi County Park, Monticello, MN

D SEGMENT D: MONTICELLO NORTH

XCEL ENERGY AND MONTISSIPPI COUNTY PARK

Segment D is located within Monticello Township and the City of Monticello. Approximately 120 acres of Xcel Energy owned property has been restored to an oak savanna landscape. The trail will pass through this restoration area with views of the Mississippi River. Approximately 1.5 miles of trail will be close to CR 75 as it passes the operating Xcel Nuclear Plant. Then the trail connects to existing city trails and an existing trailhead and parking lot at the entrance to Montissippi County Park.

Montissippi County Park is a major destination along the Great River Regional Trail. It is located mid-way along the overall trail alignment and offers a connection to the water trail, river access, a boat launch/landing, camping opportunities, picnicking, trail loops, nature viewing, and a play area.

An existing trail underpass leads under CR 75, where the trail will continue on the existing city trail into Monticello.



FIGURE 12. SEGMENT D: MONCTICELLO NORTH





Riverfest in West Bridge Park, Monticello, MN



Existing trail at East River Park, Monticello, MN

E SEGMENT E: MONTICELLO

DOWNTOWN MONTICELLO, CITY PARKS, RIVER ACCESS, AND RETAIL AND CIVIC DESTINATIONS

Through Monticello the Great River Regional Trail will use existing trails along Broadway, through West Bridge and East Bridge Parks, and through Ellison Park. From Montissippi County Park, the trail will follow the existing trail along the west side of Broadway/CR 75 through Otter Creek Park. Native prairie landscape exists here adjacent to the rail corridor.

East of Chestnut St, the existing city trail becomes a sidewalk. Here modifications will need to be made to improve the sidewalk to regional trail standards. At Elm St, the trail will turn north toward River St, which it will follow to Linn St, then Front St. No sidewalk or trail exists along these residential streets. The trail will be built within the road right of way with potential road modifications to narrow the driving lanes or remove on-street parking.

At West Bridge Park, the trail will follow the existing city trail under State Hwy 25 through East Bridge Park, then follow River St where a new trail will be constructed within the right of way. At Ellison Park, the trail will lead through the park on the existing trail and follow the river's edge behind the hospital and clinic where it will meet up with Swan Park and follow Mississippi Drive to CR 39.

This trail segment provides multiple connections to retail, food, and civic destinations in downtown Monticello. Clear wayfinding signage will be needed to identify local destinations and the many turns within the proposed trail route.

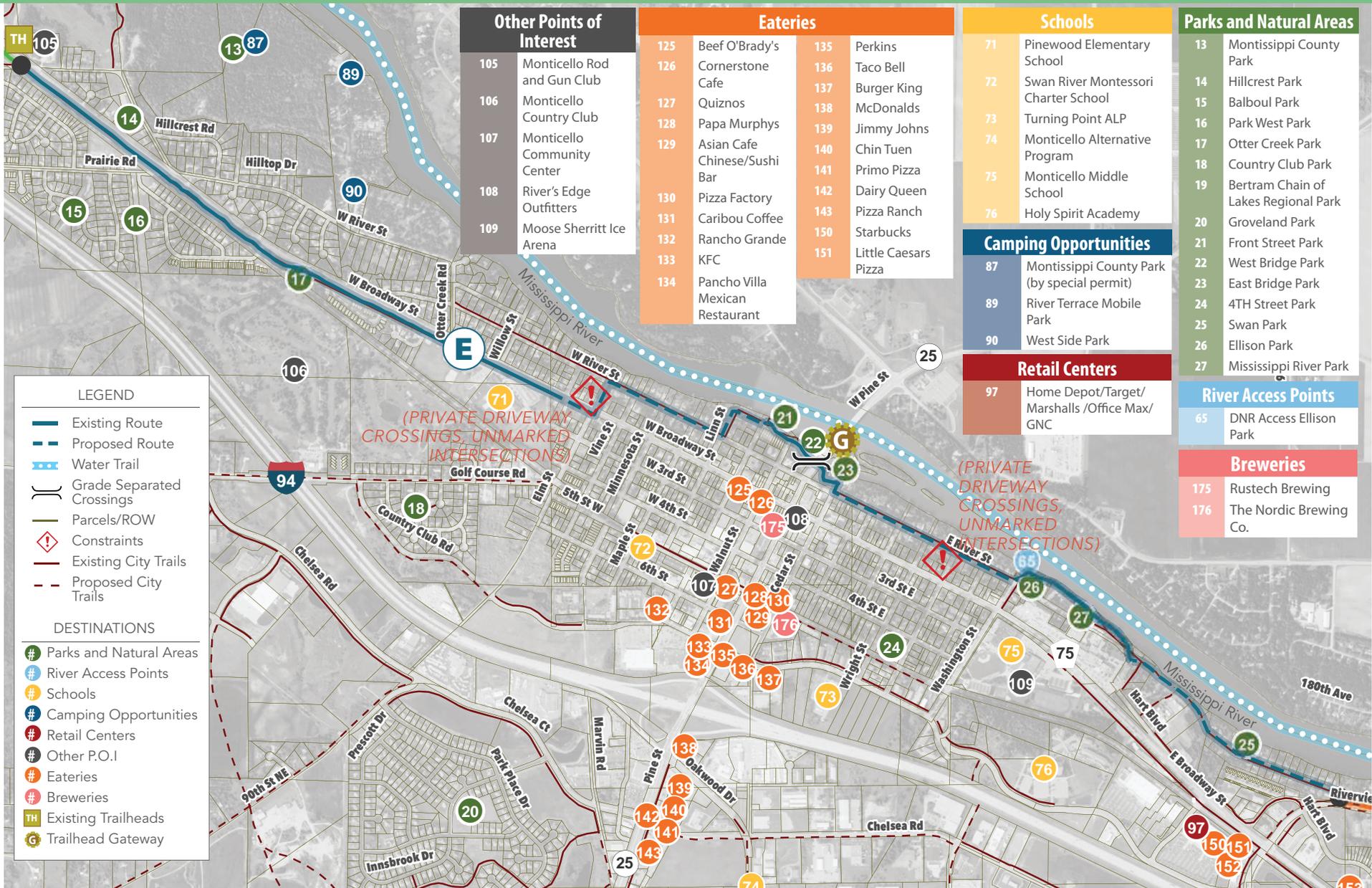


FIGURE 13. SEGMENT E: MONTICELLO





Battle Rapids Park is on a narrow strip of land between CR 39 and the Mississippi River



The intersection of CR 39 and Gillard Ave has been the site of traffic fatalities and is need of safety improvements.

F SEGMENT F: MONTICELLO SOUTH

CR 39 CORRIDOR BETWEEN MONTICELLO AND OTSEGO

At Mississippi Drive and CR 39, the trail will be located on the north side of CR 39. The trail will be built within the existing right of way where possible, but easements and acquisition may be necessary in some areas. An undeveloped city park, Battle Rapids Park, is located between the river and CR 39. The trail may need major grading and retaining walls to fit within this narrow corridor. Interpretation should include stories of the river ecology and the historical significance of the battle that took place at the site.

At Gillard Ave, safety improvements are needed to address pedestrian and bicycle safety as well as connections to residential areas south of CR 39. This intersection has been the site of fatalities due to traffic accidents. Careful planning and consideration should be given to safety improvements, which may include a roundabout or a grade separated crossing.

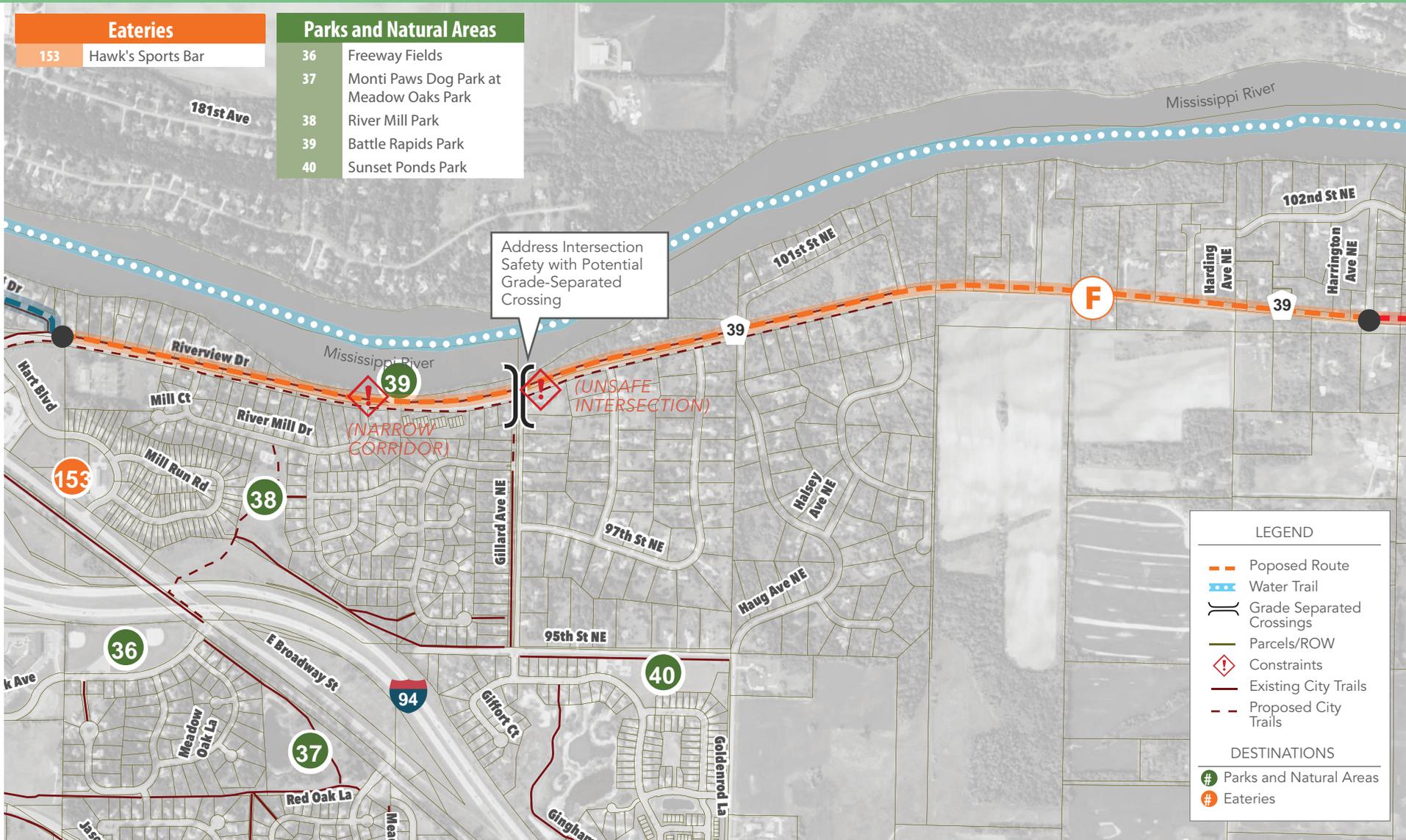


FIGURE 14. SEGMENT F: MONTICELLO SOUTH





Bird's eye view of the existing tunnel under CR 39 at Riverwood Golf Course in Otsego



Norin Landing today is an informal boat access point

G SEGMENT G: OTSEGO WEST *CR 39 THROUGH OTSEGO*

The trail will continue from Monticello along the north side of CR 39. The trail may meander away from CR 39 as opportunities arise within the right of way or within private property easements or acquisition. As CR 39 is a busy thoroughfare, it would be desirable for trail users to maximize the buffer between the road pavement and trail pavement. Additionally, landscaping will be used to provide a separation between the road and the trail.

Along Kadler Ave, an existing city trail will connect regional trail users to Lily Pond Park and Norin Landing, with a connection to the water trail, a boat launch and a physical river touchpoint. Norin Landing will serve as a gateway trailhead facility for the Great River Regional Trail.

East of Kadler Ave, at the Riverwood National Golf Course, an existing golf cart tunnel provides a grade-separated trail connection under CR 39. It is recommended that the county partner with the golf course to utilize this underpass for the regional trail. From here the trail will continue to the east on the south side of CR 39. The trail location on the south side of CR 39 will provide regional trail access to a larger number of Otsego residents than a trail on the north side.



Existing trail at Otsego County Park, Otsego MN



The Mississippi River at Otsego County Park, Otsego MN

H SEGMENT H: OTSEGO CENTRAL

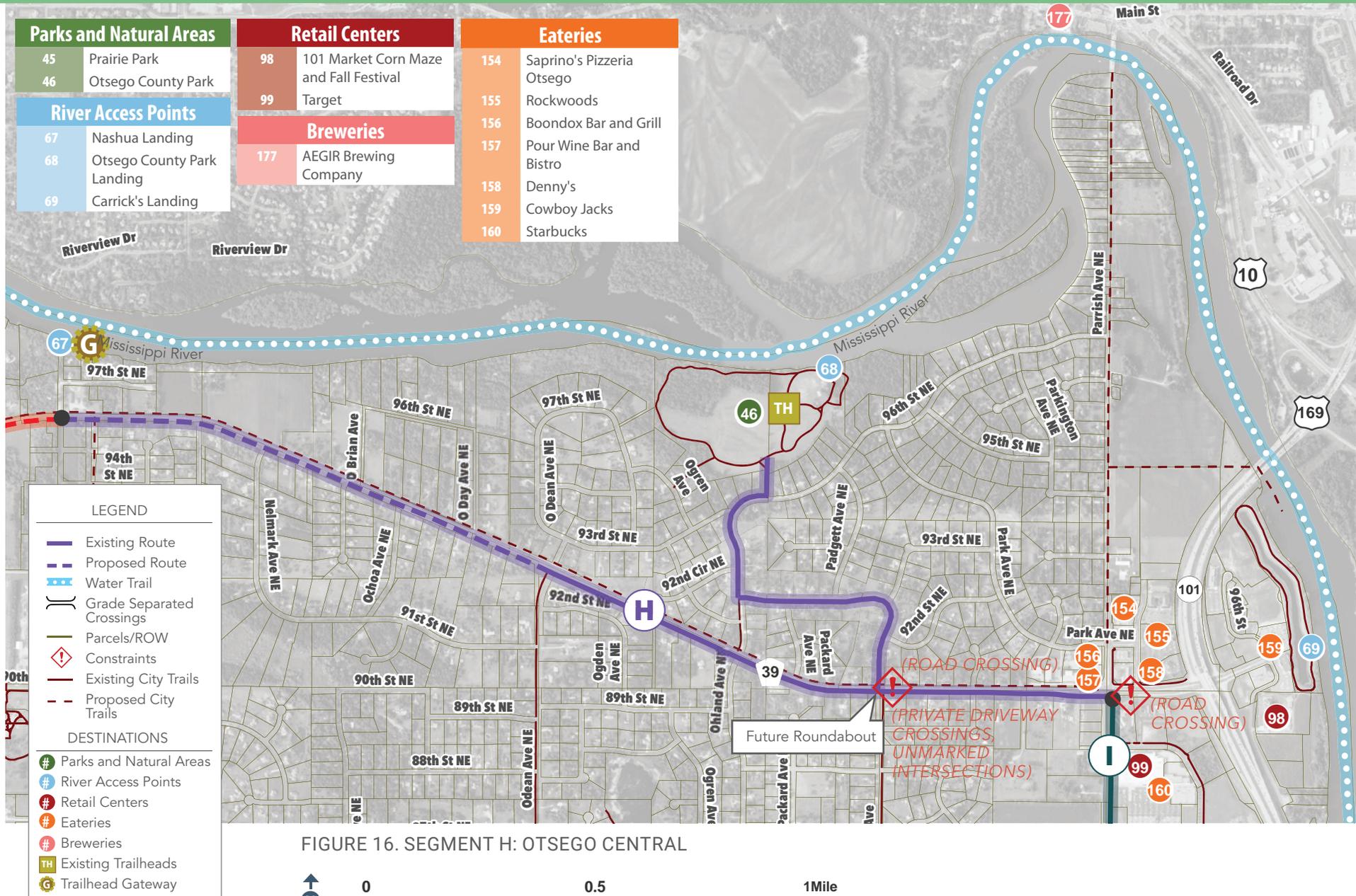
CR 39 CORRIDOR THROUGH OTSEGO AND OTSEGO COUNTY PARK

North of the CR 39/Nashua Ave intersection, the Nashua Landing provides a river access and touchpoint. This boat launch may be improved to include trailhead facilities for the regional trail and the water trail. South of CR 39 on Nashua Ave, Prairie Park and Otsego City Hall may serve as an additional secondary trailhead facility or connection point to the regional trail.

From Nashua Ave east, the trail will follow the south side of CR 39 to Page Ave Ne, where an at-grade crossing of CR 39 will provide a connection to Otsego County Park. A new trail will need to be constructed along Page Ave NE and 92nd St NE, which will connect to an existing trail on Ohland Ave NE. From here the existing trail will connect to Otsego County Park.

Otsego County Park is a major trailhead destination along the Great River Regional Trail with river access, connection to the water trail, parking, picnicking, loop trails, nature viewing, a play area, parking, and restrooms.

From Page Ave NE, the trail will continue east along the south side of CR 39 to Parrish Ave NE. A planned city trail connection will provide access along 90th St NE, under Hwy 101, to Carrick's Landing, where a proposed boat landing and a connection to the water trail will be located.





An existing city trail winds through the Otsego Elementary School campus and along CR 42.



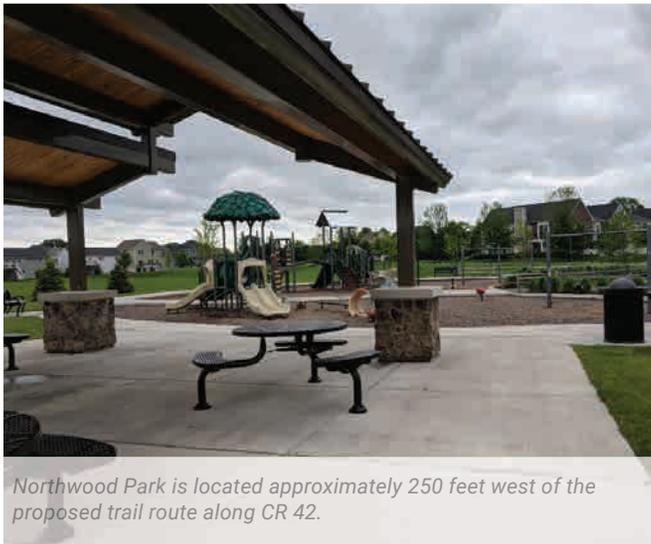
SEGMENT I: OTSEGO EAST

CR 42 CORRIDOR AND CONNECTION TO THE CROW RIVER

From the Parish Ave/CR 39 intersection, the trail will cross Parish Ave at-grade and follow the existing city trail along the east side of CR 42 south to 85th St NE. The trail will cross Parish Ave again on 85th St NE to continue south along the west side of CR 42. At-grade crossing improvements will be needed at the intersections of CR 39 and CR 42, and at CR 42 and 85th St NE.

From 85th St NE, a new trail will be constructed along the west side of CR 42 to Otsego Elementary School, where an existing city trail exists. The trail continues along the west side of CR 42, under Hwy 101, and east to the crossing of the Crow River into Hennepin County.

This segment provides access to destinations including retail and food, schools, residential neighborhoods, and local parks. The eastern/southern terminus of the Great River Regional Trail will connect to the planned Crow River Regional Trail and the planned West Mississippi Regional Trail.



Northwood Park is located approximately 250 feet west of the proposed trail route along CR 42.

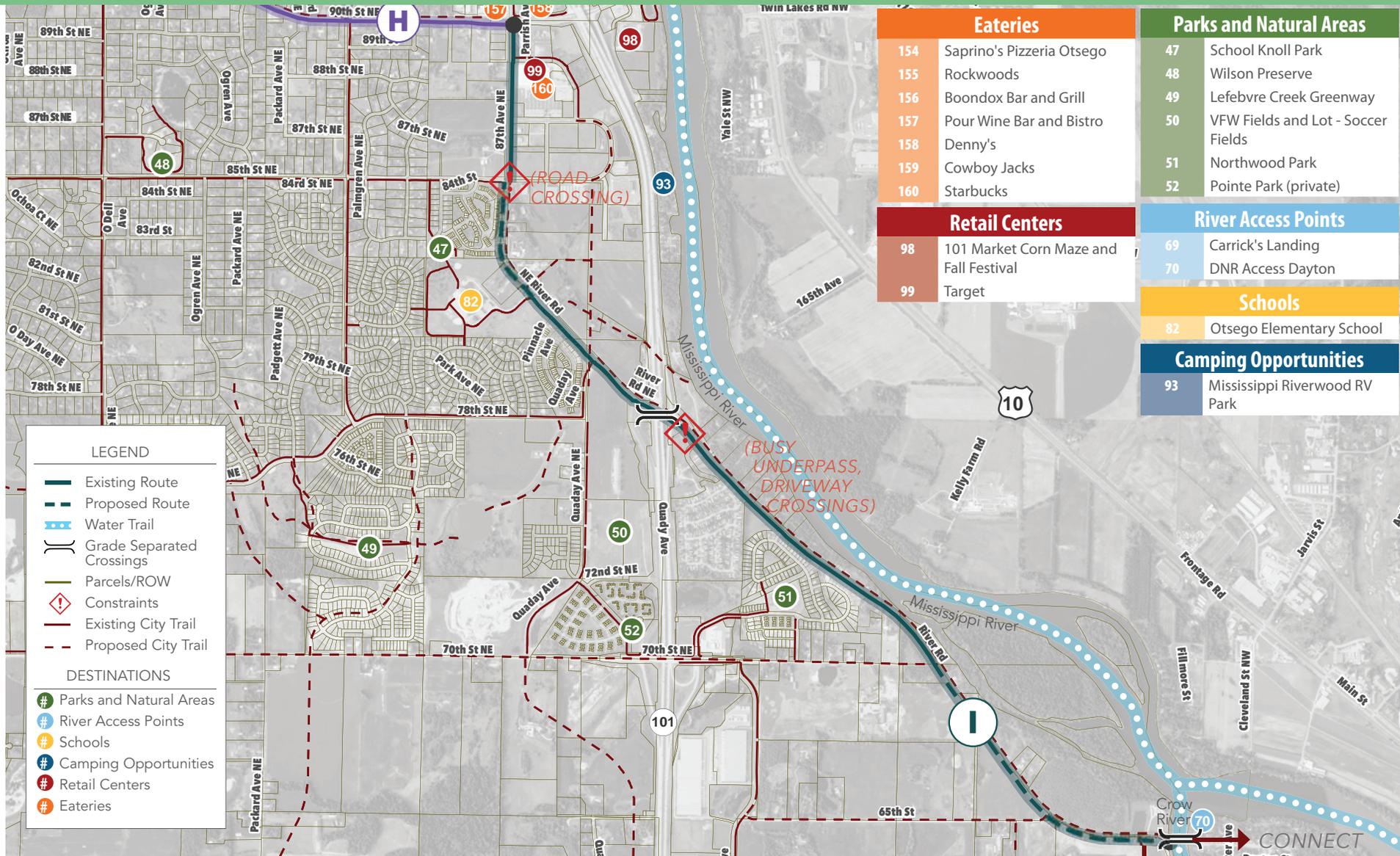
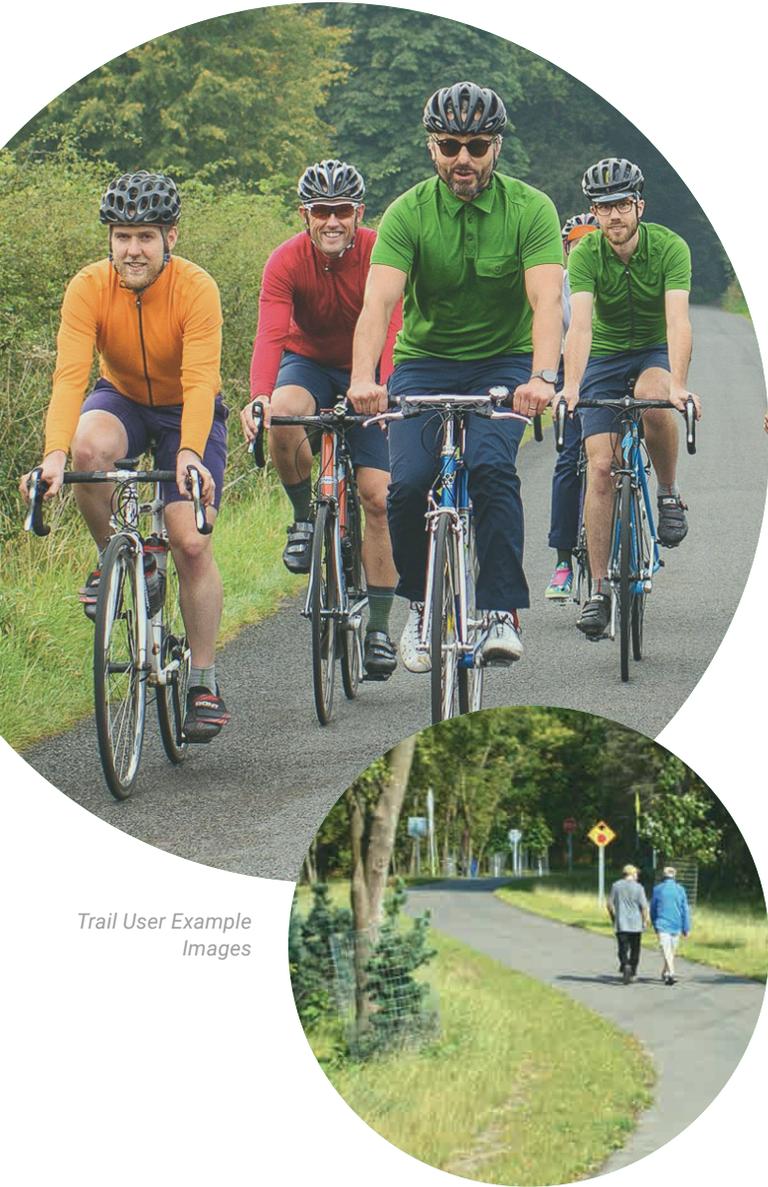


FIGURE 17. SEGMENT I: OTSEGO EAST





Trail User Example Images

TRAIL DEVELOPMENT

The Great River Regional Trail is intended to be a multi-use recreational facility that serves residents of all ages and abilities. In order to achieve this purpose, the trail must be built with certain standards of development. This section of the master plan describes the design guidelines for trail construction and development, road and rail crossings, grade-separation, connections, signage and wayfinding, amenities and facilities.

TRAIL USE AND ACCESSIBILITY

The trail will be built to meet MNDOT and MNDNR regional trail standards. The trail pavement will be 10 feet wide, bituminous surface with a two foot clear zone on either side, except in special situations where site conditions may limit the width of the trail to 8 feet. The linear slope of the trail will be no more than 5% grade, except in certain situations where a steeper slope is needed to fit the trail into the existing topography. Site specific conditions will be evaluated prior to trail construction in order to limit site grading, preserve existing shade trees, other desirable vegetation, and viewsheds.

The side slopes adjacent to the trail will be no more than 4:1 grade. Retaining walls with railings may be used in tight site conditions with steep slopes.

Trail crossings and access points will be designed to meet ADA accessibility guidelines with truncated domes, adequate sight lines, and warning signage.

The trail will primarily be used in the spring, summer, and fall seasons, which is when most survey respondents indicated the times of the year that they are interested in trail use. Walking, running, bicycling, and inline skating will be the primary activities on the trail during warm months.

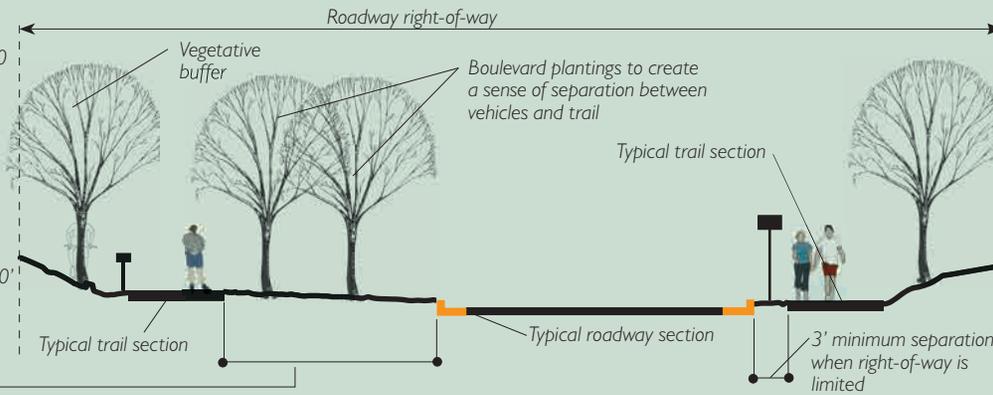
Winter use of the trail may include winter walking and fat tire biking. Portions of the trail may be cleared of snow for accessibility by cities, if desired, while other sections may be left alone in the winter. Cross country skiing may be considered as a potential future use.

Boulevard guidelines:

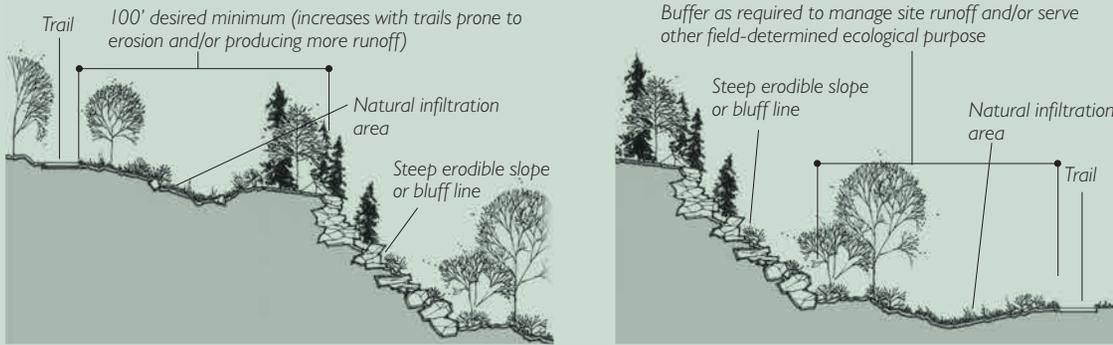
Rural section:
 10' minimum for speeds under 40 mph, 20'+ preferred
 24' or more for speeds over 40 mph, 24'-35' typical

Urban section:
 3' minimum for speeds under 30 mph if parking is allowed, 5' preferred
 5' for speeds from 31-45 mph, 10' for speeds over 45 mph
 10'+ minimum preferred for plantings

SEPARATING TRAILS AND ROADWAYS



BUFFERS ALONG SLOPES AND BLUFF LINES



The Minnesota DNR's Trail Planning, Design, and Development Guidelines include a number of helpful diagrams, graphics, and descriptions of best practices when designing and constructing regional trails. This document should be referred to when completing final design of trail segments.

