

Chapter 3

Trail Design & Guidelines

This chapter builds on the needs assessment and citizen involvement process discussed in Chapter One and the route determinants identified in Chapter Two to present a trail development concept for the Lewis and Clark Multi-Use Trail. It presents the trail, trail goals, and guiding concepts; a detailed description of the trail alignment and its individual components; and a review of the design and application of different types of trail facilities.



280th Street and Snyder Bend Road

Trail Design Objectives and Principles

This chapter builds on the needs assessment and citizen involvement process discussed in Chapter One and the route determinants identified in Chapter Two to present a trail development concept for the Lewis and Clark Trail. The introduction to this plan identifies five basic objectives to guide this concept:

1. The trail will satisfy recreation and transportation needs of a variety of user groups.
2. The trail concept should recognize different levels of user abilities with appropriate features and facilities.
3. The trail should use existing facilities and resources to the maximum degree possible.
4. The trail should tell the story of this unique part of the state, and direct users to features that advance the narrative.
5. The trail should promote economic development.
6. The trail should have integrity and continuity at all stages of its incremental development process.

In addition to these, the concept proposed in this section is guided by the following principles:

- *The LCT should offer a facility that can be used almost immediately, or at least with minimum short-term capital investment.* This provides a facility that will change and improve over time, as new projects are completed incrementally, but which has point to point integrity from the installation of the first signs to the completion of the last mile of trail.
- *The trail should be a network rather than a single point-to-point route.* As such, it should offer the possibility of different experiences to users each time they visit the trail. Unlike a commuter trail, the premise of the LCT is experience and exploration. In the spirit of the Corps of Discovery, it invites its users to investigate region's wetlands, hills, valleys, and communities at their liberty.

- *To the maximum degree possible, the trail concept should avoid contentious property acquisitions, and should also provide benefits to people who are not necessarily trail users.* Trail alignments that cut through or otherwise significantly affect private land often generate vociferous opposition. Often, this abates over time and the experience of the Wabash Trace Nature Trail shows that strong trail opponents often become strong trail supporters as they understand the maximum benefits and minimum effects of these facilities. But broader acceptance evolves over time as people increasingly view the trail as a natural and beneficial part of the landscape. Trail development can also benefit non-trail users, making allies of former opponents. For example, county road improvements like shoulders and occasional hard-surfacing create better facilities for farmers as well as safer routes for bicyclists, and reduce traffic conflicts and mutual frustrations. The Lewis and Clark environment is big enough to be shared by all.

Route Resources for the LCT

Certain types of existing facilities provide trail development opportunities that help define the actual route. Design criteria for each of these facilities are described later in this chapter. These opportunities include:

- *Low-volume paved county roads.* These roads, with volumes below 1,000 vehicles per day (vpd), and in many cases far lower traffic loads, serve the entire LCT study area and are already a staple for bicyclists traveling in this region. In many cases, these roads can safely accommodate shared use with very few, low-cost improvements, such as share-the-road signs. Woodbury County has already implemented such a program on parts of its country road system south of Sioux City. In cases of higher traffic volumes or limited visibility, shoulders or minor widening can improve safety for both motorized and non-motorized users.
- *Very low-volume gravel roads.* These facilities typically have traffic volumes below 100 vpd and are adaptable to certain types of trail users, including mountain bicyclists, OHV's, and even hikers and equestrians. In strategic cases, the use of these corridors can be expanded by hard-surfacing or the construction of parallel pathways.

- *Moderate to high-volume county roads and state highways.* These facilities, with volumes above 1,000 vpd, can be adapted to trail use, and are used by cyclists who are comfortable with riding in mixed traffic. However, they generally require major modifications, such as shoulders or parallel pathways, to be comfortable for a wider variety of users. These higher volume corridors are used sparingly because of the cost of adaptation or the nature of the road environment.
- *Future regional highway corridors.* New highway corridors or major reconstruction projects offer opportunities for incorporating LCT segments, consistent with new US DOT policies to include bicycle and pedestrian transportation in major projects. According to the US Department of Transportation, "DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT has the responsibility to improve conditions and opportunities for walking and cycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide".

Study area opportunities include the connection between the existing US 34 interchange with Interstate 29 near Glenwood with a new Missouri River crossing north of Plattsmouth, Nebraska; and the Interstate 29 reconstruction project in Sioux City. The most probable facility here would be a pathway within the highway right-of-way corridor, with safety fencing or barriers between the path and the road.

- *Missouri River levees.* These federal levees are most prevalent in the southern part of the study area and already have developed maintenance roads or paths on the levee top. Levees provide excellent river views and access to otherwise inaccessible riverfront areas. Parts of the Riverfront Trail in Council Bluffs uses Missouri River levees. However, access to levees requires permission by the US Army Corps of Engineers and may require approval of property owners when the levee transects private property.
- *Other waterways.* Other study area streams, such as the Boyer River and creeks, often have flood control levees that could accommodate trails. The Boyer connects the Missouri Valley area with Logan and could be an especially valuable trail link. However, in most cases, these facilities are owned and man-



Wabash Trace Nature Trail



Rural Fremont County

aged by local or regional drainage districts whose perspective is limited to flood control rather than inviting multiple uses of levees. As a result, this trail concept does not propose using levees other than segments along the Missouri River. If, at some point in the future, circumstances change, these resources should be included in an evolving LCT network. The Keg Creek corridor from Glenwood to Mineola has often been discussed as a regional connection to the Wabash Trace, and is included here as a possible trail resource.

- **Existing trails.** Existing multi-use trails are integral parts of the LCT concept, and are incorporated into the system whenever they exist. Primary trail resources include the Wabash Trace, the Council Bluffs Riverfront Trail and other elements of the city's trail and bike route network, and the Sioux City Riverfront Trail. Other significant resources on the Nebraska side of the river include the Steamboat Trace Trail from Nebraska City to Brownville and the Omaha Riverfront Trail.
- **Iowa Department of Natural Resources (DNR) properties, State Parks, National Wildlife Refuges, and other public properties.** The DNR owns a number of properties within the LCT study area, most of which are along the Missouri River. Most of these properties were acquired for preservation of habitat or other natural environments, but some offer river access and limited public use facilities. The perimeter of these sites provides possibilities for trail alignments without disturbing their primary preservation purposes, and properties with public river access can also provide this option to trail users. When the terms of DNR's initial acquisition do not permit public use, a strip of property immediately adjacent to the refuge perimeter, acquired by purchase or easement, can both accommodate the trail and provide a buffer. The study area also includes a variety of other substantial public properties, including a National Wildlife Refuge (DeSoto), State Parks (Waubonsie, Lewis and Clark), County Conservation Board parks, and other facilities.
- **Railroad right of ways or abandonments.** Nationally, railroad abandonments and low-volume active rights-of-way have been staples of the trail movement, but they are limited in the LCT corridor. The active north-south BNSF line between Hamburg and Pacific Junction is largely paralleled by low-volume roads that provide an easier alternative for the trail. Most abandonments in the area have long been

subsumed by agricultural uses and retain little integrity. One intriguing possibility is a Union Pacific acquisition along the Harrison/Monona County line between County Road K45 and the Missouri River.

- **Tribal Lands.** Lands owned by tribes with trust holdings in the area, primarily the Omaha and Winnebago Nations, could provide significant trail opportunities, along with economic and tourism development possibilities. Tribal lands can provide new connections between the paved road system and the riverfront, expand use of the WinneVegas complex, and open new use possibilities for the closed Casino Omaha facility.

Trail Concepts

Relating the trail objectives and principles described above with the contexts and opportunities of the study area produces an innovative and evolving concept for the Lewis and Clark Trail. The concept envisions a trail (or route) that can be put in place with relatively little capital cost, but grows over time into a network of interlinked facilities that meets a variety of user needs. This concept in both geography and time includes the following components:

The "LCT Today," a trail route that uses facilities already in place, consisting mostly of low-volume paved roads and existing trails. Initial capital investment in the "today" system is minimal, focused primarily on signage and pavement markings. The "Today Route" uses portions of the Adventure Cycling Association's existing Lewis and Clark Bicycle Route, with substantial modifications that provide a more complete experience with the study area's environment. This concept is the starting point for an evolving system.

The LCT Explorers Route. This is the final route of the LCT, offering a rich and varied experience to the user of all or part of the trail. The Explorers Route builds on the base of the LCT Today route, and evolves as localities, counties, and other entities develop individual projects. It presents users with the opportunity to explore the area in the spirit of Lewis and Clark on its path from Hamburg to Sioux City. The Explorers Route has features to attract a variety of user groups – bicyclists of all types, hikers, naturalists, equestrians, and others. It places a premium on experience of adventure over directness and speed.

The Explorers route follows paved and county roads, Missouri River levees, Department of Natural Resources properties, state and county parks, existing trails, and new corridors; as it knits hills, valleys, the Missouri Riverfront, communities, and natural resources into a true discovery network. Along the way, it employs a number of facility types including, shared or adapted roads, sidepaths, and trails.

Express Segments. The final LCT Explorers Route is a meandering 150 mile path that as mentioned above, values experience over directness. However, some users, most notably road cyclists, seek a direct point to point path through the Lewis and Clark corridor that nevertheless offers options. The Express segments provide more direct alternatives between two specific points along the LCT. Contrasting with the more relaxed and scenic main trail. The express alternate segments together offer road cyclists a direct route between Sioux City and Hamburg, but also provides the option of diverting to the experience-laden Explorers Route. The Express segments assure a continuous hard-surfaced route for entire length of the LCT.

Tour Loops. The "Loops" create a series of day-trip experiences on the LCT, appealing to users who are looking for short trips that present different aspects of the Western Iowa experience. In most cases, the main Explorers Route and the Express segments form major legs of the loops, which are completed by scenic or functional connecting paths.

The loop routes are especially designed for families and individual bicyclists who may be apprehensive about cycling in mixed traffic. Consequently, significant segments are either sidepaths, or offroad trails and paths.

Regional Connections. Regional connections provide access to other features in the larger area around the main Lewis and Clark trail route. These connections include parts of the Loess Hills Scenic Byway, allowing bicyclists using the LCT to venture deeper into this unique environment. They also provide access to Missouri River crossings and adjacent states, encouraging potential users from Missouri, Nebraska, and South Dakota to visit Iowa's LCT's and trail communities; and extending the reach of the trail into other states with bordering trails and historic towns.



West Oak Forest - Mills County



DeSoto Bend National Wildlife Refuge - Harrison County

Special User Groups

Equestrian Trails. While bicyclists and pedestrians are likely to be the principal users of the LCT, equestrian facilities should be integrated into the ultimate project. Equestrian trails can complement other trail uses, but present some compatibility issues. For example, horses can damage the surface of granulated stone trails. Conversely paved pathways while popular with cyclists and pedestrians are very uncomfortable for horses. Equestrian uses are adaptable to single track trails, roadside paths, and even gravel roads. Currently the study area includes one example of dedicated equestrian trails adjacent to a multi-use facility – the Wabash trace between Council Bluffs and Mineola. The experience of this facility has been decidedly mixed. Other equestrian trails are found at Waubonsie State Park.

This plan concept identifies several potential equestrian routes including:

- A route on state park property and unpaved roads, linking a trailhead north of Iowa 2 at Waubonsie to the rodeo facilities at Sidney. This could lead to outfitting business opportunities in that community.
- A Missouri River trail using DNR property and gravel roads between Tyson Bend and Mondamin.
- The possibility of parallel equestrian tracks in areas proposed for multi-use trail development. Examples of suitable settings include corridors on the periphery of DNR properties or in new rural corridors such as Keg Creek between Glenwood and Mineola. By linking to the Wabash Trace Trail at Mineola, such a facility could revitalize equestrian use of the existing track along the Wabash Trace Trail.

