

## APPENDIX D

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## Casey Jones Trail Master Plan - Trail Maintenance<sup>1</sup>

Adequate maintenance of the Casey Jones State Trail is critical to provide and sustain the experience trail users appreciate. Maintenance activities are numerous and diverse, as the following list illustrates. Specifically, maintaining the Casey Jones State Trail will include:

- Monitoring trail conditions, which includes scheduling and documentation of inspections; monitoring the condition of railings, bridges, trail surfaces, and signage; hazard tree inspection; and removal of debris such as downed trees
- Scheduling of maintenance tasks
- Mowing of vegetation: shoulders, rest areas, and parking lots
- Winter grooming and plowing
- Tree and shrub pruning
- Trash removal
- Trail repair – fixing washouts and controlling erosion are examples
- Maintaining bridge decking and railings
- Trail drainage control
- Trail surface maintenance
- Repair of animal damage to trail or facilities
- Checking and repairing fence lines and gates
- Mowing and brushing farm crossings
- Cleaning out ditches and culverts, replacing failing culverts
- Controlling noxious weeds
- Maintaining equipment
- Painting posts and picnic tables
- Graffiti control and vandalism repair, especially to signs
- Maintaining boundary signs, and working to resolve encroachment issues
- Coordination of volunteer efforts
- Training and supervision of employees, Minnesota Conservation Corps, or Sentence to Service crews
- Sweeping the asphalt surface

### *Maintenance Recommendations*

- *Recommendation 1: Additional maintenance funds will be required to maintain the trail after it is developed.*
- *Recommendation 2: The Division of Trails and Waterways is responsible for maintenance and management of designated state trails. However a portion of this trail will be located in Split Rock Creek State Park and Lake Shetek State Park, managed by the Division of Parks and Recreation. To assure appropriate protection of state park resources, viewsheds and facilities immediately adjacent to the trail, trail managers will work with park staff to establish standards and parameters for maintenance activities on state trails within or segments of state trails passing through the state park. Local trail managers will plan, schedule, and coordinate maintenance activities following these guidelines with the appropriate park manager.*
- *Recommendation 3: The trail should be seal coated approximately six years after initial development. Research shows that this will prolong the life of the trail.*

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<sup>1</sup> Trail Maintenance from the MN DNR Casey Jones State Trail Plan  
[http://files.dnr.state.mn.us/input/mgmtplans/trails/caseyjones/cj\\_masterplan.pdf](http://files.dnr.state.mn.us/input/mgmtplans/trails/caseyjones/cj_masterplan.pdf)

***Minnesota ATP 8 Transportation Enhancement Application***  
**SAMPLE OPERATION AND MAINTENANCE PLAN**

**Estimate the projected maintenance and operations costs for the proposed facility for the time periods outlined below.** In developing these estimates it is important to consider not only the routine costs (such as labor, materials, utility costs, and equipment costs), but also periodic major repairs or preventive maintenance (such as seal coating or replacement of plumbing, lighting, aglime, turf, etc.).

Each applicant should assess the particular needs of their specific project. It is not sufficient to simply reference the overall park and recreation budget and suggest that the operations and maintenance costs for the proposed project are somehow covered within that budget. We want to see that a careful effort has been made to assess the specific cost impact of the proposed project. Cost estimates may be explained in a narrative or table format; however, actual dollar figures must be included for each identified cost.

- I. Time Period: The sponsor or applicant must complete a resolution to maintain the structure for the life of the structure. Aggregate and bituminous trails are expected to have a life of 20 years with maintenance such as additional aggregate, seal coats, and thin overlays; concrete trails have a useful life of 35 years with maintenance such as replacement of panels, etc; and bridges and buildings have a useful life of 50 years. The maintenance plan should address maintenance activities that they plan to complete:
  - Annually
  - Every 3-5 years
  - Every 10 years
  - Every 20 years
  
- II. Maintenance Activity Costs: Depending on the type of project proposed, cost estimates may be made for:
  - Maintenance of surfaces, shoulders, slopes (sweeping, seal coats, patching etc)
  - Vegetation control
  - Maintenance and inspection of bridges, culverts, and other drainage surfaces
  - Maintenance of signs, markers, traffic control structures
  - Striping and painting
  - Maintenance of support services (if Enhancement funds were utilized to buy, build, or repair them) such as parking lots, picnic tables, benches, lighting, restrooms, garbage cans, drinking fountains etc
  - Janitorial services
  - Waste management
  - Grounds keeping
  - Updating of information for safety and educational activities
  - Repair and replacement due to vandalism
  - Other (Please specify)

**AGREEMENT FOR MAINTENANCE OF RECREATIONAL TRAILS UNDER THE JURISDICTION OF THE DICKINSON COUNTY TRAILS BOARD AND WITHIN THE CITY LIMITS OF \_\_\_\_\_, IOWA<sup>2</sup>**

**WHEREAS**, this agreement is entered into by and between the City of \_\_\_\_\_, Iowa, hereinafter referred to as the City, and the Dickinson County Trails Board, hereinafter referred to as the DCTB; and

**WHEREAS**, the Dickinson County Trails Board now has responsibilities for the Trails system previously administered by the Dickinson County Conservation Board; and

**WHEREAS**, trails have been constructed throughout the county, with ownership of said trails being that of the DCTB, and part of said trails are located within the incorporated area of the City, and

**WHEREAS**, the City and DCTB agree that said trails are an asset to recreational opportunities within Dickinson County and hereby agree to cooperate to provide acceptable maintenance to said trails to ensure the enjoyment and safety of trail users.

**IT IS THEREFORE MUTUALLY AGREED AND PROVIDED AS FOLLOWS**

**A. Definitions**

- 1. Trail(s)** – shall be understood to describe any part of a designated path that is agreed upon by the City and DCTB to be provided as a transportation route for pedestrians, bicyclists, in-line/roller skates, cross-country skiers and other types of non-motorized transportation except where motorized transportation for handicapped qualified individuals has been permitted by DCTB. In addition, snowmobiling is also an acceptable activity. Upon agreement by the City and DCTB, any of the above-mentioned transportation modes may be prohibited on specific Trail sections.
- 2. Trail Corridors** – shall mean any part of the trail system that is found upon its own right-of-way. A Trail corridor will be located on property owned, leased or has been given permission to be located on, by the property owner, to the DCTB by way of easement or agreement. All Trail corridors will be developed in accordance with either of the following guidelines:
  - i. At least 12 feet in width – providing for a 10 foot wide trail surface and no less than 1 foot of clear space on each side of the trail surface.
  - ii. At least 7 feet in width – providing for a 5 foot wide trail surface and no less than 1 foot of clear space on each side of the trail surface. Corridors meeting these criteria are to be developed as one-way traffic trails.
- 3. Trail Lanes** – shall mean any part of the trail system which is developed as connected to any existing road surface. Trail Lanes shall be either at least 10 feet wide (for two-way trail traffic) or at least 5 feet wide (for one-way traffic) and shall have at least 1 foot of clear space available on the non-road side. Examples of Trail Lanes include:
  - i. Q Avenue in Milford from 4<sup>th</sup> Street to 13<sup>th</sup> Street
  - ii. 202<sup>nd</sup> Street (Emerald Hills Road)
  - iii. 15<sup>th</sup> Street in Spirit Lake from Peoria Avenue to Lincoln Avenue
  - iv. Highway 327 within the City of Orleans
- 4. Trail Routes** - shall mean any part of the trail system which is developed to share an existing roadway. Designation of Trail Routes will be by way of signage only.
- 5. Trail Sidewalks** – shall mean any instance where a Trail is incorporated/developed into an existing or new sidewalk by way of increasing the width of the sidewalk to meet the parameters as set forth in A.2 i, or ii, above

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<sup>2</sup> From the Dickenson County Iowa Trail Board

6. **City-Owned Trails** – shall mean any Trails that are owned by a City and are developed without participation of the DCTB. Examples of City-Owned Trails include:
  - i. **13<sup>th</sup> Street in Milford from Q Avenue to Airport Drive**
  - ii. **Broadway in Arnolds Pak, westerly, from Highway 71**
  - iii. **Several city-constructed trails in Spirit Lake**

B. Maintenance

**Maintenance shall be considered as routine upkeep of Trail facilities and will include any item that is a concern to the safety and well being of trail users.**