Trails continue to be a high demand recreation facility for four-season recreation in Minnesota.





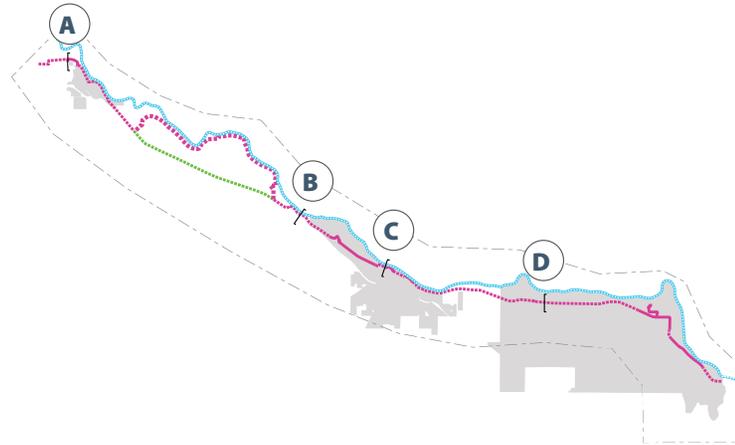
MRT as it winds through East Bridge Park in Monticello



Oak savanna landscape in Montissippi County Park

TYPICAL CROSS SECTIONS

The Great River Regional Trail will pass through several different land use contexts. These different contexts will make the trail experience richer by allowing trail users to experience the river corridor through urban, suburban, agricultural, and natural areas. Although the trail itself will typically remain 10 feet wide throughout its course, the corridor will vary in width from 20 feet to more than 300 feet (by incorporating borrowed landscapes, such as parks and natural areas), based on the adjacent land use and property ownership.



CROSS SECTION ID	DESCRIPTION	LAND USE CONTEXT	CORRIDOR WIDTH
A	Trail crossing of CR 75 in Clearwater	Rural, County road right of way	20-30 ft
B	Trail through restored oak savanna area, Monticello	Natural, riverine (corridor width could incorporate borrowed landscapes including parks and natural areas)	50+ ft
C	Trail along River St., Monticello	Urban/Suburban, trail along residential city street	20ft or less
D	Trail along CR 39, Otsego	Suburban/Rural/Agricultural, trail passes along cropland, large lot residential developments, and rural residential	30+ ft

TABLE 3. CROSS SECTION DETAIL

B RURAL/NATURAL CONTEXT

Illustration of Xcel Energy Restoration Property Looking West

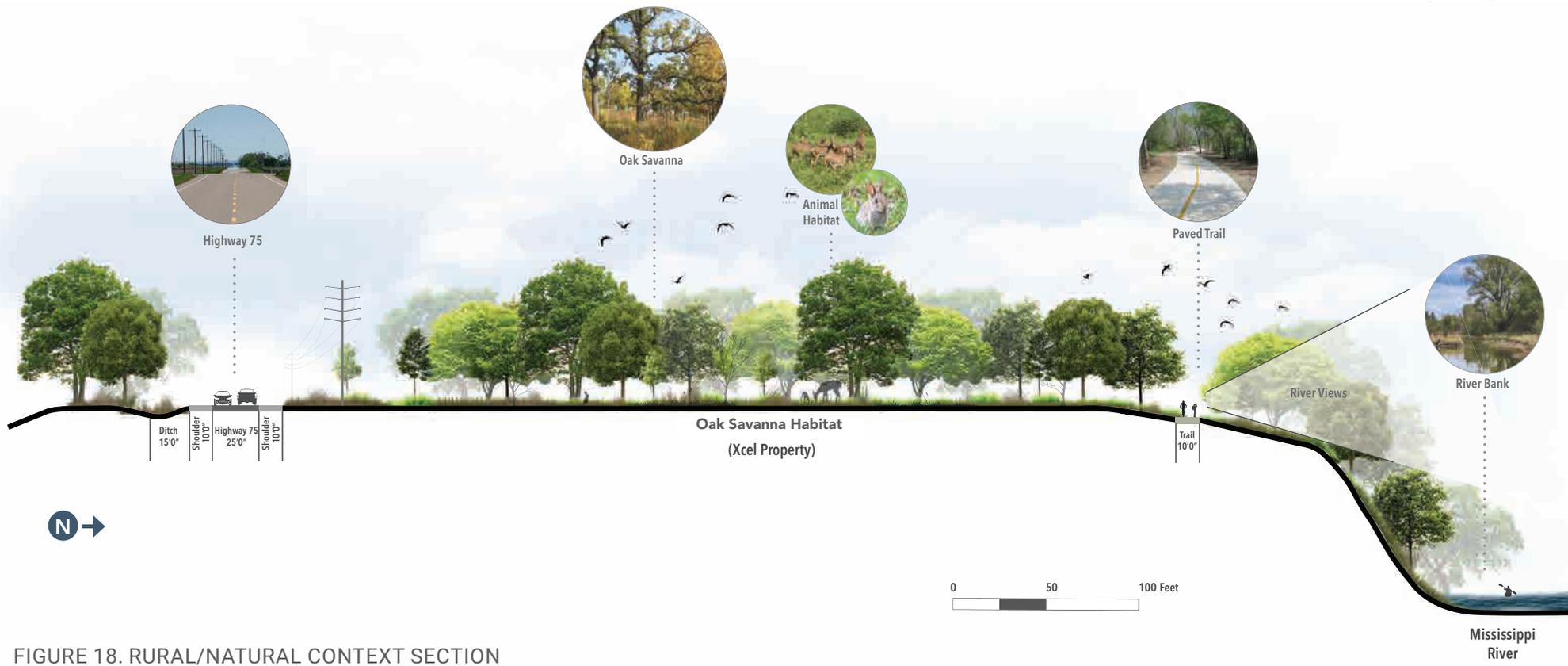
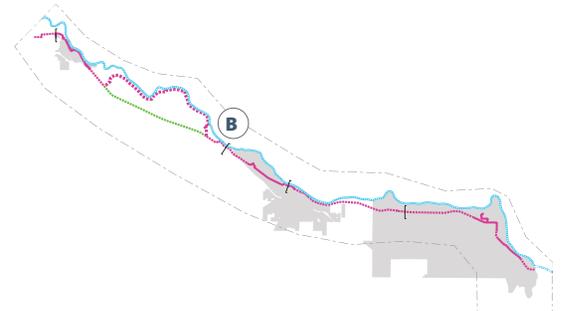
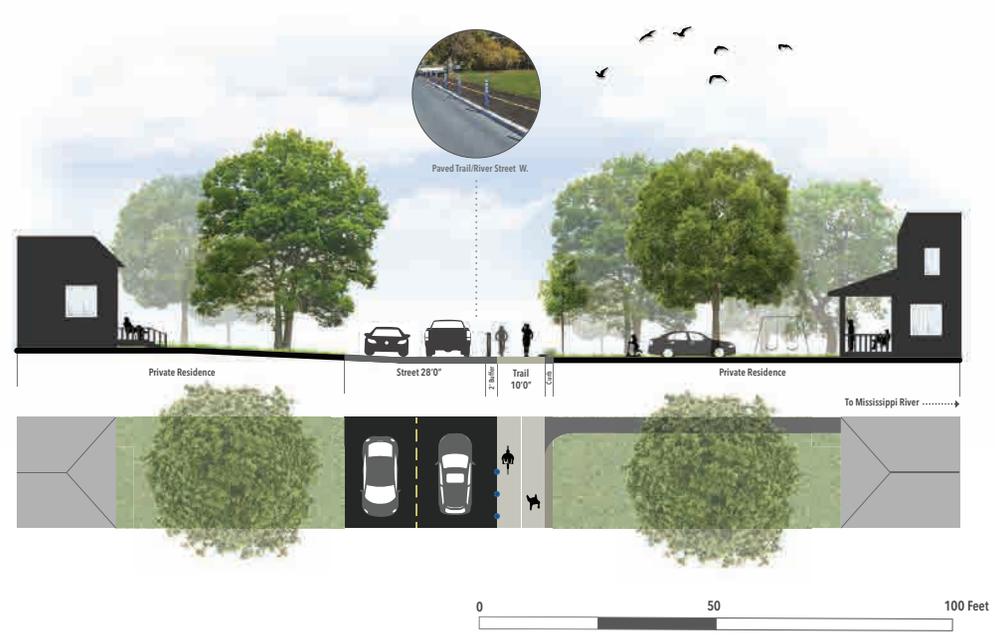
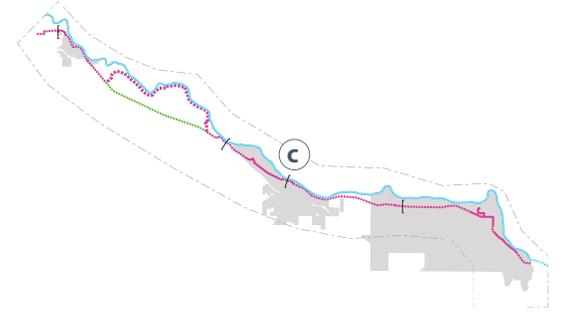


FIGURE 18. RURAL/NATURAL CONTEXT SECTION



C URBAN/SUBURBAN CONTEXT

River Street W. in Monticello Looking West



Option 1: Trail Separated from Road (Long-term solution)

Option 2: Trail on Road Protected (Interim solution)

Bollards and paint striping separate cars from bikes and peds. It is possible a combination of on-road and off-road trails could be employed on River Street.

FIGURE 19. URBAN/SUBURBAN CONTEXT SECTION

D ALONG ROAD/RURAL AGRICULTURE CONTEXT

CR 39 Section in Otsego Looking West

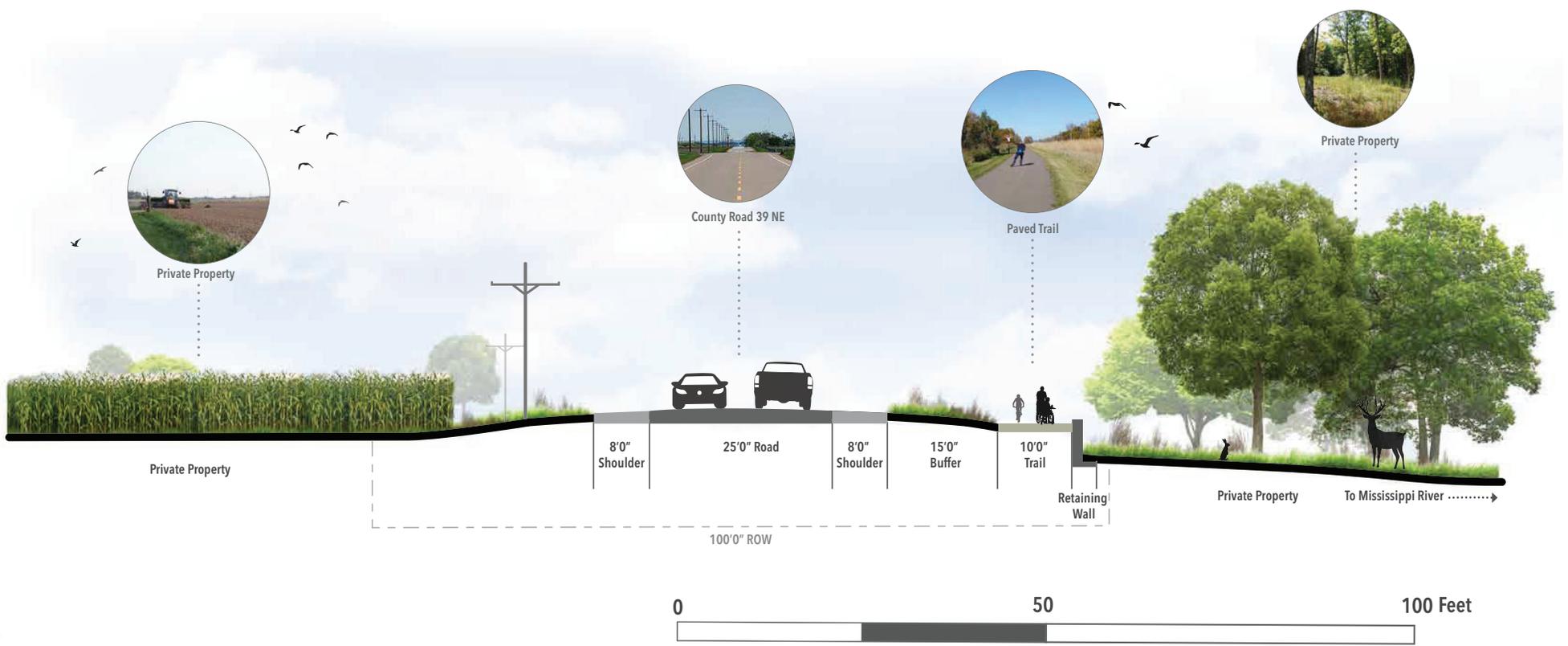
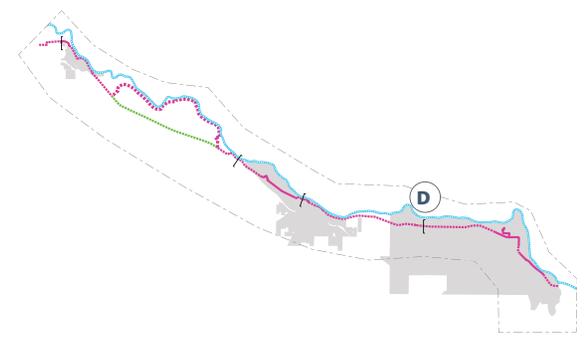


FIGURE 20. ALONG ROAD/RURAL AGRICULTURE CONTEXT SECTION



Trail Crossing Rail Tracks

TRAIL CROSSINGS

The Great River Regional Trail will cross existing roads, waterways, and rail lines. In order to improve trail user safety and experience, it is important to address these crossings with safety elements and design guidelines, such as signage, pavement treatments, and grade separation.

AT-GRADE CROSSINGS AND RAIL CROSSINGS

In many places, the Great River Regional Trail will cross roads and railways at grade. If it is possible for the trail to cross a road at a controlled intersection (stoplight or stop sign), then pavement markings (typically paint) will be used to identify the crossing to vehicular traffic. In some places, it may be necessary for the trail to cross a road at a mid-block, or uncontrolled, crossing. In this case, pavement markings and signage will be used to warn traffic of crossing pedestrians and bicyclists.



Trail Crossing at Residential Driveway



Example of trail crossing local road

A RURAL ROAD AT-GRADE CROSSING

CR 75 in Stearns County Looking West

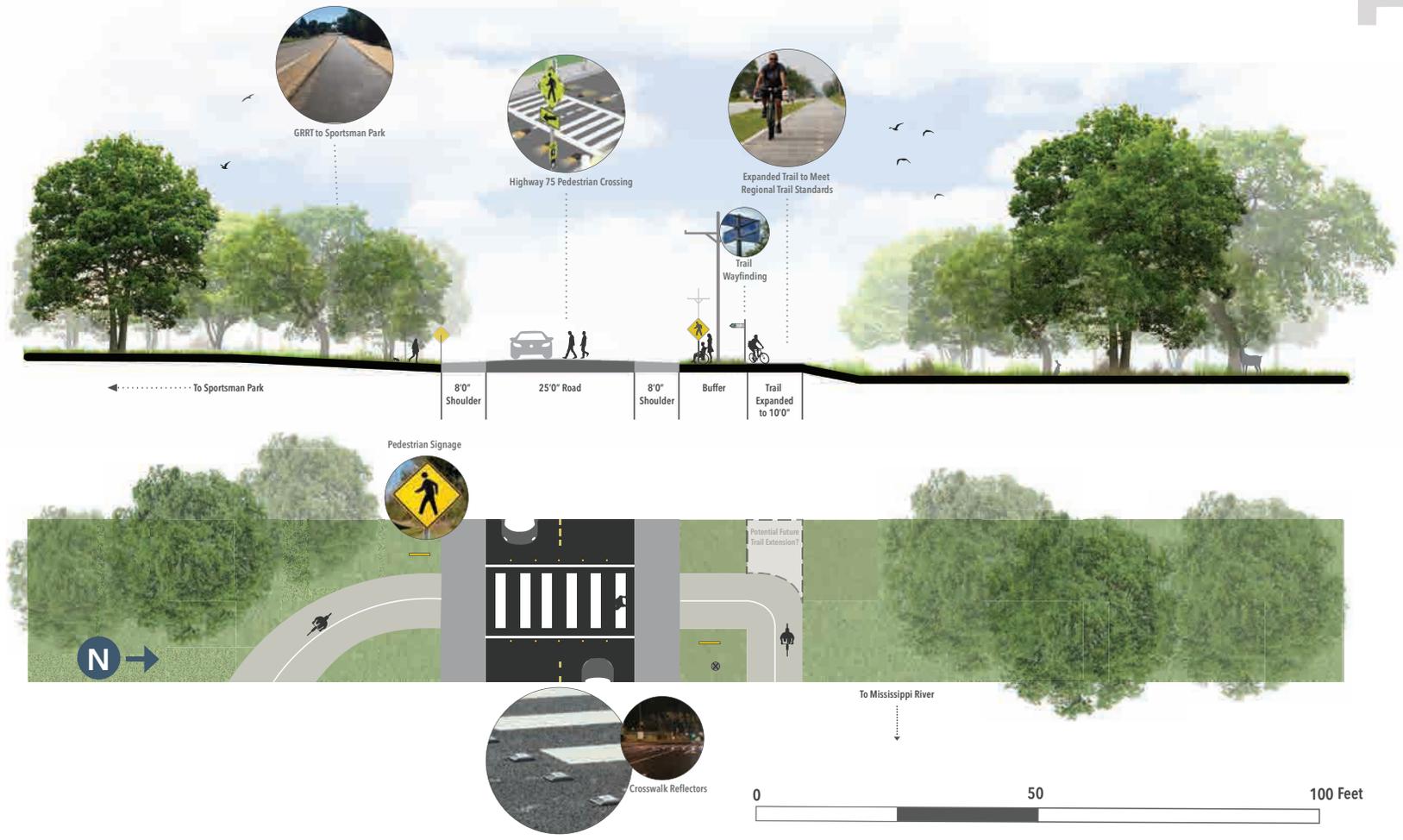


FIGURE 21. TYPICAL RURAL ROAD AT-GRADE CROSSING



Grade Separated Crossing Example Images

GRADE SEPARATED CROSSINGS

Grade-separated crossings are places where the trail is elevated over or tunneled under road, rail, or water corridors. These crossings can be expensive parts of overall trail implementation, which is why they are typically used in areas where the trail must cross a high volume roadway that would be unsafe for a pedestrian or bicyclists to cross at grade.

Grade separation is essential to the design and implementation of regional trails as it promotes a safe and continuous experience for trail users. Grade-separated crossings reduce conflicts between trail users and motorized vehicles, thus creating a safer and lower stress facility for those bikers or walkers who may avoid trails due to potential interaction with vehicles. Along the proposed Great River Regional Trail route, nine grade-separated crossings exist or are proposed for further evaluation. These sites include crossings of interstate, state highways, county roads, and waterways.

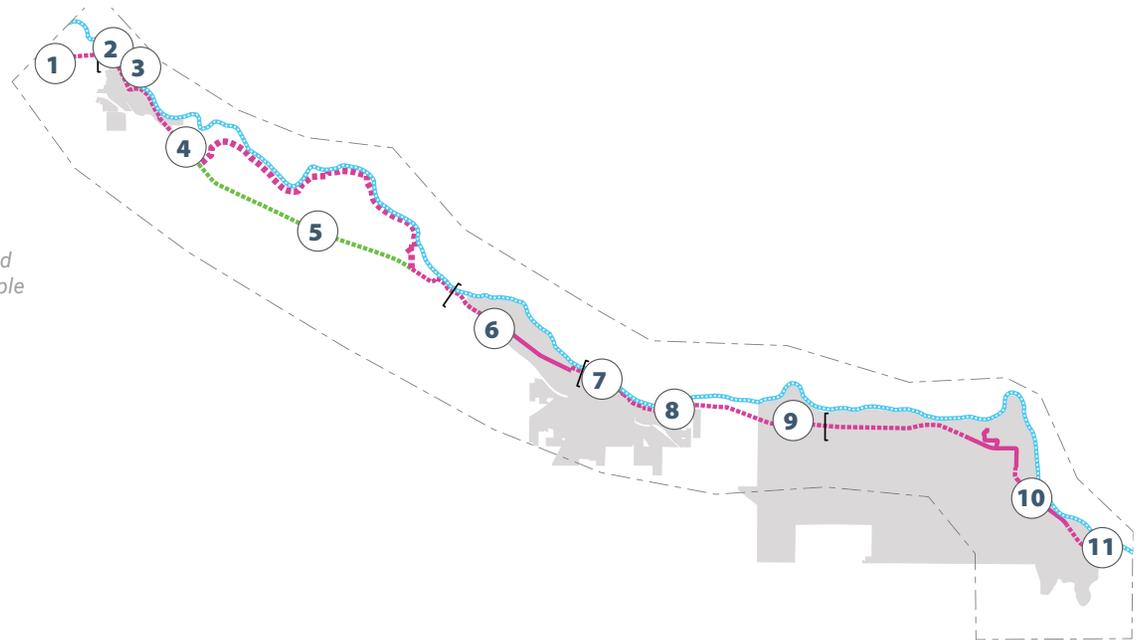


FIGURE 22. GRADE-SEPARATED CROSSINGS

ID	LOCATION	DESCRIPTION	RECOMMENDATION	STATUS AND PRIORITY LEVEL
1	Hwy 143 and I-94, Stearns County	The trail will connect to Warner Lake County Park and cross over I-94 with a new trail bridge or on the Hwy 143 bridge.	Stearns County will address this trail crossing with the planned Beaver Island Trail. Wright County should work with Stearns County to ensure this connection is built.	Proposed, Low
2	CR 75 crossing over Clearwater River, Clearwater	An existing trail bridge crosses the Clearwater River.	Evaluate the condition of the trail bridge – determine if any upgrades are needed.	Existing, Low
3	Main St. and MN State Hwy 24 crossing, Clearwater	MN State Hwy 24 crosses over Main St. with a bridge today.	Evaluate space under bridge for trail to be built within Main St. right of way	Existing, Low
4	500 feet north of CR 75 and 160th St NW intersection, Clearwater Township	The proposed trail corridor crosses Fish Creek with an old rail bridge.	Evaluate condition of rail bridge – determine feasibility of retrofitting rail bridge as a trail bridge; likely need to rebuild bridge	Existing, High
5	Direct route; 2,300 feet northwest of Curtis Ave NW and CR 75 intersection, Silver Creek Township	An existing rail bridge crosses Silver Creek.	Existing snowmobile bridge will likely work as a trail bridge.	Existing, Low
6	500' northwest of Montissippi County Park entrance and trailhead	The city trail crosses under CR 75 with an existing tunnel.	None	Existing, High
7	Trail crossing of MN State Hwy 25, Monticello	Existing bridge over trail between West Bridge Park and East Bridge Park	None	Existing, Low
8	Gillard Ave NE and CR 39 intersection, Monticello	The proposed trail route is on the north side of CR 39, while residential areas are located south of CR 39. The intersection has been dangerous for pedestrians, bicyclists, and drivers.	With future road reconstruction of CR 39, the intersection should be evaluated to address safety for pedestrians and bicyclists crossing there. Work with Wright County Highway Department.	Proposed, High
9	Along CR 39 between Kadler Ave and Kahler Ave, Otsego	Existing tunnel under CR 39 for Riverwood National Golf Course carts and pedestrians	Work with Riverwood National Golf Course to adapt underpass into proposed regional trail corridor.	Existing, High
10	River Rd and Hwy 101 crossing, Otsego	Hwy 101 is an existing bridge over River Rd.	None	Existing, High
11	River Rd (CR 42) crossing of Crow River	CR 42 is a bridge over the Crow River with a sidewalk on the north side	Modify existing bridge to incorporate a regional trail, or build new trail bridge over river; part of Crow River Regional Trail.	Existing, High

TABLE 4. GRADE SEPARATED CROSSINGS



AMENITIES

TRAILHEADS



Trailhead

Trailheads are key locations along the regional trail where trail users may access the trail. Typically, trailheads will be located at existing public facilities, such as parks and community centers. Trailheads should be located at a minimum of approximately every five miles along the trail. Facilities that should be provided at trailheads are parking lots, orientation and wayfinding (trail kiosk), benches and/or picnic tables, restrooms (may be portable toilets), water fountain or pump, trash/recycling receptacles, trail access, and interpretation

OVERLOOKS



It is critical that the Great River Regional Trail provide several places where trail users can view the Mississippi River. Overlooks will be places along the trail where trail users can stop and have a wide view of the river. Typically, an overlook will include a small level area (either concrete or aggregate) with a bench or picnic table, interpretive sign, and railing (if necessary).

GATEWAY



Rest stops will be provided along the trail between trailheads. Where trail segments between trailheads are longer than five miles, rest stops will provide minor trailhead facilities, such as a benches and/or picnic tables, water fountains or pumps, trash/recycling, portable toilets, trail access, and interpretation.



BENCHES

Benches will typically be located every mile along the trail. Trail users will benefit from benches that provide space to rest during long walks or bike rides. Benches will be especially important for user groups including seniors, young families, and those with disabilities.



BIKE RACKS

Bike racks will be provided in places where trail users may want to park their bikes and walk to a local destination or take a break along the trail. These places include urban areas with retail and food vendors, trailheads, parks, schools, and other destinations.



TRASH AND RECYCLING

Receptacles for trash and recycling will be located at all trailheads and in places where there are picnic tables. Trail users will be encouraged to keep the trail corridor and associated facilities clean.



BIKE REPAIR STATION

Bike repair stations will include standard tools for making minor repairs to bicycles, as well as a bike pump for filling tires. The stations will be located at all trailheads along the Great River Regional Trail.



RESTROOMS

Restrooms will be located at trailheads and at places along the trail where they already exist. The preference is for permanence restrooms, but temporary portable toilets may be used in places where permanent restrooms are not yet built or where utilities don't exist. Trail maps at trailheads will identify locations of restrooms for trail users.



DOG WASTE DISPOSAL STATIONS

As more and more trail users are walking their dogs on regional trails, dog waste stations will encourage and assist pet owners to be responsible and clean up after their pet. These stations will be placed at trailheads and in areas where more frequent dog walking occurs.



DRINKING FOUNTAINS/BOTTLE REFILL

In order to encourage reusable water bottles, drinking fountains and bottle refills will be available at trailheads. Rest stops may also have drinking fountains if water utilities or wells are available. Pet watering fountains may be included at some locations.



PADDLE LAUNCH OR BOAT LANDING

As the Mississippi State Water Trail will be adopted as part of the Great River Regional Trail's loop opportunity, it is essential to provide numerous non-motorized boat landings along the trail. These boat landings will provide vehicle parking, bike parking, trail signage, and an accessible and safe water access for launching canoes and kayaks. A concrete ramp and dock will be installed as funding is available. Additional desired facilities include self-serve kayak rental stations and bike rental stations.



PICNICKING

Picnic tables may be placed as trailheads where they do not already exist and at some overlooks. These will facilitate and encourage trail users to bring picnics on long walks or bike rides, which in turn enables the trail to be enjoyed for longer periods of time. Small picnic shelters may be included at some trailheads, rest stops, or overlooks.

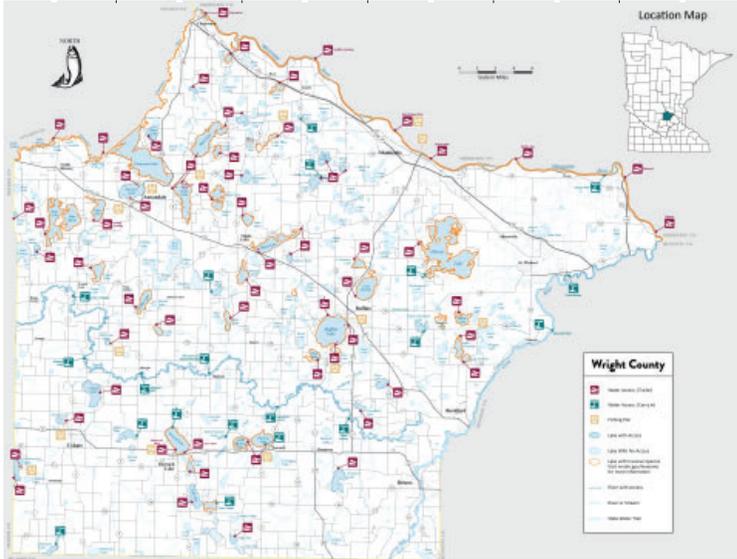


VEHICLE PARKING LOTS

All trailheads and boat launches will include parking lots for vehicles. As the Great River Regional Trail will be a destination trail, parking lots will be provided for trail users to park and walk or bike along the trail and return to their vehicle at the end of their experience. Parking lots should be designed to be accessible and to incorporate trees and other landscaping that address pavement heat absorption and drainage.