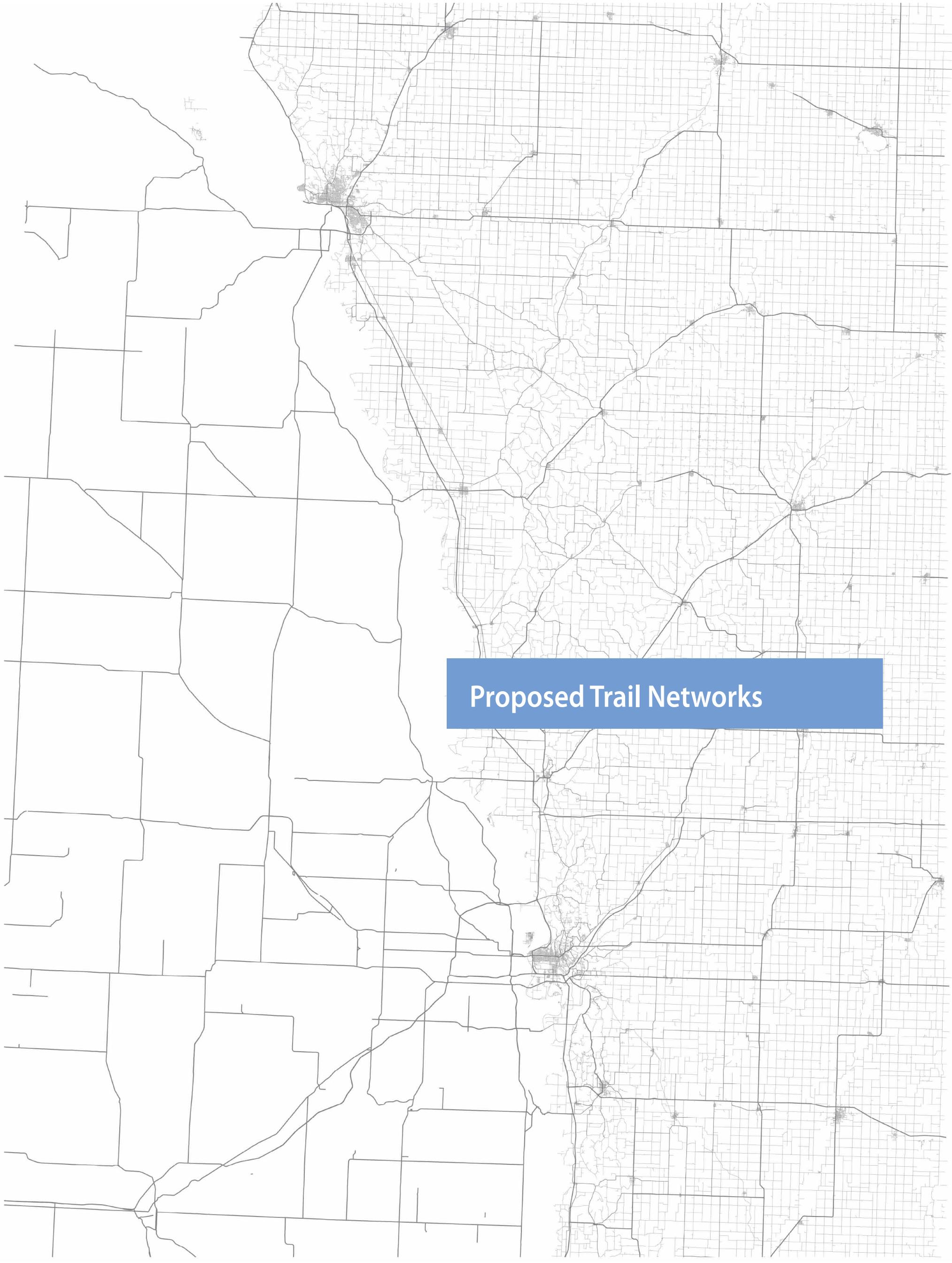
ATV Trails. While motorized recreationalists were not a primary user target for the LCT, the planning process revealed a significant demand for facilities. While recreational ATV use often occurs within parks designed for that purpose, users also expressed interest in a point to point facility, especially south from the Sioux City metropolitan area. The best solution is defining a route that utilizes existing county gravel roads south of Sioux City, potentially extending to Snyder Bend and the Onawa area. Current Iowa State statutes appear to exclude ATV use of county roads. This plan concept recommends that ATV user groups work with the Woodbury

and Monona County engineers, and property owners to define a specific web of roads legally accessible to ATV's. Opening this route to ATV use may require special state legislation, but could open the Lewis and Clark corridor to this *significant user group*.

The LCT as an Evolving Trail

A key objective of this plan is the designation of a complete and continuous LCT through all stages of the trails development. Initially, the LCT will be the "LCT Today Route", implemented by such low-capital methods, as signage and pavement markings on low and medium traffic volume hard-surfaced roads. The route's utility is largely limited to one pioneer user group – bicyclists who are reasonably comfortable on shared roads with motor vehicles. However, projects completed consistent with this plan will incrementally transform the "Today Route" into the overall LCT system. As these segments are completed, the LCT network will serve more people with increasingly diverse interests and capabilities.

The Today Route is by no means a finished product. While it serves road-comfortable cyclists, it does not offer enhancements necessary to meet the system's objectives or potential. As the system grows and new projects are completed, some segments of the LCT Today Route will be enhanced, while others will become parts of Loop Tours or be "decommissioned" by removing route identifying graphics. Yet, at every point of its implementation, the LCT will provide a continuous route between its two endpoint cities.



Proposed Trail Networks

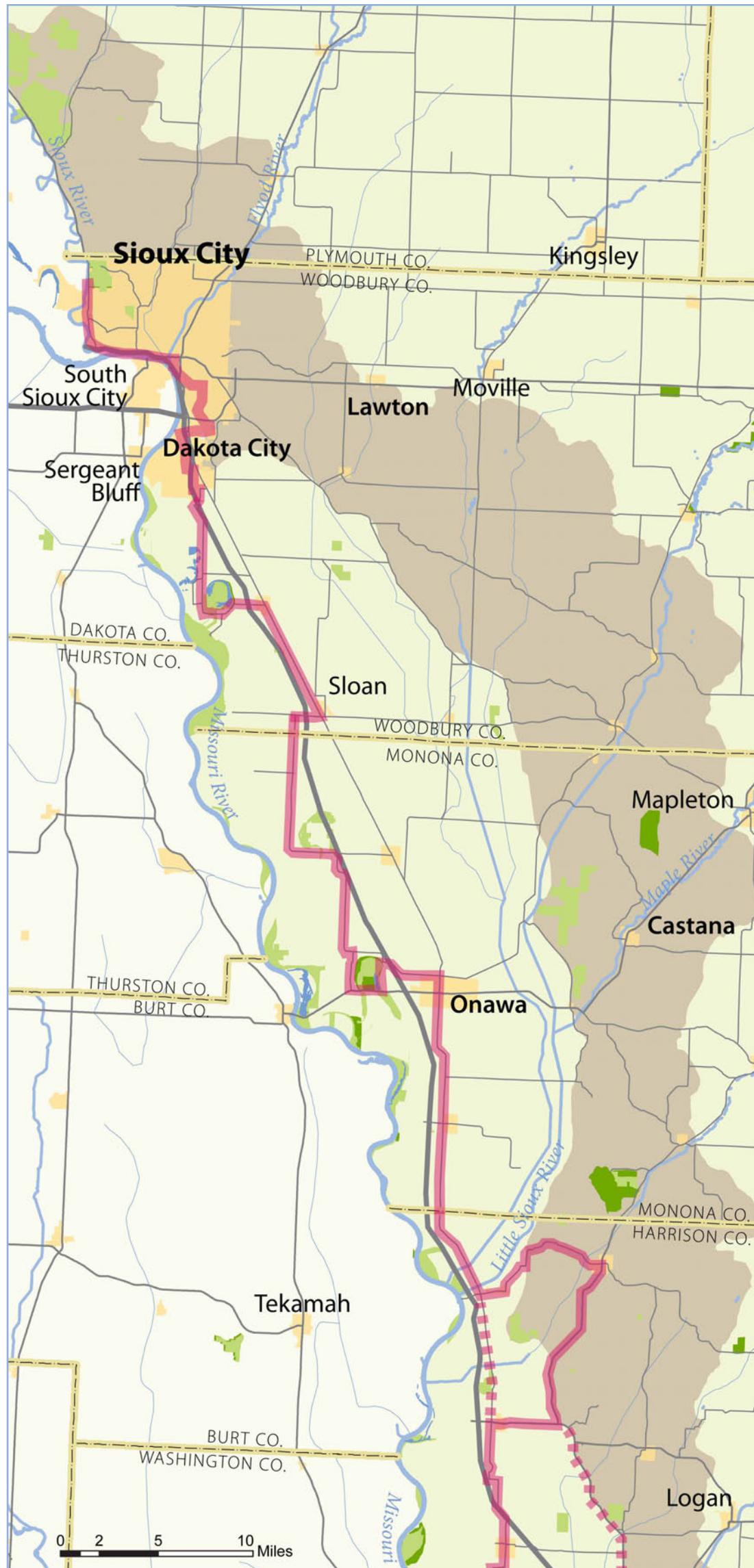
LCT Today Route - N

The LCT Today Route can be put in place between Hamburg and Sioux City in the short term with minimal capital investments, primarily of sign installation and pavement markings. It represents the first phase of implementation for the overall trail corridor, and is the starting point for full implementation of the trail plan. This route uses existing infrastructure, mostly paved, low-volume roads and existing trails. Signage proposed along the route includes the trail designators and basic information system described in Chapter Four, and standard signs (such as Share the Road cautionary signs) specified by the Manual of Uniform Traffic Control Devices.

The LCT Today Route's primary user group is bicyclists who are reasonably comfortable riding on low to medium volume roads. However, the route has significant shortcomings, including some segments with traffic volumes that exceed 1,000 vehicles per day (noted in the table on the opposite page). With full implementation of the LCT master plan, some segments of the LCT Today route will be incorporated into the ultimate system in their current condition; others will be enhanced to provide better accommodations for trail users; and still others will become secondary connections, replaced by new segments that offer better experiences to more people. As the trail evolves, the LCT will grow to serve more diverse users, fulfilling its potential as a multi-purpose facility that gives many more people the chance to explore its unique and historical environment.

TODAY ROUTE

- Today Route
- Alternate Route
- Interstate
- State Highway
- Paved County Road
- Unpaved County Road
- County Boundary
- Wetland
- Lake, River, Creek
- Conservation Areas (Forested Areas)
- Conservation Areas (Farm protection, Grassland)
- State Parks
- Populated Places
- Loess Hills



Plymouth

Woodbury

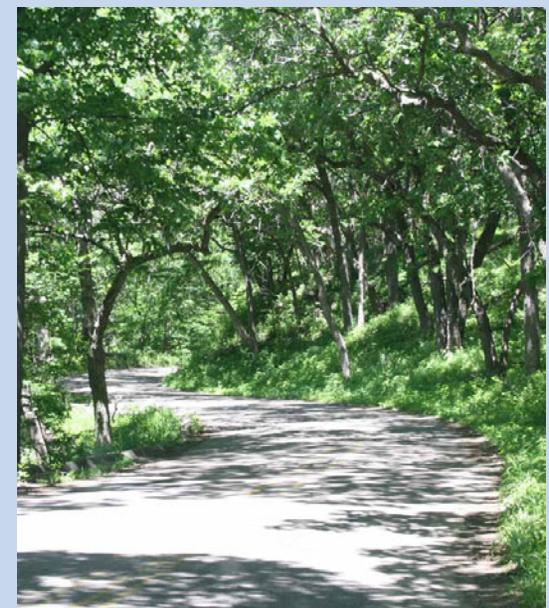
Monona

Harrison

KEY FOR TABLE: Seasonal Alternative Segments Alternative Route for Access to a Major Feature

Segment	Mileage	Existing Context	LCT Today Design Treatment
Woodbury County			
Sioux City Riverfront Trail from Riverside Park (existing terminus) to Floyd Boulevard	4.8	Existing paved multiple-use path	Paved multiple-use path
Floyd Boulevard, Riverfront Trail to Dace Avenue	0.1	4-lane urban street with adjacent sidepath	Paved sidepath
Dace Avenue, Floyd Boulevard to Cunningham Avenue	0.3	4-lane urban street	Shared route with pavement markings and signage
Cunningham Avenue, Dace Avenue to Transit Avenue	0.8	2 and 3-lane urban street	Shared route with pavement markings and signage
Transit Avenue, Cunningham to St. Aubin Street/Morningside Avenue	1.5	Sidepath along the edge of city parks, wide 2-lane urban street east of Cecilia Street	Paved sidepath to be implemented by the City of Sioux City between Cunningham and Cecilia Streets; Shared route with pavement markings and signage between Cecilia and St. Aubin Street
St. Aubin Street from Transit Avenue to Sergeant Road	0.7	2-lane urban street	Shared route with pavement markings and signage
Sergeant Road, St. Aubin Street to Juniper Court	0.9	2-lane urban street	Shared route with pavement markings and signage
Juniper Court/Hickory Lane/Southern Hills Drive from Sergeant Road to Lancelot Lane	0.9	2 to 4-lane urban street	Shared route with pavement markings and signage
Lancelot Lane, Southern Hills Boulevard to Singing Hills Boulevard	0.2	3-lane urban street	Shared route with pavement markings and signage
Singing Hills Boulevard, Lancelot Lane to Harbor Drive	1.6	Sidepath	Paved sidepath
Harbor Drive, Singing Hills to 8th Street	2.0	2-3 lane urban street with significant industrial traffic	Shared route with pavement markings and signage. Harbor Drive is scheduled for realignment as part of the I-29 reconstruction project. Any realignment should include the configuration recommended for the ultimate facility
8th Street, Harbor to D Street	0.5	2-lane urban street	Shared route with pavement markings and signage
D Street, 8th to Topaz Drive	0.8	2-lane urban street, divided boulevard through traditional town center	Shared route with pavement markings and signage
Topaz Drive, D to Port Neal Road	0.3	Wide 2-lane urban avenue	Shared route with pavement markings and signage
Port Neal Road (K25), Topaz Drive to K45 at Salix	10.3	Paved 2-lane industrial and county road. (ADT>1,000 vpd immediately south of Sergeant Bluff)	Shared route with pavement markings and signage
K45, K25 (Salix) to Iowa 141 (Sloan)	6.3	Paved 2-lane county road (ADT > 1,000 vpd)	Shared route with pavement markings and signage
Iowa 141, K25 to K42	1.3	Paved 2-lane state highway (ADT>2,000 vpd)	Shared route with pavement markings and signage
Monona County			
K42, Iowa 141 to Cherry Street	15.1	Paved 2-lane county road	Shared route with pavement markings and signage
K42, Cherry Street to K53	1.9	Paved 2-lane county road	Shared route with pavement markings and signage
Cherry Street, K42 to Iowa 175	2.0	Paved 2-lane county road	Shared route with pavement markings and signage; route provides access to Blue Lake and Lewis and Clark State Park
Iowa 175, K42 to Dogwood Avenue	1.8	Paved 2-lane state highway, (ADT>1,500 vpd)	Shared route with pavement markings and signage; route provides access to Blue Lake and Lewis and Clark State Park
Dogwood Avenue, Iowa 175 to K42	1.6	Paved 2-lane county road	Shared route with pavement markings and signage; route provides access to Blue Lake and Lewis and Clark State Park
K42, Dogwood Avenue to 10th Street (K45) in Onawa	3.1	Paved 2-lane county road, shared route.	Shared route with pavement markings and signage
K45, K42 to Harrison County Line	12.2	Paved 2-lane county road, shared route (ADT>1,000 vpd between Blencoe and Onawa)	Shared route with pavement markings and signage