1. **Signage/appliances** – any and all signage and appliances installed as part of the approved construction plans for any Trail project shall be the responsibility of the DCTB and shall meet Iowa DOT standards. The City may add its own signage and appliances with consensus of the DCTB, and to be understood that any such additions will be the City's maintenance responsibility. In no instances will commercial and/or profit advertising be allowed on any county-owned Trail, though DCTB approved donor recognition signage and appliances may be allowed.
2. **Painting** – all need painting of Trails will be the responsibility of the DCTB with the following exceptions:
  - i. Crosswalks under the authority of the City
  - ii. Delineation markings separating road surface from Trail Lanes and within the jurisdiction of the City.
3. **Mowing & Weed Control** – The DCTB will be responsible for all mowing, weed control and trimming of shrubs and trees on the Trail Corridors only.
4. **Trail Surface Repairs** – are to be considered any type of work that is needed to repair surface irregularities, preventative surface maintenance and/or report of Trails after excavation.
  - i. Trail repairs and preventative surface maintenance will be the responsibility of the DCTB on all Trail Corridors.
  - ii. Any trail surface repairs/maintenance to Trail Lanes will be cost-shared between the City and DCTB on a prorated scale that will make each entity responsible for its own share of the costs needed for repairs – City responsible for the width of the roadway and the DCTB responsible for the surface of the Trail Lanes.
  - iii. All needed surface repairs to Trail Routes will be the responsibility of the City.
  - iv. Surface repairs to Trail Sidewalks will be cost-shared between the City and DCTB with the DCTB being responsible on a percentage basis for the portion that is over normal sidewalk width.
  - v. Any and all Trail damage done because of excavation shall be the responsibility of the party initiating or approving the excavation, and that party will be liable for restoring the Trail to standards prescribed by the DCTB. The City initiating or approving any excavation causing damage to any part of the Trail shall notify DCTB at least ten (10) days in advance of the need for the excavation, the location, estimated start date and the estimated completion date, and they will assume all liability for any injuries caused on the damaged area to the Trail.
  - vi. In the event the DCTB and the City cannot agree on whether work is needed to repair surface irregularities, and engineer shall be designated by the City and the Board to make such a determination. The determination made by the engineer shall be binding on both parties. In the event the DCTB and the City cannot agree on an engineer to make a determination, then the DCTB and the City shall each designate an engineer. Each designated engineer shall then designate a third engineer to make the determination. The third engineer's determination shall be binding on both the City and DCTB. The City and DCTB shall evenly share costs associated with this process.

- 5. **Snow Removal** – in no instance shall the DCTB be required to remove snow from any Trail found within the City. The City reserves the right to undertake snow removal, at its discretion, on any Trail Lane, Trail route or Trail Sidewalk under its jurisdiction. Trail Corridor snow removal by the City is acceptable, with DCTB approval. Trail Corridors shall have snow left on them for the use by cross country skiers and snowmobiles unless snow removal is approved by DCTB. The City’s removal of snow shall at all times, however, be consistent to its snow removal policy as adopted by its City Council.
- 6. **City-Owned Trails** – any and all trails meeting the criteria as set forth in A,6, above, will be the sole responsibility of the City and in no manner will the DCTB be required to provide services as described in Section B of this agreement. Connection of City-Owned Trails to DCTB Trails is permitted, with DCTB approval.

**Effective Date** – This contract and agreement for the maintenance of recreational trails shall be effective upon execution of both parties of this agreement.

**Agreement Authority** – This contract and agreement shall supersede all previous agreements for trail maintenance, verbal or written, between the City and the Dickinson County Conservation Board and the DCTB.

**FOR: THE CITY of** \_\_\_\_\_

By: \_\_\_\_\_

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

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**FOR: THE DCTB:**

By: \_\_\_\_\_

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_ COUNTY TRAILS BOARD<sup>3</sup>  
ADOPT-A-TRAIL PROGRAM

The \_\_\_\_\_ County Trails Board greatly appreciates your willingness to be a sponsor in the Adopt-A-Trail Program. The guidelines for this program are as follows:

1. The sponsor will be responsible for litter removal in the Spring and Fall and as needed in between. No special bags are required and they can be placed at the end of the adopted trail section when finished. Please contact \_\_\_\_\_ when litter removal has been completed so bag pick-up can be arranged.
2. The sponsor agrees that permanent signage and trail structures (benches, kiosks, trash receptacles, etc.) shall not be removed, altered, or damaged.
3. The sponsor shall carry on the work as agreed with serious regard to the safety of adjacent property owners and volunteers.
4. The sponsor shall report any damage or safety concerns to the \_\_\_\_\_ County Trails Board Director at \_\_\_\_\_.
5. The sponsor acknowledges that all personnel involved in this project are volunteers directed by the sponsor and that the sponsor accepts full responsibility for any injuries or damages sustained or caused by such personnel. The sponsor acknowledges that they or their volunteers are in no way considered to be employees of \_\_\_\_\_ County.
6. Motorized vehicles are not allowed on the trail for litter removal or other Adopt-A-Trail activities.

\_\_\_\_\_ County Trails Board responsibilities:

1. The \_\_\_\_\_ County Trails Board will erect a sign at each end of the adopted section with the sponsor's name or acronym displayed.
2. The \_\_\_\_\_ County Trails Board will empty trash receptacles and remove bags in a timely manner.
3. The \_\_\_\_\_ County Trails Board will respond to damage and safety concerns as reported by the sponsors in a timely manner.
4. The \_\_\_\_\_ County Trails Board will assist in removal of litter under unusual circumstances such as when large, heavy or hazardous items are found.

Description of the sponsored section is as follows:

\_\_\_\_\_ <sup>3</sup> From the Dickenson County Iowa Trails Board Adopt a Trail Program

The agreement shall remain in effect for twenty-four (24) months.

Effective dates: \_\_\_\_\_ 20\_\_\_\_ until \_\_\_\_\_ 20\_\_\_\_

Applicant: \_\_\_\_\_ by \_\_\_\_\_ Date \_\_\_\_\_  
(print or type) (signature)

Address: \_\_\_\_\_  
\_\_\_\_\_

Telephone: ( ) \_\_\_\_\_ ( ) \_\_\_\_\_  
(daytime) (evening)

E-Mail Address: \_\_\_\_\_

Trails Representative:	Assigned	Area Not Available
_____	_____	_____
_____	(title)	(date)

## Funding Sources For Trail Development in Southwest Minnesota

Most of the trail development projects in Minnesota use one or more of the following funding sources. Note that program requirements and deadlines are subject to change. Confirm this information, and obtain more details through the websites and contacts provided.

### 1) Transportation Enhancement (TE) Funding

This is federal transportation funding, administered by the Minnesota Department of Transportation (MnDOT). Bicycle and pedestrian *transportation* facility development is one of 12 activities eligible for these funds. Each of the eight MnDOT Districts in Minnesota solicits applications separately, and the application deadlines and funding criteria vary by District. Funding decisions are made by the District's Area Transportation Partnership (ATP), with final approval by MnDOT. The ATPs are comprised of MnDOT staff, and local and regional government staff and elected officials. Projects are usually selected 4-5 years in advance of funding availability and placed in the State Transportation Improvement program (STIP). Transportation enhancement projects must be submitted through a county, city of 5,000 or more population, federal agency or state agency, which agrees to be the sponsoring agency.

**MnDOT District 7, Mankato** (includes Cottonwood, Rock, Nobles and Jackson Counties)

District 7 Area Transportation Partnership <http://www.dot.state.mn.us/d7/atp/>

Mark Scheidel, Mn/DOT District Planner, [Mark.scheidel@state.mn.us](mailto:Mark.scheidel@state.mn.us) 507-304-6196

Solicitation letter: November, final applications usually due December 31

Approximate annual funding: \$700,000. Transportation Enhancements information: [http://www.rndc.org/HOST\\_MN\\_ATP7\\_Enhancements.htm](http://www.rndc.org/HOST_MN_ATP7_Enhancements.htm)

**District 8, Willmar** (includes Lincoln, Lyon, Murray, Pipestone, and Redwood Counties)

Southwest Minnesota Area Transportation Partnership

Jarrett Hubbard, Mn/DOT District Planner, [Jarrett.hubbard@state.mn.us](mailto:Jarrett.hubbard@state.mn.us) 320-214-6362

Preliminary applications due in October or November, final applications due mid November

Approximate annual funding: \$300,000

### 2) Mn/DOT Administered Safe Routes to School Program

This program offers funding for bicycle and pedestrian *transportation* infrastructure within 1 mile of a public or private school serving K-8<sup>th</sup> grade, and smaller planning or program grants. 2009 was the last solicitation for this program under the federal Act SAFETEA-LU. Although the program has been very successful and popular, funding of the program has ended. If the program is restarted in the next federal transportation bill, information on the next SRTS solicitation cycle will be posted on the website: <http://www.dot.state.mn.us/saferoutes/applicants/index.html>

Previous grant amounts: \$25,000 - \$175,000 grant awards for infrastructure projects, \$10,000 - \$20,000 for single school non-infrastructure projects, \$20,000 - \$50,000 for multiple school non-infrastructure projects.

No matching funding was required. Approximately \$2.3 million was awarded in 2009.