FACILITY/AMENITY	FREQUENCY
Trailhead	every 5 miles
Overlook	where views occur
Gateway	between trailheads, every 5 miles
Bench	every mile
Bike Rack	at trailheads and other locations (parks, retail areas, schools, etc.)
Trash and Recycling	at trailheads and rest stops
Bike Repair Station	at trailheads
Restrooms	at trailheads
Dog Waste Station	at trailheads
Drinking Fountain	at trailheads
Paddle Launch/Boat Landing	every 3-5 miles along the river, as available
Picnicking	at trailheads
Vehicle Parking Lot	at trailheads

TABLE 5. TRAIL AMENITIES



Minnesota DNR boat access and fishing access in Wright County is shown above. Source: MN DNR

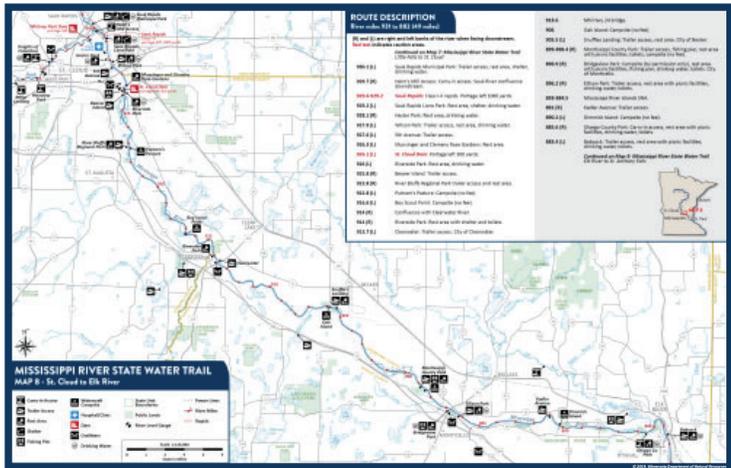
RIVER ACCESS AND TOUCH POINTS

Boat landings will serve as river access and touchpoints along the trail corridor, while overlooks will provide visual access to the river. The Great River Regional Trail will maximize potential river touchpoints in order to promote the value of the river to the region and as part of the active opportunities, including:

- Fishing
- Birdwatching
- Nature viewing
- Interpretation
- Picnicking
- Paddling/Boating

LOCATION	RIVER ACCESS TYPE	STATUS
Riverside Park, Clearwater	Overlook & Boat Launch	Existing
Drifwood Golf Course, Clearwater	Overlook	Proposed
Where Fish Creek enters the Mississippi River	Overlook	Proposed
Snuffy's Landing (Sherburne County)	Boat Launch	Existing
Xcel Energy property	Overlook	Proposed
Montissippi County Park	Boat Launch	Existing
West Bridge Park, Monticello	Overlook & Boat Launch (non-motorized)	Existing
East Bridge Park, Monticello	Overlook	Existing
Ellison Park, Monticello	Overlook & Boat Launch	Existing
Swan Park, Monticello	Overlook	Existing
Battle Rapids Park, Monticello	Overlook	Proposed
Norin Landing, Otsego	Overlook & Boat Launch	Existing
Nashua Landing, Otsego	Boat Launch	Existing
Nashua Landing, Otsego	Overlook	Proposed
Otsego County Park	Overlook & Boat Launch	Existing
Carrick's Landing, Otsego	Overlook & Boat Launch (proposed)	Proposed
Crow-Mississippi Boat Launch, Dayton	Boat Launch	Existing

TABLE 6. RIVER ACCESS TOUCHPOINTS



The Mississippi State Water Trail follows a navigable route from Lake Itasca to the Iowa border. This map identifies the water trail as it passes through Wright County with the associated facilities and launches.



FIGURE 23. RIVER ACCESS AND TOUCHPOINTS



SIGNAGE AND WAYFINDING PLAN

Signage will be placed along the trail where it is necessary to provide wayfinding and to inform trail users of trail rules or provide interpretive information. The goal with signs will be to use as few as necessary to keep the trail safe and enjoyable for all users. Signs along the regional trail have several purposes, including:

- Orienting trail users to where they are along the trail
- Informing trail users of trail connections, local destinations, and amenities (restrooms, water, etc.)
- Maintaining safety to reduce conflicts between trail users and potentially crossing vehicles
- Maintaining etiquette between trail users and adjacent land owners
- Encouraging proper trail usage

Generally, signs will be placed along the trail or within public spaces (typically parks) that are adjacent to the trail and serve as trailhead locations. Signs may need to be placed outside the trail corridor to direct trail users to the trail. These signs will be installed only with willing landowners, or within right of way, where the jurisdiction agency will be a partner.



Monument Kiosk Sign



Informational Gateway Kiosk



Directional Sign



Trail Crossing Sign

SIGN TYPE	LOCATION	NOTES
Monument Kiosk Sign	At every trailhead and at the beginning and end of the trail	Includes map of trail with local destinations, may include interpretation and trail rules, concrete pad
Informational Kiosk Sign	At every gateway	Includes map of trail with local destinations, may include interpretation and trail rules, concrete pad
Directional Sign	At every trail intersection	Includes post with blades that identify nearby destinations and direction
Trail Crossing Sign	At every trail crossing of a road or railway	Included in the cost of trail construction; generally a metal post and metal sign plate (standard)
Etiquette Sign	Where trail narrows or where trail corridor land use changes	Included in the cost of trail construction; generally a metal post with metal sign plate (standard); Use to indicate to trail user to watch for cars crossing at driveways, watch for pedestrians crossing the trail in commercial/urban areas, etc.

TABLE 7. WAYFINDING AND SIGNAGE TYPES

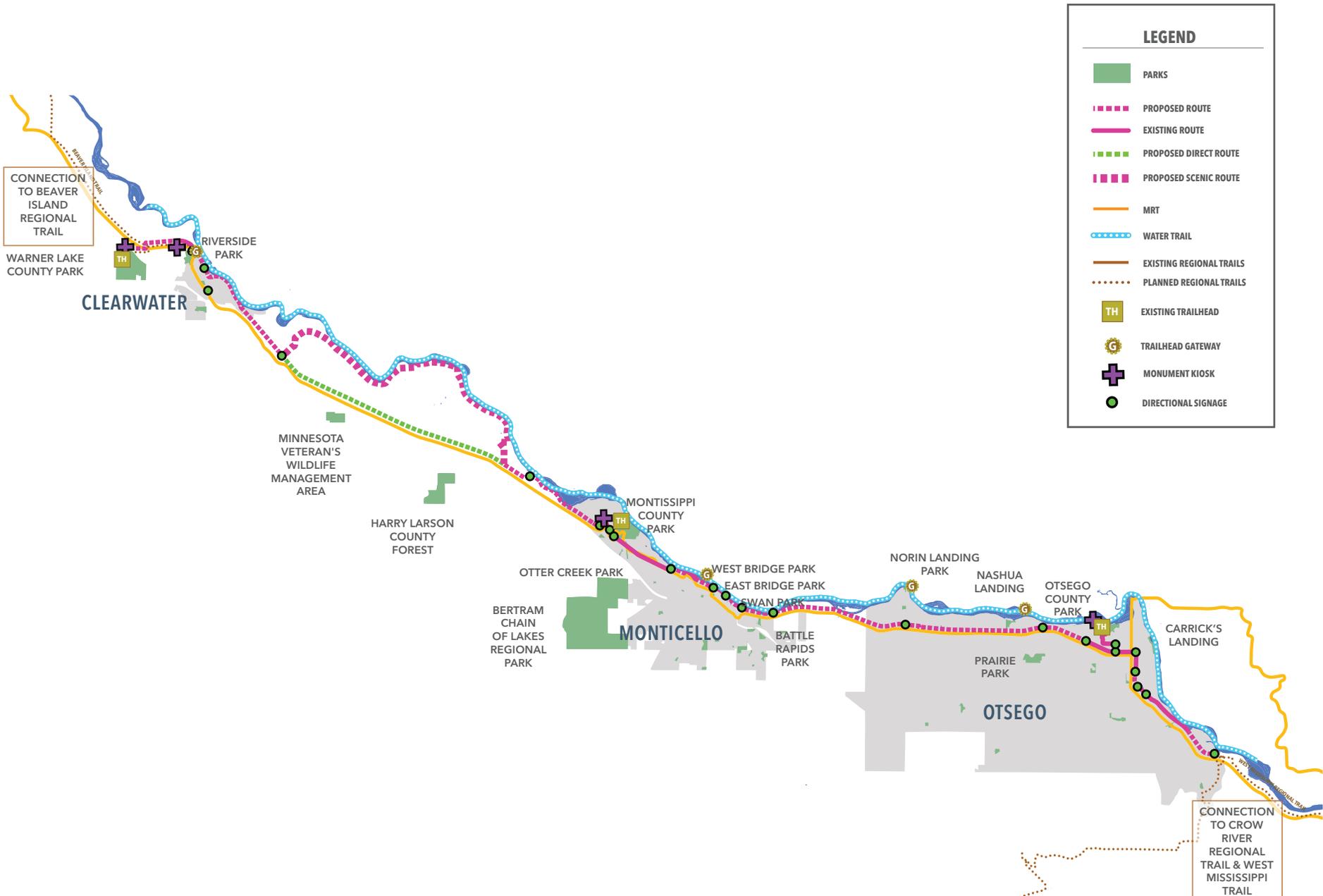
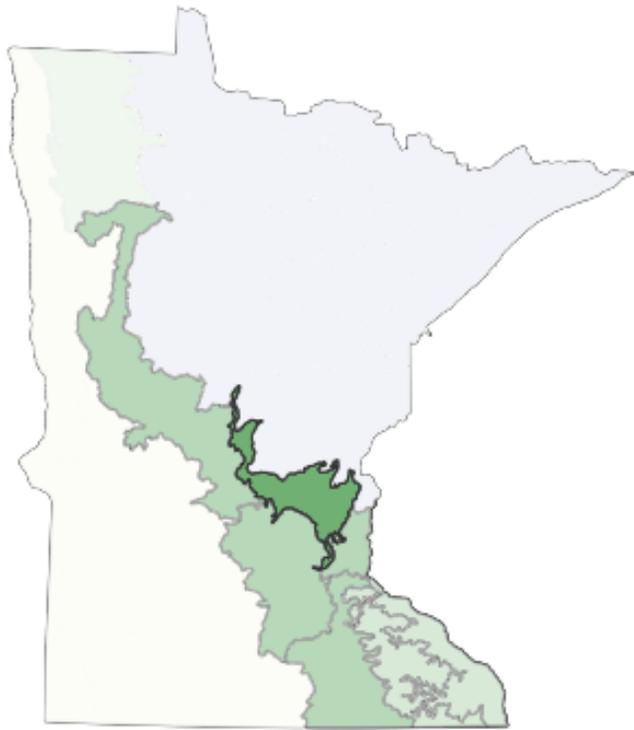


FIGURE 24. SIGNAGE AND WAYFINDING PLAN



Anoka Sand Plains (Source: MN DNR)

ECOLOGICAL /NATURAL RESOURCES PLAN

In order to protect valuable natural resources and create a next generation of stewards, the Great River Regional Trail Master Plan recommends acquiring land where opportunities arise to conserve and restore wildlife habitat, providing educational programming and interpretation of natural resources, and connecting people to the outdoors with convenient, accessible, and marketed facilities.

EXISTING CONDITIONS

The Great River Regional Trail passes through the historic Minnesota Big Woods biome and the Anoka Sand Plain. The meeting of these ecological landscapes at the Mississippi River corridor are where historically oak savannas, prairies, and wooded landscapes once stood. Small areas of existing native landscapes exist along this corridor. Much of the native vegetation was cleared for crops and pasture by early settlers.

Several small lakes, creeks, rivers, and rolling topography exist west of the Mississippi River. These provide valuable habitat in addition to the aesthetic qualities they provide for local residents.



Montissippi County Park



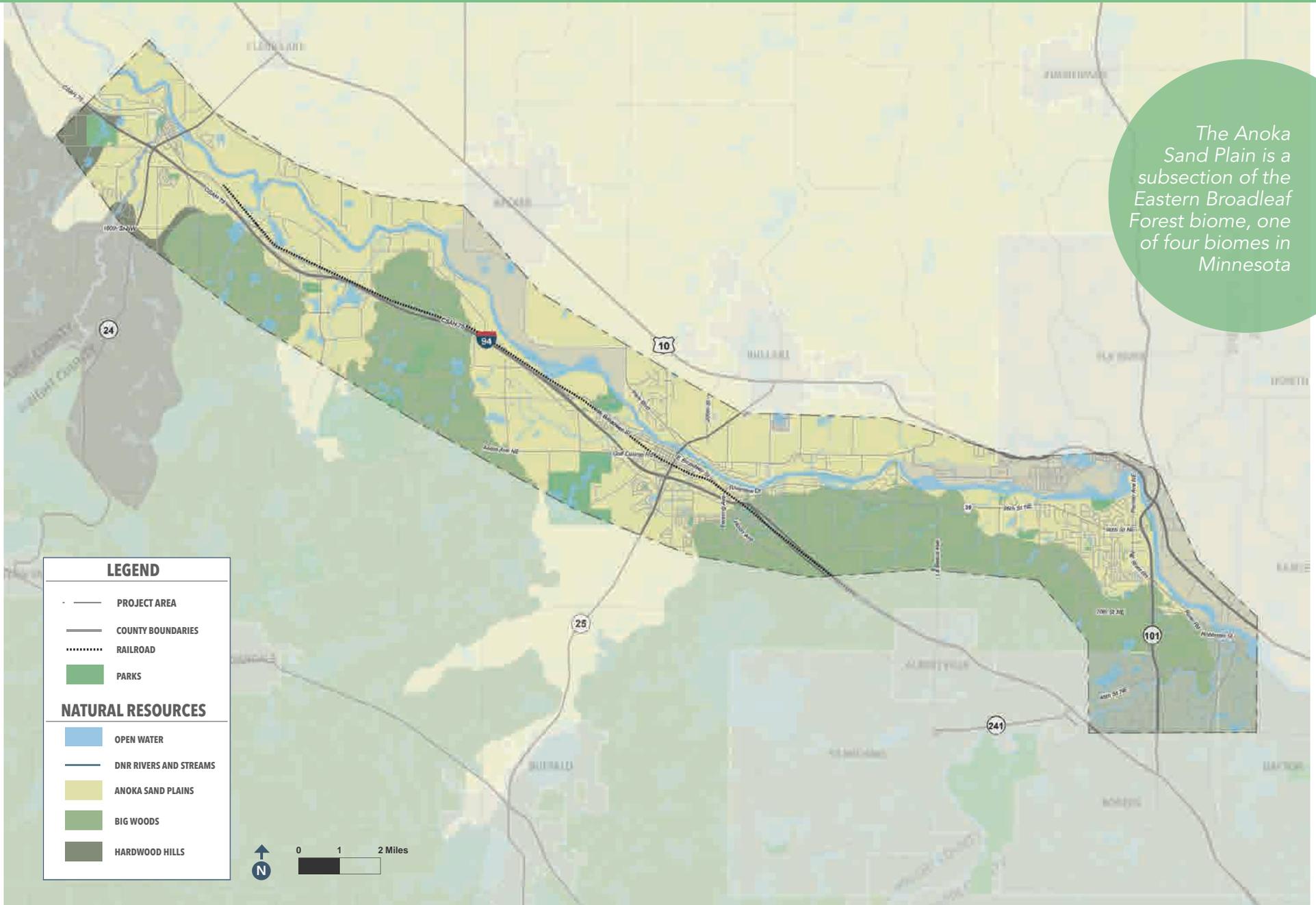
Silver Creek at 155th St NW



Xcel Energy property north of Monticello



The Mississippi River at Swan Park



The Anoka Sand Plain is a subsection of the Eastern Broadleaf Forest biome, one of four biomes in Minnesota

FIGURE 25. MINNESOTA BIOMES - (SOURCE: MN DNR)



The Minnesota Land Cover Classification System is a tool used by the MN DNR to categorize urban and built up areas in terms of land cover rather than land use.

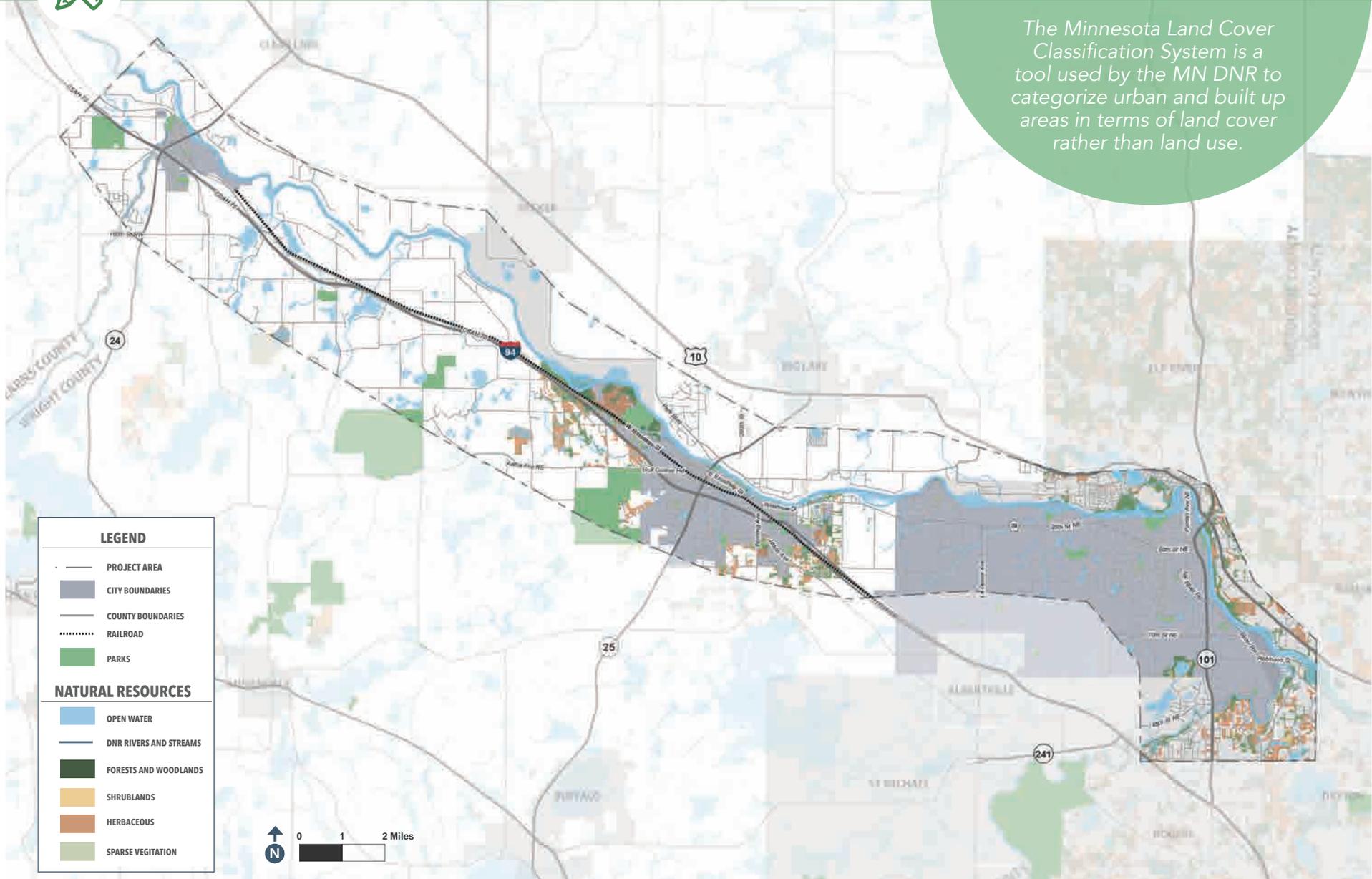
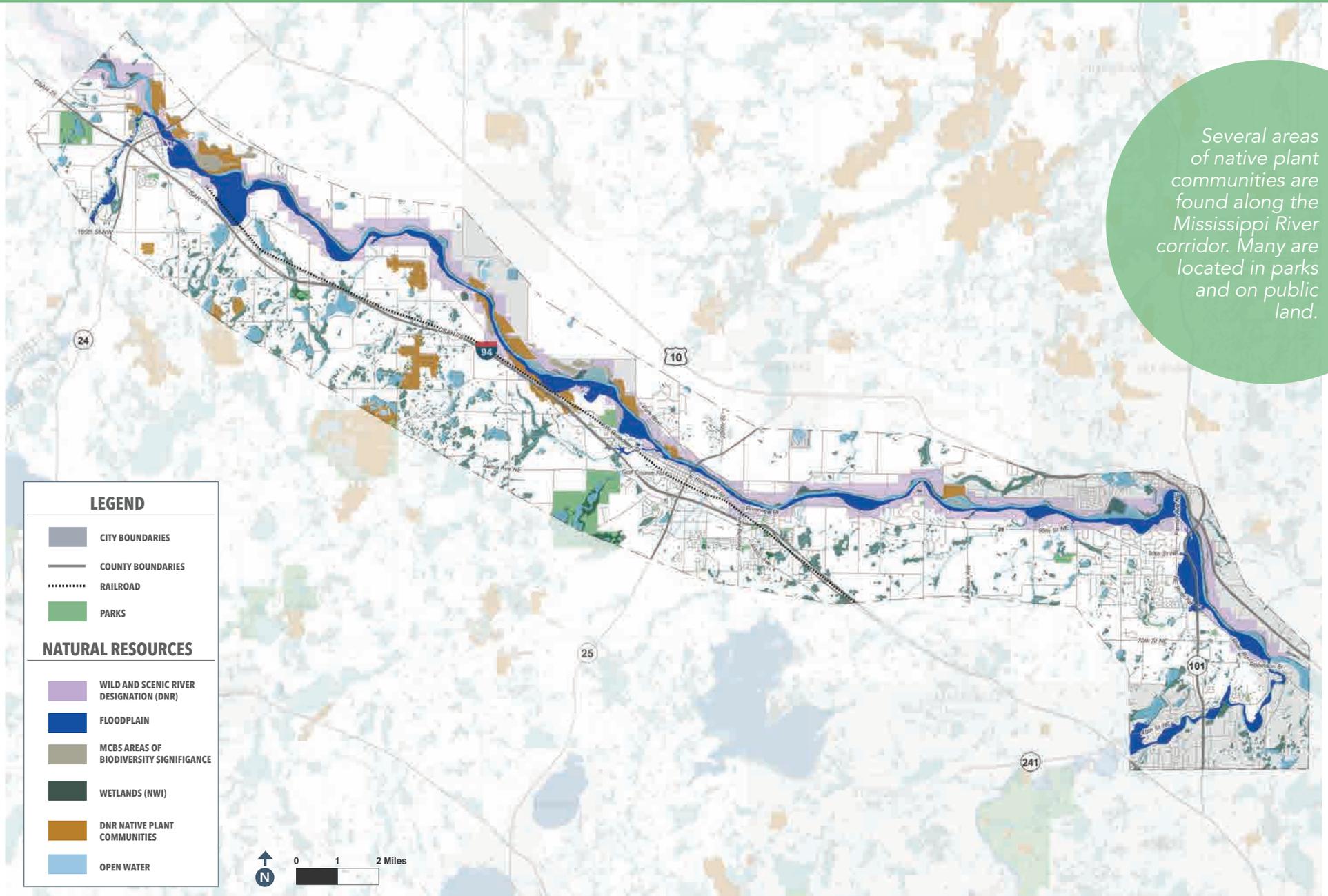


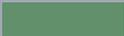
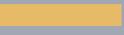
FIGURE 26. MINNESOTA LAND COVER CLASSIFICATION SYSTEM



Several areas of native plant communities are found along the Mississippi River corridor. Many are located in parks and on public land.

FIGURE 27. NATURAL RESOURCES



CORRIDOR TYPE	MANAGEMENT STRATEGY
Natural Corridor (30'-300' width) 	Wide corridors in rural/natural areas should be planned for large scale habitat restoration, including prairie seeding, oak savanna shrubs and trees, and management of invasive species. Trail users should be directed to stay on the trail and reduce the impact of humans into wildlife habitat areas.
Developed Natural Corridors (30' + width) 	Developed natural corridors through parks and wider privately-owned corridors should be managed for recreational purposes while also considering the habitat value. Turf areas may provide open space for information recreation, while less used park areas and private corridors should be planted with prairie species and shrubs that offer habitat for urban wildlife.
Suburban and Urban Corridors (20-30' width) 	Suburban and Urban corridors should include landscaping adjacent to the trail where space exists. Species should be hearty, such as trees, shrubs, and prairie grasses that can stand up to impacts from salt and sand on adjacent streets.

MANAGEMENT STRATEGIES

Within the trail corridor, existing native plant species should be preserved. Additionally, where new trail segments are constructed, the trail corridor should be restored using primarily hearty, native plant species that match the historic landscape pattern as well as future climate impacts.

Best management practices for stormwater and natural resources should be followed in areas where the trail construction includes major grading and impacts to the surrounding environment. Rain gardens and infiltration basins should be included along the trail in urban and suburban areas. Trees should be planted along the trail to provide shade to trail users and the bituminous surface and reduce the radiating heat effect from the pavement.

The trail corridor width will affect the potential management and restoration strategies along the trail:

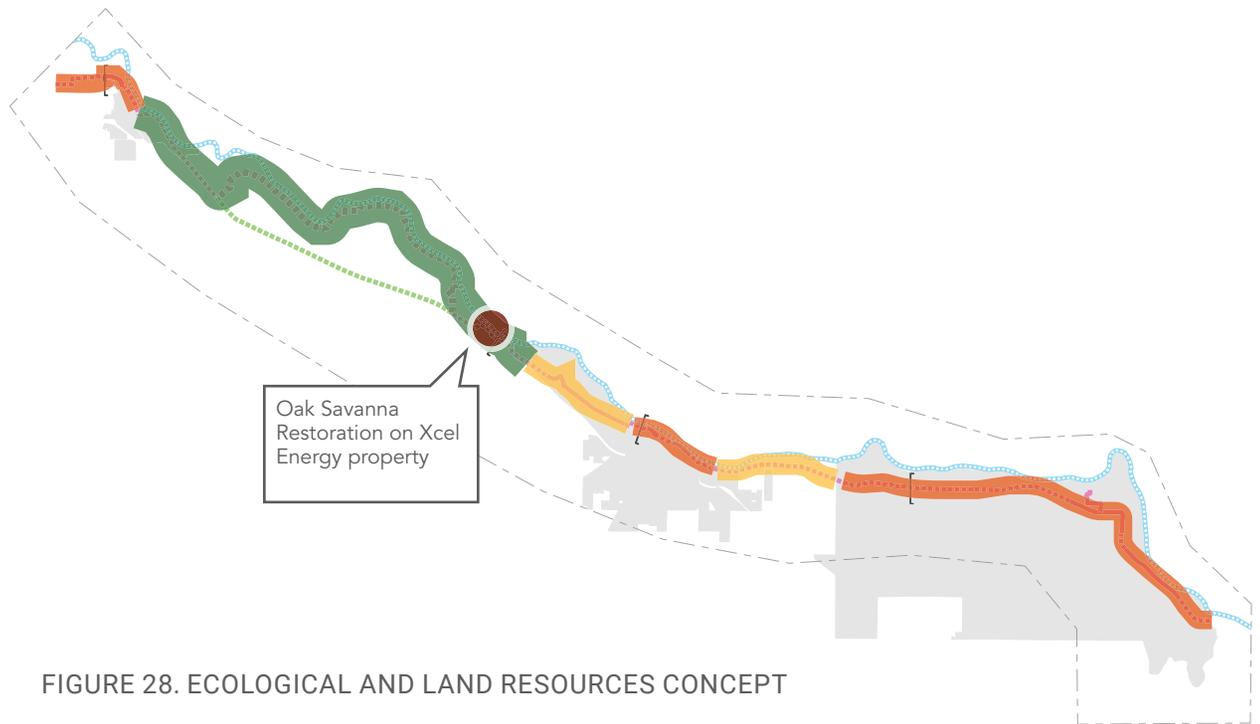


FIGURE 28. ECOLOGICAL AND LAND RESOURCES CONCEPT

PROGRAMMING PLAN

Programming of the Great River Regional Trail is proposed to include self-guided recreation for multiple non-motorized uses, such as bicycling, running, walking, nature viewing, winter walking, and inline skating. Trailheads and wayfinding signage will be provided along the trail corridor to welcome trail users and provide information on destinations, trail routes, and connections.

Potential events may include fun runs, bike races, and educational programs. Trail development will match the existing context with off-road, natural trail corridors, urban sections, and County road crossings.

Wright County Parks and Recreation will take the lead on programming the trail; however the cities of Monticello, Clearwater, and Otsego may also plan events and programs that use segments of the paved trail and the water trail.





Interpretation example images

CULTURAL AND HISTORICAL INTERPRETATION

The Great River Regional Trail includes a number of significant cultural, historical, and ecological elements that trail users may find interesting and engaging to learn about while traveling along the trail. In addition to providing informational value to trail users, it is important to encourage trail users to be stewards of the Mississippi River and understand its place in the context of our state, region, and nation. The stories and themes below should be explored further when developing overlooks, trailheads, and signage that may incorporate interpretation signage and other design elements.



Pre-settlement, native populations and tribal groups



Early European settlements, wagon roads, ferry crossings



Historic events (i.e. Battle Rapids Park)



Railroad development



Geologic history, shaping of the landscape



The Mississippi River



Wildlife habitat, ecology



Water resources



River recreation – fishing, boating, camping

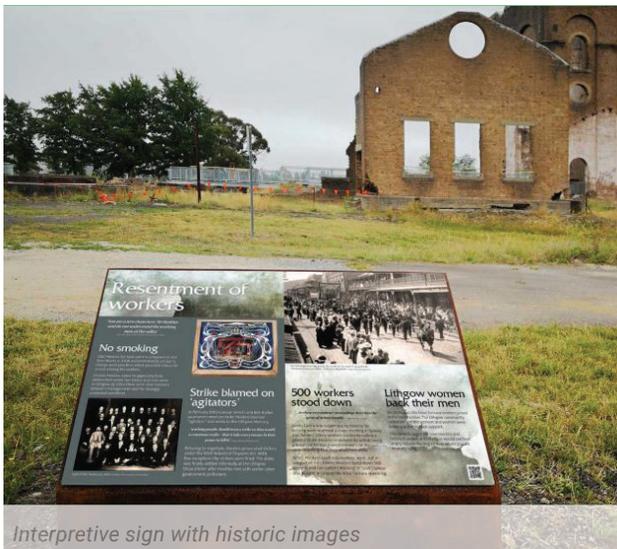


Public health and active living



Great River Road that stretches from Minnesota to Louisiana

INTERPRETATION EXAMPLE IMAGES





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CHAPTER 5



IMPLEMENTATION

IMPLEMENTATION STRATEGY OVERVIEW

Implementation of the Great River Regional Trail will occur as opportunities present themselves and as resources allow. The timing of implementation is dependent on the acquisition of the corridor (where necessary) which, under a predominantly willing-seller approach, may take decades to realize.

DEVELOPMENT PRIORITIES & PHASING

Implementation will be phased as available land and financial resources prohibit the entire 35-mile corridor from being constructed as one project in the near future. A phased approach allows for trail segments to be constructed in a logical manner and respond to the demand and support from the local community, collaboration with other projects, and maximizing internal and external funding opportunities.