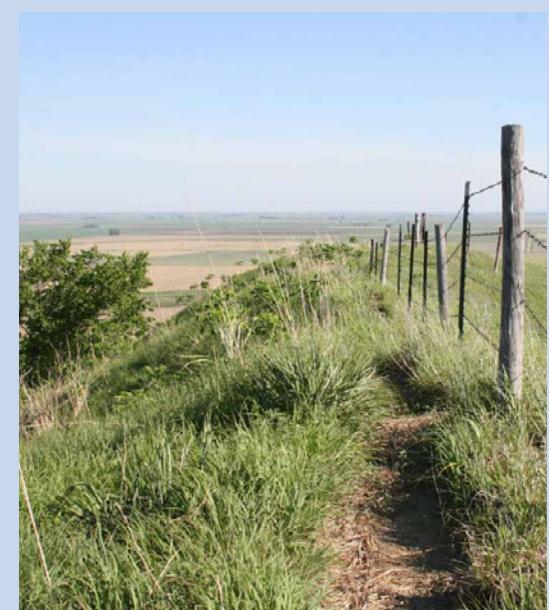
LCT Today Route - N



Stone State Park



Blue Lake; Lewis & Clark State Park



Murray Hill Scenic Overlook

LCT Today Route - S



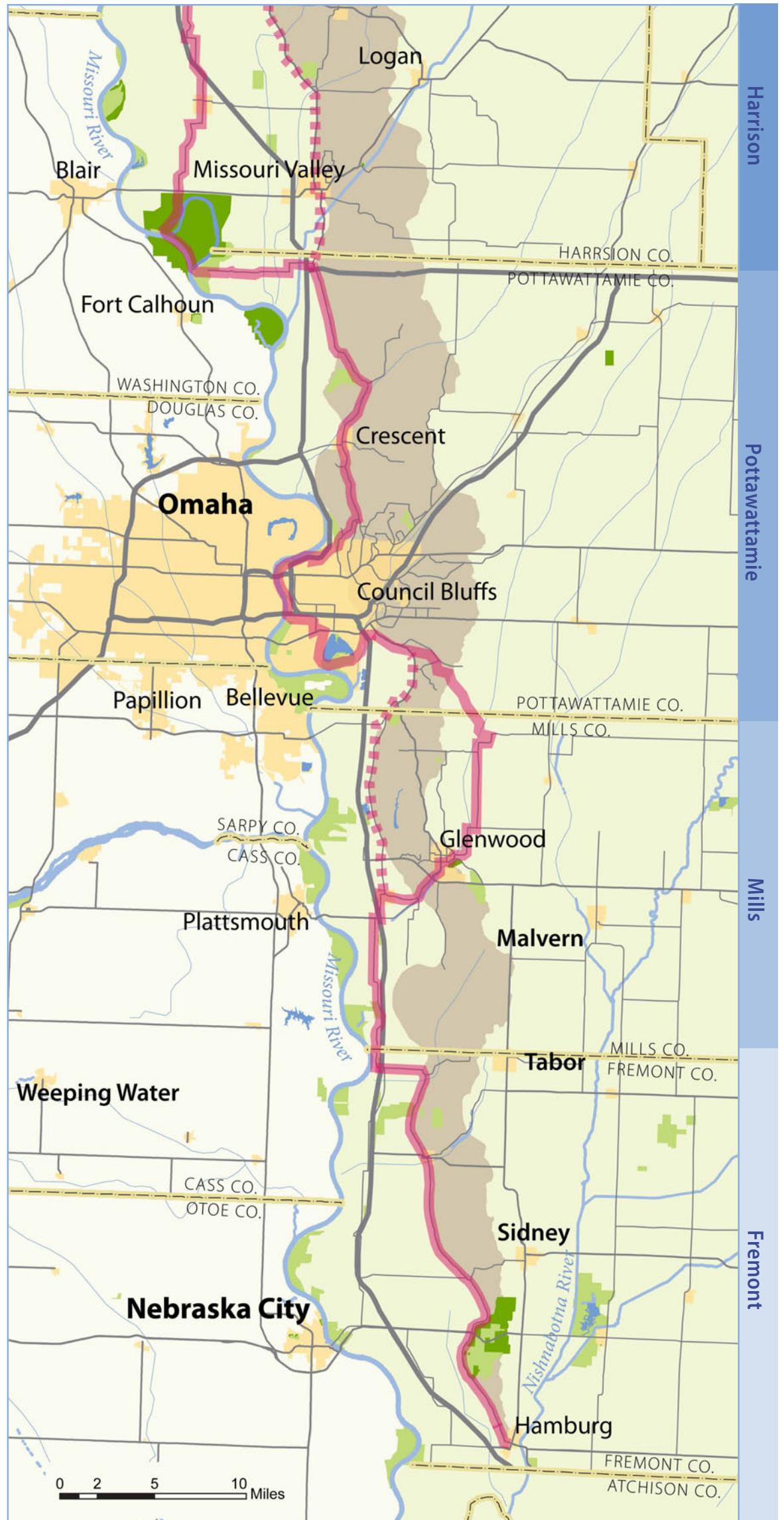
DeSoto Bend National Wildlife Refuge



Hitchcock Nature Center

TODAY ROUTE

- Today Route
- - - Alternate Route
- Interstate
- State Highway
- Paved County Road
- Unpaved County Road
- - - County Boundary
- Wetland
- Lake, River, Creek
- Conservation Areas (Forested Areas)
- Conservation Areas (Farm protection, Grassland)
- State Parks
- Populated Places
- Loess Hills



LCT Today Route - S

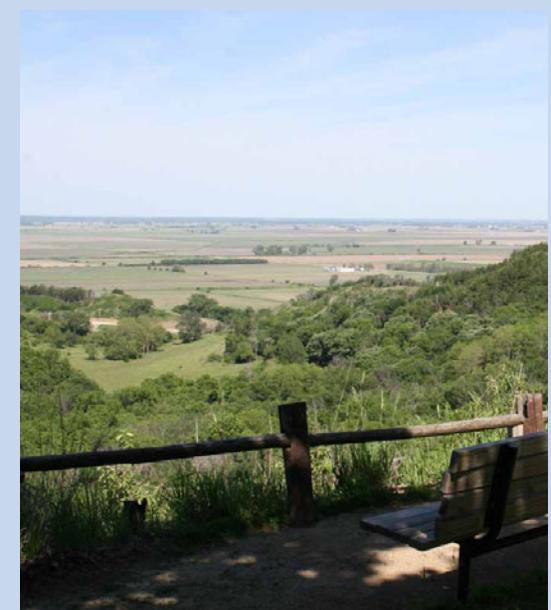
Segment	Mileage	Existing Context	LCT Today Design Treatment
Harrison County			
K45, County Line to F20	4.8	Paved 2-lane county road	Shared route with pavement markings and signage
F20, K45 to Iowa 183	8.3	Paved 2-lane county road	Shared route with pavement markings and signage
Iowa 183, F20 at Pisgah to Iowa 127	9.3	Paved 2-lane state highway, (ADT just below 1,000 vpd)	Shared route with pavement markings and signage
Iowa 127, Iowa 183 to K45 at Mondamin	3.4	Paved 2-lane state highway, (ADT>1,000 vpd)	Shared route with pavement markings and signage
K45, Iowa 127 to US 30	14.4	Paved 2-lane county road	Shared route with pavement markings and signage
De Soto NWR road system, US 30 to G12	5.7	Paved 2-lane park road, shared route	Shared route with pavement markings and signage; south refuge access is closed during bird migration seasons.
L20, Iowa 127 to G12	16.7	Paved 2-lane county road, shared route	Shared route with pavement markings and signage; alternative route during seasonal closures of the G12 access to De Soto NWR.
Pottawattamie County			
G12, De Soto NWR to L20 (Old Lincoln Highway)	7.0	Paved 2-lane county road	Shared route with pavement markings and signage; does not provide route continuity during closures of the De Soto NWR entrance
L20, G12 to G27 junction in Crescent	11.0	Paved 2-lane county road	Shared route with pavement markings and signage
L20 (North Broadway), Crescent to Kanesville Boulevard (US 6)	6.8	Paved 2-lane county road with rural section; 2- and 3-lane city street within Council Bluffs corporate limits	Shared route with pavement markings and signage
Pierce Street, Kanesville to 1st Street	0.6	2-lane urban street	Shared route with pavement markings and signage
1st Street, Pierce to West Broadway	0.1	2-lane urban street	Shared route with pavement markings and signage
West Broadway, 1st Street to Main Street	0.4	2-lane downtown street on 100 block, 4-lane, relatively low-volume street between 2nd and Main	Shared route with pavement markings and signage
Main/Washington Street to 6th/7th Street pair	0.3	2-lane downtown street along Main and Washington	Shared route with pavement markings and signage
6th/7th Street one-way pair with Avenue G to 8th Street	0.6	2-lane, one-way urban streets (6th Street NB, 7th Street SB); sidepath along 7th Street from 8th Street to Mill Street	Sidepath where available north of Mill Street; shared route with pavement markings and signage
8th Street, Avenue G to Big Lake Park	1.5	2-lane urban street	Shared route with pavement markings and signage
Big Lake Park and Drive, 8th to 16th	0.8	Park trail and sidepath	Existing facility
Nash Boulevard Sidepath, 16th to 25th	1.0	Paved sidepath connects to Big Lake Trail; bike lanes connect under I-29 to Riverfront Trail	Existing facility
Riverfront Trail, 25th Street to Nebraska Avenue at Ameristar Casino	4.1	Paved multi-purpose path on levee top; sidepath at Ameristar Casino	Existing facility
Access Drive, Nebraska Avenue to I-80 Bridge	0.6	Bike lanes	Existing facility
Riverfront Trail, I-80 to Indian Creek Trail	3.0	Paved multi-purpose path, with sidepath segments along 25th Street and US 275	Existing facility
Indian Creek/Lake Manawa Trails, US 275 to Wabash Trace Trailhead	6.6	Paved multi-purpose path	Existing facility
Wabash Trace Nature Trail, Lewis Central Trailhead to Mineola	9.2	Granulated stone, multi-purpose path	Existing facility
Mills County			
L45, Mineola to Sharp Street in Glenwood	8.0	2-lane county road, ADT>1,000 vpd north of Glenwood	Shared route with pavement markings and signage
Sharp Street, L45 to Locust Street (L35)	0.8	2-lane urban street	Shared route with pavement markings and signage
Locust Street (L35), Sharp to US 34 interchange	1.1	4-lane urban street. ADT>1,000 vpd	Shared route with pavement markings and signage; City should consider lane diet along commercial corridor, with 3-lane section and bike lanes.
L35, US 34 interchange to L31 in Pacific Junction	3.8	2-lane rural section highway, ADT>1,000 vpd	Shared route with pavement markings and signage
L31, L35 at Pacific Junction to J10, south of Mills/Fremont County line	14.8	2-lane low-volume county road	Shared route with pavement markings and signage
Fremont County			
J10, L31 to L44	2.6	2-lane moderate-volume county road	Shared route with pavement markings and signage
L44 (Bluff Road), J10 to Hamburg	22.6	2-lane low-volume county road, shared route	Shared route with pavement markings and signage



The Garden Grove; Crescent



City Jail from Henderson; Glenwood Historical Museum



Waubonsie State Park

LCT Explorers Route and Express Segments - N

The Explorers Route is the ultimate concept for the fully realized LCT. Its design presents users with a full range of experiences, and the continuous path winds through riverfront, valley, and Loess Hills environments. As the ultimate trail evolves, and segments of the Explorers Route are implemented incrementally, the trail will be a hybrid of "LCT Today" and "Explorers" segments, but always maintain continuity from Sioux City to Hamburg.

The excursion nature of the Explorers Route provides a superior interaction with the many-faceted Missouri River valley and Loess Hills environments, but does not meet the needs of through bicycle tourists. The express segments provide a more direct alternative between points along the way, and can be used in connection with the regular route to create a variety of trail experiences.

Detailed, county-by-county descriptions of the elements and features of the Explorers Route are presented later in this chapter.

LCT & EXPRESS ROUTE

-  Lewis & Clark Trail (LCT)
-  LCT Express Route
-  Interstate
-  State Highway
-  Paved County Road
-  Unpaved County Road
-  County Boundary
-  Wetland
-  Lake, River, Creek
-  Conservation Areas (Forested Areas)
-  Conservation Areas (Farm protection, Grassland)
-  State Parks
-  Populated Places
-  Loess Hills





LCT Explorers Route and Express Segments - S



B&R's Pizza Post; Sloan, Iowa



Kiwanis Museum Complex; Onawa, Iowa

LCT & EXPRESS ROUTE

- Lewis & Clark Trail (LCT)
- LCT Express Route
- Interstate
- State Highway
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- Loess Hills

LCT Tour Loops - N

Community and regional stakeholders expressed a strong interest in touring loops - day trips with great appeal to regional residents that also help support "internal" tourism.