### 3) Minnesota Dept. of Natural Resources (DNR) Administered Park and Trail Grants

DNR administers several trail grants with funding from the federal and state governments. All are reimbursement programs, and require matching funding. Grants are awarded for the following fiscal year. Grant administration and review is centralized; applicants compete statewide. Information on all of the grants:

<http://www.dnr.state.mn.us/grants/recreation/index.html>

Contacts: Andrew Korsberg, Trail Program Coordinator, Trails & Waterways, DNR, 651-259-5642, [andrew.korsberg@dnr.state.mn.us](mailto:andrew.korsberg@dnr.state.mn.us) and Traci Vibo, Grant Coordinator, Trails & Waterways, DNR, 651-259-5619, [traci.vibo@dnr.state.mn.us](mailto:traci.vibo@dnr.state.mn.us)

**A) Federal Recreational Trail Program**

\$150,000 maximum, \$1,000 minimum grant  
Approximately \$2 million available annually statewide  
30% to non motorized projects 30% to motorized projects, 40% to can be used for both  
50% cash or in kind match; federal funds can be used as match in some cases  
State trail corridors are eligible  
Applications due annually, last week of February

**B) Regional Trail Grant Program**

\$250,000 maximum, \$5,000 minimum grant  
\$655,000 total statewide was available for 2011, divided between this and the Local Trail Connections  
50% non state cash match required; federal recreational trail program grants may be used as match  
Projects outside Twin Cities metro area only are eligible  
Projects in state trail corridors, state recreation areas and state parks are ineligible  
Applications due annually on March 31<sup>st</sup>

**C) Local Trail Connections Program**

\$100,000 maximum, \$5,000 minimum grant  
\$655,000 total statewide was available for 2011, divided between this and the Regional Trail Grants  
50% non state cash match required; federal recreational trail program grants may be used as match  
Projects in state trail corridors, state recreational areas and state parks; and elements of the Regional Open Space System in the Twin Cities metro area are ineligible  
Applications due annually on March 31<sup>st</sup>

**D) Parks and Trails Legacy Grant Program**

New program using state sales tax funds provided by the 2008 Clean Water, Land and Legacy Amendment.  
\$500,000 maximum, \$20,000 minimum grant  
\$4.2 million was available statewide for 2011, divided between park and trail projects  
25% non state cash match required  
Projects must be of regional or statewide significance  
Applications were due March 31, 2010

**4) State Bonding**

Every other year in even numbered years the State Legislature approves a large bonding bill to fund major capital improvements. The State of Minnesota sells General Obligation Tax Exempt and Taxable Bonds, and Revenue Bonds. The proceeds from the sale of General Obligation bonds are used to pay the cost of building the capital projects that are approved by the Legislature and the Governor. For several years, trail acquisition and development projects have received funding in this manner. Most of the bonding funds for trails have been allocated to State trails, but some "regional" trails, and even a few local trails have received bonding funding. In 2010, at least \$38.89 million was requested for trails. \$21.4 million was approved for trail funding by the Legislature, however, all trail projects were

vetoed by the Governor. In 2008, \$15.32 million in bonding funds were awarded to State trails, and \$1.78 million to a regional trail, and \$481,000 for local trails. In some years, a supplemental bonding bill is passed. However, trail projects have not been included in supplemental bonding, at least in recent history.

Typical bonding process: Well before the legislative session starts, House and Senate committees which review bonding proposals conduct site visits to some of the project sites around the state which are proposed for bonding funding. Also well before the session starts, the nonprofit Parks and Trails Council of Minnesota prepares its own list of park and trail projects recommended for bonding, based on the Council's criteria, and starts organizing lobbying efforts to support its list.

The Minnesota DNR may submit bonding requests for state park and state trail projects to the Minnesota Management and Budget Office. The DNR requests are considered with other state agency requests by the Governor. The Governor prepares a bonding proposal, which is presented to the Legislature early in the legislative session. This is the start point of the bonding bill.

State Representatives and Senators in whose district a project is located usually introduce separate bills early in the legislative session for each trail bonding request. Bills proceed through several committees, and are eventually combined into one House bonding bill and one Senate bonding bill. The House and Senate usually agree upon and pass a combined bonding bill. The Governor can approve or veto the entire bill, or veto individual projects with the Governor's line item veto authority.



## POTENTIAL FUNDING SOURCES FOR TRAILS IN SOUTHWEST MINNESOTA

In Minnesota in 2007, 76% of total charitable giving came from individuals, 10% came from private foundations, 10% from corporate foundations and giving programs, and 3% from community/public foundations. Given these statistics, it is wise to devise a fundraising campaign for your trail project that includes solicitations from individuals. Below are private, corporate and community foundations that may fund trail development projects or trail related programs.

### Nationwide Trail/Bike-Pedestrian Specific Funds

Foundation/Company Name	Funding Category or Program(s)	Website	Amount & Other Info
The Conservation Fund	Kodak American Greenways Program	Nationwide solicitation Due annually, mid-June <a href="http://www.conservationfund.org">www.conservationfund.org</a>	\$500-1000 typical grants \$2500 maximum
Bikes Belong	For bicycle facility development and advocacy	<a href="http://www.bikesbelong.org">www.bikesbelong.org</a>	Up to \$10,000 grants
American Hiking Society	National Trails Fund, for foot trails only	<a href="http://www.americanhiking.org">www.americanhiking.org</a>	\$500-\$5,000 per project
International Mountain Biking Association	Trail Tune Up Grants; Clif Bars for Trail Work Days	<a href="http://www.imba.com">www.imba.com</a>	\$2,000 per project & help from IMBA trail crew for mountain bike trails only; Donates Clif bars for volunteer work days
Specialized Bike Dealers	Wellness on Bikes, Youth on Bikes, Access for Bikes, Bikes as Sustainable Transportation	<a href="http://www.specialized.com">www.specialized.com</a>	Event, program or project support. Specialized dealer applies in partnership with local group

### Foundations That Have Funded Trails in the US

Foundation/Company Name	Funding Category or Program(s)	Website	Amount & Other Info
3M Foundation	Environment	<a href="http://solutions.3m.com/wps/portal/3M/en_US/CommunityAffairs/CommunityGiving/">http://solutions.3m.com/wps/portal/3M/en_US/CommunityAffairs/CommunityGiving/</a>	Limited to 3M communities (Fairmont); past award: \$1,000 "North Country Trail Association, MI")
Shakopee Mdewakanton Sioux (Dakota)	Community Contributions Program	<a href="http://www.shakopeedakota.org/donations.html">http://www.shakopeedakota.org/donations.html</a>	Preference is given to requests from tribes of the Northern Plains and Minnesota region.

### Foundations That Have Funded Parks or Playgrounds in MN

Foundation/Company Name	Funding Category or Program(s)	Website	Amount & Other Info
Bremer Foundation	Community/economic development	<a href="http://www.ottobremer.org">www.ottobremer.org</a>	Funding mostly limited to communities served by Bremer Bank
McKnight Foundation	Region and Communities program.	<a href="http://www.mcknight.org">www.mcknight.org</a>	Stated goal: increase transportation alternatives
Minnesota Twins Community Fund	Community Donations	<a href="http://minnesota.twins.mlb.com/min/community/donations.jsp">http://minnesota.twins.mlb.com/min/community/donations.jsp</a>	To help non-profits raise money, the Twins donate autographed memorabilia for non profits to auction.

### Foundations That Support Organization Leadership Training and Capacity Building

Foundation/Company Name	Funding Category or Program(s)	Website	Amount & Other Info
Blandin Foundation	Leadership	<a href="http://www.blandinfoundation.org/leadership/">www.blandinfoundation.org/leadership/</a>	Offers funding to train community leaders to work more effectively.
Bush Foundation	Leadership/Community Engagement program	<a href="http://www.bushfoundation.org">www.bushfoundation.org</a>	Help develop and support leader to work with their communities to solve tough problems
CHS Foundation	Returning Value to Rural Communities	<a href="http://www.chsfoundation.org">www.chsfoundation.org</a>	This program area is primarily targeted at building leadership capacity in rural America through adult education and leadership initiatives

### Utility Companies

Company/Foundation Name	Funding Category or Program	Description	Amount
Sioux Valley Energy	Operation Roundup	Customers elect to round up their utility bills to the next highest dollar, donating the difference to charities <a href="http://www.siouxvalleyenergy.com/operRoundup.php">www.siouxvalleyenergy.com/operRoundup.php</a>	Over \$600,000 has been donated since program inception. Over 75% of customers participate. Charities apply for inclusion.
Nobles Cooperative Electric	Operation Roundup	Same concept as above. <a href="http://www.noblesce.coop/member-services/operation-roundup">http://www.noblesce.coop/member-services/operation-roundup</a>	Has donated over \$100,000 to local charities since 2001

Lyon—Lincoln Cooperative	Electric	Operation Roundup	Same concept as above <a href="http://www.lyon-lincolnelectric.coop/Community/Operation_Roundup/index.html">www.lyon-lincolnelectric.coop/Community/Operation_Roundup/index.html</a>	Recent donations \$100 - \$1000. Grants considered 4 times/year
Redwood Electric Cooperative		Operation Roundup	Same concept as above.	Over \$40,000 has been granted since inception
Great River Energy		Sponsorship (events or programs) Contributions: Community Service, Youth or Environment	No capital campaigns, but funds other efforts for public safety, quality of life, youth wellness & youth participation in physical activities	
MN Energy Resources		Community & Neighborhood Devt., Dollars for Doers	<a href="http://www.minnesotaenergyresources.com/company/wpsfoundation_guidelines">http://www.minnesotaenergyresources.com/company/wpsfoundation_guidelines</a>	
Xcel Energy		Environment, economic sustainability grants	No capital projects. Operating support & program devt. <a href="http://www.xcelenergy.com/">http://www.xcelenergy.com/</a>	Has helped to fund park & trail systems
Surdna Foundation, NY		Sustainable Environment: Transportation and Smart Growth	Have funded Midtown Greenway; Rails-to-Trails <a href="http://www.surdna.org">www.surdna.org</a>	\$50,000 to \$100,000