Implementation will occur at the discretion of the Wright County Parks and Recreation department direction and only when they are financially prepared to assume the operation and maintenance responsibilities and costs of the regional trail.



FUNDING & REVENUE

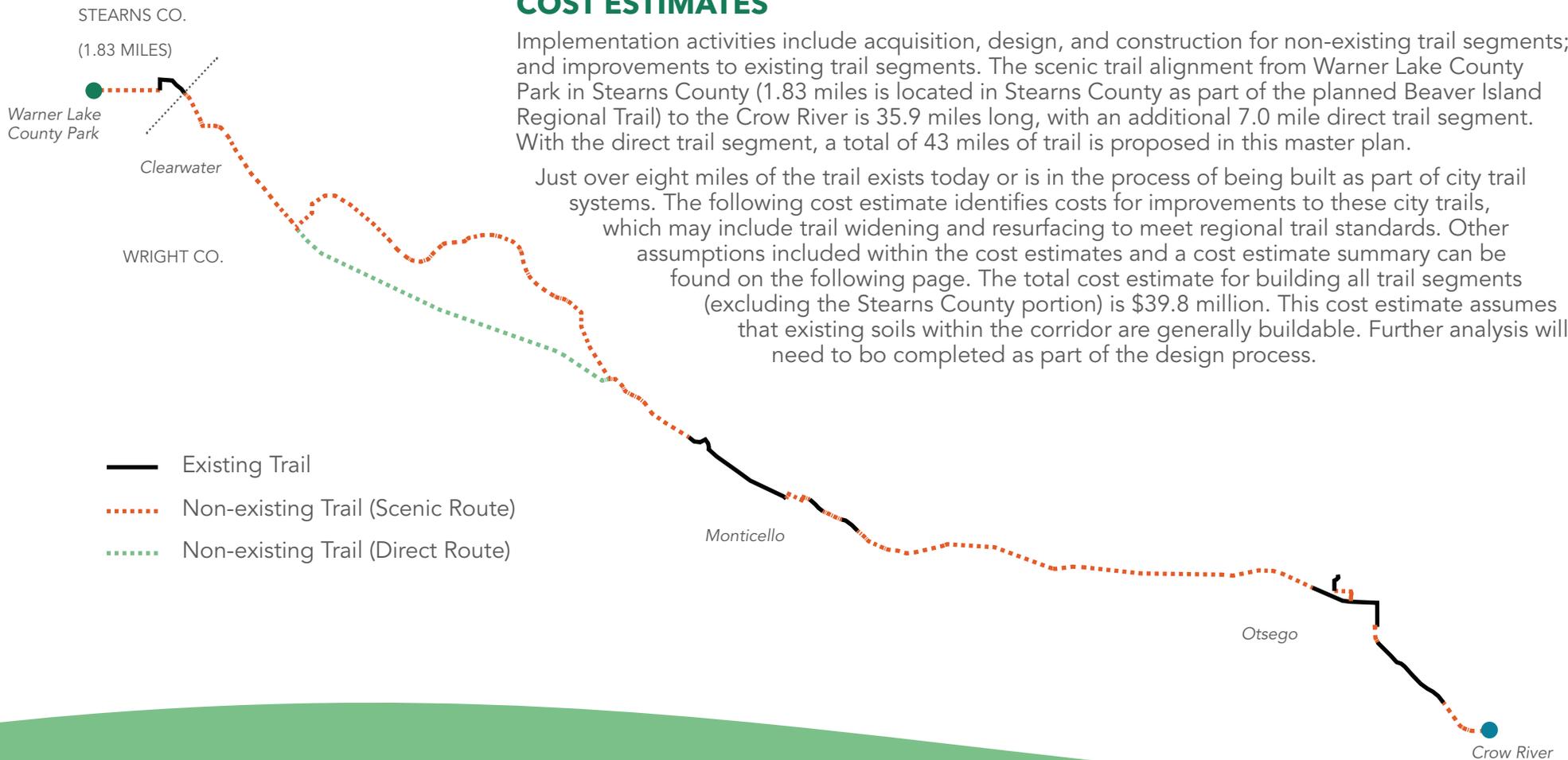
Funding to acquire and build the trail will come from a variety of sources. Those sources may include Wright County general funding, bonding, Capital Improvement Program, city and community partnerships, TAP funds, Greater Minnesota Regional Parks and Trails funds, other grant funding, and possibility of LOST funds. Since Wright County does not have all the funding needed today to build the trail, it will be built in phases as opportunities arise.

The trail will be a free, non-fee facility that is open to all non-motorized uses. The trail may have the opportunity to generate limited revenue by hosting programs, such as fun runs and bike races, paddling and camping events, and educational programs.

COST ESTIMATES

Implementation activities include acquisition, design, and construction for non-existing trail segments; and improvements to existing trail segments. The scenic trail alignment from Warner Lake County Park in Stearns County (1.83 miles is located in Stearns County as part of the planned Beaver Island Regional Trail) to the Crow River is 35.9 miles long, with an additional 7.0 mile direct trail segment. With the direct trail segment, a total of 43 miles of trail is proposed in this master plan.

Just over eight miles of the trail exists today or is in the process of being built as part of city trail systems. The following cost estimate identifies costs for improvements to these city trails, which may include trail widening and resurfacing to meet regional trail standards. Other assumptions included within the cost estimates and a cost estimate summary can be found on the following page. The total cost estimate for building all trail segments (excluding the Stearns County portion) is \$39.8 million. This cost estimate assumes that existing soils within the corridor are generally buildable. Further analysis will need to be completed as part of the design process.



ITEM	Assumptions		
	UNIT	COST*	ASSUMPTIONS
New Trail**	LN FT	\$100	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas**	LN FT	\$200	major grading, retaining walls, base, bituminous, removals, erosion control, and restoration
Improvements to Existing Trail	LN FT	\$30	trail widening, repaving, landscaping
At-grade crossing improvement	LUMP SUM	\$20,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration	ACRE	\$5,000	native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	LUMP SUM	\$10,000	concrete pad, bench, railing, interpretive sign
Trailhead improvements	LUMP SUM	\$20,000	2 benches, picnic table, monument kiosk, interpretation
Gateway improvements	LUMP SUM	\$15,000	2 benches, picnic table, wayfinding kiosk, interpretation
Wayfinding Signage	LUMP SUM	\$2,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	LN FT	\$150	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	EACH	\$500	includes installation, placed at trail intersections
Trail Amenities-Bench	EACH	\$1,500	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	EACH	\$500	placed at trail intersections
Trail Amenities-Bike parking	EACH	\$500	placed at trail intersections
Rail Bridge rebuilding	LUMP SUM	\$75,000	rebuilding of rail bridge to meet safety standards for trail bridge

*All unit costs include design and engineering (10% of construction costs), construction administration (8% of construction costs), mobilization (5% of construction costs), and contingency (30% of construction costs). Costs are estimated in 2019 dollars; trail segments that are built later should include CPI inflation.

**See the Appendix: Slope Analysis (Civil3D) for more information on items that are included within the linear foot cost of trail construction.

TABLE 8. GENERAL TRAIL CAPITAL COST ASSUMPTIONS

Cost Estimate Summary		
TRAIL SEGMENT	LOCATION	COST
A	Clearwater	\$3,262,840
B	Clearwater south	\$1,197,250
C Scenic	Silver Lake TWP	\$12,267,500
C Direct	Silver Lake TWP Direct	\$9,164,500
D	Monticello north	\$1,853,700
E	Monticello	\$1,512,770
F	Monticello south	\$1,853,900
G	Otsego west	\$5,444,950
H	Otsego central	\$997,250
I	Otsego east	\$2,226,020
TOTAL		\$39,780,680

TABLE 9. GRRT COST ESTIMATE SUMMARY

Trail Length Summary	
	Length
Scenic Route (Wright County)	34.08 miles
Beaver Island Trail (Stearns County)	1.83 miles
Direct Route Segment	7.03 miles
TOTAL (Scenic + Direct Routes)	42.93 miles

TABLE 10. GRRT LENGTH



TABLE 11. TRAIL SEGMENTS

Segment A: Clearwater	
Community	Clearwater & Clearwater Township
Mileage	2.89 Miles
Segment B: Clearwater South	
Community	Clearwater Township
Mileage	0.84 Miles
Segment C Scenic: Silver Creek Township	
Community	Silver Creek Township
Mileage	8.85 Miles
Segment C Direct: Silver Creek Township	
Community	Silver Creek Township
Mileage	7 Miles
Segment D: Monticello North	
Community	Monticello & Monticello Township
Mileage	2.87 Miles
Segment E: Monticello	
Community	Monticello
Mileage	4.05 Miles
Segment F: Monticello South	
Community	Monticello & Monticello Township
Mileage	1.99 Miles
Segment G: Otsego West	
Community	Otsego
Mileage	4.05 Miles
Segment H: Otsego Central	
Community	Otsego
Mileage	3.3 Miles
Segment I: Otsego East	
Community	Otsego
Mileage	3.59 Miles

ACQUISITION

Portions of the Great River Regional Trail (GRRT) will be located adjacent to county roads and local streets, which requires coordination with the operating jurisdiction. This is typically realized in the form of right-of-way certificates, limited use permits, and/or easements. This master plan has assumed that some rights-of-way will be used at no cost and some will require acquisition funding, especially for CR 39 through Otsego, where much of the current road right-of-way exists as road easement today. It is possible that some of these rights-of-way may be acquired at no cost on further evaluation of the existing road easement.

The GRRT route includes segments through several public properties, which are typically city parks. These properties are assumed to be used at no cost.

Those segments of the GRRT proposed through private property will be primarily pursued through a willing-seller approach. As such, acquisition will occur when land owners are ready and interested in selling their property or are considering development of their property - providing an opportunity to negotiate the designation of the regional trail corridor as part of development. Wright County representatives will work with property owners and the local municipality to explore creative acquisition strategies such as easements, lot splits, resale of surplus property, transfer of development rights, and similar to best meet the needs and expectations of all involved parties.

The acquisition needs for the GRRT identify a minimum 30-foot wide corridor. This would incorporate a 10-foot wide trail with space associated amenities, landscaping, and natural resource restoration along the trail. If a wider corridor can be purchased to further the natural resources and stewardship goals of the trail, that will be considered at the time of acquisition.

COST ESTIMATES BY SEGMENT

The cost estimate for constructing the Great River Regional Trail and its amenities and associated facilities is organized by segments identified in the table on this page and the map on the following page. These segments are separated at logical break points based on land use, transportation corridors, and jurisdiction.

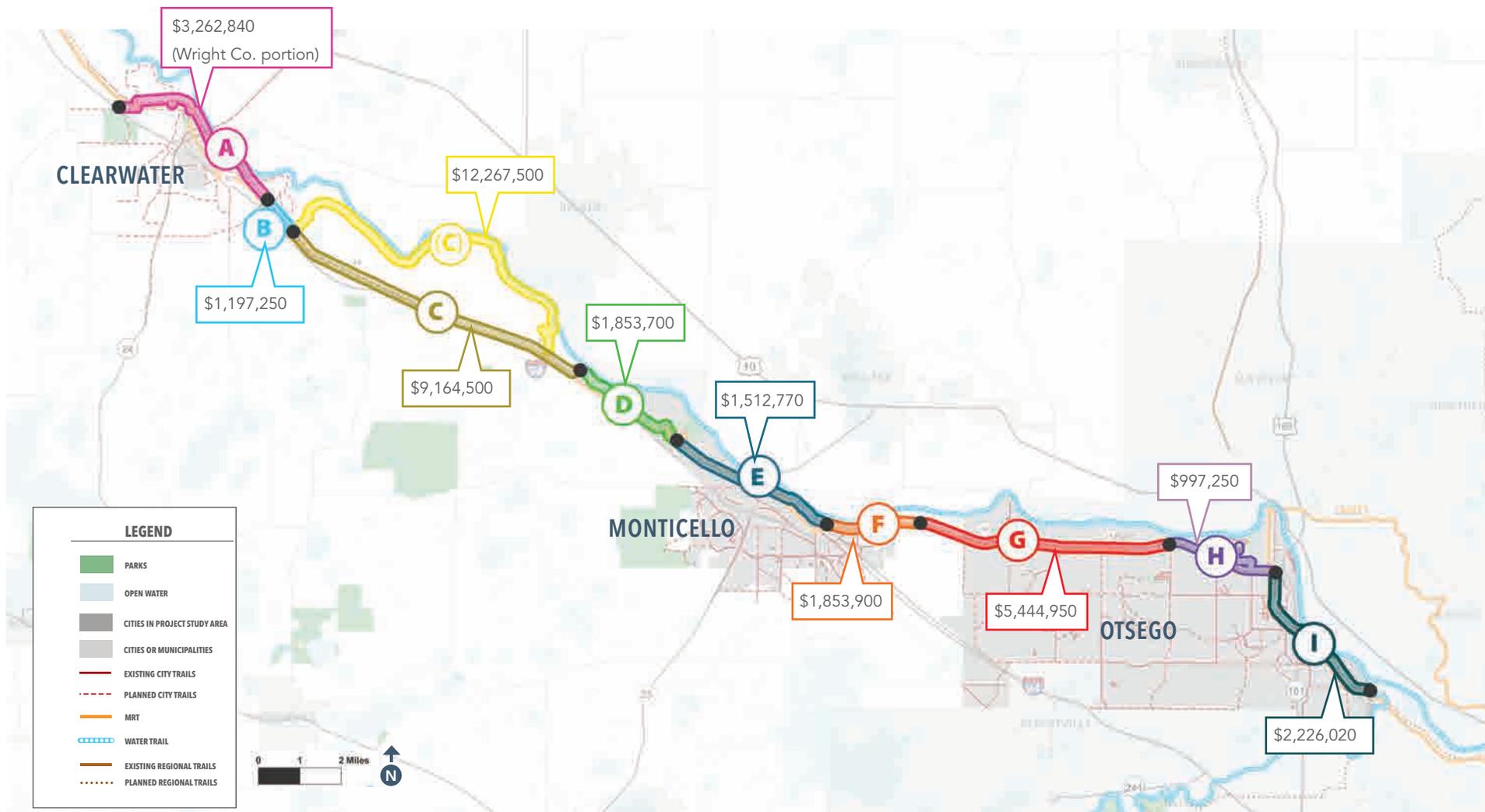


FIGURE 29. CAPITAL COST SUMMARY BY TRAIL SEGMENT

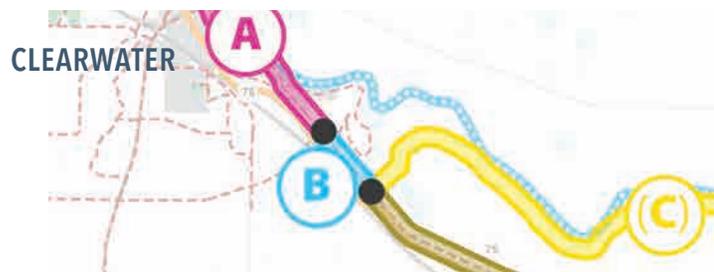


SEGMENT A

The most northern segment of the Great River Regional Trail includes the southern most portion of the Stearns County Beaver Island Trail. Stearns County is expected to be responsible for constructing and improving the two miles of trail that are shown as part of Segment A. The cost estimate below summarizes estimated costs for Wright County's portion of Segment A, which includes connections to parks and trails within the city of Clearwater.

Segment A: Clearwater (Wright County)

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	14,739	LN FT	\$100	\$1,473,900	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail	503	LN FT	\$30	\$15,090	trail widening, repaving
At-grade crossing improvement		LUMP SUM	\$20,000		flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	2	LUMP SUM	\$10,000	\$20,000	concrete pad, bench, railing, interpretive sign
Gateway improvements	1	LUMP SUM	\$20,000	\$20,000	2 benches, picnic table, monument kiosk at County border, interpretation
Wayfinding Signage	3	LUMP SUM	\$2,000	\$6,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	11,469	LN FT	\$150	\$1,720,350	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	2	EACH	\$500	\$1,000	includes installation, placed at trail intersections
Trail Amenities-Bench	3	EACH	\$1,500	\$4,500	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	2	EACH	\$500	\$1,000	placed at trail intersections
Trail Amenities-Bike parking	2	EACH	\$500	\$1,000	placed at trail intersections
			TOTAL	\$3,262,840	
			LF of Built Trail	503	
			LF of Unbuilt Trail	14,739	
			Total LF of Trail	15,242	



SEGMENT B

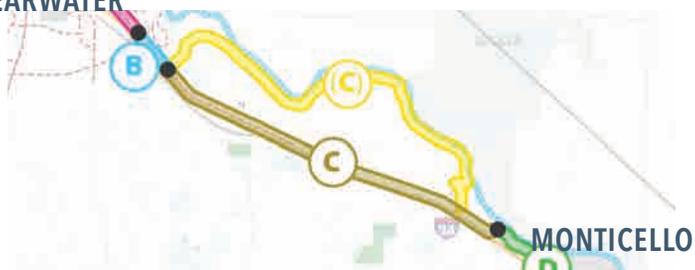
Less than a mile of trail is proposed along the former rail bed in Clearwater Township along an oxbow lake where Fish Creek intersects with the Mississippi River. This is a privately owned natural corridor.

Segment B: Clearwater South

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	4,443	LN FT	\$100	\$444,300	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail		LN FT	\$30		trail widening, repaving
At-grade crossing improvement		LUMP SUM	\$20,000		flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	1	LUMP SUM	\$10,000	\$10,000	concrete pad, bench, railing, interpretive sign
Trailhead improvements		LUMP SUM	\$20,000		2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage		LUMP SUM	\$2,000		pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	4,443	LN FT	\$150	\$666,450	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station		EACH	\$500		includes installation, placed at trail intersections
Trail Amenities-Bench	1	EACH	\$1,500	\$1,500	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling		EACH	\$500		placed at trail intersections
Trail Amenities-Bike parking		EACH	\$500		placed at trail intersections
Rail Bridge rebuilding	1	LUMP SUM	\$75,000	\$75,000	rebuilding of abandoned rail bridge to meet safety standard for trail bridge
TOTAL				\$1,197,250	
			LF of Built Trail		
			LF of Unbuilt Trail	4,443	
			Total LF of Trail	4,443	



CLEARWATER



MONTICELLO

SEGMENT C - SCENIC

Between Clearwater and Monticello, almost nine miles of trails is identified along a scenic route that follows the west bank of the Mississippi River. This land is all privately owned, with a large portion owned by Xcel Energy, who could be a potential partner in the trail implementation. This corridor would be mostly rural and natural with river overlooks, but with no connections to other trails, parks, or civic destinations.

Segment C: Silver Creek Township

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	41,254	LN FT	\$100	\$4,125,400	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas	5,500	LN FT	\$200	\$1,100,000	major grading, retaining walls, base, bituminous
Improvements to Existing Trail		LN FT	\$30		trail widening, repaving
At-grade crossing improvement		LUMP SUM	\$20,000		flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	1	LUMP SUM	\$10,000	\$10,000	concrete pad, bench, railing, interpretive sign
Trailhead improvements		LUMP SUM	\$20,000		2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage	2	LUMP SUM	\$2,000	\$4,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	46,754	LN FT	\$150	\$7,013,100	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	2	EACH	\$500	\$1,000	includes installation, placed at trail intersections
Trail Amenities-Bench	8	EACH	\$1,500	\$12,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	2	EACH	\$500	\$1,000	placed at trail intersections
Trail Amenities-Bike parking	2	EACH	\$500	\$1,000	placed at trail intersections
TOTAL				\$12,267,500	
			LF of Built Trail		
			LF of Unbuilt Trail	46,754	
			Total LF of Trail	46,754	

CLEARWATER

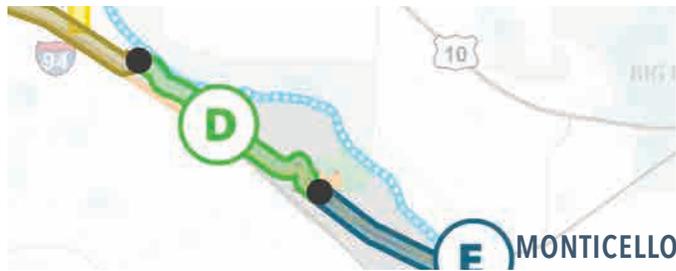


SEGMENT C - DIRECT

The direct route for Segment C follows the former rail bed parallel to CR 75 between Clearwater and Monticello. This route is shorter than the scenic route and wouldn't include connections to other trails, parks, or the Mississippi River.

Segment C: Silver Creek Township

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	37,114	LN FT	\$100	\$3,711,400	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail		LN FT	\$30		trail widening, repaving
At-grade crossing improvement		LUMP SUM	\$20,000		flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook		LUMP SUM	\$10,000		concrete pad, bench, railing, interpretive sign
Trailhead improvements		LUMP SUM	\$20,000		2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage		LUMP SUM	\$2,000		pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	36,284	LN FT	\$150	\$5,442,600	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station		EACH	\$500		includes installation, placed at trail intersections
Trail Amenities-Bench	7	EACH	\$1,500	\$10,500	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling		EACH	\$500		placed at trail intersections
Trail Amenities-Bike parking		EACH	\$500		placed at trail intersections
TOTAL				\$9,164,500	
LF of Built Trail					
LF of Unbuilt Trail				37,115	
Total LF of Trail				37,115	



SEGMENT D

Segment D includes a large restoration area on Xcel Property and connects to existing city trails on the north side of Monticello at Monticello County Park.

Segment D: Monticello North

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	10,814	LN FT	\$100	\$1,081,400	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail	4,360	LN FT	\$30	\$130,800	trail widening, repaving
At-grade crossing improvement		LUMP SUM	\$20,000		flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration	120	ACRE	\$5,000	\$600,000	native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	1	LUMP SUM	\$10,000	\$10,000	concrete pad, bench, railing, interpretive sign
Trailhead improvements	1	LUMP SUM	\$20,000	\$20,000	2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage	2	LUMP SUM	\$2,000	\$4,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition		LN FT	\$150		assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	1	EACH	\$500	\$500	includes installation, placed at trail intersections
Trail Amenities-Bench	4	EACH	\$1,500	\$6,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	1	EACH	\$500	\$500	placed at trail intersections
Trail Amenities-Bike parking	1	EACH	\$500	\$500	placed at trail intersections
TOTAL				\$1,853,700	
LF of Built Trail				4,361	
LF of Unbuilt Trail				10,814	
Total LF of Trail				15,175	



SEGMENT E

The trail segment through Monticello includes over two miles of existing city trails, numerous connections to parks, trails, and other local destinations. Two trail gateways are identified along with other wayfinding signage for directing trail users to destinations.

Segment E: Monticello					
ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	10,018	LN FT	\$100	\$1,001,800	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail	11,374	LN FT	\$30	\$341,220	trail widening, repaving
At-grade crossing improvement	1	LUMP SUM	\$20,000	\$20,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook		LUMP SUM	\$10,000		concrete pad, bench, railing, interpretive sign
Gateway improvements	1	LUMP SUM	\$15,000	\$15,000	2 benches, picnic table, wayfinding kiosk, interpretation
Wayfinding Signage	4	LUMP SUM	\$2,000	\$8,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	785	LN FT	\$150	\$117,750	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	2	EACH	\$500	\$1,000	includes installation, placed at trail intersections
Trail Amenities-Bench	4	EACH	\$1,500	\$6,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	2	EACH	\$500	\$1,000	placed at trail intersections
Trail Amenities-Bike parking	2	EACH	\$500	\$1,000	placed at trail intersections
			TOTAL	\$1,512,770	
			LF of Built Trail	11,374	
			LF of Unbuilt Trail	10,018	
			Total LF of Trail	21,391	



SEGMENT F

Segment F includes all new trail along the Mississippi River in a narrow corridor, where topography may be a challenge to future trail construction. Views of the river and local trail connections are included in this segment’s corridor.

Segment F: Monticello South

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	9,015	LN FT	\$100	\$901,500	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas	1,500	LN FT	\$200	\$300,000	major grading, retaining walls, base, bituminous
Improvements to Existing Trail		LN FT	\$30		trail widening, repaving
At-grade crossing improvement	1	LUMP SUM	\$20,000	\$20,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook	1	LUMP SUM	\$10,000	\$10,000	concrete pad, bench, railing, interpretive sign
Trailhead improvements		LUMP SUM	\$20,000		2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage	1	LUMP SUM	\$2,000	\$2,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	4,106	LN FT	\$150	\$615,900	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	1	EACH	\$500	\$500	includes installation, placed at trail intersections
Trail Amenities-Bench	2	EACH	\$1,500	\$3,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	1	EACH	\$500	\$500	placed at trail intersections
Trail Amenities-Bike parking	1	EACH	\$500	\$500	placed at trail intersections
TOTAL				\$1,853,900	
LF of Built Trail					
LF of Unbuilt Trail				10,515	
Total LF of Trail				10,515	

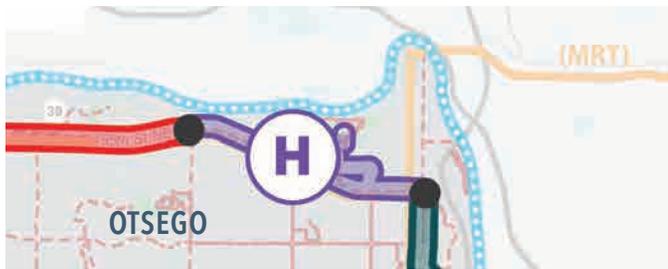


SEGMENT G

This segment follows CR 39 through the northwest part of Otsego. This trail will be adjacent to a busy county road without opportunities for natural resources or river overlooks. Trail connections exist to the north and south to connect to the Mississippi River and local parks and trails.

Segment G: Otsego West

ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	29,980	LN FT	\$100	\$2,998,000	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail		LN FT	\$30		trail widening, repaving
At-grade crossing improvement	1	LUMP SUM	\$20,000	\$20,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook		LUMP SUM	\$10,000		concrete pad, bench, railing, interpretive sign
Gateway improvements	2	LUMP SUM	\$15,000	\$30,000	2 benches, picnic table, wayfinding kiosk, interpretation
Wayfinding Signage	2	LUMP SUM	\$2,000	\$4,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	15,883	LN FT	\$150	\$2,382,450	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	1	EACH	\$500	\$500	includes installation, placed at trail intersections
Trail Amenities-Bench	6	EACH	\$1,500	\$9,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	1	EACH	\$500	\$500	placed at trail intersections
Trail Amenities-Bike parking	1	EACH	\$500	\$500	placed at trail intersections
TOTAL				\$5,444,950	
			LF of Built Trail		
			LF of Unbuilt Trail	29,980	
			Total LF of Trail	29,980	



SEGMENT H

Over three miles of trail will wind through the most developed part of Otsego, with connections to Otsego County Park and local parks and trails. Over two miles of the trail is existing or will be built in the next year. Several connections to local destinations exist, including to food, retail, and river access.

Segment H: Otsego Central					
ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	5,729	LN FT	\$100	\$572,900	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail	11,695	LN FT	\$30	\$350,850	trail widening, repaving
At-grade crossing improvement	2	LUMP SUM	\$20,000	\$40,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook		LUMP SUM	\$10,000		concrete pad, bench, railing, interpretive sign
Trailhead improvements	1	LUMP SUM	\$20,000	\$20,000	2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage	3	LUMP SUM	\$2,000	\$6,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition		LN FT	\$150		assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	1	EACH	\$500	\$500	includes installation, placed at trail intersections
Trail Amenities-Bench	4	EACH	\$1,500	\$6,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	1	EACH	\$500	\$500	placed at trail intersections
Trail Amenities-Bike parking	1	EACH	\$500	\$500	placed at trail intersections
TOTAL				\$997,250	
LF of Built Trail				11,695	
LF of Unbuilt Trail				5,729	
Total LF of Trail				17,424	



SEGMENT I

The most eastern portion of the Great River Regional Trail follows CR 42 through eastern Otsego. The trail will pass under Hwy 101 and connect to the Crow and Mississippi Rivers at the border with Dayton and Hennepin County. Connections exist to local parks, trails, and schools.

Segment I: Otsego East					
ITEM	COUNT	UNIT	COST	TOTAL	ASSUMPTIONS
New Trail	7,360	LN FT	\$100	\$736,000	minor grading, base, bituminous, removals, erosion control, and restoration
New Trail - difficult areas		LN FT	\$200		major grading, retaining walls, base, bituminous
Improvements to Existing Trail	11,634	LN FT	\$30	\$349,020	trail widening, repaving
At-grade crossing improvement	1	LUMP SUM	\$20,000	\$20,000	flashing warning sign, truncated domes, painted crosswalk
Natural Resource Restoration		ACRE	\$5,000		native prairie seeding, could include plugs, shrubs, or trees for extra cost
Overlook		LUMP SUM	\$10,000		concrete pad, bench, railing, interpretive sign
Trailhead improvements		LUMP SUM	\$20,000		2 benches, picnic table, monument kiosk, interpretation
Wayfinding Signage	4	LUMP SUM	\$2,000	\$8,000	pedestrian scale directional sign, at every trail intersection
Easement or Acquisition	7,360	LN FT	\$150	\$1,104,000	assumes \$5/SF and a 30-ft wide corridor
Trail Amenities-Bike repair station	2	EACH	\$500	\$1,000	includes installation, placed at trail intersections
Trail Amenities-Bench	4	EACH	\$1,500	\$6,000	benches will be placed approximately every mile along the trail; includes concrete pad and installation
Trail Amenities-Trash/Recycling	2	EACH	\$500	\$1,000	placed at trail intersections
Trail Amenities-Bike parking	2	EACH	\$500	\$1,000	placed at trail intersections
			TOTAL	\$2,226,020	
			LF of Built Trail	11,634	
			LF of Unbuilt Trail	7,360	
			Total LF of Trail	18,994	



OPERATIONS & MANAGEMENT PLAN

Maintenance of the Great River Regional Trail is essential to protect the public investment; providing users with a clean, safe and enjoyable experience is a goal of the Wright County Board of Commissioners.

RULES, REGULATIONS, AND ORDINANCES

The Great River Regional Trail will be operated in accordance with current rules, policies, and ordinances that govern Wright County Parks and Recreation facilities.

Specific ordinances related to park hours and protection of natural resources are copied below. Other ordinances not mentioned in this plan may also be used to regulate the Great River Regional Trail. Additional rules specific to operation of the trail may be necessary in the future.