The LCT Tour Loops organize the Explorers and Express segments into loops, with varying lengths that adapt to day trips. In some cases, the loops are connected by additional route segments. The loops are themed around interpretive narratives, adding an educational dimension to the LCT experience. The loops favor off-road facilities to accommodate a wide variety of users. Segments of the tour loops that are part of the primary LCT route should be given greater priority with regards to funding.

LOOPS & LINKS

-  Loops
-  Link (LCT Route)
-  Link (Express Route)
-  Interstate
-  State Highway
-  Paved County Road
-  Unpaved County Road
-  County Boundary
-  Wetland
-  Lake, River, Creek
-  Conservation Areas (Forested Areas)
-  Conservation Areas (Farm protection, Grassland)
-  State Parks
-  Populated Places
-  Loess Hills



LCT Tour Loops - S



Sugar Clay Vineyard



The Wilds RV and Golf Resort; Bartlett

LOOPS & LINKS

-  Loops
-  Link (LCT Route)
-  Link (Express Route)
-  Interstate
-  State Highway
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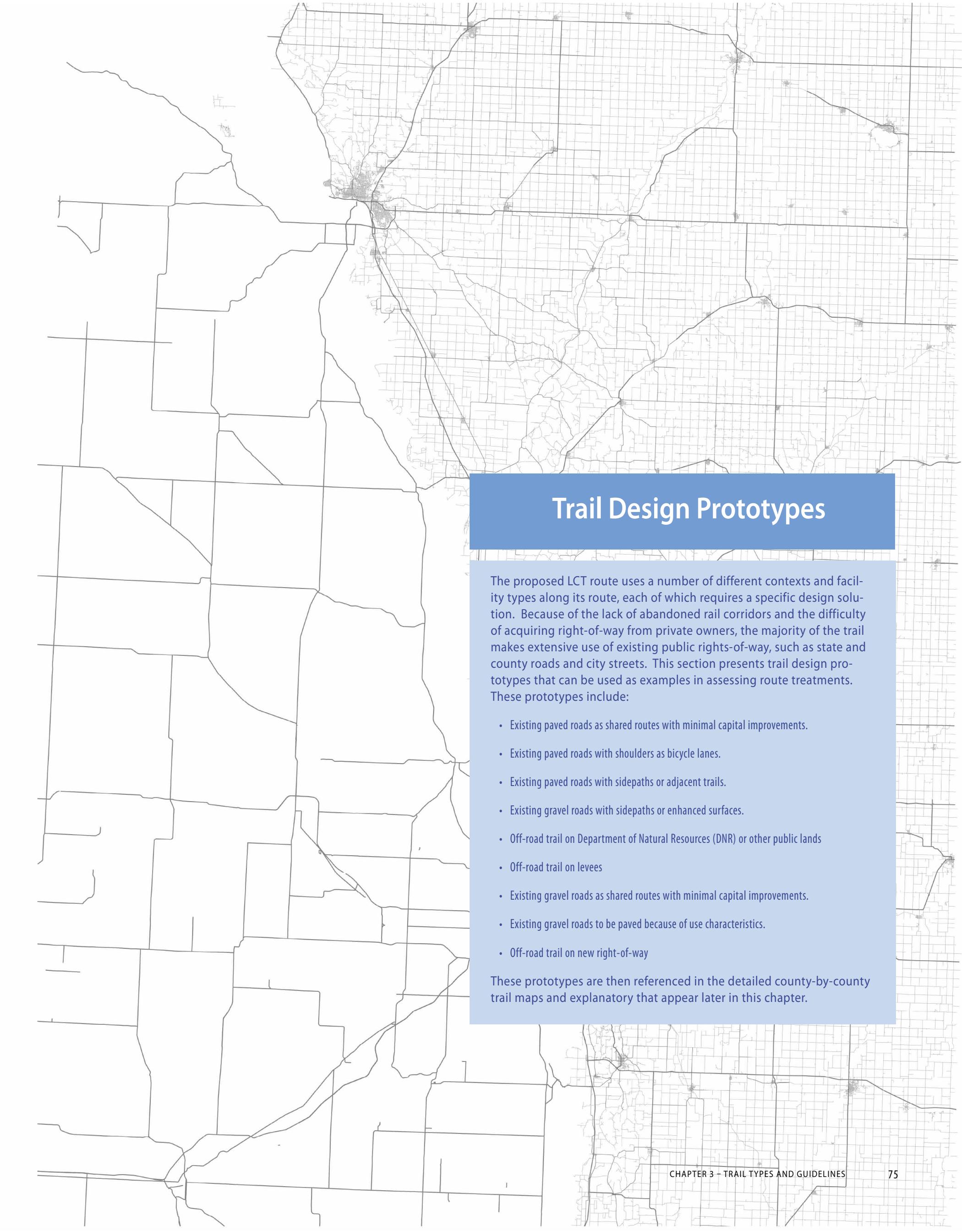


Harrison

Pottawattamie

Mills

Fremont



Trail Design Prototypes

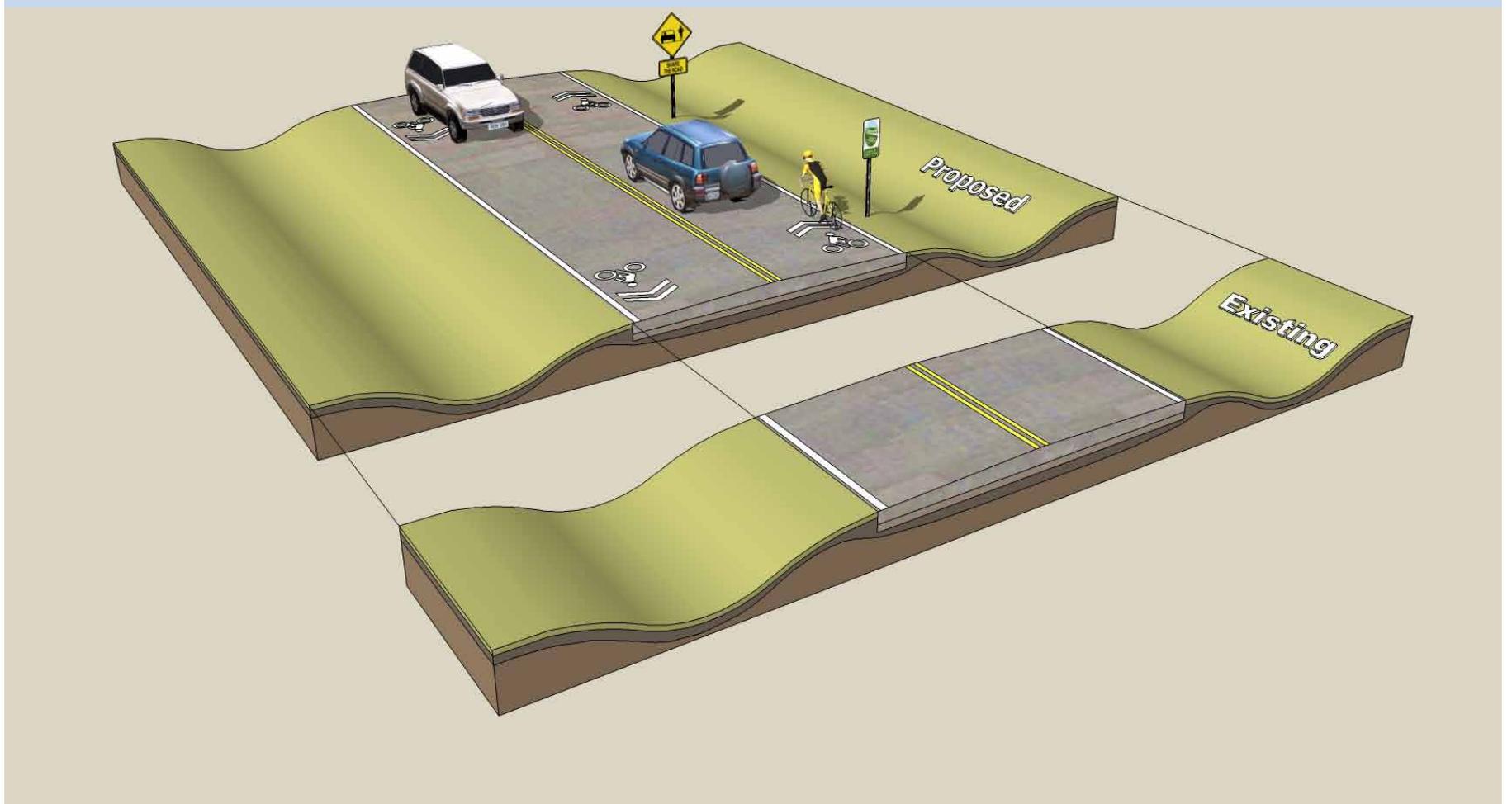
The proposed LCT route uses a number of different contexts and facility types along its route, each of which requires a specific design solution. Because of the lack of abandoned rail corridors and the difficulty of acquiring right-of-way from private owners, the majority of the trail makes extensive use of existing public rights-of-way, such as state and county roads and city streets. This section presents trail design prototypes that can be used as examples in assessing route treatments. These prototypes include:

- Existing paved roads as shared routes with minimal capital improvements.
- Existing paved roads with shoulders as bicycle lanes.
- Existing paved roads with sidepaths or adjacent trails.
- Existing gravel roads with sidepaths or enhanced surfaces.
- Off-road trail on Department of Natural Resources (DNR) or other public lands
- Off-road trail on levees
- Existing gravel roads as shared routes with minimal capital improvements.
- Existing gravel roads to be paved because of use characteristics.
- Off-road trail on new right-of-way

These prototypes are then referenced in the detailed county-by-county trail maps and explanatory that appear later in this chapter.



Existing Paved Road: Shared Route



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Existing Paved Road Shared Route	Low and Medium Volume Paved Roads (under 1,000 vpd) With normal visibility and truck traffic	<ul style="list-style-type: none"> Trail identification graphics and shared road signage. Periodic shared route pavement markings (sharrows) 	<ul style="list-style-type: none"> Paved shoulders or minor road widening on segments with limited horizontal or vertical visibility. Paved or granulated stone sidepaths (separated trails parallel to road) on segments that invite family travel or should accommodate multiple user groups. Minor road widening on segments with higher traffic volumes or substantial truck traffic

Existing Paved Road: Shared Route



Existing Paved Road: Shared Route





Paved Road with shoulder/bike lane



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Existing Paved Road with shoulder/bicycle lane	<p>Low and medium- volume paved roads (under 1,000 vpd) with limited horizontal or vertical visibility and/or significant truck traffic</p> <p>High-volume paved roads and highways (1,000-2,000 vpd)</p>	<ul style="list-style-type: none"> Trail identification graphics and shared road or bike lane signage Paved shoulders with a minimum clear width of four feet (6 feet preferred minimum) Buffered shoulders should be considered where adequate space exists and traffic conditions (volume, speed, truck traffic) warrant. Painted bike lane symbols 	<p>In situations where drainage channels are close to the roadway edge, regrading may be necessary to accommodate shoulders.</p>