### Community Foundations

Community Foundation Name	Funding Category or Program	Website	Amount
Lutheran Community Foundation	Creation Care Environmental Initiative, Donor Advised Field of Interest Funds	<a href="http://www.thelcf.org">www.thelcf.org</a>	\$7 million/year, all programs
Southwest Initiative Foundation	No applicable programs now	<a href="http://www.swifoundation.org">www.swifoundation.org</a>	
Community Foundations affiliated with or projects of SW Initiative Found.: Balton Heron Lake—Okabena Jackson Lake Benton Lismore Marshall Mountain Lake Pipestone Tyler Worthington		Individual community foundations, each with its own guidelines <a href="http://www.swifoundation.org/communityfoundations.html">http://www.swifoundation.org/communityfoundations.html</a>	Grants awarded since fund inception: Balaton: \$36 Heron Lake—Okabena: \$26,000 Jackson: \$6,800 Lake Benton: \$5,000 Lismore: \$52,000 Marshall: \$33,000 Mountain Lake: \$17,000 Pipestone: \$291,000 Tyler: \$64,000 Worthington: \$8,400

Minnesota Community Foundation	Works together with the St. Paul Foundation.	<a href="http://www.giveMN.org">www.giveMN.org</a>	
Community Foundations affiliated with the Minnesota Community Foundation: Walnut Grove Area Foundation Five Star Community Found (Redwood Falls) Springfield Area Foundation Wanda Community Fund Redwood Area Communities		Individual community funds, each with its own guidelines <a href="http://www.saintpaulfoundation.org/giving_opportunities/find_funds_by_community/">www.saintpaulfoundation.org/giving_opportunities/find_funds_by_community/</a>	

### Railroads

Trail groups will often need to work with railroads regarding railroad crossings and sometime railroad right of way. Contact the railroad early in your planning process. Besides the official corporate giving programs listed below, trail groups may also be able to negotiate trail easements, or donations of material or labor for trail railroad crossings. The following are railroads in the 9 county area:

Company/Foundation Name	Funding Category or Program	Website	Amount
Burlington Northern Santa Fe Railroad Foundation	Community Support	<a href="http://www.bnsffoundation.org">www.bnsffoundation.org</a>	Supports community projects with significant local involvement
Canadian Pacific	Community Investment Program	<a href="http://www.cpr.ca">www.cpr.ca</a>	Supports quality of life improvements. On line application
Dakota Minnesota & Eastern	No corporate giving info on website.	<a href="http://www.dmerail.com">www.dmerail.com</a>	In 2008, DM&E and IC&E consolidated and are controlled by Canadian Pacific
Minnesota Southern Railway 41 mile shortline based in Luverne		No website	
Union Pacific Foundation	Community Based Grant Program/Community & Civic Projects	<a href="http://www.up.com/found">www.up.com/found</a>	Funds quality of life improvements; non profit capacity building
Minnesota Prairie Line 94 mile shortline based in Glencoe	No corporate giving info on website.	<a href="http://www.tcw.net/mpl">www.tcw.net/mpl</a>	Subsidiary of Twin Cities & Western Railroad

### Large Private Employers

Some corporations have formal grant programs, and some may need to be approached through their community relations department or management. Consider approaching employers in your region, not just in your city. These are good sources for matching funds to state or federal grants. Several companies have Dollars for Doers—companies donate to causes for which their employees volunteer, and employee matching gifts—employee donations are matched by the company. Below is a list of some of the major employers in the 9-county area:

<b>Company/Foundation Name</b>	<b>Funding Category or Program</b>	<b>Website</b>	<b>Amount</b>
Schwan's Food 2500 employees in Marshall	Marvin M. Schwan Foundation		
Swift & Co 1500 employees in Worthington	No corporate giving info on website. Has donated to local United Ways	<a href="http://www.jbsswift.com">www.jbsswift.com</a>	
Toro 660 employees in Windom	Giving Program & employee volunteers, equipment donations	<a href="http://www.thetorocompany.com">www.thetorocompany.com</a>	For beautification and preservation of outdoor environments
PM Beef 504 employees in Windom	No corporate giving info on website.	<a href="http://www.pombeef.com">www.pombeef.com</a>	Has wellness & nutrition council
Wal-Mart Stores & Foundation 400 Walmart employees in Marshall	National, state and store giving programs; Health & Wellness, Environmental Sustainability	<a href="http://walmartstores.com/CommunityGiving/203.aspx">http://walmartstores.com/CommunityGiving/203.aspx</a>	
Suzlon Rotor Corporation 350 employees in Pipestone	No corporate giving info on website.	<a href="http://www.suzlon.com">www.suzlon.com</a>	
Archer Daniels Midland 325 employees in Marshall	ADMCares/Strong Communities	<a href="http://www.adm.com">www.adm.com</a>	
Pipestone System 300 employees in Pipestone	No corporate giving info on website.	<a href="http://www.pipestonesystem.com">www.pipestonesystem.com</a>	
Daktronics 275 employees in Redwood Falls	No corporate giving info on website.	<a href="http://www.daktronics.com">www.daktronics.com</a>	
Schult Homes Corp. 250 employees in Redwood Falls	No corporate giving info on website.	<a href="http://www.schulthomes.com">www.schulthomes.com</a>	
Turkey Valley Farms 235 employees in Marshall		Charitable giving unknown	300 employees in Marshall

#### **Environmental/Sustainability Grants**

<b>Company/Foundation Name</b>	<b>Funding Category or Program</b>	<b>Website</b>	<b>Amount</b>
Tread Lightly	Restoration for Recreation	Partners w/govt. to restore rec. facilities into environmentally sustainable areas, help raise \$\$ <a href="http://www.treadlightly.org">www.treadlightly.org</a>	
Sustainable Communities Regional Planning Grant Program, U.S. Dept. of Housing & Urban Development (HUD)	This new grant program is expected to offer opportunities and funding for parks and recreation. It will span urban to rural boundaries where parks, trails, and public open space	Due 8/23/10. Watch for other grant rounds. <a href="http://www.hud.gov">www.hud.gov</a>	

	are expected to be key components in plans developed by the regional partnerships that will be formed to apply for the grants.		
The Conservation Alliance	To protect wild places for their habitat and recreational values	<a href="http://www.conservationalliance.com/grants">www.conservationalliance.com/grants</a>	Summer & Winter grant cycles. 2010 winter cycle: 15 grants totaling \$400,000 nationwide
Patagonia	Environmental Grants Program	<a href="http://www.patagonia.com">www.patagonia.com</a>	Gives 10% of pre-tax profits to grassroots environmental groups, including for habitat protection, \$3000 - \$8000

### Tourism Related

Company/Foundation Name	Funding Category or Program	Website	Amount
Tourism Cares	Worldwide Grants	Preserves & restores sites of exceptional cultural, historic or natural significance <a href="http://www.tourismcares.org">www.tourismcares.org</a>	\$2 million total program
National Scenic Byways Program	Grant program; MN River Valley Scenic Byway is eligible	<a href="http://www.bywaysonline.org">www.bywaysonline.org</a>	Can be used for bike/walk access (trails) connecting to the byway, safety improvements, interpretive signs, etc. Grant range: \$12,000- \$900,000+
Explore Minnesota Tourism	Scenic Byway Marketing Partnership grant: MN Scenic Byway Hwy75—King of Trails is eligible	<a href="http://www.exploreminnesota.com">www.exploreminnesota.com</a>	Up to \$2500 for promotion of byway by Byway non profits. Could promote trails along Byway
Explore Minnesota Tourism	Organizational Partnership Grants	<a href="http://www.exploreminnesota.com">www.exploreminnesota.com</a>	For marketing to attract out of state tourists, up to \$10,000
Explore Minnesota Tourism	Innovative Marketing Grants	<a href="http://www.exploreminnesota.com">www.exploreminnesota.com</a>	\$10,000 - \$30,000 for innovative marketing strategies

### Health Related

Most hospitals in the 9-county Southwest region are affiliated with either Sanford Health or Avera. Although neither has a community grant program for which trail development would be eligible, encourage your local hospital and physicians' clinics to join your trail effort as a partner, because of the health benefits of physical activity. Local hospitals may provide staff support, event sponsorship, assistance with promotions, and/or funding. Start with the community relations staff, or staff that deal with physical therapy, heart disease, cancer or diabetes (the diseases for which physical activity is a known prevention factor.)

Company/Foundation Name	Funding Category or Program	Website	Amount
Sanford Health Foundation	No applicable programs on website. Check with individual hospitals and clinics.	<a href="http://www.sanfordhealth.org">www.sanfordhealth.org</a>	Locations of Sanford affiliates: Adrian, Jackson, Luverne, Slayton, Tracy, Westbrook, Windom, Worthington
Avera Foundation	Community Service Fund	On hold now. Check for updates: <a href="http://www.avera.org">www.avera.org</a>	Locations of Avera affiliates: Marshall, Pipestone, Tyler
Communities Putting Prevention to Work Program, Federal Centers for Disease Control and Prevention		Through MN Dept. of Health <a href="http://www.hhs.gov">www.hhs.gov</a> Watch for additional grant rounds	1 <sup>st</sup> round awarded. \$373 million for 30-40 communities nationwide
American Recovery and Reinvestment Act (ARRA)	Funds for prevention and wellness programs	Through MN Dept. of Health <a href="http://www.health.state.mn.us">www.health.state.mn.us</a>	
Statewide Health Improvement Program (SHIP)	Grant program to address physical inactivity and other issues.	Access to non motorized transportation and recreation considered. <a href="http://www.health.state.mn.us">www.health.state.mn.us</a>	Grants awarded in 2009: Cottonwood-Jackson-Redwood—Renville: \$705,000; Lincoln-Lyon-Murray-Pipestone \$488,000; Nobles-Rock \$367,000. Note there are limitations on use of funds.