The Wright County Park Ordinance, Section 7: Park Operation states:

A. Hours of Operation

1. Parks shall be open to the public daily from 6:00 a.m. until 10:00 p.m., unless otherwise posted. It shall be unlawful for a person to enter or remain in a park at any other time, except for campers in a designated camping area.

2. Any park or portion thereof may be declared closed to the public by the Director of Parks and Recreation or Parks Commission, by the Wright County Board of Commissioners, or by the Wright County Sheriff, at any time, and for any interval of time, for the protection of park property, for the protection of the public health, safety, or welfare, or as the Director of Parks and Recreation or Parks Commission, Wright County Board of Commissioners, or Wright County Sheriff shall find reasonably necessary.

Regarding the management and protection of natural resources within the trail corridor, Wright County Park Ordinance, Section 4: Regulations for Protection of Natural Resources and Wildlife states:

A. It shall be unlawful for any person to:

- 1. Injure, destroy, or remove any tree, flower, shrub, plant, rock, soil or mineral in a park*
- 2. Kill, trap, hunt, pursue, or in any manner disturb or cause to be disturbed, any species of wildlife within a park, except that fishing may be permitted in designated areas.*
- 3. Remove any wildlife, living or dead, from a park, and any wildlife so removed or taken contrary to the provisions of this Ordinance or any laws of the State of Minnesota shall be considered contraband and subject to seizure and confiscation.*
- 4. Release within a park any plant, chemical, or other agent intentionally harmful to the vegetation or wildlife of the park.*

B. Wright County sponsored hunting events for veterans of the United States Armed Forces are exempt from the provisions of section 4(A)(2) and 4(A)(3).

OPERATIONS & MAINTENANCE COSTS

The Wright County Parks and Recreation Department has identified a maintenance program that includes existing cost for labor and materials as well as additional expenditures once the trail is established, such as seal coating and patching.

General maintenance activities include trail edge mowing, surface maintenance, refuse removal, annual inspections, general administration, staffing cost related to the security and natural resource management along the trail corridor. The table below details expense and activities necessary for the operations of the trail.

Operation of the trail will generally be from April to November, or during the spring, summer, and fall seasons. Clearing of the trail in winter is not expected, although cities may choose to clear portions of the trail for winter use.

ITEM	COSTS
General Administration	\$6,000
Annual Sign Inventory and Replacements	\$2,500
Security – Patrol	\$1,500
Bituminous Patching/Crack Filling Sealing- as needed and scheduled	\$30,000
Natural Resource Management Along Corridor	\$2,000
Mowing, Trail Sweeping	\$4,500
Trail Amenity Maintenance – Benches, Trash Cans, Refuse Removal	\$5,000
Landscape Maintenance at Trailheads	\$5,500
Shoulder and Striping Maintenance	\$6,000
Equipment Maintenance	\$6,500
Trailhead facility repair and maintenance	\$5,000
Tree trimming	\$2,000
Vegetation maintenance (sediment removal from rain gardens and storm-water management systems, prairie management including burns)	\$2,500
TOTAL	\$79,000

TABLE 12. ANNUAL OPERATIONS AND MAINTENANCE COSTS (LABOR AND MATERIALS)

RESEARCH PLAN STATEMENT

Wright County Parks and Recreation, along with the cities of Monticello, Otsego, and Clearwater will participate in Commission research initiatives (visitation counts, use profiles, recreation demands and trends surveys, etc.) as these programs are developed and implemented over time.

Wright County will plan to perform annual counts of the trail facility as segments are constructed, for its own use in operating the trail. Counts may be performed by physical observation or by infrared counters, if available.

YEAR	MAINTENANCE ACTIVITY
0	Original construction of the paved trail
3	Seal coating
7	Routine maintenance: crack filling, minor patching, minor curb repairs
11	Routine maintenance: crack filling, minor patching, minor curb repairs
13	Seal coating
18	Routine maintenance: crack filling, minor patching, minor curb repairs
21	Routine maintenance: crack filling, minor patching, minor curb repairs
25	Total reconstruction

TABLE 13. PAVEMENT MAINTENANCE

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APPENDIX

This Appendix consists of five sections:

- Resolutions of Support
- Trail Route Evaluation of the initial route options
- Trail Route Evaluation of the preferred route
- Slope Analysis (Civil 3D) of two route segments
- Trail Visualization



RESOLUTION NO. 2019-51

**RESOLUTION APPROVING REGIONAL PARK OR TRAIL DESIGNATION APPLICATION
IN GREATER MINNEOSTA**

Park or trail name: Great River Regional Trail

Location: Wright County **Date of Resolution:** December 9th, 2019

It is hereby resolved by the City of Clearwater, Minnesota that:

BE IT RESOLVED, that City of Clearwater as a joint applicant, formally supports and authorizes Wright County to submit the Great River Regional Trail on behalf of the partnership, for *Designation as a Regional Park or Trail in Greater Minnesota*.

BE IT FURTHER RESOLVED that as a joint applicant we are fully aware of the information provided in the application and associated responsibilities, including long-term commitments as defined in the application and related master plan and supporting information as submitted.

BE IT FURTHER RESOLVED that, should The Great River Regional Trail receive formal designation as a Regional park or trail in Greater Minnesota by the Commission, that as the joint applicant *we* have the legal authority to enter into formal designation and funding agreements with the Commission for the referenced park or trail.

BE IT FURTHER RESOLVED that the City of Clearwater certify they will comply with all applicable laws and regulations associated with regional designation and any future grant funding for their respective portions of any project.

I CERTIFY THAT the above resolution was adopted by the listed lead applicant and joint applicant(s)/partner(s) Board or Council.

Adopted this 9th day of December, 2019.

Andrea Lawrence

Andrea Lawrence, Mayor

Attest:

Elizabeth Lindrud

Elizabeth Lindrud, Interim City Administrator



RESOLUTION #20-05
BOARD OF WRIGHT COUNTY
COMMISSIONERS

DATE ADOPTED:
January 21, 2020

Christine Husom District 1
 Darek Vetsch District 2
 Mark Daleiden District 3
 Michael Potter District 4
 Charles Borrell District 5

RESOLUTION #20-05

Page 1 of 2

RESOLUTION SUPPORTING REGIONAL PARK OR TRAIL DESIGNATION APPLICATION IN GREATER MINNESOTA:

Park or trail name: Great River Regional Trail
Location: Wright County **Date of Resolution:** January 21, 2020

Check below as identified on application:

- Lead Applicant (Wright County)
- Joint Applicant/Partner (City or County)

BE IT RESOLVED that Wright County as the lead applicant, has the authority to act as legal public sponsor for the application described in the *Request for Designation as a Regional Park or Trail in Greater Minnesota*.

BE IT FURTHER RESOLVED that as lead applicant we are fully aware of the information provided in the application and associated responsibilities, including long-term commitments as defined in the application and related master plan and supporting information as submitted.

Motion by Commissioner	Potter	Seconded by Commissioner		Daleiden
Roll Call Vote:				
	YES	ABSENT	NO	ABSTAIN
HUSOM	X			
VETSCH	X			
DALEIDEN	X			
POTTER	X			
BORRELL	X			

STATE OF MINNESOTA)

County of Wright) ss.

I, Lee Kelly, duly appointed and qualified County Administrator of the County of Wright, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Wright County, Minnesota, at their session held on the 21st day of January, 2020, now on file in my office, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal at Buffalo, Minnesota, this 21st day of January, 2020.


 Lee Kelly, County Administrator



RESOLUTION #20-05
BOARD OF WRIGHT COUNTY
COMMISSIONERS

DATE ADOPTED:
January 21, 2020

Christine Husom District 1
 Darek Vetsch District 2
 Mark Daleiden District 3
 Michael Potter District 4
 Charles Borrell District 5

RESOLUTION #20-05

Page 2 of 2

BE IT FURTHER RESOLVED should The Great River Regional Trail receive formal designation as a Regional park or trail in Greater Minnesota by the Commission, that as the lead applicant we have the legal authority to enter into formal designation and funding agreements with the Commission for the referenced park or trail.

BE IT FURTHER RESOLVED that Wright County certify they will comply with all applicable laws and regulations associated with regional designation and any future grant funding for their respective portions of any project.

I CERTIFY THAT the above resolution was adopted by the Wright County Board of Commissioners:

CITY OF MONTICELLO
RESOLUTION NO. 2019-91

RESOLUTION SUPPORTING REGIONAL PARK DESIGNATION APPLICATION IN
GREATER MINNESOTA

Park or trail name: Great River Regional Trail
Location: Wright County
Date of Resolution: December 9, 2019

Check below as identified on application:
 Joint Application/Partner (Monticello)

BE IT RESOLVED, that the City of Monticello as a joint applicant, formally supports and authorizes Wright County to submit the Great River Regional Trail on behalf of the partnership, for *Designation as a Regional Park or Trail in Greater Minnesota*; and

BE IT FURTHER RESOLVED, that as a joint applicant we are fully aware of the information provided in the application and associated responsibilities, including long-term commitments as defined in the application and related master plan and supporting information as submitted; and

BE IT FURTHER RESOLVED: that, should the Great River Regional Trail receive formal designation as a Regional Park or trail in Greater Minnesota by the Commission, that as the joint applicant we have the legal authority to enter into formal designation and funding agreements with the Commission for the referenced park or trail; and

BE IT FURTHER RESOLVED that the City of Monticello certify they will comply with all applicable laws and regulations associated with regional designation and any future grant funding for their respective portions of any project.

Adopted by the Monticello City Council this 9th day of December, 2019.

ATTEST:



Brian Stumpf, Mayor



Jeff O'Neill, City Administrator

CITY OF OTSEGO
COUNTY OF WRIGHT
STATE OF MINNESOTA

RESOLUTION NO: 2020-10

SUPPORTING REGIONAL PARK OR TRAIL DESIGNATION APPLICATION TO
GREATER MINNESOTA PARKS AND TRAILS ASSOCIATION

WHEREAS, that City of Otsego as a joint applicant, formally supports and authorizes Wright County to submit the Great River Regional Trail on behalf of the partnership, for *Designation as a Regional Park or Trail in Greater Minnesota*; and

WHEREAS, that as a joint applicant we are fully aware of the information provided in the application and associated responsibilities, including long-term commitments as defined in the application and related master plan and supporting information as submitted; and

WHEREAS, that, should The Great River Regional Trail receive formal designation as a Regional park or trail in Greater Minnesota by the Commission, that as the joint applicant we have the legal authority to enter into formal designation and funding agreements with the Commission for the referenced park or trail; and

WHEREAS, that the City of Otsego certifies they will comply with all applicable laws and regulations associated with regional designation and any future grant funding for their respective portions of any project; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OTSEGO, MINNESOTA:

1. That the above resolution was adopted by Wright County (listed lead agency) and the City of Otsego (joint applicant).

ADOPTED by the Otsego City Council this 10th day of February, 2020.

MOTION BY: Tanner

SECONDED BY: Goede

IN FAVOR: Stockamp, Tanner, Darkenwald, Goede, Warehime

OPPOSED: None

CITY OF OTSEGO



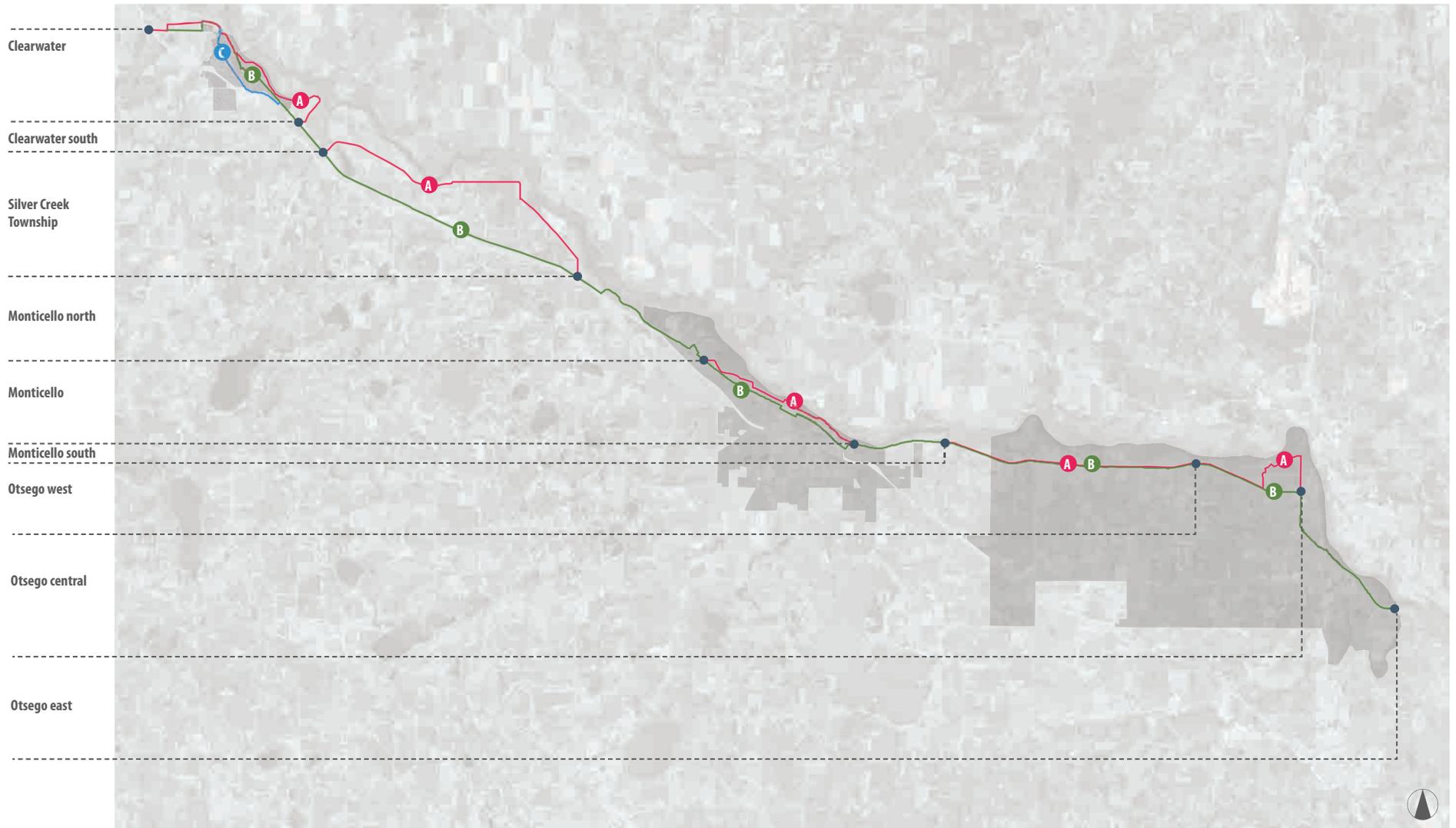

Jessica Stockamp, Mayor

ATTEST:


Tami Loff, City Clerk

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TRAIL ROUTE EVALUATION



CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 14% Public 31% Private ROW (6,152' unbuilt, to be acquired/eased) 55% Private (16,525' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access/proximity to parks, camping, and Clear Waters Outfitting Company. Near local eateries. Near Driftwood Golf Course and Archery Range. Across the river from river access points. Connection to trailheads Close proximity to lodging opportunities 	<ul style="list-style-type: none"> River edge restoration potential Wider corridor (100'+) could be purchased in order to protect natural resources along the river 	<ul style="list-style-type: none"> Limited ROW on CR 143 Bridge over 94 No existing marked crossing at 75 at 19th Ave E. Non-signalized crossing at 75 and 27th Ave Many private driveway crossings Private driveway and unmarked intersection crossings along 77/Main Proposed segment behind golf course may be in flood plain 	<ul style="list-style-type: none"> Floodplain (14,000') Wet along Golf Course Edge Road/Ditch Slopes 94 overpass 	<ul style="list-style-type: none"> 53% Off (15,829') 47% On (14,111') 	<ul style="list-style-type: none"> Existing bridge at CR 143 crossing 94 Existing bridge at riverside park crossing Clear Water River Existing underpass at Main Street and 24 	<ul style="list-style-type: none"> 29,940 Feet 2,995' Existing 26,945' Unbuilt 	<ul style="list-style-type: none"> AJ Acres Campground St Cloud Clearwater RV Camp 	<ul style="list-style-type: none"> 79% in favor

4
3
3

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 13% Public 49% Private ROW (6,955' unbuilt, to be acquired/eased) 39% Private (8,366' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct connection to many parks, Clear Waters Outfitting Company, and the Driftwood Golf Course. Near local eateries Near Clearwater Wayside Archery Range Across the river from a river access point. Connection to trailheads Close proximity to lodging opportunities 	<ul style="list-style-type: none"> Potential to partner with the golf course to add native landscaping and water quality measures within the trail corridor 	<ul style="list-style-type: none"> Limited ROW on CR 143 Bridge over 94. Non-signalized crossing at 74 and 27th Ave. Many private driveway crossings. Private driveway and unmarked intersection crossings along 77/Main. Golf course cart traffic, miss-hit golf balls. 	<ul style="list-style-type: none"> Constrained next to Fuller Lake (500') Floodplain (4,000') Road/Ditch Slopes -94 overpass -27th Ave 	<ul style="list-style-type: none"> 39% Off (8,366') 61% On (13,331') 	<ul style="list-style-type: none"> Existing bridge at CR 143 crossing 94 Existing bridge at riverside park crossing Clear Water River Existing underpass at Main Street and 24 	<ul style="list-style-type: none"> 21,696 Feet 3,654' Existing 18,043' Unbuilt 	<ul style="list-style-type: none"> AJ Acres Campground St Cloud Clearwater RV Camp 	<ul style="list-style-type: none"> 17% in favor

3
5
2

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 48% Public 35% Private ROW (4,001' unbuilt, to be acquired/eased) 17% Private (3,480' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access to Warner Lake County Park, Riverside Park, and Lions Park. Direct connection to local eateries. Direct connection to Clearwater Wayside Archery Range. Close proximity to other parks and camping opportunities. Connection to trailheads 	<ul style="list-style-type: none"> Potential to add limited native landscaping, trees to shade the trail along the urban section 	<ul style="list-style-type: none"> Limited ROW on CR 143 Bridge over 94. No existing marked crossing at 75 at 19th Ave E. Non-signalized crossing at 75 and 27th Ave Many private driveway crossings Many intersection crossings through downtown Clearwater. Trail would be very close to 75 traffic. 	<ul style="list-style-type: none"> Slope at south end turn off of 75 Road/Ditch Slopes 94 overpass 	<ul style="list-style-type: none"> 17% Off (3,480') 83% On (16,578') 	<ul style="list-style-type: none"> Existing bridge at CR 143 crossing 94 Existing bridge at riverside park crossing Clear Water River 	<ul style="list-style-type: none"> 20,058 Feet 8,788' Existing 11,270' Unbuilt 	<ul style="list-style-type: none"> AJ Acres Campground St Cloud Clearwater RV Camp 	<ul style="list-style-type: none"> 4% in favor

5
0
5



SEGMENT 2 - CLEARWATER SOUTH



ROUTE B

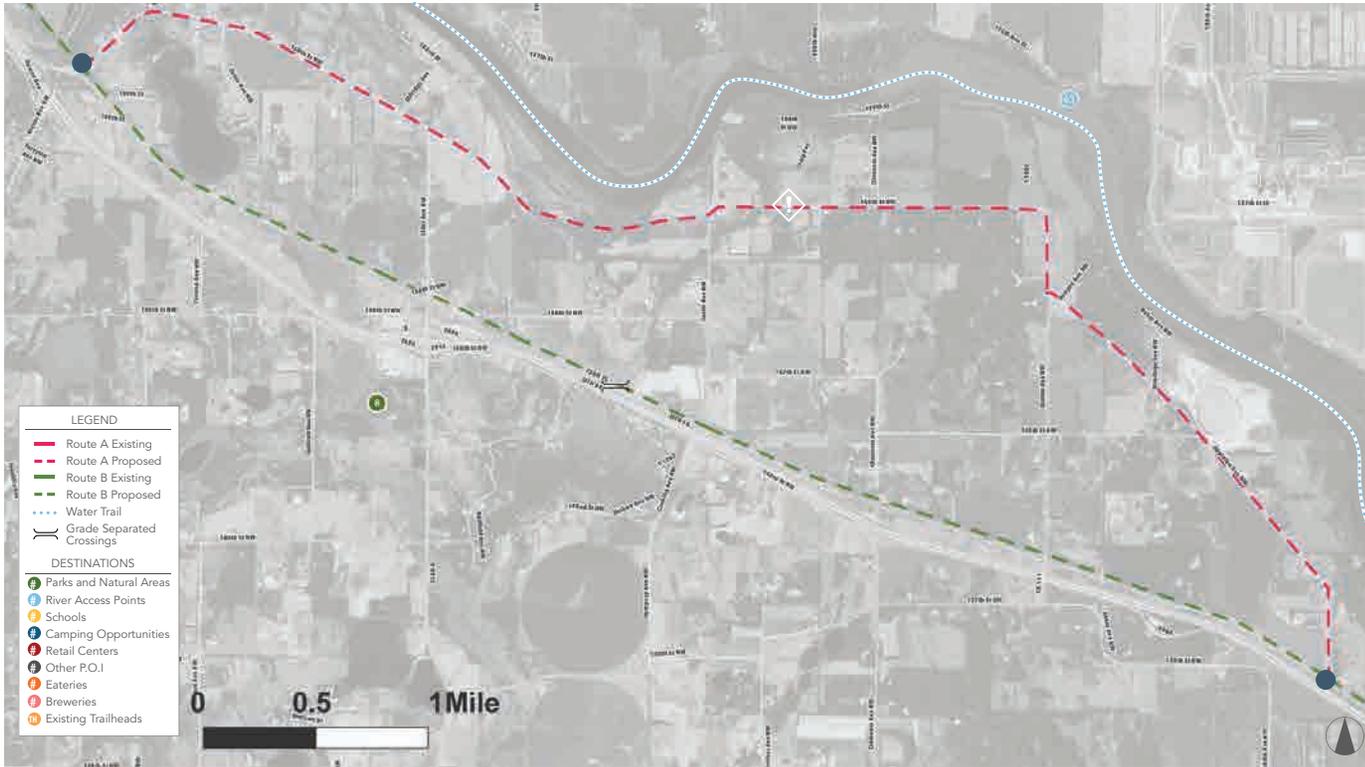
User Experience:
 Proposed route is extremely scenic, offering potential views to the Mississippi River. Located away from the road with natural buffers to hide vehicular traffic from view. This route would likely be very quiet/serene with great opportunities for natural resource interpretation.

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 0% Public 0% Private ROW 100% Private (4,443' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No nearby destination access. 	<ul style="list-style-type: none"> Potential shoreline enhancements to Fish Creek Woodland restoration along corridor 	<ul style="list-style-type: none"> Portions of the route may be located within the flood plain. 	<ul style="list-style-type: none"> Floodplain (3,900') Fish Creek Crossing 	<ul style="list-style-type: none"> 100% off (4,443') 	<ul style="list-style-type: none"> No grade separated crossings. 	<ul style="list-style-type: none"> 4,443 Feet (None Existing) 	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> Only segment option

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SEGMENT 3 - SILVER CREEK TOWNSHIP



Parks and Natural Areas

8 Minnesota Veteran's Wildlife Management Area

River Access Points

63 Snuffes Landing Boat Launch

ROUTE A

User Experience:
Experience is very rural - road is currently not paved. Great views of Rice Lake. Passes fields, pastures, and private residences. This segment uses a historic wagon road, offering great opportunity for historical interpretation. This route would get users closer to the river in some areas.

ROUTE B

User Experience:
This segment of trail would be very close in proximity to 75 traffic in some areas, but does offer occasional buffers. Experience is mostly rural, passing driveways and private residences occasionally. Route passes a number of wetlands that would offer great opportunities for natural resource interpretation.

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 3% Public 85% Private ROW (32,527' unbuilt, to be acquired/eased) 12% Private (4,524' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No Direct access to destinations. Across the river from Snuffies Landing boat launch. 	<ul style="list-style-type: none"> River edge restoration potential Wider corridor (100'+) could be purchased in order to protect natural resources along the river 	<ul style="list-style-type: none"> Road is not currently paved. Trail would pass private driveways. Many blind corners and unmarked intersection crossings. 	<ul style="list-style-type: none"> Floodplain/Wetland (2,300') Possible slopes near Barton Sand 	<ul style="list-style-type: none"> 12% Off (4,524') 88% On (33,780') 	<ul style="list-style-type: none"> No grade separated crossings existing. 	38,304 Feet (None Existing)	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> 90% in favor

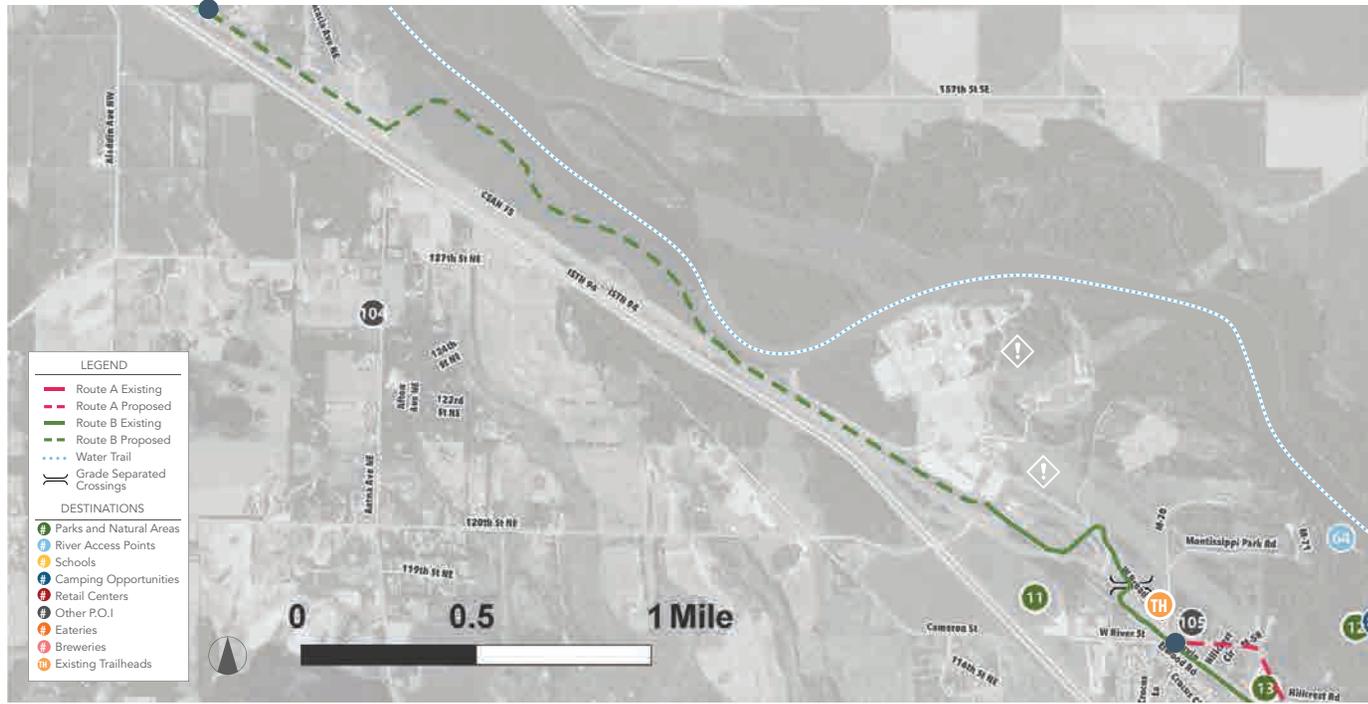
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CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 3% Public 0% Private ROW 97% Private (32,231' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Across 75 from Minnesota Veteran's Wildlife Management Area. 	<ul style="list-style-type: none"> Potential shoreline enhancements to Rice Lake Woodland restoration along corridor 	<ul style="list-style-type: none"> Trail will be close in proximity to 75 traffic with small amounts of separation in some areas. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> 0% Off 100% On (33,091') 	<ul style="list-style-type: none"> No grade separated crossings existing. Route passes a number of wetlands and may require grade separated crossings. 	33,091 Feet (None Existing)	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> 10% in favor

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SEGMENT 4 - MONTICELLO NORTH



ROUTE B

User Experience:
 The northern segment of this trail is very scenic, offering many opportunities for natural resource interpretation. Trail travels through restored savanna, offering close proximity and great views of the Mississippi River. The southern segment gets close in proximity to 75 traffic. Clear wayfinding would be needed to keep users away from the Xcel plant property, existing network of paved trails linking the Xcel property and Mississippi County Park may be confusing. Monticello Rod and Gun Club is loud near the trailhead.