Paved Road with shoulder/bike lane before development

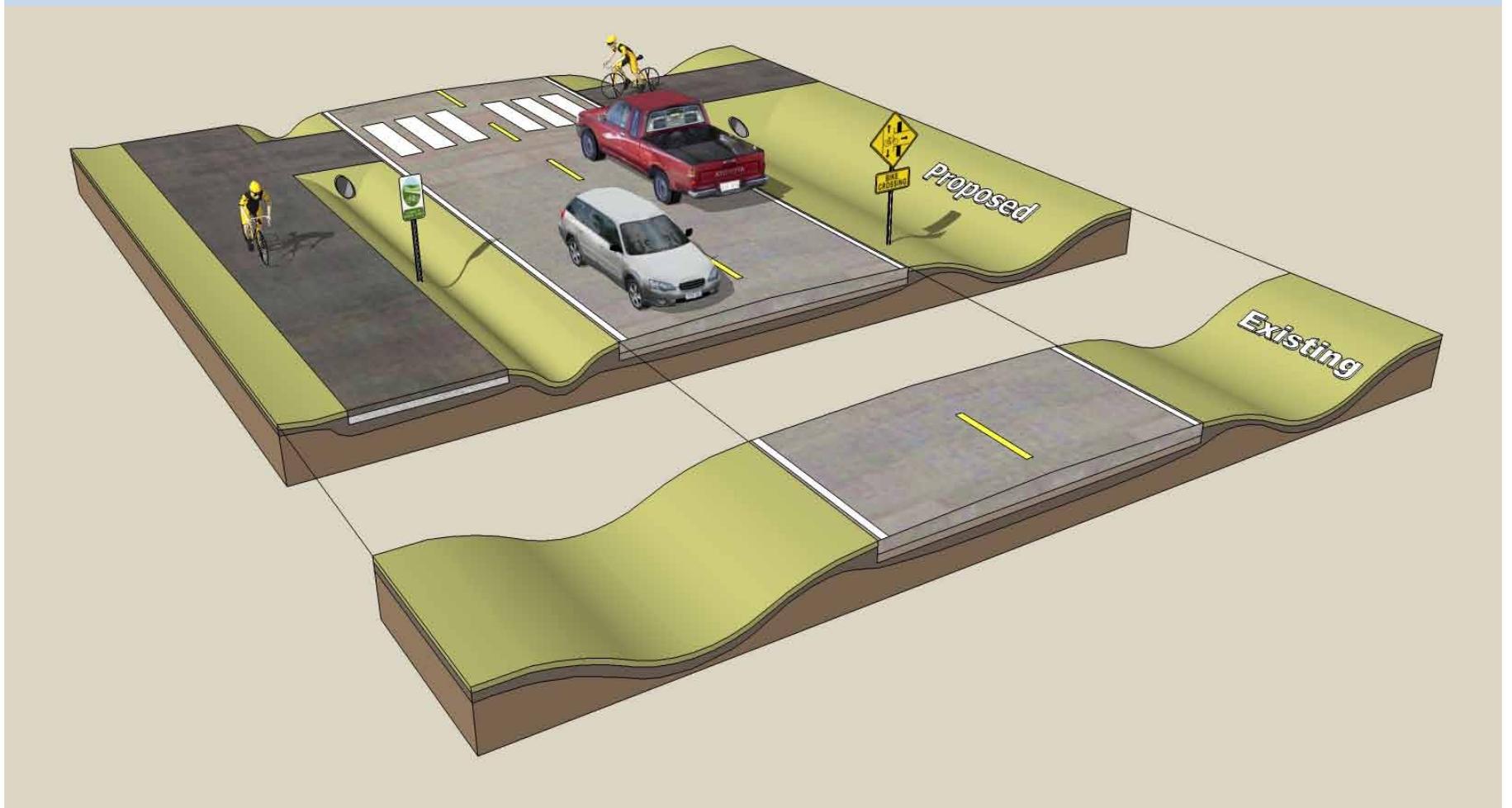


Paved Road with shoulder/bike lane after development





Existing paved road with sidepath



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Existing Paved Road with sidepath or adjacent trail	<p>Very high-volume paved roads and highways (typically over 2,000 vpd)</p> <p>Other paved roads with conditions that create a potentially uncomfortable or unsafe condition for on-road cyclists</p> <p>Road segments and such as tour loops that invite family use, including significant use by inexperienced cyclists or children; accommodate multiple user groups, including pedestrians; or serve community functions, such as linking a town to a major recreational feature.</p>	<ul style="list-style-type: none"> Trail identification graphics Typically paved (possibly granulated stone) sidepaths or pathways with a minimum width of 8 feet (10 feet preferred) Sidepaths are most appropriately placed on roadsides with infrequent interruptions from driveways or intersecting roads. 	<ul style="list-style-type: none"> Sidepaths may be located either on the far side of drainage ditches or adjacent to the road with sufficient separation. Sidepaths should never provide two-way circulation adjacent to the edge of a road without buffering or separation. Guardrails may be used in situations without adequate space for pathway separation. Typically sidepaths or roadside trails require acquisition of additional right-of-way At intersections, design should include trail crossing signs for motorists, and crossing markings for trail users (see illustration above).

Existing paved road with sidepath before development

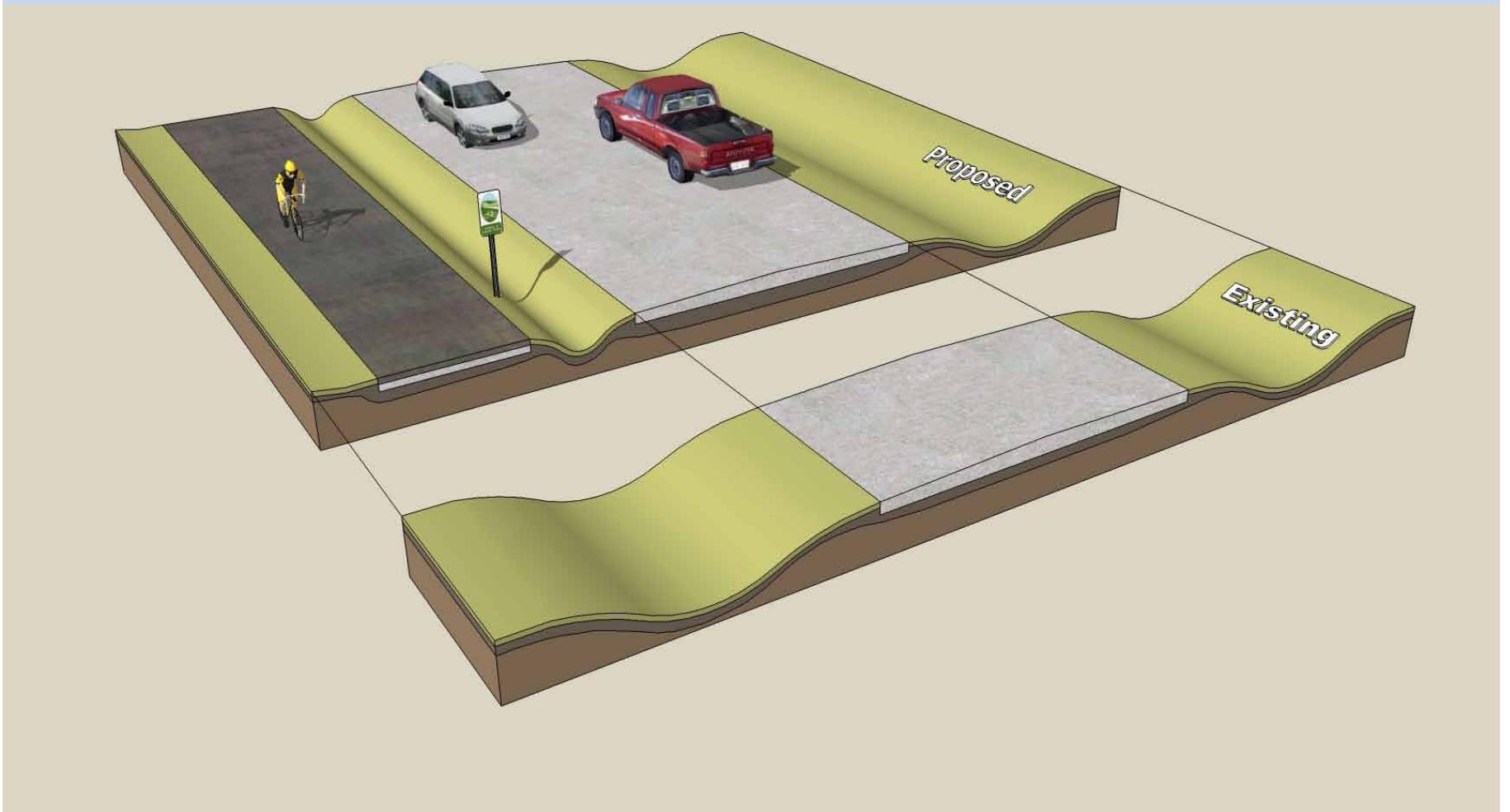


Existing paved road with sidepath after development





Existing gravel road with sidepath or enhanced surface



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Existing gravel road, sidepath or enhanced surface	Low-volume gravel roads that connect the major through route to major features, such as off-road segments through DNR properties or along the river.	<ul style="list-style-type: none"> • Trail identification signage with shared road signage when sidepaths are not provided. • Surface enhancement using relatively fine gravels and sufficiently compressed tire tracks to permit comfortable use of hybrid or mountain bicycles, or short distance use by road bikes, with potential equestrian use. • Typically granulated stone sidepaths or pathways with a minimum width of 8 feet. Granulated stone should provide a surface sufficiently firm to accommodate short distance use by road bikes. 	<ul style="list-style-type: none"> • Sidepaths may be located either on the far side of drainage ditches or adjacent to the road with sufficient separation. • Sidepaths should never provide two-way circulation adjacent to the edge of a road without buffering or separation. Guard-rails may be used in situations without adequate space for pathway separation. • Typically sidepaths or roadside trails require acquisition of additional right-of-way

Existing gravel road with sidepath or enhanced surface before development

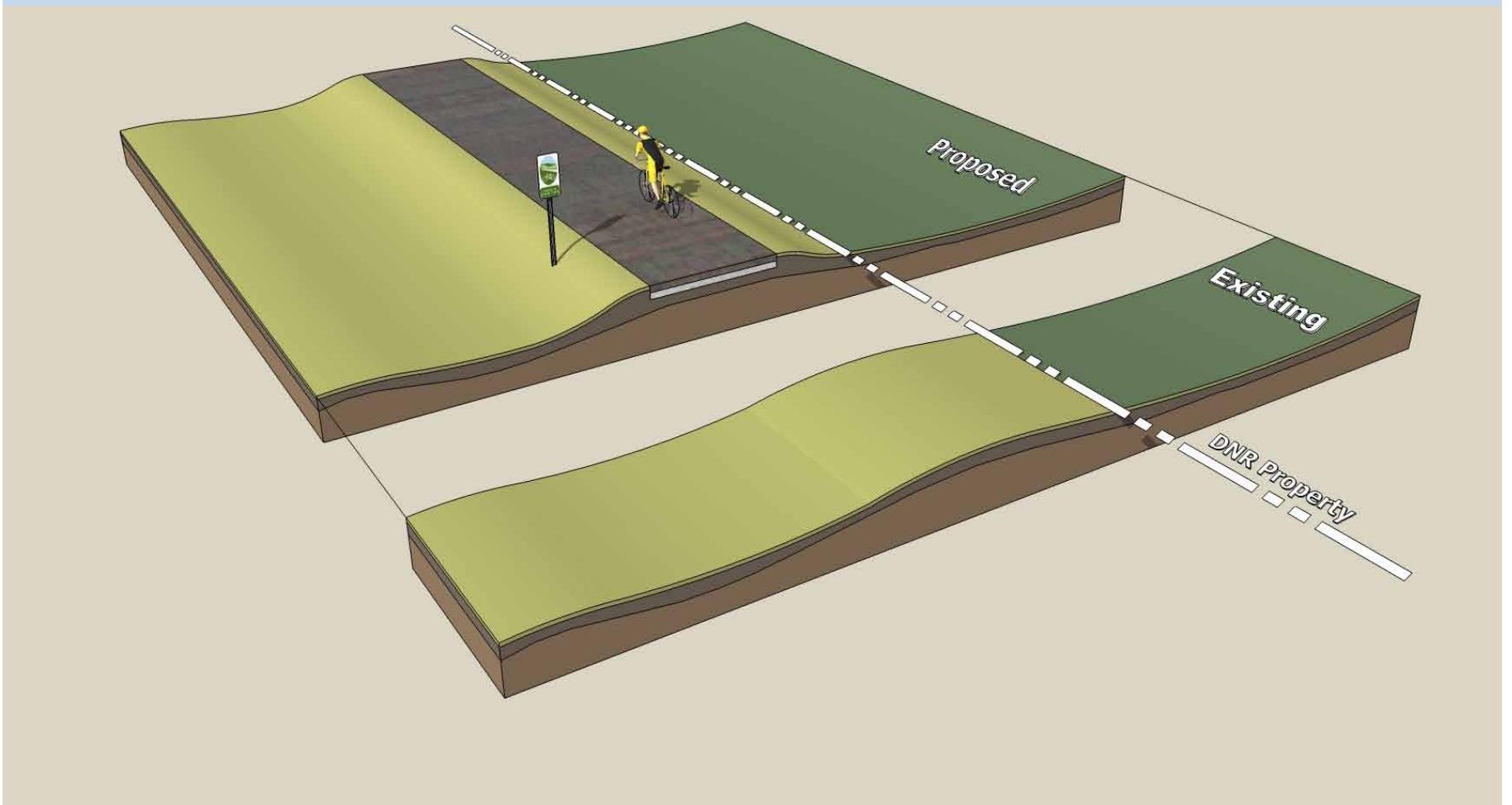


Existing gravel road with sidepath or enhanced surface after development





Off-road trail on DNR property or other public lands



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Trail on DNR or other public lands	Sites, public spaces, and wildlife areas owned and/or managed by the Iowa Department of Natural Resources, the National Park Service, county conservation boards, or other public agencies	<ul style="list-style-type: none"> • Trail identification signage. • Off-road, ten-foot wide granulated stone trails, sited for minimum impact, typically on the periphery of conservation areas to minimize habitat disturbance. • Paved trails may be used in public parks and recreation areas. • Detailed alignments should provide river access where public access is available and may be routed through interior of sites. 	Public use of some DNR lands may be limited by terms of acquisition, wildlife habitat, or use conflicts. In these cases, a buffer strip on the periphery of DNR sites may be acquired through the use of a 28E agreement for construction and maintenance. These strips would both accommodate the trail and provide a buffer between wildlife conservation areas and private property.