#### No Capital Campaigns—May Fund Programs or Promotions

Company/Foundation Name	Funding Category or Program	Website	Amount
Wal Mart Foundation	Wal-Mart Store & Sam's Club	Local stores make decisions	\$250 minimum grants
SmartWool	Advocacy Fund	<a href="http://www.smartwool.com">www.smartwool.com</a>	Supporting active lifestyles for youth; outdoor activity participation. \$500--\$5000

#### Other

Company/Foundation Name	Funding Category or Program	Website	Amount
Pamida	Community Relations Program, and Foundation	<a href="http://www.pamida.com/about/community">www.pamida.com/about/community</a> Funds in Pamida communities	Each store has a Community Relations Specialist to sponsor community events, etc. Foundation primarily funds youth education
Equine Land Conservation Resource and Breyer Horses	Land conservation for horses	<a href="http://www.breyerhorses.com">www.breyerhorses.com</a>	Due 9/1/10
Recreational Equipment, Inc (REI)	Corporate Giving and REI Foundation	<a href="http://www.rei.com">www.rei.com</a>	Donates approx. 3% of its operating profits annually to non profits. \$2 million to 250+ groups in 2009

## Other Helpful Fundraising Hints

Courtesy of the American Hiking Society and *Saving America's Countryside*<sup>\*</sup>.

**Present a Positive Public Image.** Develop a positive public image before your organization initiates a fundraising campaign.

**Establish Contacts.** Use all possible contacts in the community – friends, neighbors, civic groups, second homeowners, officers of local corporations and community boards.

**Collect Names.** Make sure that your organization has a device to collect the names of those who attend your trail events. People attending trail events may not be prepared to donate funds to your organization at the event, but they will probably do so in the future since they have been exposed to the great benefits that trails provide and the work of your organization. These same people can also be contacted in the future to volunteer with fundraising activities, advocacy mailings and trail maintenance or stewardship projects.

**Maintain a Volunteer Time Record.** Record volunteer hours in order to show community support for your project. Volunteer time may also be used as an in-kind match for some grant programs.

**Communication.** Keep volunteers, partner organizations and the community informed of your organization's progress and invite them to events.

**Personal Contact.** Personally contact prospective donors. Invite them to events and keep them involved and up to date. This type of contact is most effective because it puts a face to a name on a grant application.

**Media Coverage.** Don't forget to alert the media (TV, radio, and newspapers) about your events. Prepare a press release and submit it to these media outlets. This is an excellent way to reach a larger audience to publicize your trail and organization.

**Be Specific.** Specify funds or items when making a request. Estimate in advance what a donor may be able to give.

**Provide Information and Publications.** An information table set-up at a trail event with brochures or publications is extremely helpful to educate the public on the trail and your organization. Post a wish list of items needed by your organization at trail events because someone may be willing to donate these items.

**Don't give up.** Fundraising can be time consuming with unexpected delays and even rejection. Have patience and your efforts will be rewarded.

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<sup>\*</sup> Stokes, Samuel N., and Watson, A. Elizabeth. *Saving America's Countryside: A guide to Rural Conservation*. Baltimore, M.D.: Johns Hopkins University Press, 1989: p.83.

## **Ditch Use. (the 2000 Plan)**

The Attorney General's Office responded to a request to find out if trails could be constructed on the edge of ditches. The response was that ditch authority has the authority over the use of the ditch edge. Since the ditch authority was set up for drainage issues, not trail, the Attorney General's Office was not very optimistic about construction of trails on ditch edges.

There are several types of ditch authorities"

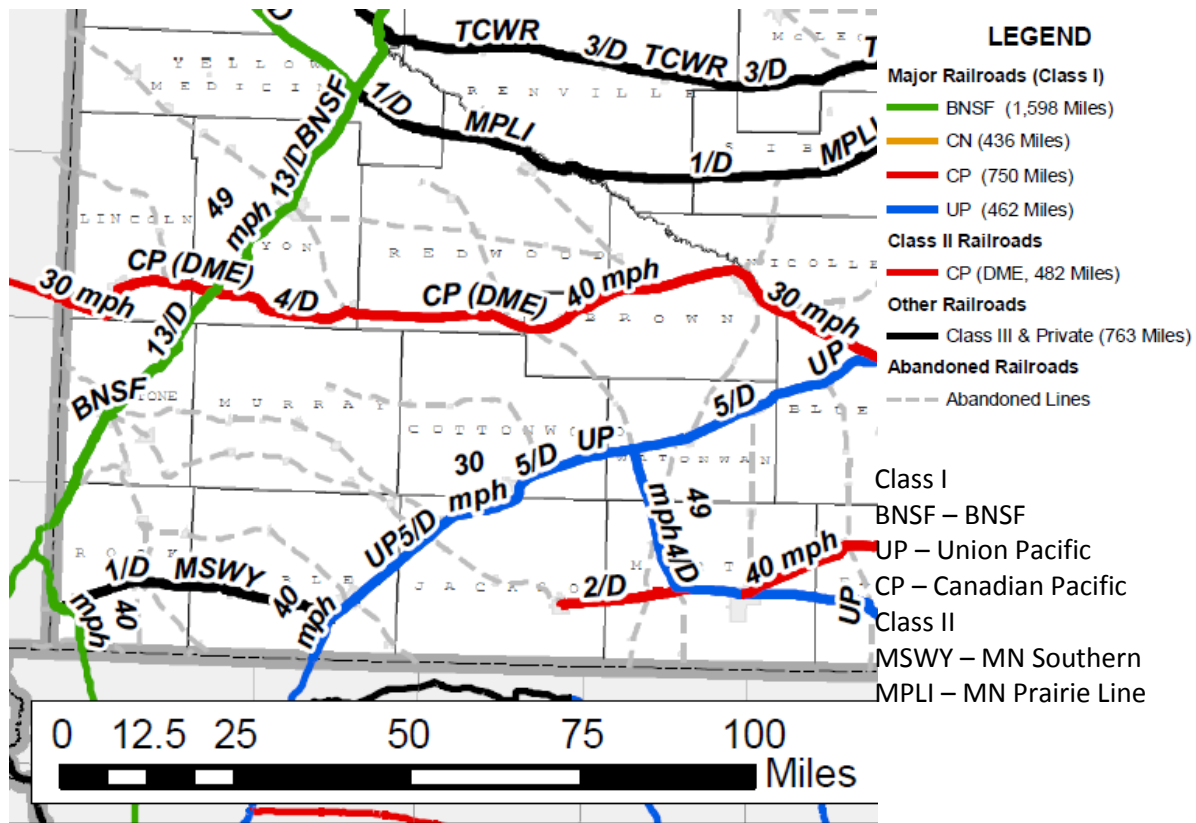
- Judicial ditch – district court
- Joint ditch – two or more counties
- County Ditch – county

Update:

One of the trails in the City of Jackson runs on the dike along the Des Moines River. The Trail Project needed permission from the Corp of Engineers, which was granted after assurance that none of the elevations would change along the dike; the right of way belonged to the city.

The City of Marshall has one trail on city owned property along a county ditch adjacent to Highway 23. One area of the trail is squeezed between the Highway 23 four-lane and the ditch. Fencing was installed between the trail and ditch to protect bike traffic from the ditch. One difficulty has been noted by the Marshall Public Works Director that when gravel and asphalt are added for the bike path, the in slopes become steeper and it is more difficult to maintain the proper slope.

## Freight Railroads in Southwest Minnesota, Volume and Track Speed<sup>4</sup>



This map shows the alignment of freight railroads and abandoned railroads in southwest Minnesota. There are safety considerations when crossing railroads.

**RAILROAD ABANDONMENTS: Retain the corridor for a transportation use.** Each year, hundreds of miles of railroad tracks across the country fall into disuse. With community planners often looking for opportunities to develop formerly used land, these corridors can provide the ideal location for communities to bolster their recreational infrastructure. Below are descriptions of what can happen to a rail corridor when a railroad company discontinues operating trains on a rail line.

**Corridor is “railbanked”<sup>5</sup>** Some railroads do not own the land on which their rail lines lay, maintaining the rights-of-way as long as possible, even if the line currently doesn’t operate profitably, is often in their best interest; railbanking allows this. Railbanking is a voluntary agreement between a railroad company and a trail agency that enables the trail agency to use an out-of-service rail corridor as a trail until the railroad company might need the corridor again for rail service. In addition, since a railbanked corridor is not considered abandoned, it can be sold, leased or donated to a trail manager without reverting to adjacent landowners.

**Corridor sold outright.** Rail companies sometimes sell unprofitable or little-used rail corridors to private groups or to local, municipal, or state governments. While the purchase can be driven by the desire to continue to offer some sort of alternative public use—such as highways, other forms of mass transit, conservation, energy production or transmission—the purchase can also be made to establish a recreational trail.