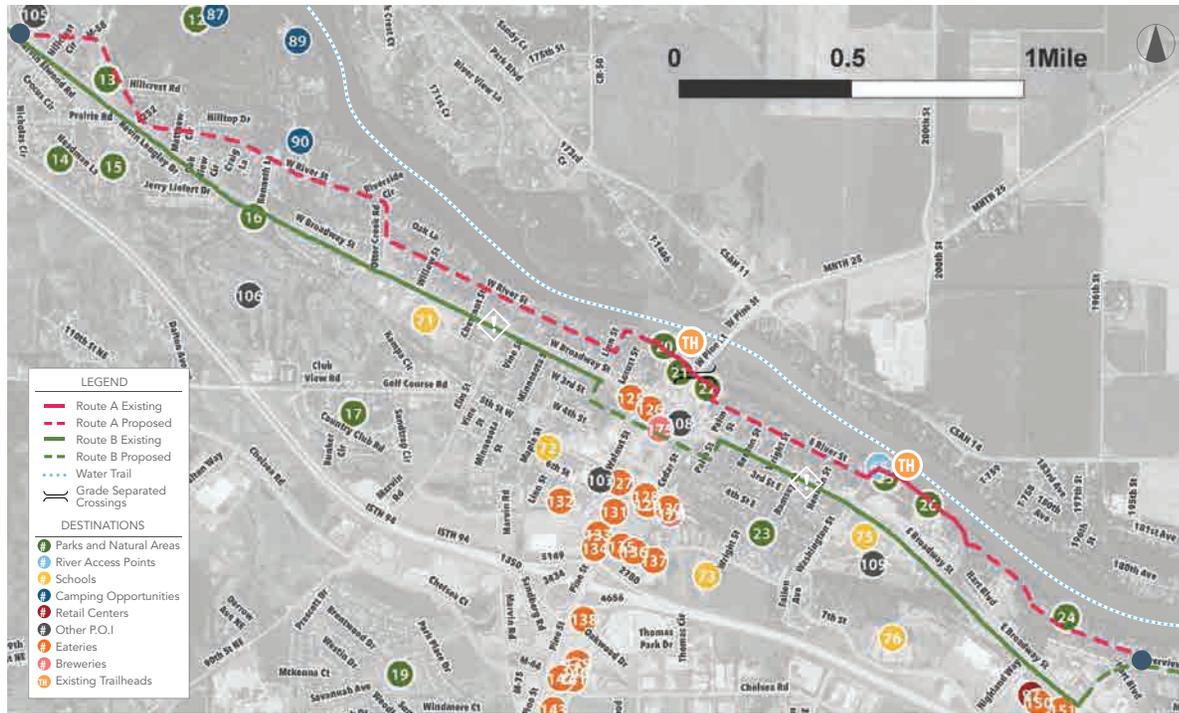
- Parks and Natural Areas**
 - 11 Monticello City Softball Fields
 - 12 Mississippi County Park
 - 13 Hillcrest Park
- River Access Points**
 - 64 Mississippi Park Boat Launch
- Other Points of Interest**
 - 104 The Strawberry Basket
 - 105 Monticello Rod and Gun Club
- Camping Opportunities**
 - 87 Mississippi County Park (by special permit)

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 7% Public • 17% Private ROW (3,189' unbuilt, to be acquired/eased) • 76% Private of which 61% of total is Xcel (1,455' unbuilt, to be acquired/eased from non-Xcel owners) 	<ul style="list-style-type: none"> • Direct access to Mississippi County park, camping (be special permit only), boat launch, trailhead, and Monticello Rod and Gun Club. • Across 75 from Monticello City Softball Fields. 	<ul style="list-style-type: none"> • Significant opportunities for woodland and savanna restoration on Xcel property • Native landscaping along trail corridor 	<ul style="list-style-type: none"> • Xcel nuclear plant property is a large concern for this trail segment. Existing paved paths near the property would need clear wayfinding. 	<ul style="list-style-type: none"> • Floodplain (4,500') 	<ul style="list-style-type: none"> • 45% Off (8,669') • 55% On (10,480') 	<ul style="list-style-type: none"> • Existing underpass East of Control Road Drive along 75. 	<ul style="list-style-type: none"> • 19,150 Feet • 4487' Existing • 14,663' Unbuilt 	<ul style="list-style-type: none"> • Mississippi County Park camping (by special permit only) is nearby. 	<ul style="list-style-type: none"> • Only segment option

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SEGMENT 5 - MONTICELLO



ROUTE A

User Experience:

This route would provide users with a suburban experience, occasional glimpses of the river along the way, direct access to multiple parks that offer water access/river views, and would keep users off the busy road while being indirectly connected to the amenities offered by downtown Monticello via local roads. Great opportunity to cross the Mississippi river via the Pine Street bridge to explore the northern river bank areas. This route does cross multiple private driveways and small intersections, and would be very close to the front of homes in some areas.

River-front parks and other viewing spots offer great opportunities for interpretation.

ROUTE B

User Experience:

Very suburban and urban scenery throughout Monticello, makes important connections to parks and schools, but does keep users far from the river. The proposed jog over to third street isn't extremely scenic, lots of parking lots, strip malls, and businesses that are not the kind that would cater well to trail travelers. Users would be in close proximity to food and drink, however they wouldn't be directly connected and roads would require good wayfinding to navigate to these destinations. Once back on 75, the route crosses many private driveways and small intersections. Users would be close to river-front parks but would need to navigate local roads to reach them before connecting to Riverview Rd/39.

River-front parks offer great opportunities for interpretive elements.

Parks and Natural Areas	
12	Monticello County Park
13	Hillcrest Park
14	Balbooul Park
15	Park West Park
16	Otter Creek Park
17	Country Club Park
18	Bertram Chain of Lakes Regional Park
19	Groveland Park
20	Front Street Park
21	West Bridge Park
22	East Bridge Park
23	4TH Street Park
24	Swan Park
25	Ellison Park
26	Mississippi River Park

Schools	
71	Pinewood Elementary School
72	Swan River Montessori Charter School
73	Turning Point ALP
74	Monticello Alternative Program
75	Monticello Middle School
76	Holy Spirit Academy

Camping Opportunities	
87	Monticello County Park (by special permit)
89	River Terrace Mobile Park
90	West Side Park

River Access Points	
65	DNR Access Ellison Park

Eateries	
125	Beef O'Brady's
126	Cornerstone Cafe
127	Quiznos
128	Papa Murphys
129	Asian Cafe Chinese/Sushi Bar
130	Pizza Factory
131	Caribou Coffee
132	Rancho Grande
133	KFC
134	Pancho Villa Mexican Restaurant
135	Perkins
136	Taco Bell
137	Burger King

138	McDonalds
139	Jimmy Johns
140	Chin Tuen
141	Primo Pizza
142	Dairy Queen
143	Pizza Ranch
150	Starbucks
151	Little Caesars Pizza

Breweries	
175	Rustech Brewing
176	The Nordic Brewing Co.

Retail Centers	
97	Home Depot/Target/Marshalls / Office Max/GNC

Other Points of Interest	
105	Monticello Rod and Gun Club
106	Monticello Country Club
107	Monticello Community Center
108	River's Edge Outfitters
109	Moose Sherritt Ice Arena

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 92% Public 2% Private ROW (349' unbuilt, to be acquired/eased) 6% Private (3% Hospital) (729' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access to Multiple parks and river access at Ellison Park boat launch. Near direct access to camping/ lodging. Close proximity to local eateries and breweries. Close proximity to schools, retail centers, and other points of interest Such as River's Edge Outfitters, Monticello Community Center, and Moose Sherritt Ice Arena. 	<ul style="list-style-type: none"> Native landscaping and limited water quality projects along corridor River access points at West Bridge Park, East Bridge Park, and Ellison Park -- may be opportunities for river shoreline restoration 	<ul style="list-style-type: none"> Many private driveway crossings Multiple unmarked intersection crossings. 	<ul style="list-style-type: none"> Floodplain (2,500') 	<ul style="list-style-type: none"> 23% Off (4,856') 77% On (16,659') 	<ul style="list-style-type: none"> Existing underpass at Walnut Street and W Pine Street Bridge. 	<ul style="list-style-type: none"> 21,515 Feet 3,178' Existing 18,337' Unbuilt 	<ul style="list-style-type: none"> Montissippi County Park (by special permit only) Oaks on the River Campground River Terrace Mobile Park 	<ul style="list-style-type: none"> 90% in favor

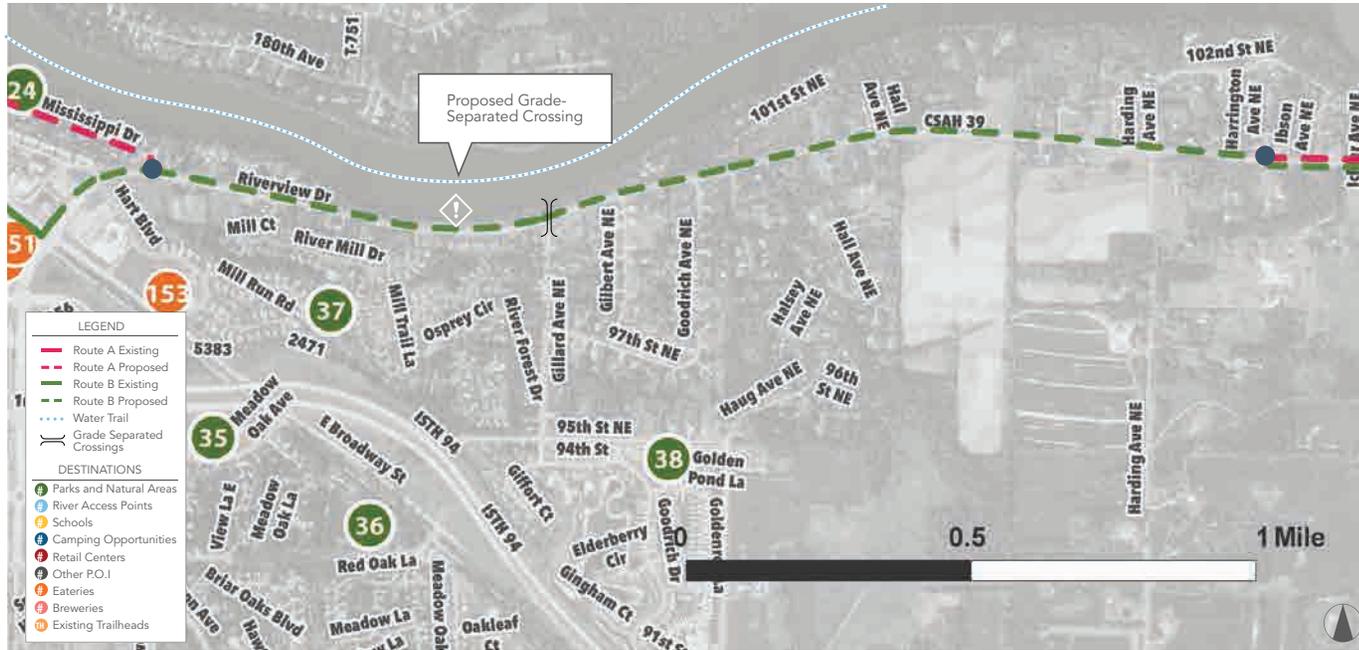
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CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 100% Public 0% Private ROW 0% Private 	<ul style="list-style-type: none"> Direct access to one or two parks, local eateries, breweries, Monticello Middle School, and Moose Sherritt Ice Arena, and local retail center. Indirect access to a number of schools, parks, Monticello Community Center, and eateries. Far from river views or river access point(s). 	<ul style="list-style-type: none"> Limited opportunities within the urban corridor for natural resources Potential to add trees or native landscaping along the trail edge 	<ul style="list-style-type: none"> Many private driveway crossings Multiple unmarked intersection crossings. Trail is extremely close to the road and vehicle traffic, with little separation. 		<ul style="list-style-type: none"> 0% Off 100% On (21,339') 	<ul style="list-style-type: none"> No grade separated crossings. 	<ul style="list-style-type: none"> 21,339 Feet 17,457' Existing 3,882' Unbuilt (1,136' Planned) 	<ul style="list-style-type: none"> No direct access to lodging. Indirect access to Montissippi County Park (by special permit only) Indirect access to Oaks on the River Campground Indirect Access to River Terrace Mobile Park 	<ul style="list-style-type: none"> 10% in favor

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SEGMENT 6 - MONTICELLO SOUTH



ROUTE B

User Experience:

Trail segment would offer a few moments to view the river and gets users close to the water - great opportunity for an overlook with interpretation. Trail would be very close to vehicular traffic, and may be loud. This trail segment would provide a mixture of suburban and rural views.

Eateries

- 151 Little Caesars Pizza
- 152 Caribou Coffee
- 153 Hawk's Sports Bar

Parks and Natural Areas

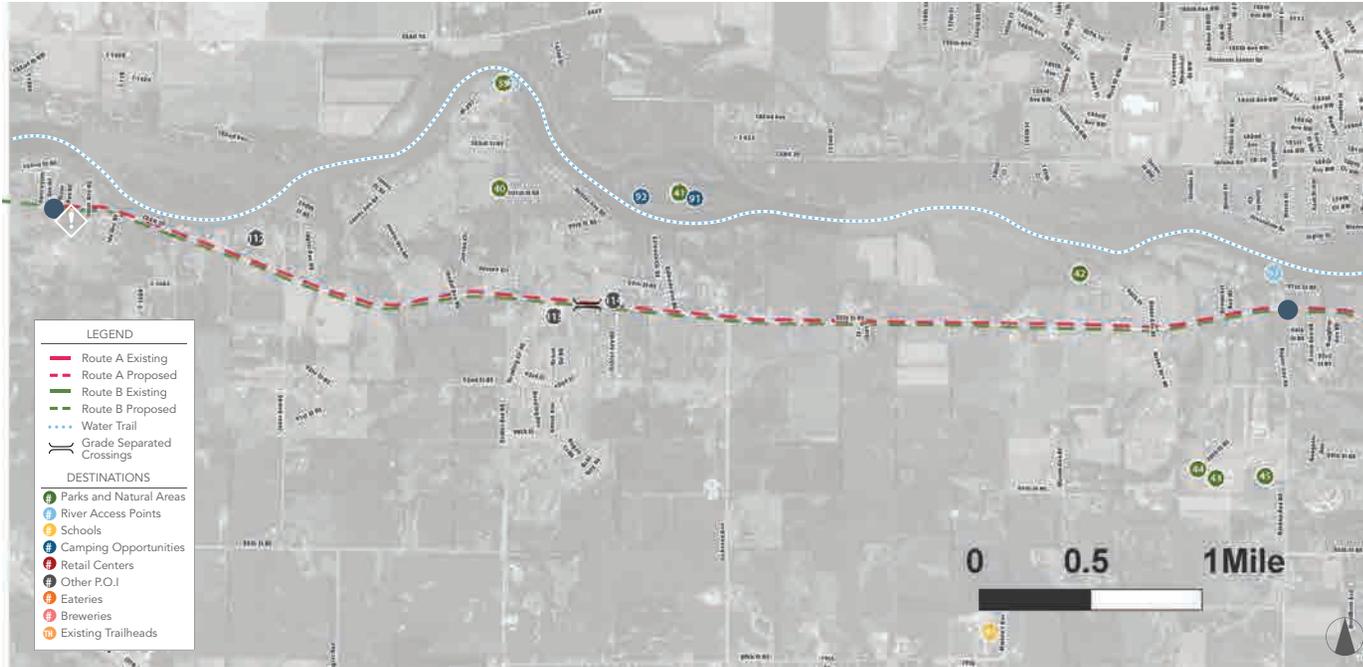
- 35 Freeway Fields
- 36 Monti Paws Dog Park at Meadow Oaks Park
- 37 River Mill Park
- 38 Sunset Ponds Park

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 59% Public 41% Private ROW (4,326' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No direct access to destinations. Close proximity to a number of parks, and one or two local eateries. 	<ul style="list-style-type: none"> Native landscaping, invasives removal and potential water quality enhancements within the narrow corridor between Riverview Drive and the river's edge 	<ul style="list-style-type: none"> Trail segment would put riders very close to the river, and entire trail would be in close proximity to 39 traffic. Private driveway crossings. 	<ul style="list-style-type: none"> Ditch / Slope Concerns, especially proximate to the river 	<ul style="list-style-type: none"> 0% Off 100% On (10,515') 	<ul style="list-style-type: none"> No existing grade separated crossings, but one may be needed where the trail approaches steep slopes and gets users close to the river on Riverview Drive. 	<ul style="list-style-type: none"> 10,515 Feet (None Existing) 	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> Only segment option

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SEGMENT 7 - OTSEGO WEST



ROUTE A

User Experience:
 This route is a great mixture of rural, suburban, and natural river area views. This route offers the safest connections to existing landings as users would not have to cross county road 39 to reach these destinations. Destinations along the river offer great opportunities for interpretation.

ROUTE B

User Experience:
 This route requires users to cross County Road 39 to get to riverside destinations. It is a great mixture of rural and suburban scenery. The trail travels along mostly farm/pasture land, entering a suburban environment as it nears Otsego County Park. Users would be traveling close to vehicular traffic.

Parks and Natural Areas		Other Points of Interest	
39	Norin Landing Park	112	Wildwood Float Trips
40	Lily Pond Park	113	Riverwood National Golf Course
41	Mississippi River Islands SNA	114	Vintage Golf Course
42	Davis Farm Park		
43	Prairie Park Splash Pad	Camping Opportunities	
44	Prairie Park Archery Range	91	Mississippi Islands SNA Camping
45	Prairie Park Dog Park	92	Dimmick Island Watercraft Campsite
Schools		River Access Points	
81	Prairie View Elementary and Middle School	66	Norin Canoe/Kayak Landing
		67	Nashua Canoe/Kayak Landing

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 51% Public 49% Private ROW (14,705' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Indirect access to multiple parks and river access points such as Norin's Landing and Nashua Canoe/Kayak Landing Across the river from Camping opportunities at Mississippi Islands SNA. Direct access to Wildwood Float Trips, Riverwood National Golf Course, and Vintage Golf Course. 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch Potential for more natural resources opportunities on north side of the road—slightly closer to the river 	<ul style="list-style-type: none"> Trail would be close in proximity to vehicular traffic. Private driveway crossings. Road/intersection crossings. 	<ul style="list-style-type: none"> Ditch / Slope Concerns 	<ul style="list-style-type: none"> 0% Off 100% On (29,744') 	<ul style="list-style-type: none"> One existing underpass under County Road 39 between the golf courses. 	<ul style="list-style-type: none"> 29,744 Feet (None Existing) 	<ul style="list-style-type: none"> Mississippi Islands SNA camping opportunities. 	<ul style="list-style-type: none"> 79% in favor

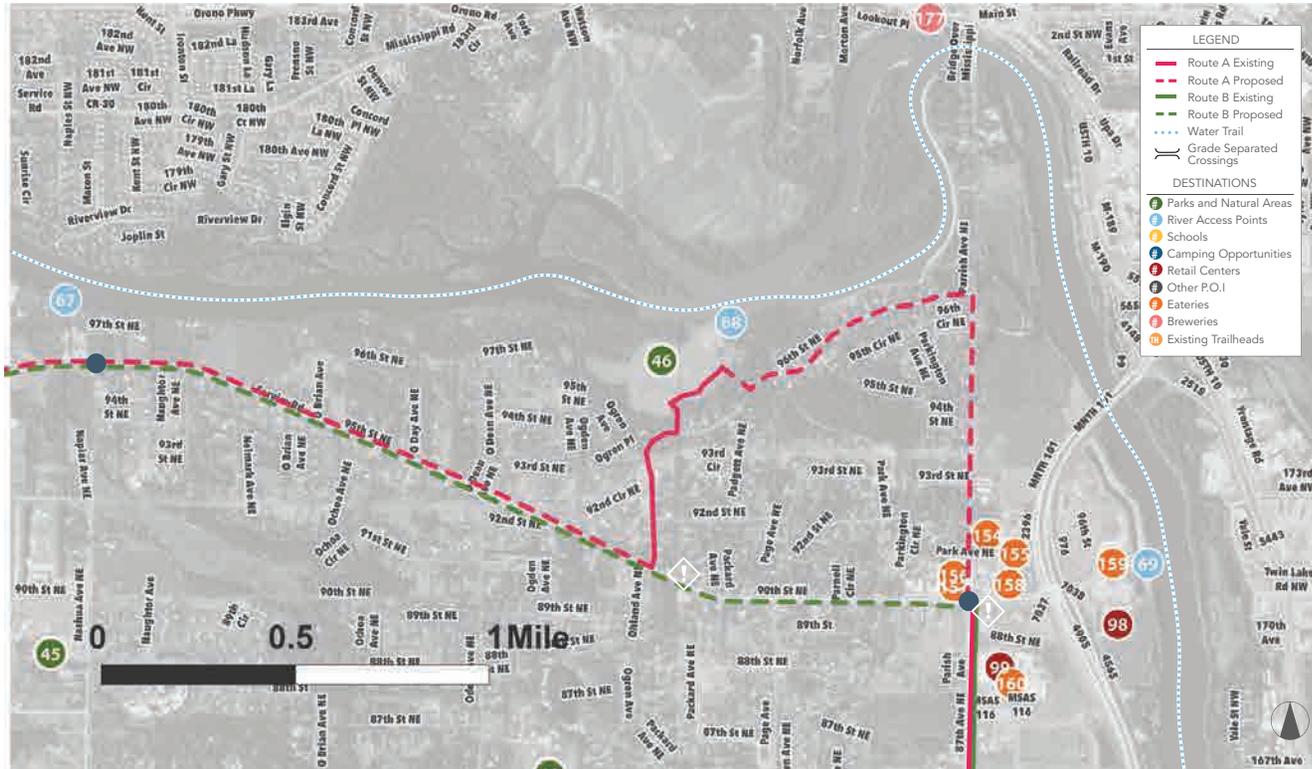
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CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 27% Public 73% Private ROW (21,628' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Indirect access to multiple city parks. Across the road from canoe/kayak launches and landings, Mississippi Island SNA Camping, and multiple parks. 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch Potential for fewer natural resources opportunities on south side of the road 	<ul style="list-style-type: none"> Users would have to cross County Road 39 to reach the south side of the road. Trail would be close in proximity to vehicular traffic. Private driveway crossings. Road/intersection crossings. 	<ul style="list-style-type: none"> Ditch / Slope Concerns 	<ul style="list-style-type: none"> 0% Off 100% On (29,724') 	<ul style="list-style-type: none"> One existing underpass under County Road 39 between the golf courses. There may be an underpass required for the proposed crossing of the trail from the north to south side of County Road 39. 	<ul style="list-style-type: none"> 29,724 Feet (None Existing) 	<ul style="list-style-type: none"> Mississippi Islands SNA camping opportunities. (Would have to cross road to access) 	<ul style="list-style-type: none"> 21% in favor

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SEGMENT 8 - OTSEGO CENTRAL



ROUTE A

User Experience:

The first portion of this segment remains close to County Road 39 traffic and road noise. The path to Otsego County Park would be peaceful and windy through a suburban neighborhood. Near the end of the segment, the trail passes an upbeat commercial area with eateries and retail centers.

ROUTE B

User Experience:

This segment of the proposed trail would provide users with a mostly suburban experience, crossing multiple driveways and private residences. Trail segment ends by entering an upbeat commercial area with local eateries and retail centers.

Eateries	
154	Sapriino's Pizzeria Otsego
155	Rockwoods
156	Boondox Bar and Grill
157	Pour Wine Bar and Bistro
158	Denny's
159	Cowboy Jacks
160	Starbucks

Parks and Natural Areas	
45	Prairie Park Dog Park
46	Otsego County Park

River Access Points	
67	Nashua Canoe/Kayak Landing
68	Otsego County Park Landing
69	Carrick's Canoe/Kayak Landing

Retail Centers

Breweries

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 87% Public 13% Private ROW (2,575' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access to local parks, river access points, eateries, and retail centers. Indirect access to AEGIR brewing, 101 Market Corn Maze, Cowboy Jacks, and Carrick's Canoe/ Kayak Landing. 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch Greater opportunities for large areas of natural resource restoration within Otsego County Park 	<ul style="list-style-type: none"> Crosses a large number of private driveways and intersections. Road crossing necessary to reach a number of local eateries and retail centers. Trail would be in close proximity to vehicular traffic. 	<ul style="list-style-type: none"> Floodplain (1,400') Ditch / Slope Concerns 	<ul style="list-style-type: none"> 9% Off (1,819') 91% On (17,983') 	<ul style="list-style-type: none"> No existing grade separated crossings. 	<ul style="list-style-type: none"> 19,802 Feet 3,448' Existing 16,355' Unbuilt 	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> 79% in favor

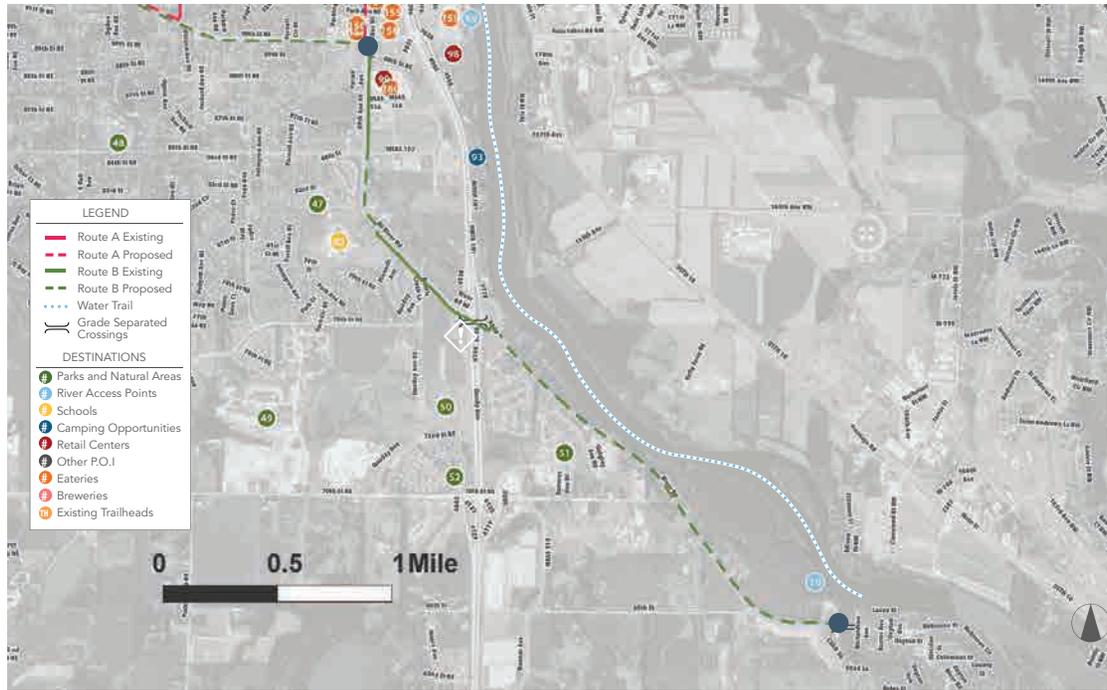
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CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 88% Public 12% Private ROW (1,566' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No direct access to parks or river access points. Direct access to some local eateries and retail centers. Indirect access to AEGIR brewing, 101 Market Corn Maze, Cowboy Jacks, and Carrick's Canoe/ Kayak Landing. 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch 	<ul style="list-style-type: none"> Users hoping to access some river access points and Otsego County Park would need to find a safe road crossing. Crosses a large number of private driveways and intersections. Road crossing necessary to reach a number of local eateries and retail centers. Trail would be in close proximity to vehicular traffic. 	<ul style="list-style-type: none"> Ditch / Slope Concerns 	<ul style="list-style-type: none"> 0% Off 100% On (12,713') 	<ul style="list-style-type: none"> No existing grade separated crossings. 	<ul style="list-style-type: none"> 12,713 Feet (None Existing, 6,900 Planned) 	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> 21% in favor

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SEGMENT 9 - OTSEGO EAST



ROUTE B

User Experience:

Route would be a unique mixture of commercial, suburban, and rural scenery. A number of points along the trail would provide great views of the Mississippi River for users. This segment of the trail would be loud with vehicular traffic, especially as it approaches the River Road NE/169 underpass.