Off-road trail on DNR property or other public lands before development

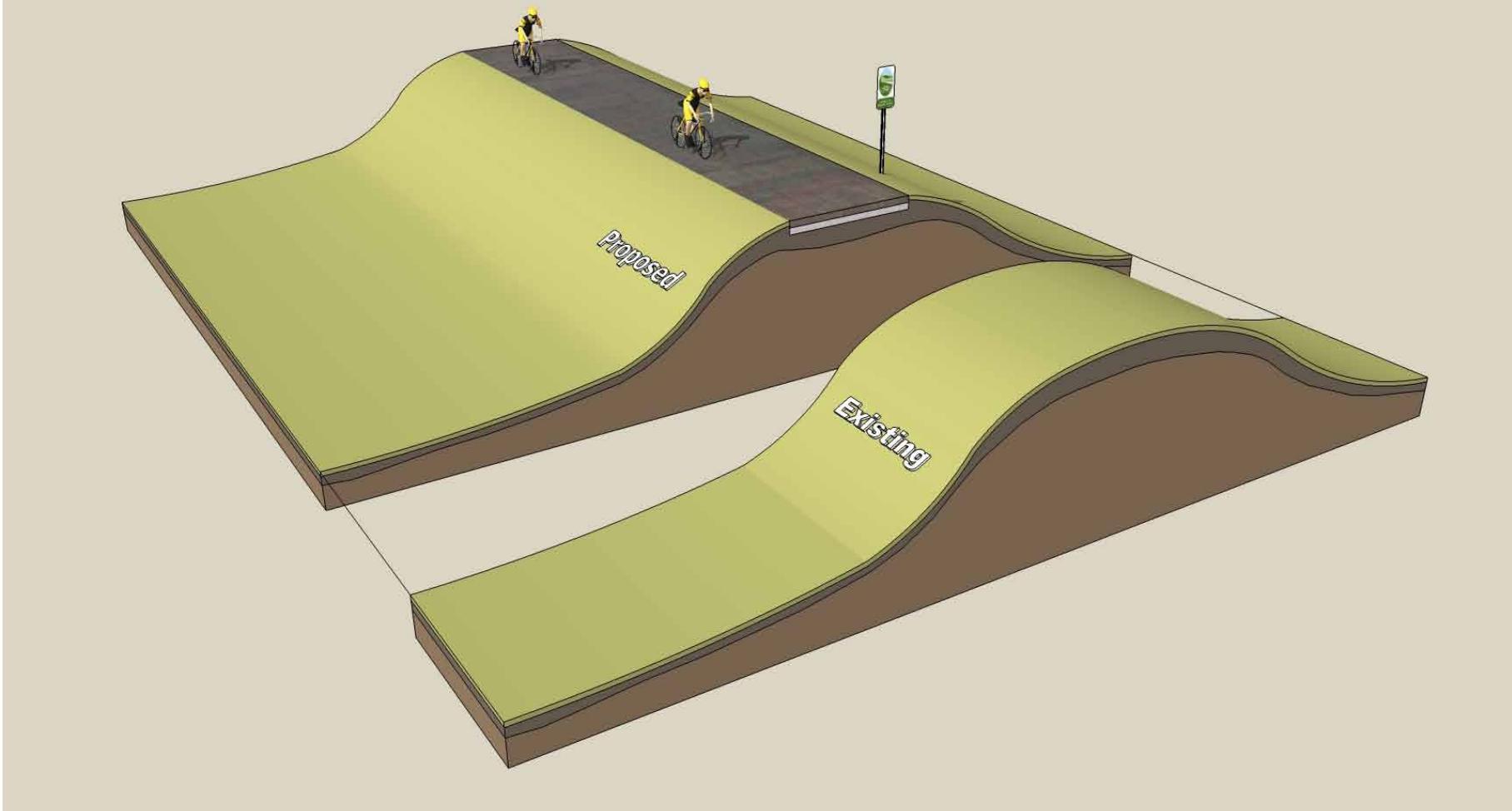


Off-road trail on DNR property or other public lands after development





Off-road trail on levee



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Trail on levees	Levees along major waterways, primarily the Missouri River and a short segment of the Boyer River.	<ul style="list-style-type: none"> • Trail identification signage if permitted. If signage is not allowed, directional signage would be provided on intersecting roads. • Off-road, ten-foot wide granulated stone trail. Trail also serves as a maintenance path. Width may vary depending on geometry of the levee. • Paved trails are appropriate in areas of high potential public use. 	<p>Use of levees requires permission by the US Army Corps of Engineers and may require agreement by a private property owner, depending on the status of title to the land. In some cases, the underlying land may be private and the right to build and maintain the levee covered by an easement.</p> <p>Levee-top trails are already used in the Council Bluffs and Sioux City metropolitan areas.</p> <p>Other levees may be incorporated into the system with the agreement or at the initiative of governing levee districts.</p>

Off-road trail on levee before development

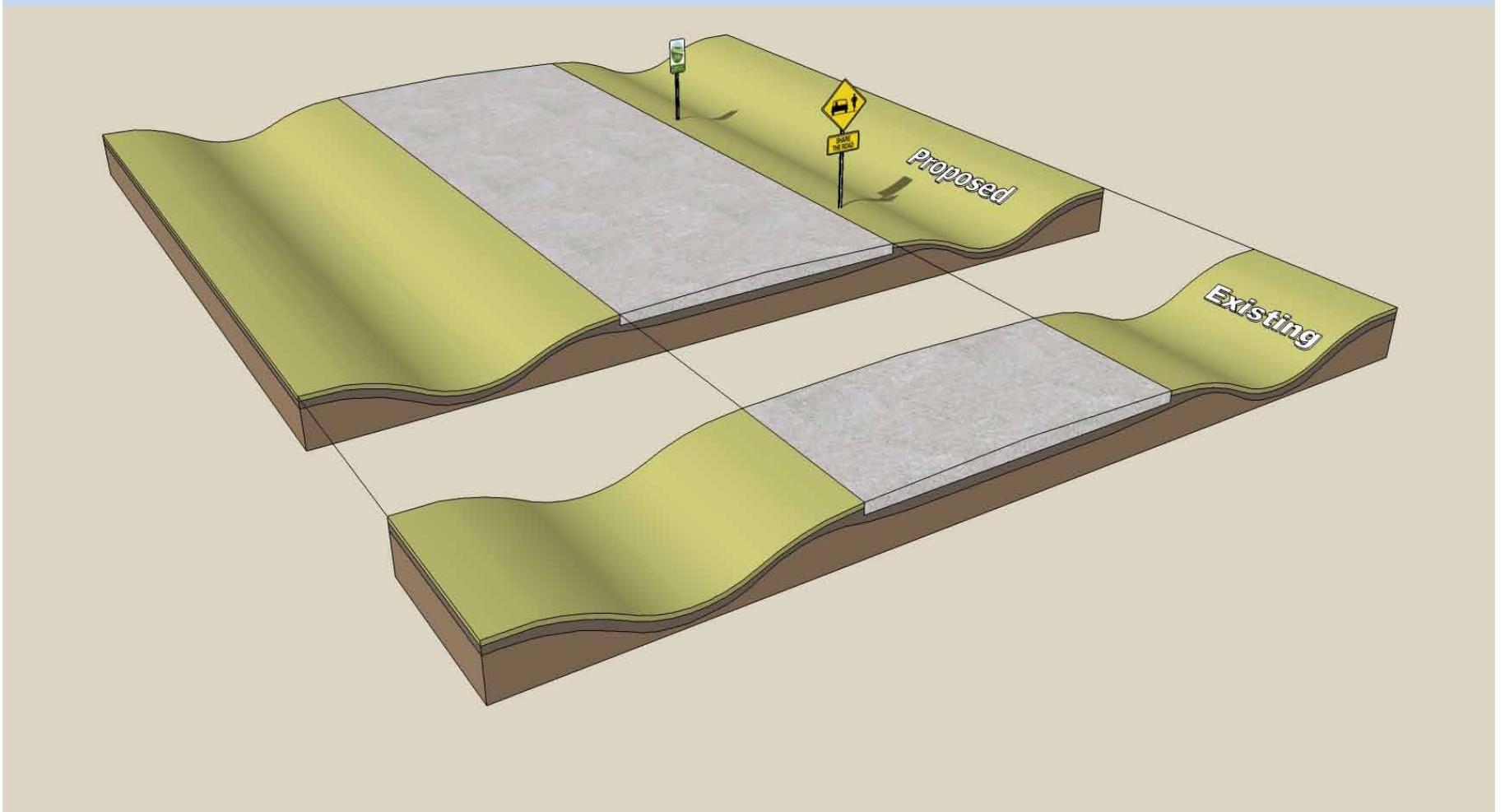


Off-road trail on levee after development





Existing gravel road with shared route



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
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Existing gravel road, shared route	Very low-volume gravel roads with light projected trail use	<ul style="list-style-type: none"> • Trail identification and shared route signage. • Ideally, maintain with relatively fine gravels and sufficiently compressed single tracks to permit comfortable use of hybrid or mountain bicycles, along with potential equestrian use. 	
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Existing gravel road with paving or other hard-surface



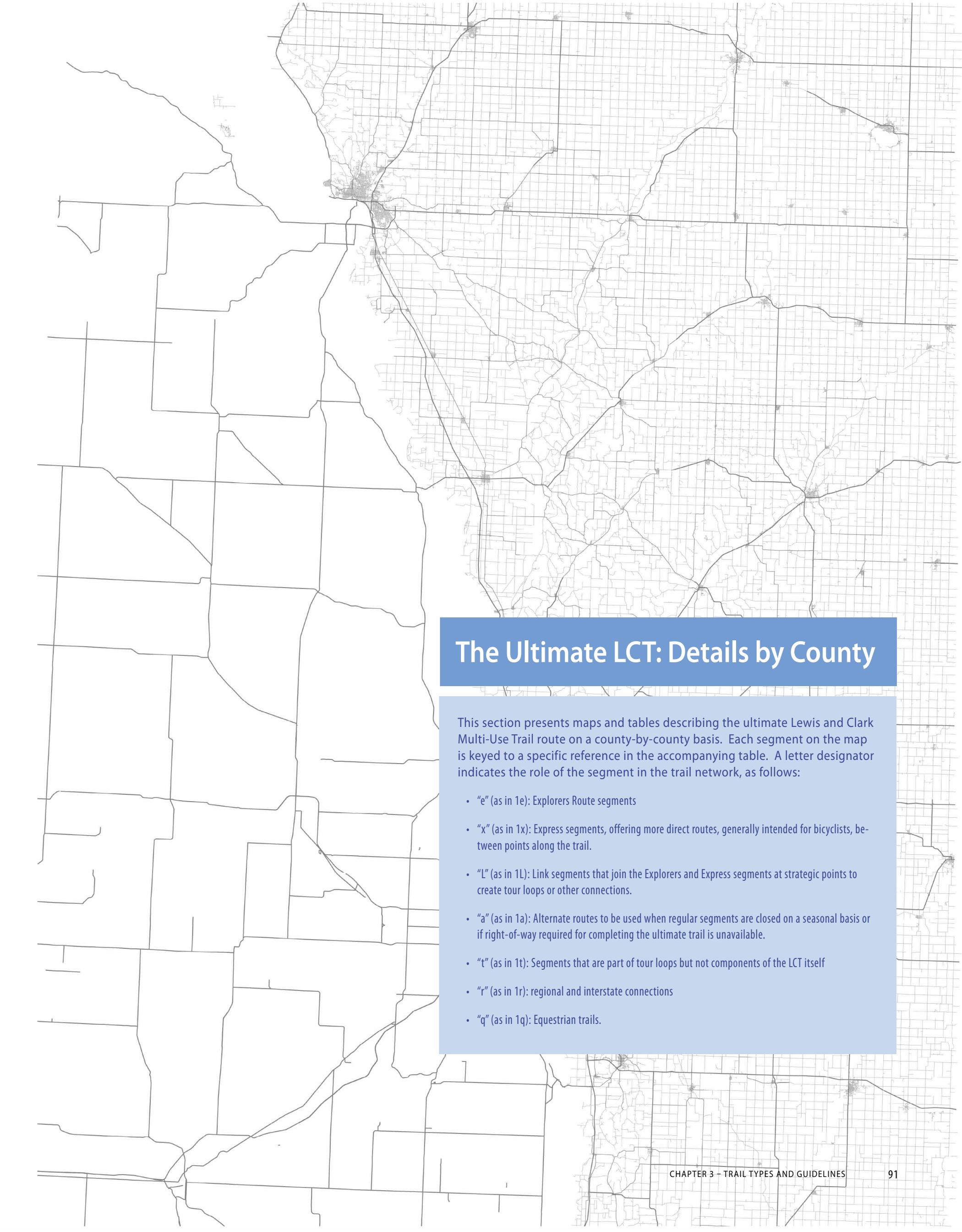
Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Existing gravel road to be paved or otherwise hard-surfaced	<p>Low-volume gravel roads that connect the major through route to major features that are likely to attract heavy use, such as off-road trail segments through DNR properties or along the river.</p> <p>Low- to medium volume gravel roads that are major linear segments of the proposed trail;</p> <p>Gravel road corridors that parallel major highways and serve major regional functions, such as providing safe, low-traffic connections between destinations</p> <p>Gravel roads with use characteristics that generate significant dust</p>	<ul style="list-style-type: none"> • Trail identification and shared road signage • Various road sections depending upon current and potential traffic volumes. Options include: <ul style="list-style-type: none"> » Conventional road section (22-24 foot cartway) with bicycle shoulders. » Conventional road section (22-24 foot cartway) with sharrows or advisory bicycle domain striping. » Single track roadway (20-foot cartway) with advisory bicycle domain striping. 	



Off-road trail on acquired right-of-way



Design Prototype	Opportunity Context	Typical Design Treatment	Features and Variations
Trail on new right-of-way	Trail corridors that connect roads or roads and public lands that involve acquisition of property or easement rights.	<ul style="list-style-type: none"> • Trail identification signage. • Off-road, ten-foot wide granulated stone or paved trails. • Paved trails are appropriate in areas of high potential public use, such as connections of tourist facilities to the riverfront or tour loop segments. 	The trail master plan indicates alternative routes should acquisition of property or easements prove impossible.