<sup>4</sup> MnDOT April 2009 Freight Railroad Map: <http://www.dot.state.mn.us/ofrw/maps/MNRRailVolSpeed.pdf>

<sup>5</sup> [http://www.railstotrails.org/ourWork/trailBuilding/toolbox/informationSummaries/railbanking\\_overview.html](http://www.railstotrails.org/ourWork/trailBuilding/toolbox/informationSummaries/railbanking_overview.html)

**Corridor reverts back to landowners**<sup>6</sup>

When rail companies do not own the land on which their tracks lay but simply hold easement rights, successfully abandoning a rail corridor will result in those easements reverting back to the landowners.

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<sup>6</sup> <http://www.stb.dot.gov/stb/docs/Resources/AB%20Book%20Final%20June%202008%20with%20Appendices.pdf>

## **MN Complete Streets Law**

From: Chapter 351 of 2010 Session Law

Sec. 11. Minnesota Statutes 2008, section 162.02, subdivision 3a, is amended to read:

Subd. 3a. Variances from rules and engineering standards. (a) The commissioner may grant variances from the rules and from the engineering standards developed pursuant to section 162.021 or 162.07, subdivision 2. A political subdivision in which a county state-aid highway is located or is proposed to be located may submit a written request to the commissioner for a variance for that highway. The commissioner shall comply with section 174.75, subdivision 5, in evaluating a variance request related to a complete streets project.

(b) The commissioner shall publish notice of the request in the State Register and give notice to all persons known to the commissioner to have an interest in the matter. The commissioner may grant or deny the variance within 30 days of providing notice of the request. If a written objection to the request is received within seven days of providing notice, the variance shall be granted or denied only after a contested case hearing has been held on the request. If no timely objection is received and the variance is denied without hearing, the political subdivision may request, within 30 days of receiving notice of denial, and shall be granted a contested case hearing.

(c) For purposes of this subdivision, "political subdivision" includes (1) an agency of a political subdivision which has jurisdiction over parks, and (2) a regional park authority. Sec. 12. Minnesota Statutes 2008, section 162.09, subdivision 3a, is amended to read:

Subd. 3a. Variances from rules and engineering standards. (a) The commissioner may grant variances from the rules and from the engineering standards developed pursuant to section 162.13, subdivision 2. A political subdivision in which a municipal state-aid street is located or is proposed to be located may submit a written request to the commissioner for a variance for that street. The commissioner shall comply with section 174.75, subdivision 5, in evaluating a variance request related to a complete streets project.

(b) The commissioner shall publish notice of the request in the State Register and give notice to all persons known to the commissioner to have an interest in the matter. The commissioner may grant or deny the variance within 30 days of providing notice of the request. If a written objection to the request is received within seven days of providing notice, the variance shall be granted or denied only after a contested case hearing has been held on the request. If no timely objection is received and the variance is denied without hearing, the political subdivision may request, within 30 days of receiving notice of denial, and shall be granted a contested case hearing.

(c) For purposes of this subdivision, "political subdivision" includes (1) an agency of a political subdivision which has jurisdiction over parks, and (2) a regional park authority.

Sec. 52. [174.75] COMPLETE STREETS.

Subdivision 1. Definition. "Complete streets" is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all

ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.

Subd. 2. Implementation. The commissioner shall implement a complete streets policy after consultation with stakeholders, state and regional agencies, local governments, and road authorities. The commissioner, after such consultation, shall address relevant protocols, guidance, standards, requirements, and training, and shall integrate related principles of context-sensitive solutions.

Subd. 3. Report. Beginning in 2011, the commissioner shall report on the implementation of the complete streets policy in the agency's biennial budget submission under section 174.02.

Subd. 4. Local road authorities. Local road authorities are encouraged, but not required, to create and adopt complete streets policies for their roads that reflect local context and goals. Nothing in this section may be construed to prohibit a local road authority from adopting a complete streets policy that incorporates or exceeds statutory complete streets principles.

Subd. 5. Variances from engineering standards. (a) When evaluating a request for a variance from the engineering standards for state-aid projects under chapter 162 in which the variance request is related to complete streets, the commissioner shall consider the latest edition of:

(1) A Policy on Geometric Design of Highways and Streets, from the American Association of State Highway and Transportation Officials; and

(2) for projects in urban areas, the Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, from the Institute of Transportation Engineers.

(b) If the commissioner denies a variance request related to complete streets, the commissioner shall provide written reasons for the denial to the political subdivision that submitted the request.

#### Sec. 72. COMPLETE STREETS REPORTS.

The commissioner of transportation shall submit to the chairs and ranking minority members of the house of representatives and senate committees with jurisdiction over transportation policy and finance reports that:

(1) by January 15, 2011, summarize the department's complete streets initiatives, summarize steps taken to expedite and improve the transparency of the state-aid variance process related to complete streets, outline plans to develop and implement a complete streets policy, and identify any statutory barriers to complete streets implementation;

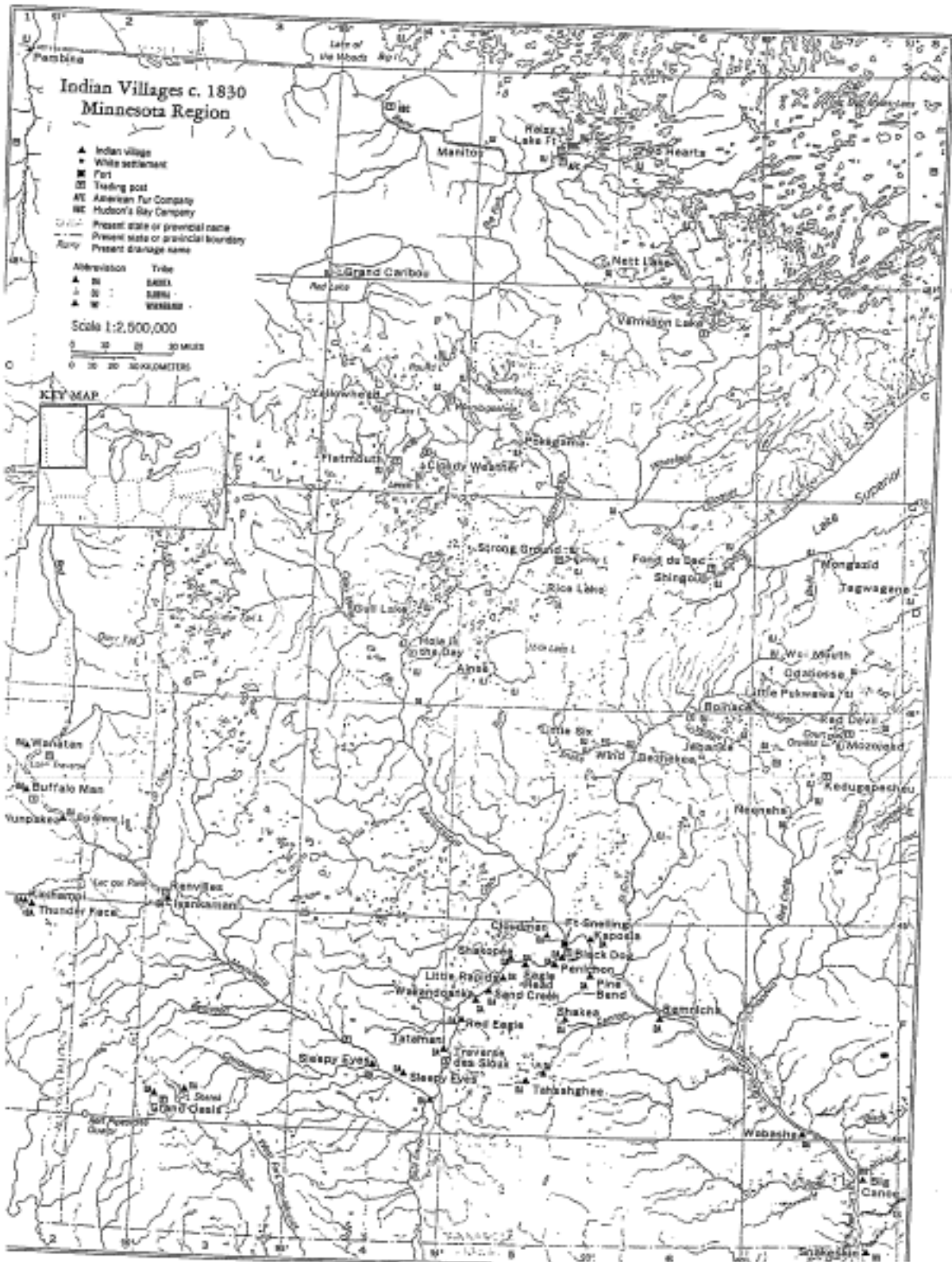
(2) by January 15, 2012, summarize the results of the collaboration under Minnesota Statutes, section 174.75, subdivision 3; identify modifications made to or recommended for protocols, guidance, standards, or other requirements to facilitate complete streets implementation; report status of development of complete streets performance indicators; outline other work planned related to the complete streets policy; and identify statutory recommendations to facilitate complete streets policy implementation; and

(3) by January 15, 2014, overview the department's implementation of complete streets policy; note updates to protocols, guidance, standards, or requirements; identify any recommendations for supporting local complete streets implementation under the state-aid standards variance process; and identify statutory recommendations to facilitate complete streets policy implementation.