Retail Centers

- 98 101 Market Corn Maze and Fall Festival
- 99 Target

Eateries

- 154 Saprino's Pizzeria Otsego
- 155 Rockwoods
- 156 Boondox Bar and Grill
- 157 Pour Wine Bar and Bistro
- 158 Denny's
- 159 Cowboy Jacks
- 160 Starbucks

Parks and Natural Areas

- 47 School Knoll Park
- 48 Wilson Preserve
- 49 Lefebvre Creek Greenway
- 50 VFW Fields and Lot - Soccer Fields
- 51 Northwood Park
- 52 Pointe Park

Schools

- 82 Otsego Elementary School

River Access Points

- 69 Carrick's Canoe/Kayak Landing
- 70 DNR Access Dayton

Camping Opportunities

- 93 Mississippi Riverwood RV Park

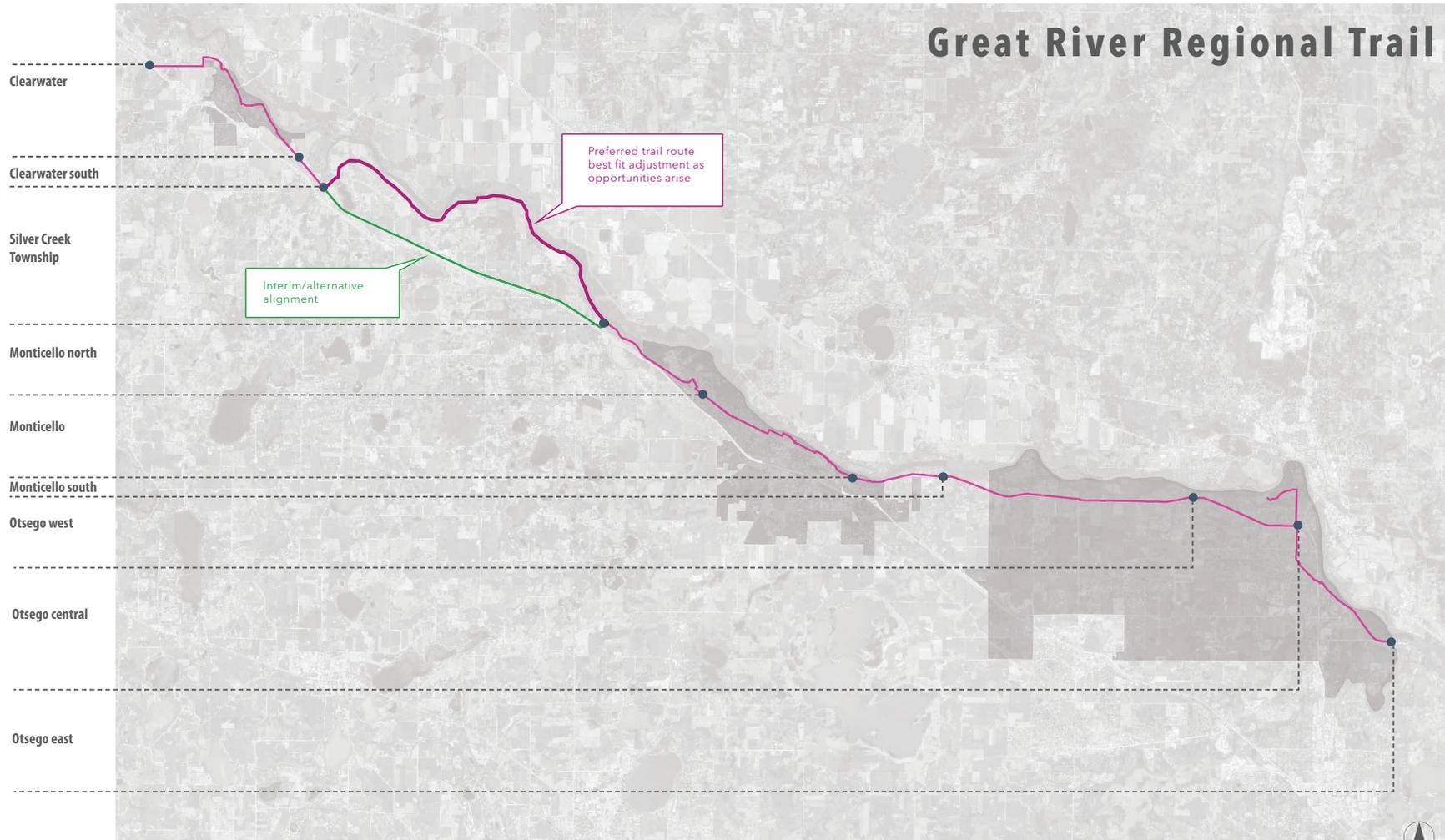
CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 58% Public • 42% Private ROW (8,098' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> • No Direct access to nearby destinations. • Indirect access to multiple parks, schools, river access points, and 	<ul style="list-style-type: none"> • Native landscaping along trail • Rain gardens and water quality improvements within ditch • Opportunity to partner with Otsego Elementary School for natural resources enhancement and interpretation 	<ul style="list-style-type: none"> • Multiple driveway and intersection crossings. • Busy underpass and on/off ramps and River Road NE and 169. • Trail would remain close to the road/vehicular traffic. 	<ul style="list-style-type: none"> • Floodplain (1,600') • Ditch / Slope Concerns 	<ul style="list-style-type: none"> • 0% Off • 100% On (19,099') 	<ul style="list-style-type: none"> • Existing underpass at River Rd NE and 169. 	<ul style="list-style-type: none"> • 19,099 Feet • 5,820' Existing • 13,279' Unbuilt 	<ul style="list-style-type: none"> • Indirect access to Mississippi Riverwood RV Park. 	<ul style="list-style-type: none"> • Only segment option

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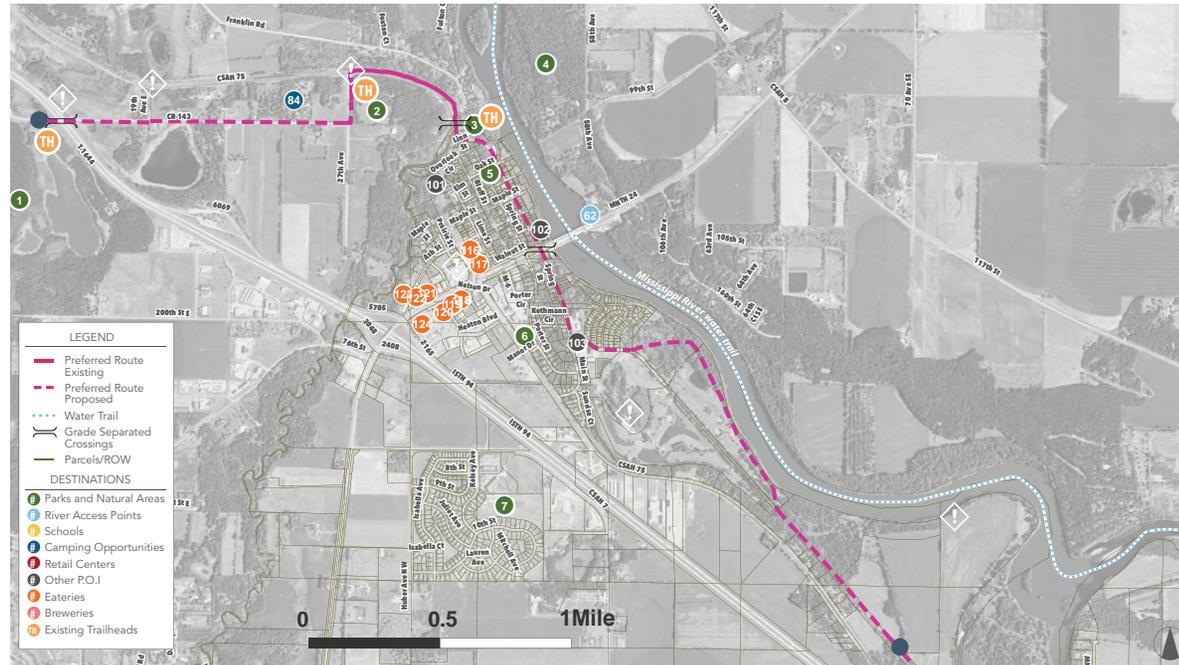


PREFERRED TRAIL ROUTE EVALUATION

TRAIL ROUTE EVALUATION DRAFT 09.26.2019



SEGMENT 1 - CLEARWATER



PREFERRED ROUTE

User Experience:

The first portion of the route is a rural experience, passing by the occasional private driveway. Open vistas. Existing paved path along the East side of 27th Ave. The route along 75 would be rural, passing private homes in some areas before allowing direct access to Riverside Park, a bridge crossing at Clearwater River offers great views of the water. The route along 7/Main Street is very urban, may be slower due to many intersection crossings. Segment behind the golf course would be very scenic, close to the river, through forest and other natural resources before reconnecting to 75.

Parks and Natural Areas

- 1 Warner Lake County Park
- 2 Sportsman Park
- 3 Riverside Park
- 4 Clear Lake Scientific and Natural Area
- 5 Spring Street Park
- 6 Lions Park
- 7 Elderado Park

River Access Points

- 62 DNR Access in Clear Lake Township

Camping Opportunities

- 83 AJ Acres Campground
- 84 St Cloud Clearwater RV Camp

Other Points of Interest

- 101 Clearwater Wayside Archery Range
- 102 Clear Waters Outfitting Company
- 103 Driftwood Golf

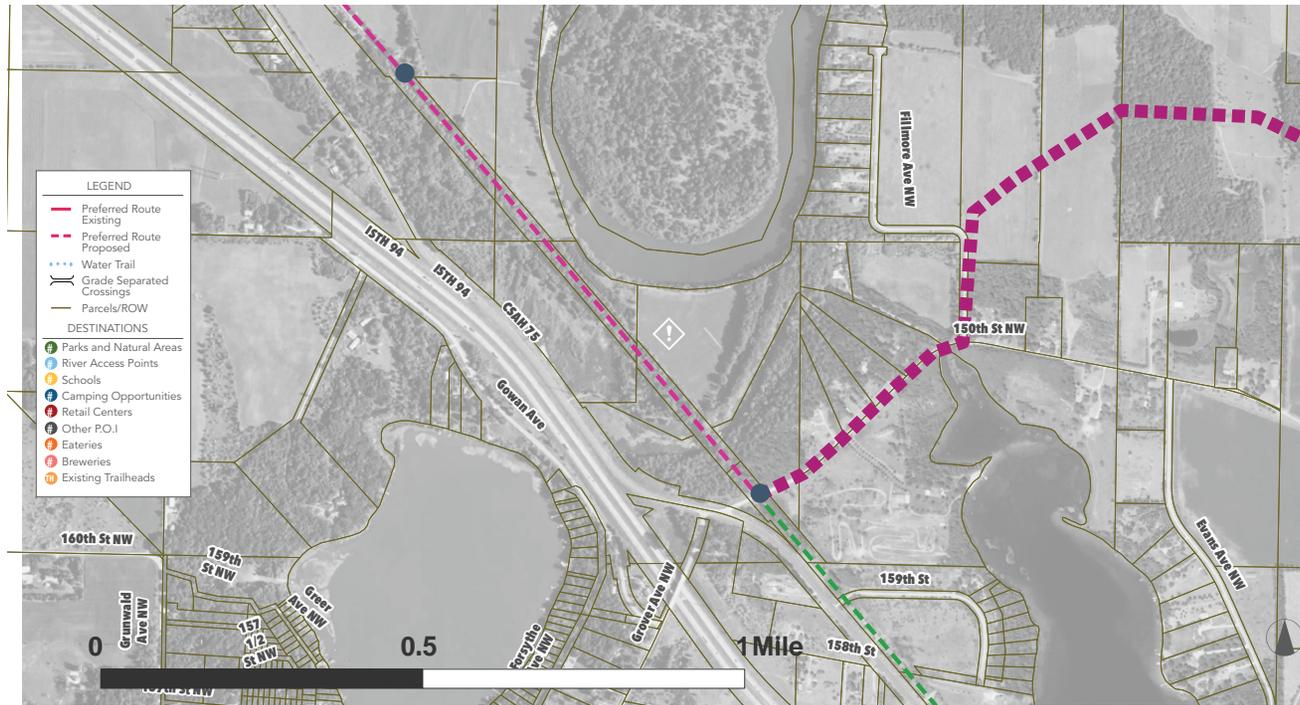
Eateries

- 116 Jimmy's Pizza
- 117 Clearwater Corners
- 118 The Kettle
- 119 Dairy Queen
- 120 D&L Taco Gringo
- 121 Subway
- 122 Flinstone's Lounge
- 123 Burger King
- 124 Nelson Bros. Restaurant

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 14% Public • 31% Private ROW (6,152' unbuilt, to be acquired/eased) • 55% Private (16,525' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> • Direct access/proximity to parks, camping, and Clear Waters Outfitting Company • Near local eateries • Near Driftwood Golf Course and Archery Range • Across the river from river access points • Connection to trailheads • Close proximity to lodging opportunities 	<ul style="list-style-type: none"> • River edge restoration potential • Wider corridor (100'+) could be purchased in order to protect natural resources along the river 	<ul style="list-style-type: none"> • Limited ROW on CR 143 Bridge over 94 • Non-signalized crossing at 75 and 27th Ave • Many private driveway crossings • Private driveway and unmarked intersection crossings along 7/ Main • Proposed segment behind golf course may be in flood plain 	<ul style="list-style-type: none"> • Floodplain (14,000') • Wet along Golf Course Edge • Road/Ditch Slopes 94 overpass 	<ul style="list-style-type: none"> • 53% Off (15,829') • 47% On (14,111') 	<ul style="list-style-type: none"> • Existing bridge at CR 143 crossing 94 • Existing bridge at riverside park crossing Clear Water River • Existing underpass at Main Street and 24 	<ul style="list-style-type: none"> • 29,940 Feet • 2,995' Existing • 26,945' Unbuilt 	<ul style="list-style-type: none"> • AJ Acres Campground • St Cloud Clearwater RV Camp 	<ul style="list-style-type: none"> • Mix



SEGMENT 2 - CLEARWATER SOUTH



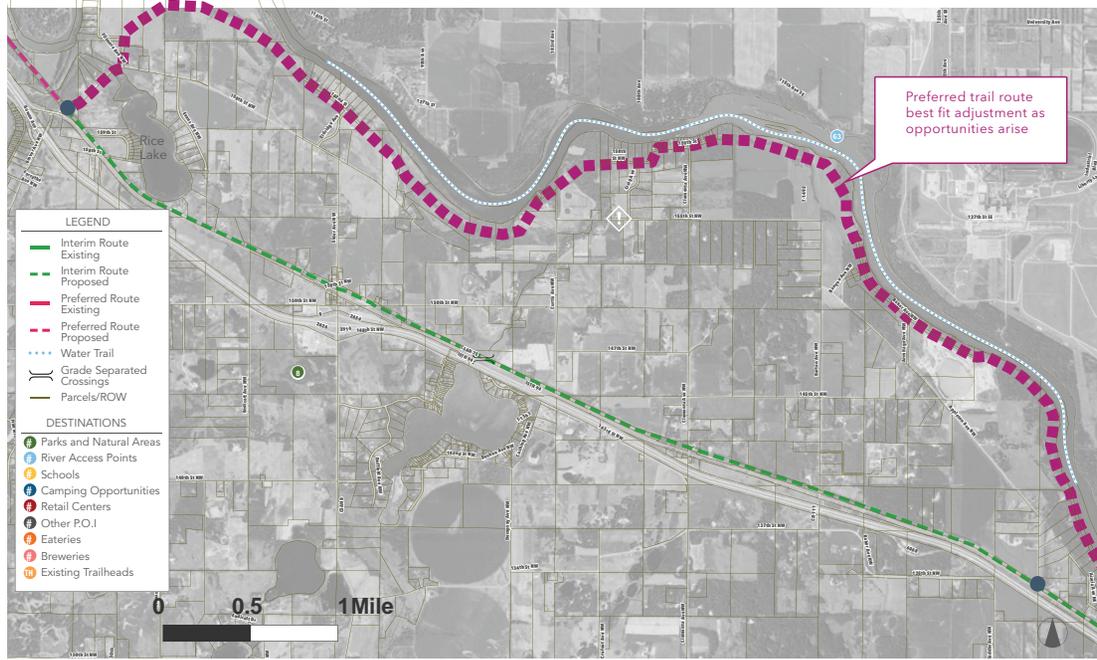
PREFERRED ROUTE

User Experience:

Proposed route is scenic, offering potential views to the Mississippi River. Located away from the road with natural buffers to keep vehicular traffic from view. This route would likely be very quiet with great opportunities for natural resource interpretation.

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 0% Public 0% Private ROW 100% Private (4,443' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No nearby destination access. 	<ul style="list-style-type: none"> Potential shoreline enhancements to Fish Creek Woodland restoration along corridor 	<ul style="list-style-type: none"> Portions of the route may be located within the flood plain 	<ul style="list-style-type: none"> Floodplain (3,900') Fish Creek Crossing 	<ul style="list-style-type: none"> 100% off (4,443') 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> 4,443 Feet (None Existing) 	<ul style="list-style-type: none"> No nearby lodging potential. 	<ul style="list-style-type: none"> n/a

SEGMENT 3 - SILVER CREEK TOWNSHIP



INTERIM ROUTE

User Experience:

This segment of trail would be very close in proximity to 75 traffic in some areas, but does offer occasional buffers. Experience is mostly rural, passing driveways and private residences occasionally. Route passes a number of wetlands that would offer great opportunities for natural resource interpretation.

PREFERRED ROUTE

User Experience:

Experience is very rural - road is currently not paved. Great views of Rice Lake. Passes fields, pastures, and private residences. This segment uses portions of a historic wagon road, offering great opportunity for historical interpretation. This route would get users close to the river and offer great natural resource interpretive opportunities.

Parks and Natural Areas

- 8 Minnesota Veteran's Wildlife Management Area

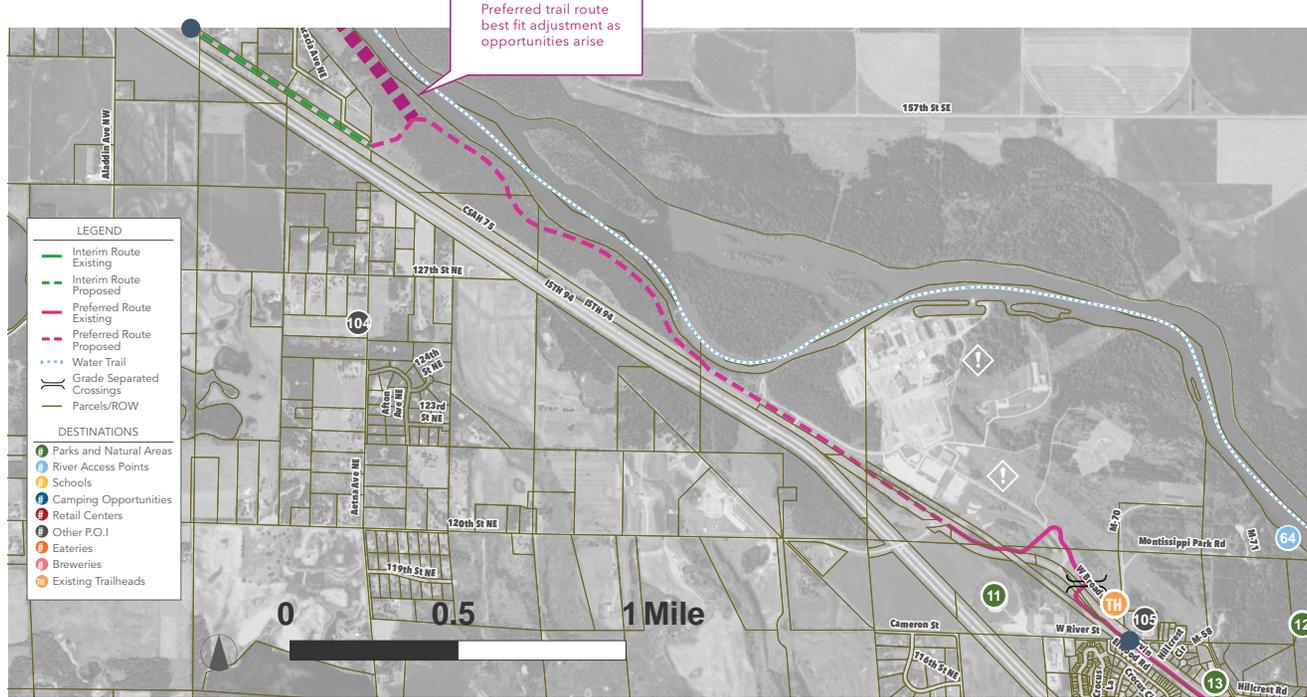
River Access Points

- 45 Snuffies Landing Boat Launch

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 3% Public 85% Private ROW (32,527' unbuilt, to be acquired/eased) 12% Private (4,524' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No Direct access to destinations Across the river from Snuffies Landing boat launch. River access 	<ul style="list-style-type: none"> River edge restoration potential Wider corridor (100'+) could be purchased in order to protect natural resources along the river 	<ul style="list-style-type: none"> Road is not currently paved Trail would pass private driveways Route may be in the floodplain 	<ul style="list-style-type: none"> Floodplain/Wetland (2,300') Possible slopes near Barton Sand 	<ul style="list-style-type: none"> 12% Off (4,524') 88% On (33,780') 	<ul style="list-style-type: none"> No grade separated crossings existing 	<ul style="list-style-type: none"> 38,304 Feet (None Existing) 	<ul style="list-style-type: none"> No nearby lodging potential 	<ul style="list-style-type: none"> 90% in favor
CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 3% Public 0% Private ROW 97% Private (32,231' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Across 75 from Minnesota Veteran's Wildlife Management Area 	<ul style="list-style-type: none"> Potential shoreline enhancements to Rice Lake Woodland restoration along corridor 	<ul style="list-style-type: none"> Trail will be close in proximity to 75 traffic with small amounts of separation in some areas. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> 0% Off 100% On (33,091') 	<ul style="list-style-type: none"> No grade separated crossings existing. Route passes a number of wetlands and may require grade separated crossings 	<ul style="list-style-type: none"> 33,091 Feet (None Existing) 	<ul style="list-style-type: none"> No nearby lodging potential 	<ul style="list-style-type: none"> 10% in favor



SEGMENT 4 - MONTICELLO NORTH



PREFERRED ROUTE

User Experience:

The northern portion of this segment is very scenic, offering many opportunities for natural resource interpretation. Trail travels through restored savanna, offering close proximity and great views of the Mississippi River. The southern portion gets close in proximity to 75 traffic. Clear wayfinding would be needed to keep users away from the Xcel plant property, existing network of paved trails linking the Xcel property and Mississippi County Park may be confusing. Monticello Rod and Gun Club could be loud near the trailhead.

Parks and Natural Areas

- 11 Monticello City Softball Fields
- 12 Mississippi County Park
- 13 Hillcrest Park

River Access Points

- 64 Mississippi Park Boat Launch

Other Points of Interest

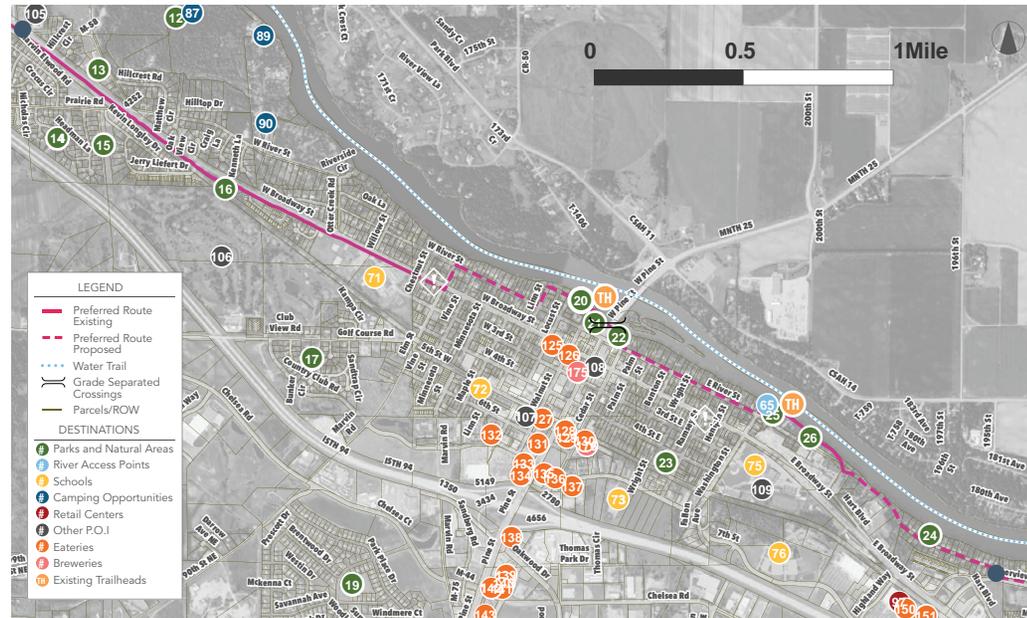
- 104 The Strawberry Basket
- 105 Monticello Rod and Gun Club

Camping Opportunities

- 87 Mississippi County Park (by special permit)

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 7% Public • 17% Private ROW (3,189' unbuilt, to be acquired/eased) • 76% Private of which 61% of total is Xcel (1,455' unbuilt, to be acquired/eased from non-Xcel owners) 	<ul style="list-style-type: none"> • Direct access to Monticello County park, camping (by special permit only), boat launch, trailhead • Across 75 from Monticello City Softball Fields 	<ul style="list-style-type: none"> • Significant opportunities for woodland and savanna restoration on Xcel property • Native landscaping along trail corridor 	<ul style="list-style-type: none"> • Xcel nuclear plant property is a concern for this trail segment. Existing paved paths near the property would need clear wayfinding. 	<ul style="list-style-type: none"> • Floodplain (4,500') 	<ul style="list-style-type: none"> • 45% Off (8,669') • 55% On (10,480') 	<ul style="list-style-type: none"> • Existing underpass East of Control Road Drive along 75 	<ul style="list-style-type: none"> • 19,150 Feet • 4487' Existing • 14,663' Unbuilt 	<ul style="list-style-type: none"> • Monticello County Park camping (by special permit only) is nearby 	<ul style="list-style-type: none"> • n/a

SEGMENT 5 - MONTICELLO



Retail Centers	
97	Home Depot/Target/Marshalls / Office Max/GNC
Breweries	
175	Rustech Brewing
176	The Nordic Brewing Co.

Camping Opportunities	
87	Montissippi County Park (by special permit)
89	River Terrace Mobile Park
90	West Side Park

PREFERRED ROUTE

User Experience:

This route would provide users with a suburban experience, occasional glimpses of the river along the way, direct access to multiple parks that offer water access/river views, and would keep users off the busy road while being indirectly connected to the amenities offered by downtown Monticello via local roads. Great opportunity to cross the Mississippi River via the Pine Street/25 bridge to explore the northern river bank areas. This route does cross multiple private driveways and small intersections, and would be very close to the front of homes in some areas.

Riverfront parks and other viewing spots offer great opportunities for interpretation.

Parks and Natural Areas	
12	Mississippi County Park
13	Hillcrest Park
14	Balboul Park
15	Park West Park
16	Otter Creek Park
17	Country Club Park
18	Bertram Chain of Lakes Regional Park
19	Groveland Park
20	Front Street Park
21	West Bridge Park
22	East Bridge Park
23	4TH Street Park
24	Swan Park
25	Ellison Park
26	Mississippi River Park

Eateries			
125	Beef O'Brady's	138	McDonalds
126	Cornerstone Cafe	139	Jimmy Johns
127	Quiznos	140	Chin Tuen
128	Papa Murphys	141	Primo Pizza
129	Asian Cafe Chinese/Sushi Bar	142	Dairy Queen
130	Pizza Factory	143	Pizza Ranch
131	Caribou Coffee	150	Starbucks
132	Rancho Grande	151	Little Caesars Pizza
133	KFC		
134	Pancho Villa Mexican Restaurant		
135	Perkins		
136	Taco Bell		
137	Burger King		

Other Points of Interest	
105	Monticello Rod and Gun Club
106	Monticello Country Club
107	Monticello Community Center
108	River's Edge Outfitters
109	Moose Sherritt Ice Arena

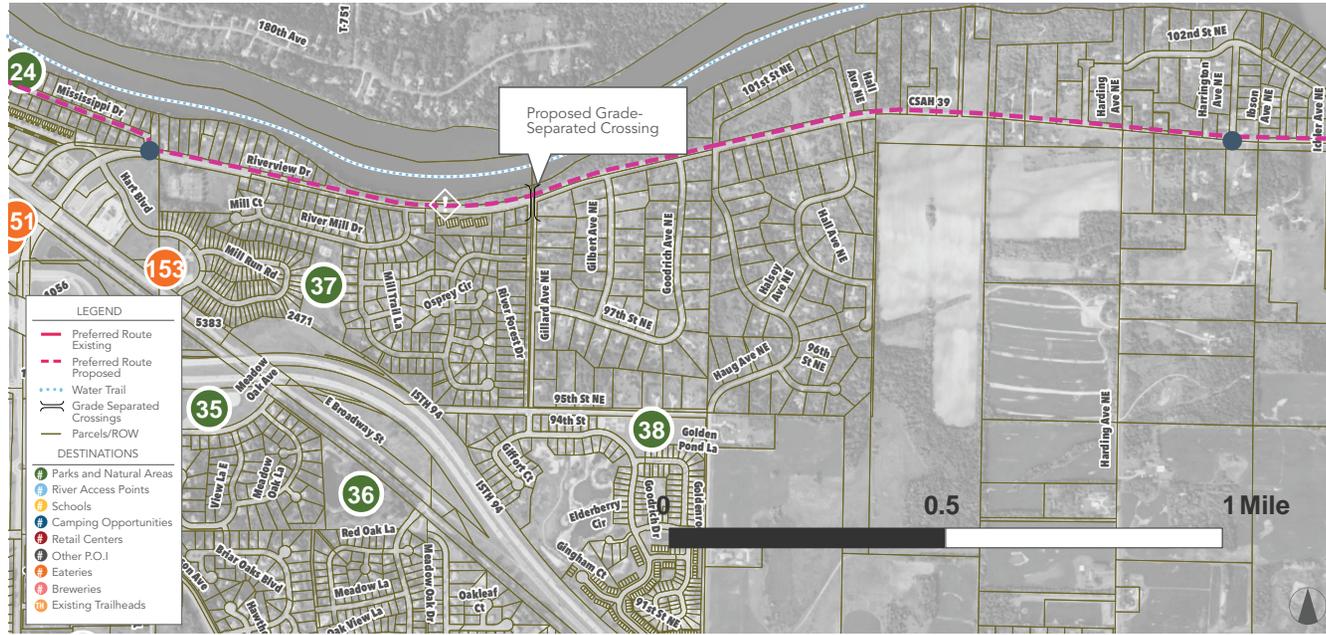
Schools	
71	Pinewood Elementary School
72	Swan River Montessori Charter School
73	Turning Point ALP
74	Monticello Alternative Program
75	Monticello Middle School
76	Holy Spirit Academy

River Access Points	
65	DNR Access Ellison Park

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 92% Public 2% Private ROW (349' unbuilt, to be acquired/eased) 6% Private (3% Hospital) (729' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access to multiple parks and river access at Ellison Park boat launch Near direct access to camping/looding Close proximity to local eateries and breweries Close proximity to schools, retail centers, and other points of interest Such as River's Edge Outfitters, Monticello Community Center, and Moose Sherritt Ice Arena 	<ul style="list-style-type: none"> Native landscaping and limited water quality projects along corridor River access points at West Bridge Park, East Bridge Park, and Ellison Park – may be opportunities for river shoreline restoration 	<ul style="list-style-type: none"> Many private driveway crossings Multiple unmarked intersection crossings 	<ul style="list-style-type: none"> Floodplain (2,500') 	<ul style="list-style-type: none"> 23% Off (4,856') 77% On (16,659') 	<ul style="list-style-type: none"> Existing underpass at Walnut Street and W Pine Street Bridge 	<ul style="list-style-type: none"> 21,515 Feet 3,178' Existing 18,337' Unbuilt 	<ul style="list-style-type: none"> Montissippi County Park (by special permit only) Oaks on the River Campground River Terrace Mobile Park 	<ul style="list-style-type: none"> 90% in favor



SEGMENT 6 - MONTICELLO SOUTH



PREFERRED ROUTE

User Experience:

Trail segment would offer views of the river and gets users close to the water - great opportunity for an overlook with interpretation. Trail would be very close to vehicular traffic, and may be loud. This trail segment would provide a mixture of suburban and rural views.