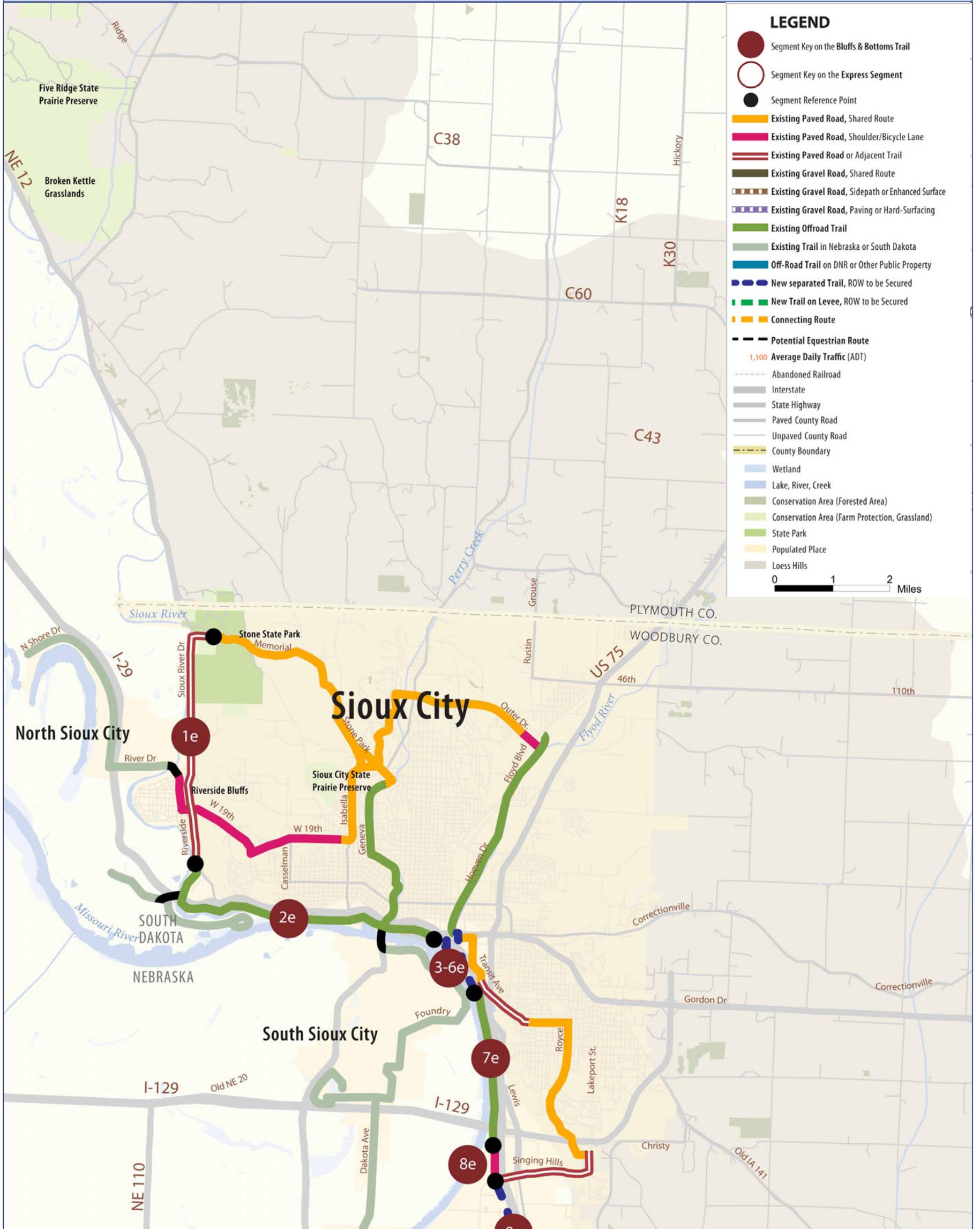


The Ultimate LCT: Details by County

This section presents maps and tables describing the ultimate Lewis and Clark Multi-Use Trail route on a county-by-county basis. Each segment on the map is keyed to a specific reference in the accompanying table. A letter designator indicates the role of the segment in the trail network, as follows:

- “e” (as in 1e): Explorers Route segments
- “x” (as in 1x): Express segments, offering more direct routes, generally intended for bicyclists, between points along the trail.
- “l” (as in 1l): Link segments that join the Explorers and Express segments at strategic points to create tour loops or other connections.
- “a” (as in 1a): Alternate routes to be used when regular segments are closed on a seasonal basis or if right-of-way required for completing the ultimate trail is unavailable.
- “t” (as in 1t): Segments that are part of tour loops but not components of the LCT itself
- “r” (as in 1r): regional and interstate connections
- “q” (as in 1q): Equestrian trails.

WOODBURY COUNTY - North



WOODBURY COUNTY - North

KEY FOR TABLE:

Regular LCT Route Segments

Unchanged LCT Today Route Segments

Woodbury County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments
Riverside Boulevard (Iowa 12), Dorothy Picault Nature Center at Stone State Park to Riverside Park	1e	3.6	2-lane, high-volume state highway, ADT>2,000 vpd	Paved sidepath	<ul style="list-style-type: none"> Nature center and Stone State Park Milwaukee Road roundhouse and railroad museum Riverside neighborhood and city services Access to South Dakota via Military Avenue bridge
Sioux City Riverfront Trail from Riverside Park (existing terminus) to Floyd Boulevard	2e	4.1	Existing paved multiple-use path		<ul style="list-style-type: none"> Sioux City Riverfront features, including Chris Larsen Park, Lewis and Clark Interpretive Center, Anderson Dance Pavilion. Connections to Perry Creek Trail and Downtown Sioux City.
Extension of Floyd River Trail from current trail terminus to Dace Avenue.	3e	0.1	Undeveloped riverbank	Off-road trail <i>Paved multi-use path</i>	<ul style="list-style-type: none"> Trail would extend under reconstructed I-29, which should accommodate new corridor. Connection to existing Floyd River Trail north of 4th Street links to Leeds neighborhood. Proposed in Sioux City DesignWorks urban design guidelines.
Dace/Leech Avenue, Floyd River Trail to old channel	4e	0.7	4-lane urban street with adjacent sidepath	Off-road Trail or paved sidepath <i>Adaptation of existing Floyd River bridge and street through reduction to 3-lanes with bike lanes, or construction of a parallel bridge and sidepath.</i>	
Old Floyd channel from Leech Avenue to riverfront	5e	0.9	Unused concrete channel	Off-road Trail <i>Conversion of channel to greenway with multi-use path</i>	<ul style="list-style-type: none"> Major recommendation of Sioux City DesignWorks urban design guidelines. Greenway conversion becomes of a significant element of a Stockyards redevelopment program
Riverfront Trail extension from mouth of old channel to terminus of existing trail south of railroad bridge	6e	0.5	Undeveloped riverbank	Off-road Trail <i>Paved</i>	<ul style="list-style-type: none"> Major recommendation of Sioux City DesignWorks urban design guidelines. Probably requires a bridge over the mouth of the old channel. Should be coordinated with reconstruction of Interstate 29.
Riverfront Trail from existing terminus to Chautauqua Park	7e	1.9	Existing multi-use path along riverfront		<ul style="list-style-type: none"> Peters Point neighborhood and business district around the Morningside Avenue intersection. Morningside College
Harbor Drive, Chautauqua Park to Singing Hills Boulevard	8e	0.9	2-lane urban street	Paved sidepath or off-road trail <i>Optional shared on-street route</i>	<ul style="list-style-type: none"> Route requires a crossing of an industrial railroad spur, taking path from west to east side of Harbor Drive. Shared use of Harbor Drive should also be permitted.
Harbor Drive/I-29 right-of-way, Singing Hills Boulevard to 8th Street	9e	2.1	2/3-lane urban industrial street	Paved sidepath or off-road trail <i>Optional shared on-street route or bike lanes</i>	<ul style="list-style-type: none"> North of Blvd. of Champions, path should be developed with realignment of Harbor Drive and located in area between Harbor and I-29, with adequate barrier fencing from the freeway. Path of south could either continue along Harbor Drive or follow the edge of the I-29 right-of-way. Any reconstruction or relocation of Harbor Drive should include shoulders, which can also serve as bike lanes.
8th Street, Harbor to D Street	10e	0.5	2-lane urban street, shared route	Shared route	
D Street, 8th to Topaz Drive	11e	0.8	2-lane urban street, divided boulevard through traditional town center; shared route	Shared route	<ul style="list-style-type: none"> Sergeant Bluff's traditional town center. Services near I-29/Sergeant Bluff interchange Middle school campus
Topaz Drive, D to Port Neal Road	12e	0.3	Wide 2-lane urban avenue, shared route	Shared route	<ul style="list-style-type: none"> Middle school and high school campus
Port Neal Road (K25), Topaz Drive to 225th Street	13e	1.2	Paved 2-lane county road, shared route.	Paved shoulders as bike lanes	
Port Neal Road (K25), 220th Street to Brown's Lake	14e	4.6	Paved 2-lane county road, shared route.	Paved shoulders as bike lanes	<ul style="list-style-type: none"> Shoulder treatment would merge into shared lane at I-29 overpass. Provide invited access to I-29 Lewis and Clark/Siouxland Welcome Center.
Brown's Lake to Snyder-Winnebago Bend (330th Street)	15e	6.9	County recreation and state DNR properties	Off-road trail <i>Granulated stone path for most users; opportunity for parallel equestrian trail</i>	<ul style="list-style-type: none"> Path on appropriate alignment through Brown's Lake/Bigelow Park, Brown's Lake/Snyder Bend connecting corridor, and Snyder/Winnebago Bends to line of 330th Street.
330th Street Alignment, Winnebago Bend to WiineVegas Casino	16e	0.6	Open land	Off-road trail <i>Granulated stone or paved path</i>	<ul style="list-style-type: none"> Construction on tribal land, providing riverfront recreational access from the casino area.
K35/Iowa 141(330th Street), WinneVegas Casino to Sloan	17e	4.4	Paved 2-lane high volume county road	Sidepath to Sloan	<ul style="list-style-type: none"> Completes a trail connection between Sloan and the Missouri Riverfront

WOODBURY COUNTY - South



LEGEND

- Segment Key on the Bluffs & Bottoms Trail
- Segment Key on the Express Segment
- Segment Reference Point
- Existing Paved Road, Shared Route
- Existing Paved Road, Shoulder/Bicycle Lane
- Existing Paved Road or Adjacent Trail
- Existing Gravel Road, Shared Route
- Existing Gravel Road, Sidepath or Enhanced Surface
- Existing Gravel Road, Paving or Hard-Surfacing
- Existing Offroad Trail
- Existing Trail in Nebraska or South Dakota
- Off-Road Trail on DNR or Other Public Property
- New separated Trail, ROW to be Secured
- New Trail on Levee, ROW to be Secured
- Connecting Route
- Potential Equestrian Route
- 1,100 Average Daily Traffic (ADT)
- Abandoned Railroad
- Interstate
- State Highway
- Paved County Road
- Unpaved County Road
- County Boundary
- Wetland
- Lake, River, Creek
- Conservation Area (Forested Area)
- Conservation Area (Farm Protection, Grassland)
- State Park
- Populated Place
- Loess Hills

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WOODBURY COUNTY - South

KEY FOR TABLE: Explorers Segments Express Segments Unchanged LCT Today Route Segments

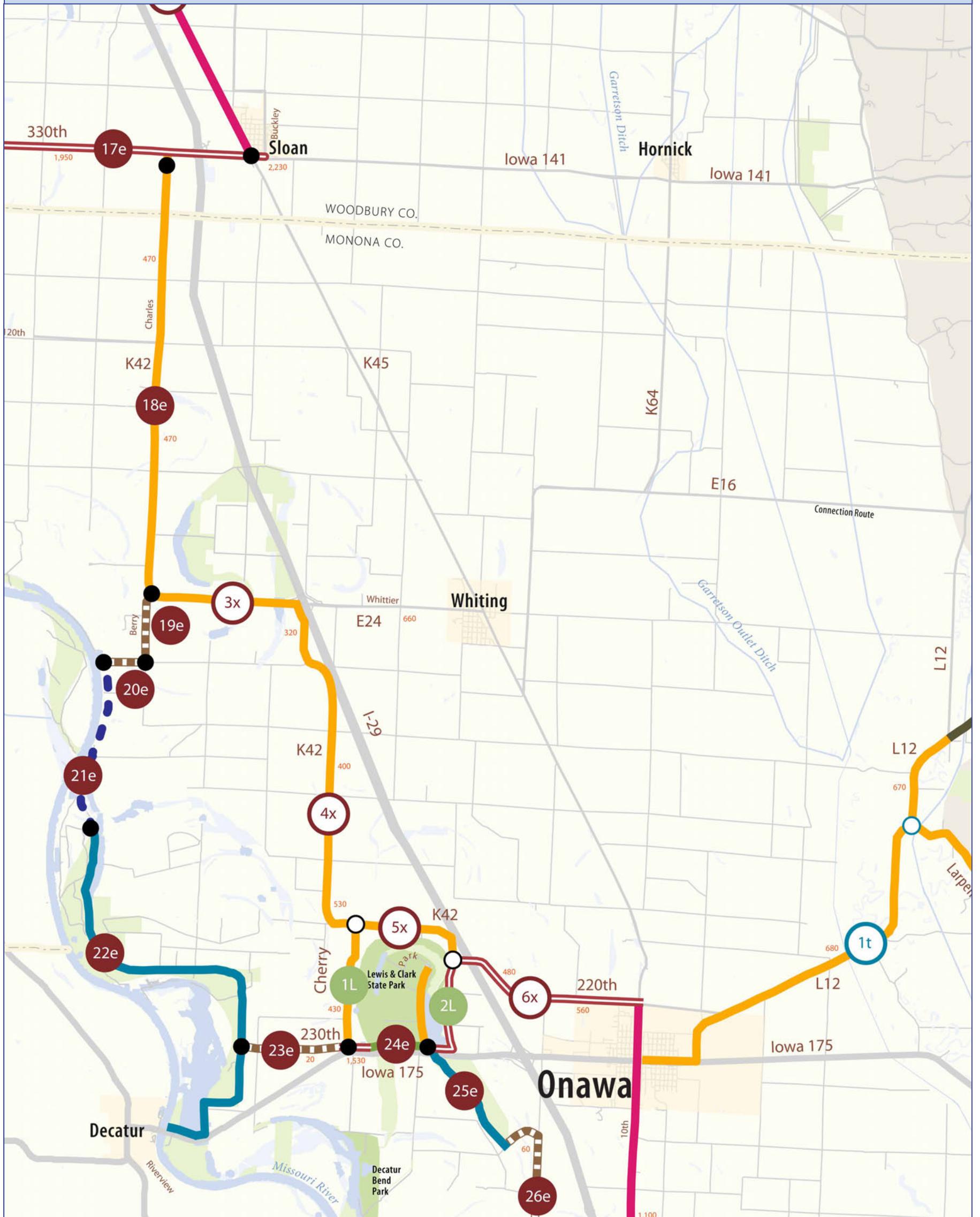
Woodbury County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments
Express K25, Brown's Lake to Salix	1x	2.5	Paved 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today route Links Salix to Brown's Lake. Could be upgraded to sidepath as a local trail connection between town and recreational resources.
	K45, Salix to Sloan	2x	6.2	Paved 2-lane high volume county road	Paved shoulders as bike lanes