The reports in clauses (1), (2), and (3) must be made available electronically and made available in print only upon request.







**The Nelson Trail**<sup>7</sup>. STATE OF MINNEOSTA HIGHWAY DEPARTMENT I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by Iowa, Minnesota and Itasca Park Highway Ass<sup>TM</sup>n [Association] on the 22nd day of September 1917, do find that the application is meritorious and the Highway Trail therein described is worth of registration and protection under the provisions of Chapter 318, Laws of 1917. Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department, as starting from Iowa line at a point immediately So. [south] of Worthington and thence via thru Nobles Murray Lyon Yel. Med. [Yellow Medicine] Chippewa Swift Pope Douglas Ottertail Wadena and Hubbard Co. [County] to L. [Lake] Itasca to be known as The Nelson Trail With the following color combination and design hereby authorized to be used in marking said highway trail: (seal) In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 13th day of October 1917 Certificate Order No. 154 Recorded Oct [October] 22 " 1917 Application # 10 Chas. [Charles] M. Babcock Commissioner of Highways.


STATE OF MINNESOTA  
HIGHWAY DEPARTMENT

I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by Iowa, Minnesota and Itasca Park Highway Assn on the 22<sup>nd</sup> day of September 1917, do find that the application is meritorious and the Highway Trail therein described is worthy of registration and protection under the provisions of Chapter 318, Laws of 1917.

Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department,

as starting from Iowa line - at a point immediately So. of Worthington and thence via Nobles Murray Lyon Yel. Med. Chippewa Swift Pope and terminating at Douglas Ottertail Wadena + Hubbard Co. to L. Itasca to be known as The Nelson Trail

With the following color combination and design hereby authorized to be used in marking said highway as a trail:



In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 13<sup>th</sup> day of October 1917

Order Certificate No. 154  
Recorded Oct 22-1917  
Application # 10

Charles M. Babcock  
Commissioner of Highways.

**The Hammond Highway**<sup>8</sup> STATE OF MINNEOSTA HIGHWAY DEPARTMENT I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by The Hammond Highway Association on the 15th day of February 1919, do find that the application is meritorious and the Highway Trail therein described is worth of registration and protection under the provisions of Chapter 318, Laws of 1917. Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department, as starting from Worthington, Minn. [Minnesota] and thence via Counties of Nobles, Jackson Cottonwood Watonwan and terminating at Blue Earth Le Sueur Rice and Goodhue to to be known as Red wing " to be known as æThe Hammond Highway With the following color combination and design hereby authorized to be used in marking said highway trail: In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 14th day of November 1919 Certificate Order No. 652 Recorded Nov. [November] 14 " 1919 C M Babcock Commissioner of Highways.


STATE OF MINNESOTA  
HIGHWAY DEPARTMENT

I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by The Hammond Highway Association on the 15<sup>th</sup> day of February 1919, do find that the application is meritorious and the Highway Trail therein described is worthy of registration and protection under the provisions of Chapter 318, Laws of 1917.

Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department,

as starting from Worthington, Minn. and thence via Counties of Nobles, Jackson Cottonwood Watonwan and terminating at Blue Earth Le Sueur Rice and Goodhue to to be known as Red Wing - to be known as "The Hammond Highway"

With the following color combination and design hereby authorized to be used in marking said highway as a trail:



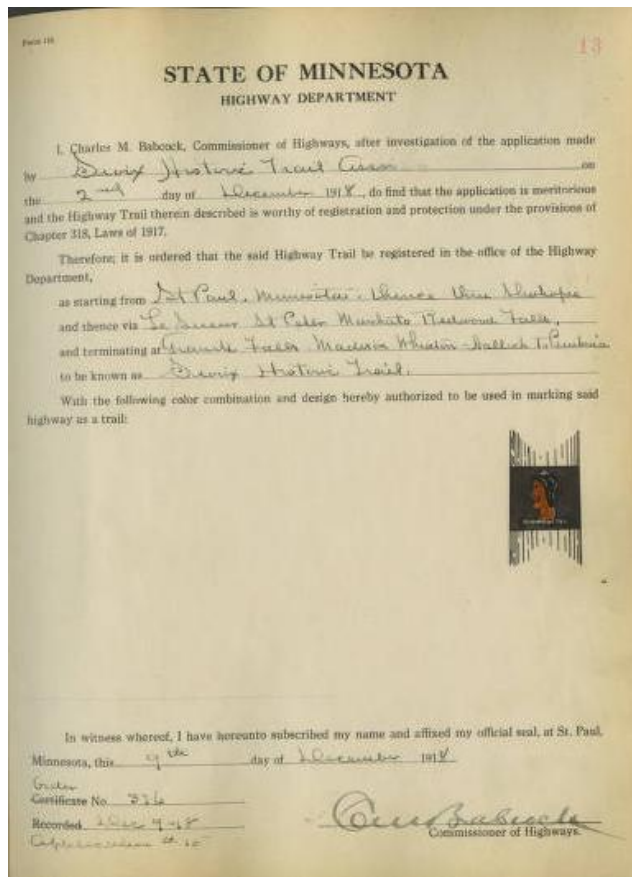
In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 14<sup>th</sup> day of November 1919

Order Certificate No. 652  
Recorded Nov 14-1919

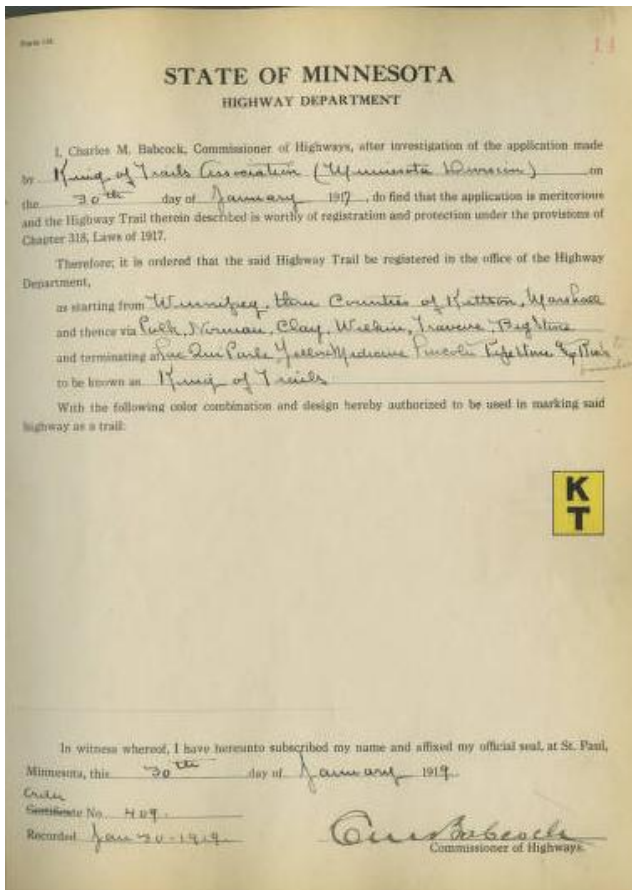
Charles M. Babcock  
Commissioner of Highways.

<sup>7</sup> <http://reflections.mndigital.org/cdm4/browse.php?CISOROOT=%2Fmdt&CISOSORT=title%7Cr>  
<sup>8</sup> <http://reflections.mndigital.org/cdm4/browse.php?CISOROOT=%2Fmdt&CISOSORT=title%7Cr>

**The Sioux Historic Trail**<sup>9</sup> STATE OF MINNEOSTA HIGHWAY DEPARTMENT I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by Sioux Historic Trail Assn [Association] on the 2nd day of December 1918 , do find that the application is meritorious and the Highway Trail therein described is worth of registration and protection under the provisions of Chapter 318, Laws of 1917. Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department, as starting from St. Paul, Minnesota " thence thru Shakopee and thence via Le Sueur St. Peter Mankato Redwood Falls, and terminating at Granite Falls Madison Wheaton Hallock to Pembina to be known as Sioux Historic Trail With the following color combination and design hereby authorized to be used in marking said highway trail: In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 9th day of December 1918 Certificate Order No. 376 Recorded Dec [December] 9 " 18 Application # 15 C M Babcock Commissioner of Highways.