Eateries

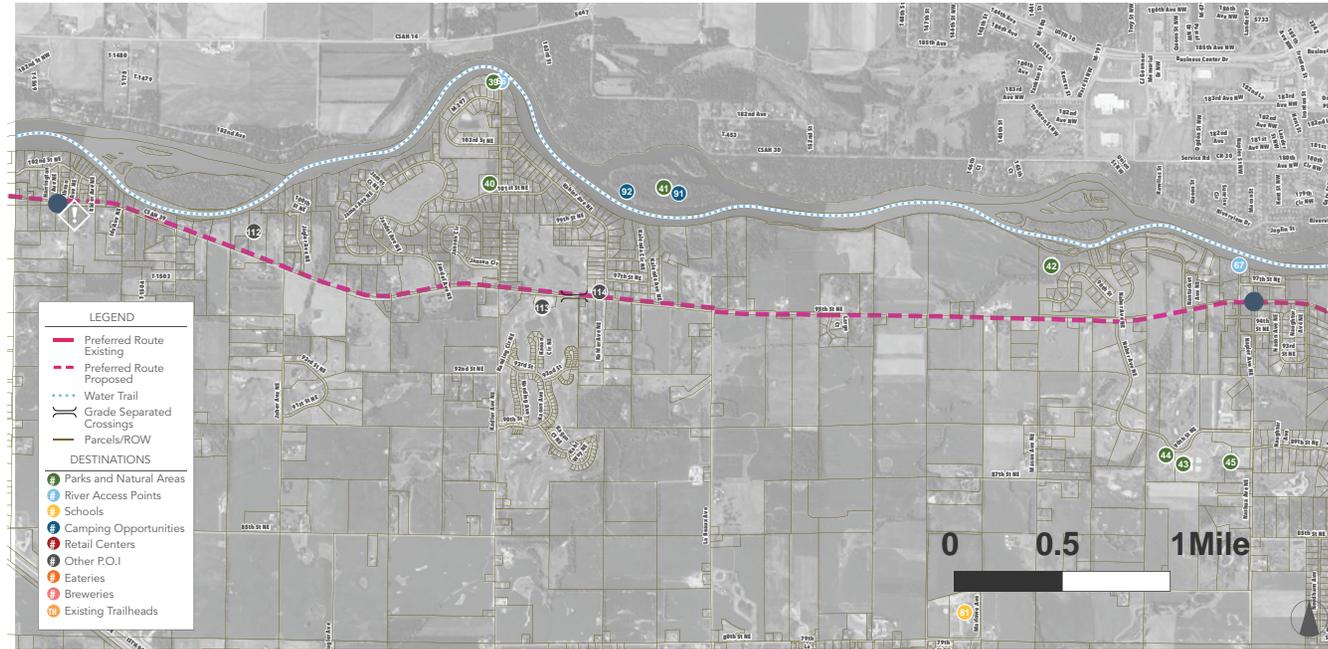
- 151 Little Caesars Pizza
- 152 Caribou Coffee
- 153 Hawk's Sports Bar

Parks and Natural Areas

- 35 Freeway Fields
- 36 Monti Paws Dog Park at Meadow Oaks Park
- 37 River Mill Park
- 38 Sunset Ponds Park

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 59% Public • 41% Private ROW (4,326' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> • No direct access to destinations • Close proximity to a number of parks, and one or two local eateries 	<ul style="list-style-type: none"> • Native landscaping, invasives removal and potential water quality enhancements within the narrow corridor between Riverview Drive and the river's edge 	<ul style="list-style-type: none"> • Trail segment would put riders very close to the river, and entire trail would be in close proximity to 39 traffic • Private driveway crossings 	<ul style="list-style-type: none"> • Ditch / Slope Concerns, especially proximate to the river 	<ul style="list-style-type: none"> • 0% Off • 100% On (10,515') 	<ul style="list-style-type: none"> • No existing grade separated crossings, but one may be needed where the trail approaches steep slopes at Gillard 	<ul style="list-style-type: none"> • 10,515 Feet (None Existing) 	<ul style="list-style-type: none"> • No nearby lodging potential 	<ul style="list-style-type: none"> • n/a

SEGMENT 7 - OTSEGO WEST



PREFERRED ROUTE

User Experience:

This route is a mix of rural, suburban, and natural river area views. This route offers the safest connections to existing landings as users would not have to cross County Road 39 to reach these destinations.

Destinations along the river offer great opportunities for interpretation.

Parks and Natural Areas

- 39 Norin Landing Park
- 40 Lily Pond Park
- 41 Mississippi River Islands SNA
- 42 Davis Farm Park
- 43 Prairie Park Splash Pad
- 44 Prairie Park Archery Range
- 45 Prairie Park Dog Park

Schools

- 81 Prairie View Elementary and Middle School

Other Points of Interest

- 112 Wildwood Float Trips
- 113 Riverwood National Golf Course
- 114 Vintage Golf Course

Camping Opportunities

- 91 Mississippi Islands SNA Camping
- 92 Dimmick Island Watercraft Campsite

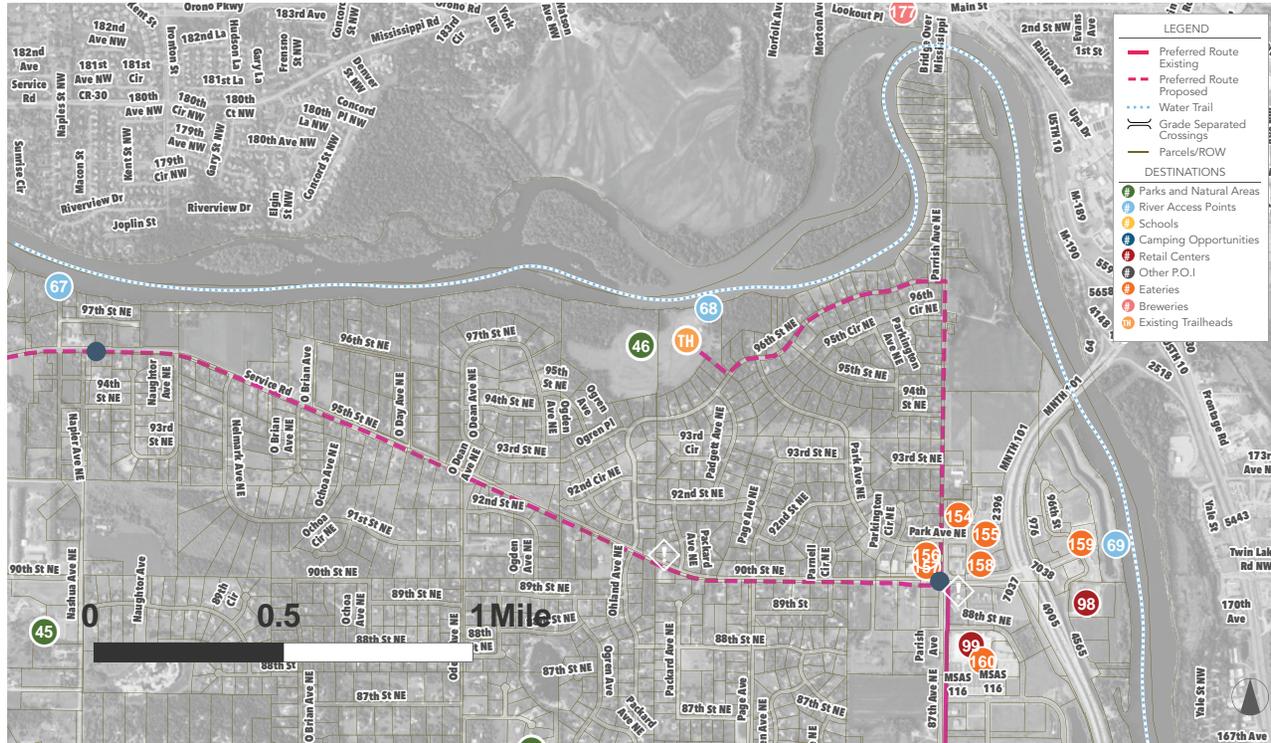
River Access Points

- 66 Norin Landing
- 67 Nashua Landing

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> • 51% Public • 49% Private ROW (14,705' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> • Indirect access to multiple parks and river access points such as Norin Landing and Nashua Landing • Across the river from camping opportunities at Mississippi Islands SNA • Direct access to Wildwood Float Trips, Riverwood National Golf Course, and Vintage Golf Course 	<ul style="list-style-type: none"> • Native landscaping along trail • Rain gardens and water quality improvements within ditch • Potential for more natural resources opportunities on north side of the road—slightly closer to the river 	<ul style="list-style-type: none"> • Trail would be close in proximity to vehicular traffic • Private driveway crossings • Road/intersection crossings 	<ul style="list-style-type: none"> • Ditch / Slope Concerns 	<ul style="list-style-type: none"> • 0% Off • 100% On (29,744') 	<ul style="list-style-type: none"> • One existing underpass under County Road 39 between the golf courses 	<ul style="list-style-type: none"> • 29,744 Feet (None Existing) 	<ul style="list-style-type: none"> • Mississippi Islands SNA camping opportunities 	<ul style="list-style-type: none"> • 79% in favor



SEGMENT 8 - OTSEGO CENTRAL



PREFERRED ROUTE

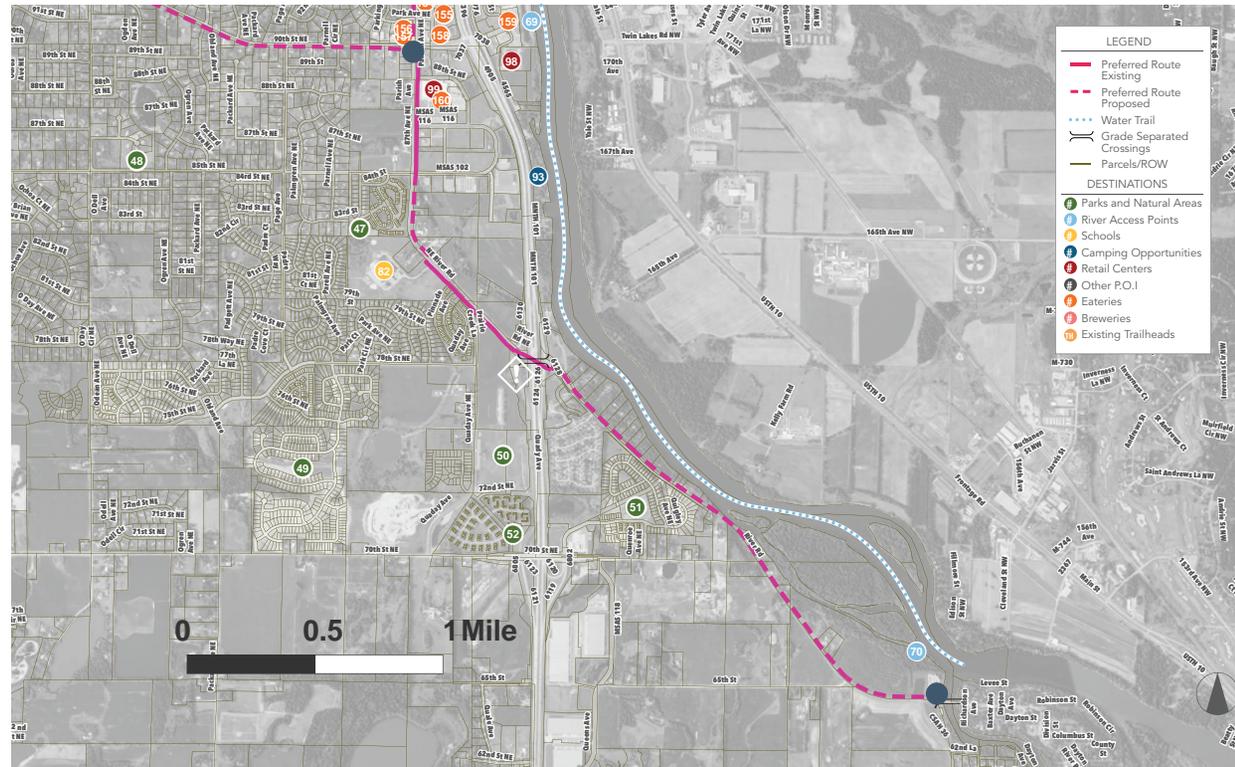
User Experience:

The trail stays close to County Road 39, resulting in traffic and road noise. The trail passes a commercial area with eateries and retail centers before entering Otsego County Park. Experience would be very urban/suburban for users.

Eateries	
154	Sapriano's Pizzeria Otsego
155	Rockwoods
156	Boondox Bar and Grill
157	Pour Wine Bar and Bistro
158	Denny's
159	Cowboy Jacks
160	Starbucks
Retail Centers	
98	101 Market Corn Maze and Fall Festival
99	Target
Parks and Natural Areas	
45	Prairie Park
46	Otsego County Park
River Access Points	
67	Nashua Landing
68	Otsego County Park Landing
69	Carrick's Landing
Breweries	
177	AEGIR Brewing Company

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 87% Public 13% Private ROW (2,575' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> Direct access to local parks, river access points, eateries, and retail centers Indirect access to AEGIR brewing, 101 Market Corn Maze, Cowboy Jacks, and Carrick's Landing 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch Greater opportunities for large areas of natural resource restoration within Otsego County Park 	<ul style="list-style-type: none"> Crosses a large number of private driveways and intersections Road crossing necessary to reach a number of local eateries and retail centers Trail would be in close proximity to vehicular traffic 	<ul style="list-style-type: none"> Floodplain (1,400') Ditch / Slope Concerns 	<ul style="list-style-type: none"> 9% Off (1,819') 91% On (17,983') 	<ul style="list-style-type: none"> No existing grade separated crossings 	<ul style="list-style-type: none"> 19,802 Feet 3,448' Existing 16,355' Unbuilt 	<ul style="list-style-type: none"> No nearby lodging potential 	<ul style="list-style-type: none"> 79% in favor

SEGMENT 9 - OTSEGO EAST



PREFERRED ROUTE

User Experience:

Route would be a mix of commercial, suburban, and rural scenery. A few points along the trail would provide views of the Mississippi River. This segment of the trail would be loud with vehicular traffic, especially as it approaches the River Road NE/101 underpass.

Retail Centers		Eateries	
98	101 Market Corn Maze and Fall Festival	154	Sapriino's Pizzeria Otsego
99	Target	155	Rockwoods
		156	Boondox Bar and Grill
		157	Pour Wine Bar and Bistro
		158	Denny's
		159	Cowboy Jacks
		160	Starbucks
Parks and Natural Areas		Schools	
47	School Knoll Park	82	Otsego Elementary School
48	Wilson Preserve		
49	Lefebvre Creek Greenway		
50	VFW Fields and Lot - Soccer Fields		
51	Northwood Park		
52	Pointe Park (private)		
River Access Points		Camping Opportunities	
69	Carrick's Landing	93	Mississippi Riverwood RV Park
70	DNR Access Dayton		

CURRENT OWNERSHIP	ACCESS	OPPORTUNITIES FOR NATURAL RESOURCE ENHANCEMENT	SAFETY	NATURAL RESOURCE CONSTRAINTS	FOLLOWS NR & IS AWAY FROM ROADS	GRADE SEPARATED CROSSINGS	LENGTH OF TRAIL	LODGING POTENTIAL	PUBLIC OPINION
<ul style="list-style-type: none"> 58% Public 42% Private ROW (8,098' unbuilt, to be acquired/eased) 	<ul style="list-style-type: none"> No Direct access to nearby destinations. Indirect access to multiple parks, schools, river access points, and 	<ul style="list-style-type: none"> Native landscaping along trail Rain gardens and water quality improvements within ditch Opportunity to partner with Otsego Elementary School for natural resources enhancement and interpretation 	<ul style="list-style-type: none"> Multiple driveway and intersection crossings. Busy underpass and on/off ramps and River Road NE and 169. Trail would remain close to the road/vehicular traffic. 	<ul style="list-style-type: none"> Floodplain (1,600') Ditch / Slope Concerns 	<ul style="list-style-type: none"> 0% Off 100% On (19,099') 	<ul style="list-style-type: none"> Existing underpass at River Rd NE and 169. 	<ul style="list-style-type: none"> 19,099 Feet 5,820' Existing 13,279' Unbuilt 	<ul style="list-style-type: none"> Indirect access to Mississippi Riverwood RV Park 	<ul style="list-style-type: none"> n/a



SLOPE ANALYSIS (CIVIL3D)

Using 2-foot contours from Wright County GIS data, and a standard for a general accessible trail (5% max. grade) with minimum 3:1 side slopes as a guide for cut/fill, planning level estimates of the cut/fill needed to construct two segments were developed:

- 5 mile segment in Monticello Township
- 8 mile segment east of Monticello and into Otsego along Hwy 39

This analysis is high level since it does not include a survey or soils information. More detailed analysis would occur as follow up engineering tasks during the design phases.

The following pages include:

- High level cost estimates for trail construction for the segments evaluated using the general cut/fill volumes and typical bituminous and base depths
- Maps that identify projected areas of cut/fill and highlighted areas that may need further engineering analysis or reconsideration of design, such as where retaining walls may be needed
- Typical trail cross sections showing minimal grading and maximum grading

Prior to construction, the trail alignments would be verified on site to save trees and maximize views.

The routes shown on the maps are not the final routes as fine tuning of the alignments would be completed after more analysis of the corridor is done.

In the Implementation chapter, we use \$100 per linear feet of trail in the overall planning level cost estimate, and \$200 per linear feet of trail for sections that may need retaining walls, drainage management, and more detailed design and engineering.

Segment 1: Curtis Ave NW to Appleton Ave NW [Length of trail = 26,764 ft (5.07 miles)]

ITEM	QTY	UNIT	COST	TOTAL	ASSUMPTIONS
Earth moving: Cut	32,120	CU YD	\$20	\$642,400.00	general cost for earth moving based on a large scale trail project; the goal is to balance cut and fill so hauling large amounts of soil won't be needed; includes grading and subgrade prep
Earth moving: Fill	31,990	CU YD	\$20	\$639,800.00	
Bituminous	2,409	CU YD	\$100	\$240,900.00	assumes one 3" lift
Class 5 base	5,780	CU YD	\$45	\$260,100.00	assumes 7" depth of compacted Class 5
Removals	22	ACRE	\$5,000	\$109,356.06	general clearing and grubbing
Restoration	16	ACRE	\$10,000	\$157,270.43	restoring of disturbed area adjacent to trail, minor landscaping, includes shouldering
Erosion Control	26,760	LN FT	\$10	\$267,600.00	
Bridges/Boardwalk	200	LN FT	\$300	\$60,000.00	could be combination of culvert and bridge
Retaining wall	300	SFF	\$100	\$30,000.00	typical concrete block wall
SUBTOTAL				\$2,407,426.49	
Design & Engineering (10%)				\$240,742.65	
Construction Administration (8%)				\$192,594.12	
Mobilization (5%)				\$120,371.32	
Construction Contingency (30%)				\$722,227.95	
TOTAL				\$3,683,362.53	
Trail construction estimate		26,764	LN FT	\$137.62	

Segment 2: Mississippi Dr to Odean Ave NE [Length of trail = 46,495 ft (8.81 miles)]

ITEM	QTY	UNIT	COST	TOTAL	ASSUMPTIONS
Earth moving: Cut	30,510	CU YD	\$20	\$610,200.00	general cost for earth moving based on a large scale trail project; the goal is to balance cut and fill so hauling large amounts of soil won't be needed; includes grading and subgrade prep
Earth moving: Fill	28,200	CU YD	\$20	\$564,000.00	
Bituminous	4,305	CU YD	\$100	\$430,500.00	assumes one 3" lift
Class 5 base	10,040	CU YD	\$45	\$451,800.00	assumes 7" depth of compacted Class 5
Removals	29	ACRE	\$5,000	\$146,448.85	general clearing and grubbing
Restoration	19	ACRE	\$8,000	\$186,159.86	restoring of disturbed area adjacent to trail, minor landscaping, includes shouldering
Erosion Control	46,495	LN FT	\$10	\$464,950.00	
Bridges/Boardwalk	200	LN FT	\$300	\$22,500.00	could be combination of culvert and bridge
Retaining wall	300	SFF	\$100	\$200,000.00	typical concrete block wall
SUBTOTAL				\$3,076,558.71	
Design & Engineering (10%)				\$307,665.87	
Construction Administration (8%)				\$246,124.70	
Mobilization (5%)				\$153,827.94	
Construction Contingency (30%)				\$922,967.61	
TOTAL				\$4,707,134.83	
Trail construction estimate		46,495	LN FT	\$101.24	

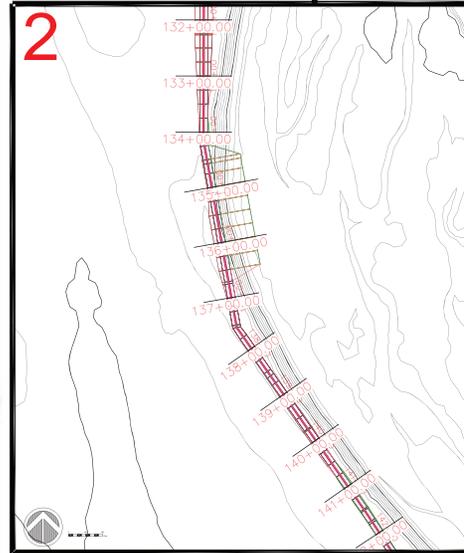
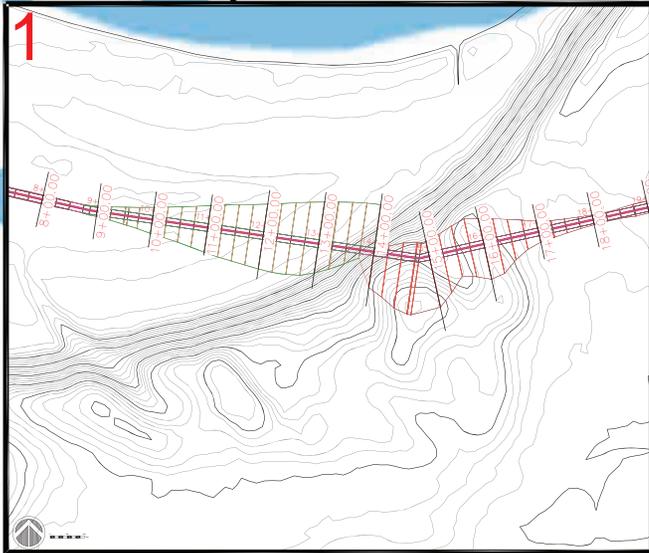
SEGMENT 1: CURTIS AVE NW TO APPLETON AVE NW [LENGTH OF TRAIL = 26,764 FT (5.07 MILES)]

START
STATION
0+00

1-2. NEED OF FUTHER
ENGINEERING ANALYSIS

- 1 - STATION 8+00 TO 18+00
- 2 - STATION 134+00 TO 137+00

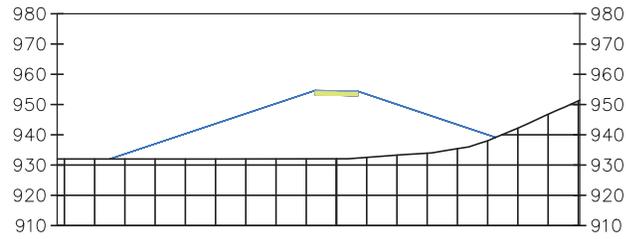
END
STATION
267+64



These areas of the trail could be addressed with rerouting of the trail alignment to avoid significant grading, switchback trail route, adding retaining walls, designing steeper trail sections (up to 8% slope)

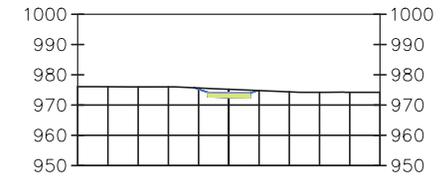
SEGMENT 1: CURTIS AVE NW TO APPLETON AVE NW [LENGTH OF TRAIL = 26,764 FT (5.07 MILES)]

13+00.00



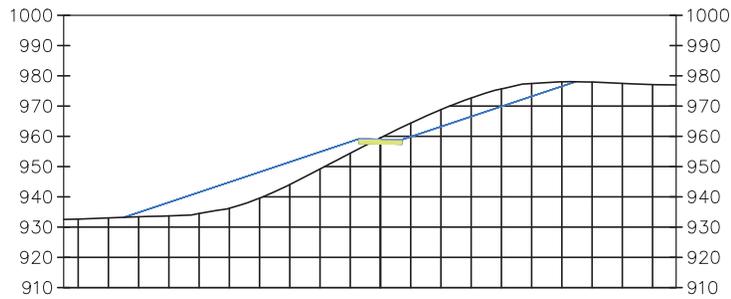
-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80

19+00.00



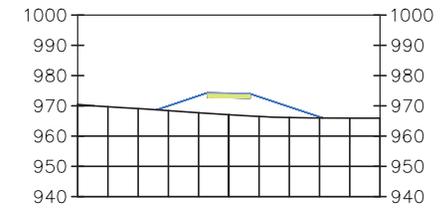
-50 -40 -30 -20 -10 0 10 20 30 40 50

14+00.00



-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90

20+00.00



-50 -40 -30 -20 -10 0 10 20 30 40 50

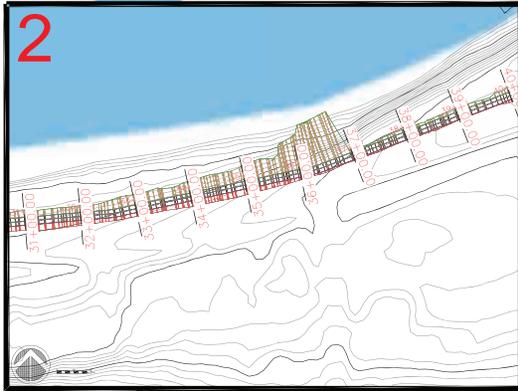


SEGMENT 2: MISSISSIPPI DR TO ODEAN AVE NE [LENGTH OF TRAIL = 46,495 FT (8.81 MILES)]

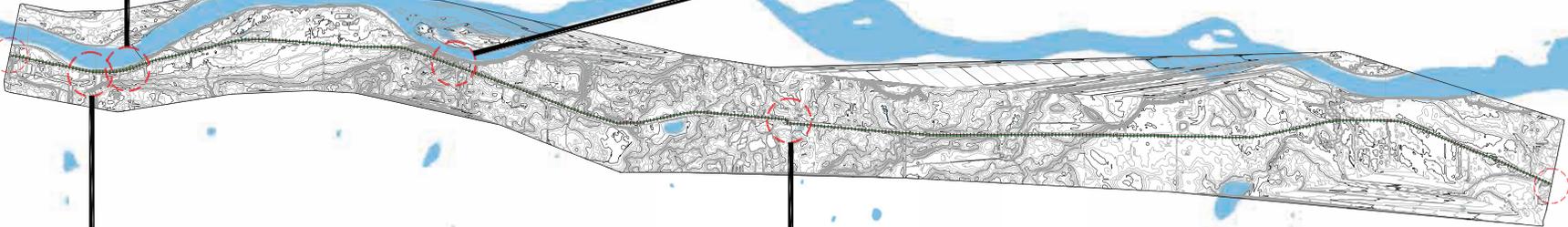
MISSISSIPPI DRIVE (MONTICELLO)
AND ODEAN AVE NE (OTSEGO)

1-4. NEED OF FURTHER
ENGINEERING ANALYSIS

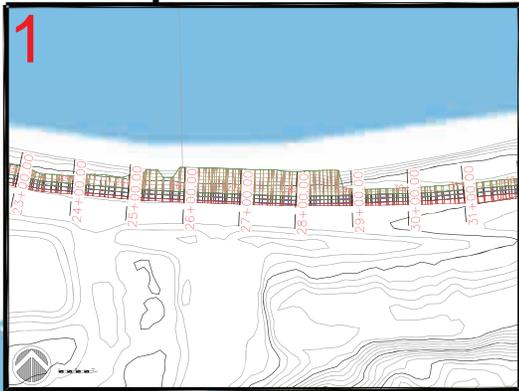
- 1 - STATION 24+00 TO 29+00
- 2 - STATION 33+00 TO 38+00
- 3 - STATION 132+00 TO 134+00
- 4 - STATION 233+00 TO 238+00



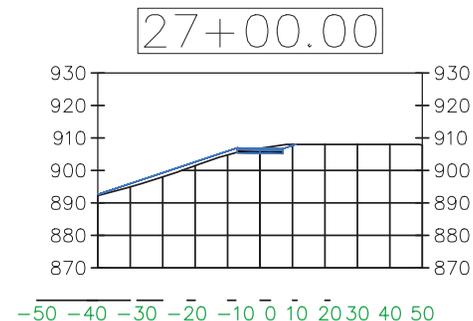
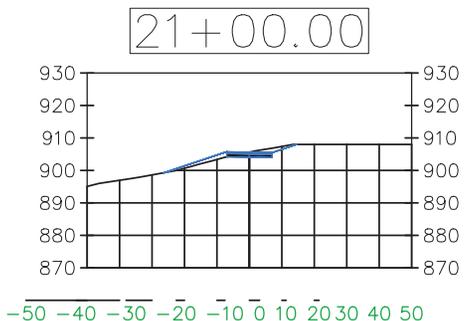
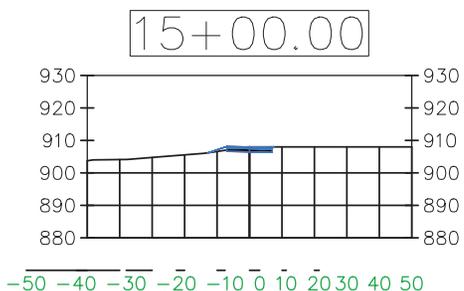
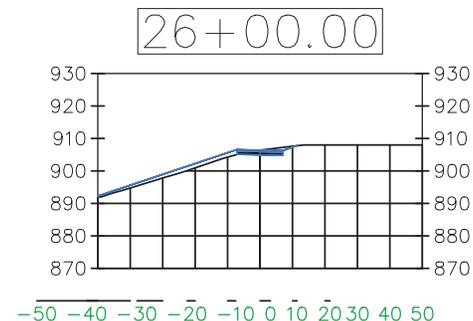
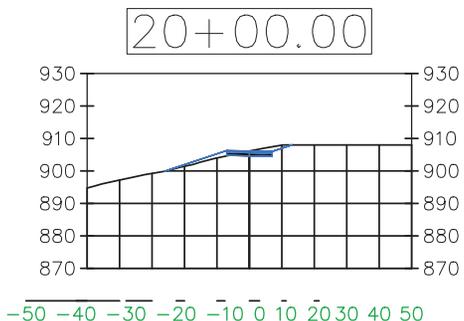
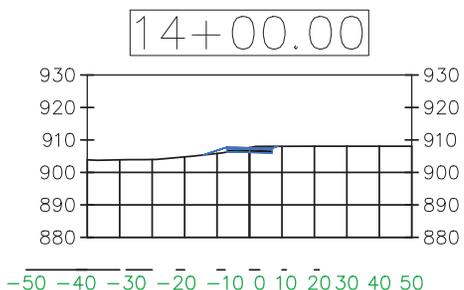
START
STATION
0+00



END
STATION
464+95



SEGMENT 2: MISSISSIPPI DR TO ODEAN AVE NE [LENGTH OF TRAIL = 46,495 FT (8.81 MILES)]





TRAIL VISUALIZATION

The following images represent conceptual design for the Great River Regional Trail for a two-mile segment north of Monticello in Monticello Township.

Video Link: https://www.youtube.com/watch?v=uo_TEbe2BDc&feature=youtu.be



TRAIL A



RIVER OVERLOOK A



TRAIL B



RIVER OVERLOOK B



TRAIL C