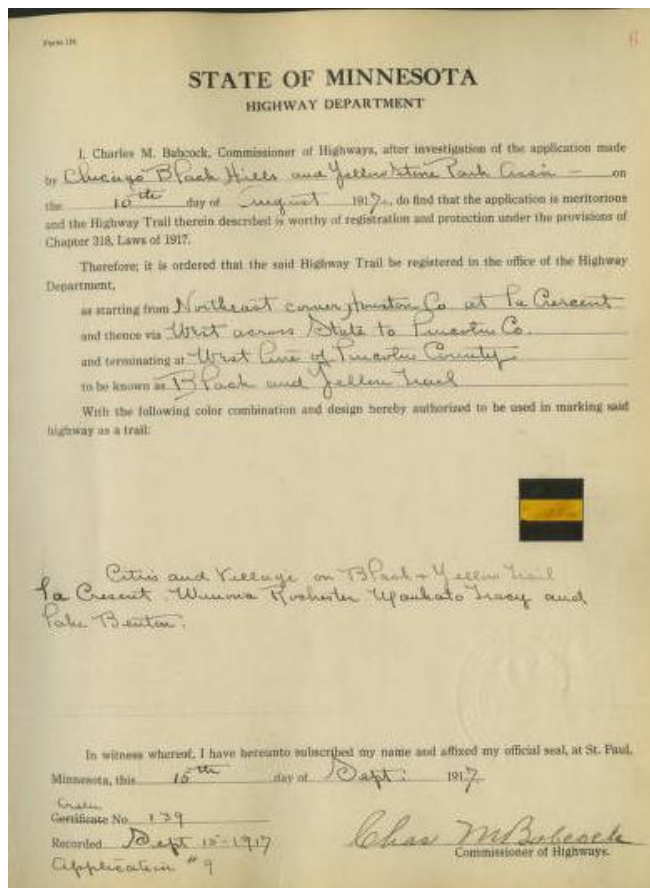


**King of Trails**<sup>10</sup> STATE OF MINNEOSTA HIGHWAY DEPARTMENT I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by King of Trails Association (Minnesota Division) on the 30th day of January 1919 , do find that the application is meritorious and the Highway Trail therein described is worth of registration and protection under the provisions of Chapter 318, Laws of 1917. Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department, as starting from Winnipeg thru Counties of Kittson, Marshall and thence via Polk, Norman, Clay, Wilkin, Traverse, Big Stone and terminating at Lac Qui Parle, Yellow Medicine, Lincoln Pipestone and Rock to boundary to be known as King of Trails With the following color combination and design hereby authorized to be used in marking said highway trail: In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 30th day of January 1919 Certificate Order No. 409 Recorded Jan [January] 30 " 1919 C M Babcock Commissioner of Highways.



<sup>9</sup> <http://reflections.mndigital.org/cdm4/browse.php?CISOROOT=%2Fmdt&CISOSORT=title%7Cr>  
<sup>10</sup> <http://reflections.mndigital.org/cdm4/browse.php?CISOROOT=%2Fmdt&CISOSORT=title%7Cr>

**Yellow and Black Trail**<sup>11</sup> STATE OF MINNEOSTA HIGHWAY DEPARTMENT I, Charles M. Babcock, Commissioner of Highways, after investigation of the application made by Chicago Black Hills and Yellow Stone Park Ass<sup>TM</sup>n [Association] on the 10th day of August 1917, do find that the application is meritorious and the Highway Trail therein described is worth of registration and protection under the provisions of Chapter 318, Laws of 1917. Therefore; it is ordered that the said Highway Trail be registered in the office of the Highway Department, as starting from Northeast corner Houston Co. [County] at La Crescent and thence via West across State to Lincoln Co. [County] and terminating at West Line of Lincoln County to be known as Black and Yellow Trail With the following color combination and design hereby authorized to be used in marking said highway trail: Cities and village on Black and Yellow Trail La Crescent Winona Rochester Mankato Tracy and Lake Benton (seal) In witness whereof, I have hereunto subscribed my name and affixed my official seal, at St. Paul, Minnesota, this 15th day of September 1917 Certificate Order No. 139 Recorded Sept [September] 15 " 1917 Application # 9 Chas. [Charles] M. Babcock Commissioner of Highways.



FIRST ROAD IN MURRAY COUNTY<sup>12</sup> in A History of Western Murray County, a government trail rutted by government wagons pulled by oxen, ran from New Ulm, MN to Ft Thompson, SD was described as entering the NE part of Murray County, crossing the Des Moines River at the foot of Lake Shetek (Currie area), over a high area in Mason Township (known as Poverty Hill or Butte Des Morts, with an equivalent meaning of Mound of the Dead), west past Bear lakes (in Lowville and Cameron twps) to the Buffalo Ridge and into Pipestone County. This trail was used as late as the 1880's.

Other Trails with very little details include:

- Dickson – Musick Trail
- Sarasota Trail – New Ulm to Sioux Falls via Lake Benton – Hole in the Mountain
- Sioux Falls – New Ulm Trail route the same as the Saratoga trail, but branched off near the Cottonwood crossing west of New Ulm, passing Dutch Charley's place in Section 25 of Ann Twp in Cottonwood County and traveling west, passing the Wright Cabin in Section 8 of Murray Twp, Murray county, and heading west after passing Lake Shetek to lake Madison south of Brookings and south to Sioux Falls. In 1873 the MN Legislature appropriated money for a bridge over the Lake Shetek Outlet.
- Madelia - Sioux Falls Road. In 1862, the legislature provided for the location and construction of a State Road from Madelia to a point on the western border of the state. Stockades were built at Madelia, Jackson, and Heron Lake in 1964 and the Old government road passed these stockades.

<sup>11</sup> <http://reflections.mndigital.org/cdm4/browse.php?CISOROOT=%2Fmdt&CISOSORT=title%7Cr>

<sup>12</sup> "A History of Western Murray County" by Robt. B. Forrest, Pages 100-111, Murray Co., MN Published 1947 <http://files.usgwarchives.org/mn/murray/history/western/100-111.txt>

## Scenic By-Ways

### Minnesota River Valley Scenic By-Way <sup>13</sup>

Along the byway you will find a wide variety of history, agriculture, and culture. Located along the Minnesota River, the Minnesota River Valley National



Scenic Byway is a destination in itself. Although time has brought changes, the river valley remains as beautiful as ever. Hardwood forests, 3.8 billion year old granite outcrops, and lush prairie grasses remain for you to enjoy. State and local parks dot the valley, inviting you to get out-of-doors all year long, while museums and historic sites offer vivid stories of prairie life.<sup>14</sup>

**The King of Trails Scenic Byway** (Highway 75), stretches 414 miles along Minnesota's western border. Get off the interstate and travel Highway 75 the King of Trails. Visit the communities along the way to appreciate the history and natural beauty of the prairie. You'll be surprised! Experience fascinating historical sites, colorful festivals, national monument, and state parks.<sup>15</sup> In the Southwest Region the Scenic By-way travels through Rock, Pipestone and Lincoln Counties.



**Prairie Passage** <sup>16</sup>The Prairie Passage is an international effort to identify and preserve native prairie remnants on rural highways from Canada to Mexico. In addition prairie grasses and wildflowers will be restored along rights-of-way. A primary focus of Prairie Passage, through signage and interpretive information, is to provide residents and visitors the opportunity to discover the natural, historical and cultural resources of the prairie in that area. The States and Provinces included in the Project are: Manitoba, Minnesota, Iowa, Missouri, Kansas Oklahoma and Texas.

In Southwest Minnesota, the Route travels along the I-90 corridor -(Jackson, Nobles and Rock County) and turns north along Highway 71 through Pipestone, Lincoln and Lyon Counties.



<sup>13</sup> <http://www.byways.org/explore/byways/2211/>

<sup>14</sup> <http://www.mnrivervalley.com/>

<sup>15</sup> <http://www.highway75.com/>

<sup>16</sup> [http://www.dot.state.mn.us/environment/scenic\\_byways/prairiepassage.html](http://www.dot.state.mn.us/environment/scenic_byways/prairiepassage.html)

## Historic Roadside Structures<sup>17</sup>

Between July 1996 and December 1998, Mn/DOT conducted a statewide inventory of its wayside rests on Minnesota trunk highways. The purpose was to identify roadside structures that were eligible for the National Register of Historic Places. The initial research report, *Historic Roadside Development Structures on Minnesota Trunk Highways*, was published and distributed in September 2000; a supplement that adds eight new properties and updates was completed in 2005.

The report evaluated waysides and roadside development facilities and determined roughly half of the 110 properties were eligible for listing (or already listed on the National Register or located within a National Register site or district).

Within Southwest Minnesota there were two properties listed: the Avoca Historical marker and the Redwood Falls retaining wall at the Y intersection.

**MARKERS: Rectangular Shrines, Free-Standing.** Eighteen elaborate historical markers on the MnDOT inventory are shrine-like structures built of stone; the Marker at Avoca is on this list and includes two concrete benches sitting at right angles on an at-grade concrete plaza in front of the shaft.



Fig. 6. Avoca Historical Marker, Oct. 1996.



Fig. 38. Redwood Falls Retaining Wall, Sept. 1997.

The Redwood Falls Retaining Wall is also on the MnDOT Inventory.<sup>18</sup> It was built as a 330'-long granite structure that stands on the edge of downtown Redwood Falls, it splits at the junction of TH 19 and TH 71 as a Y with two levels. The wall features a small lookout bay and a balustrade with an ornamental iron railing. Built in 1935, it was originally topped by ornamental lamp standards. The design is attributed to A. R. Nichols and is the only structure of its type in the MnDOT Study.

Historic Structures are abundant throughout Southwest Minnesota. Sources to locate additional structures include:

- The Minnesota Historical Society <http://www.mnhs.org/visit/>
- MNHS county bridges: <http://www.mnhs.org/places/nationalregister/bridges/bridloc.html>
- County Museums and local museums

<sup>17</sup> Minnesota Highway Roadside Structures <http://www.dot.state.mn.us/roadsides/historic/>  
<http://www.dot.state.mn.us/roadsides/historic/files/wayrep.pdf>

<sup>18</sup> <http://www.dot.state.mn.us/roadsides/historic/files/description.pdf>