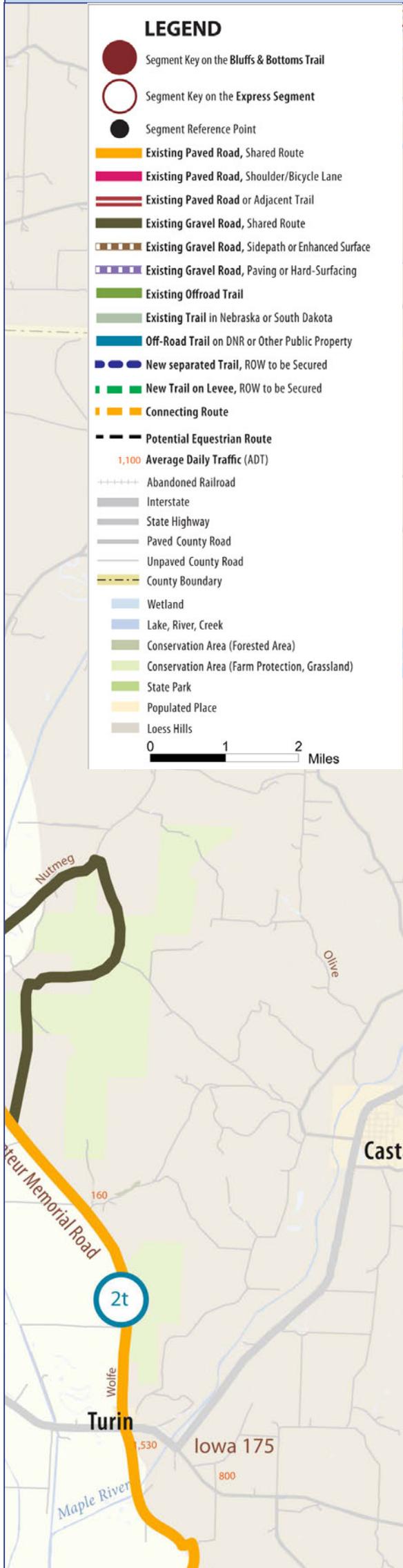
Tour Loops: Snyder Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
K25, Brown's Lake to Salix	1x	2.5	Paved 2-lane moderate volume county road	Shared route	
K45, Salix to Sloan	2x	6.2	Paved 2-lane high volume county road	Paved shoulders as bike lanes	
Brown's Lake to Snyder-Winnebago Bend (330th Street)	15e	6.9	County recreation and state DNR properties	Off-road trail <i>Granulated stone path for most users; opportunity for parallel equestrian trail</i>	<ul style="list-style-type: none"> Path on appropriate alignment through Brown's Lake/Bigelow Park, Brown's Lake/Snyder Bend connecting corridor, and Snyder/Winnebago Bends to line of 330th Street.
330th Street Alignment, Winnebago Bend to WinneVegas Casino	16e	0.6	Open land	Off-road trail <i>Granulated stone or paved path</i>	<ul style="list-style-type: none"> Construction on tribal land, providing riverfront recreational access from the casino area.
K35/Iowa 141(330th Street), WinneVegas Casino to Sloan	17e	2.5	Paved 2-lane high volume county road	Sidepath to Sloan	<ul style="list-style-type: none"> Completes a trail connection between Sloan and the Missouri Riverfront

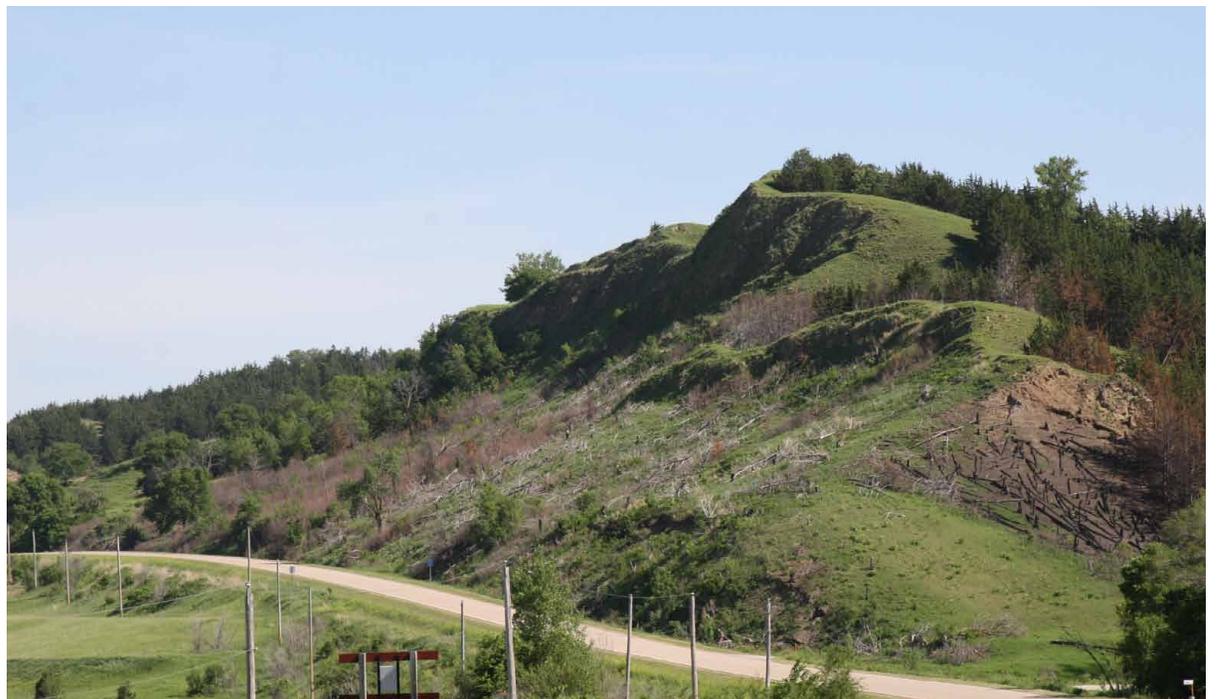
MONONA COUNTY - North



MONONA COUNTY - North



Onawa Public Library



Larpenteur Memorial Road



Country Homestead Bed & Breakfast

MONONA COUNTY

KEY FOR TABLE:

Regular LCT Route Segments

Unchanged LCT Today Route Segments

Monona County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments	
K42, Iowa 141 to 160th Street	18e	6.6	Paved 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today Route 	
Berry Avenue, 160th to 170th Street	19e	1.1	Gravel, very low-volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Predicated on acquisition of riverfront right of way or easement 	
170th Street, Berry Avenue to riverfront	20e	0.6	Gravel, very low-volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Predicated on acquisition of riverfront right of way or easement Existing dead-end at riverfront 	
Riverfront, 170th to Blackbird Island	21e	2.6	Private property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Requires acquisition of riverfront right of way or easement. Several alternative routes exist, all of which involve dedication of right-of-way or easements. 	
Blackbird/Ivy Island WMA (DNR land) to 230th Street.	22e	5.2	DNR wildlife management area	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Path on periphery of DNR property Right of way acquisitions required for continuity to the north. Without secure ROW, this becomes an out and back trail through these WMA's. 	
230th Street, Blackbird/Ivy Island WMA to Iowa 175	23e	1.5	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Links Lewis and Clark S.P. and Onawa to riverfront. Provides a more direct connection than Iowa 175 alignment. 	
Express	K42, Berry Avenue to I-29 Whiting interchange	3x	2.2	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today Route Also accommodates Explorer's Route if acquisition is unfeasible
	K42, Whiting interchange to 210th Street	4x	5.4	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today Route Also accommodates Explorer's Route if acquisition is unfeasible
	K42 (210th Street), Cherry Avenue to Dogwood Avenue	5x	1.8	Paved 2-lane low-volume county road	Shared route	
Iowa 175, Cherry Avenue to Dogwood Avenue	24e	1.3	Paved high volume 2-lane state highway (ADT > 1,500 vpd)	Sidepath <i>transition to multi-use path on south edge of Lewis and Clark State Park</i>	<ul style="list-style-type: none"> Lewis and Clark State Park Interpretive Center and keelboat display Blue Lake Recreation Area with camping Highway commercial services 1.5 miles east on Iowa 175. Sidepath could be continued to the east to access these services. 	
Link	Dogwood Avenue, Iowa 175 to K42	2L	1.7	Paved 2-lane moderate volume county road	Sidepath	<ul style="list-style-type: none"> Off-road path part of a protected trail link between Onawa and Lewis and Clark State Park.
	Blue Lake WMA, Iowa 175 to Filbert Avenue	25e	2.0	DNR property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Alignment along peninsula of park, following an old channel of the Missouri River.
	Filbert Avenue, Lewis and Clark State Park to Louisville Bend WMA	26e	2.9	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
	Louisville Bend WMA and riverfront, between north and south segments of Filbert Avenue	27e	3.8	DNR and private property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Predicated on acquisition of property or easement between south edge of Louisville Bend WMA and south segment of Filbert Avenue. Alternative route if ROW acquisition proves impossible uses 284th Street, Hazel Avenue, and 305th Street, all gravel roads.
	Filbert Avenue/320th Street/Gum Avenue from north terminus of Filbert to Monona-Harrison County line	28e	4.1	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Without riverfront ROW acquisition, segment begins at 305th Street on the north.
Express	K42, Dogwood Avenue to 10th Street (K45) in Onawa	6x	3.0	Paved 2-lane county road, shared route.	Sidepath	<ul style="list-style-type: none"> Off-road path part of a protected trail link between Onawa and Lewis and Clark State Park.
	K45, K42 to E60 at Blencoe	7x	7.4	Paved 2-lane county road with 2-lane urban street section through Onawa	Bicycle shoulders on rural sections, bike lane within Onawa.	<ul style="list-style-type: none"> Monona County Historical Museum Onawa Community Center Main Street Onawa Blencoe
	K45, Blencoe to Monona/Harrison County Line	8x	4.3	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Connection to riverfront with trail on railroad property along Monona/Harrison line
Link	Union Pacific property, K45 to Gum Avenue	3L	1.7	Undeveloped railroad corridor	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Connects Explorers Route with Express option along county line. Grade separation under I-29

MONONA COUNTY

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments Links

Tour Loops: Blackbird Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Berry Avenue, 160th to 170th Street	19e	1.1	Gravel, very low-volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Predicated on acquisition of riverfront right of way or easement
170th Street, Berry Avenue to riverfront	20e	0.6	Gravel, very low-volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Predicated on acquisition of riverfront right of way or easement Existing dead-end at riverfront
Riverfront, 170th to Blackbird Island	21e	2.6	Private property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Requires acquisition of riverfront right of way or easement. Several alternative routes exist, all of which involve dedication of right-of-way or easements.
Blackbird/Ivy Island WMA (DNR land) to 230th Street.	22e	5.2	DNR wildlife management area	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Path on periphery of DNR property Right of way acquisitions required for continuity to the north. Without secure ROW, this becomes an out and back trail through these WMA's.
230th Street, Blackbird/Ivy Island WMA to Iowa 175	23e	1.5	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Links Lewis and Clark S.P. and Onawa to riverfront. Provides a more direct connection than Iowa 175 alignment.
K42, Berry Avenue to I-29 Whiting interchange	3X	2.2	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today Route Also accommodates Explorer's Route if acquisition is unfeasible
K42, Whiting interchange to 210th Street	4X	5.4	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Continuation of LCT Today Route Also accommodates Explorer's Route if acquisition is unfeasible
K42 (210th Street), Cherry Avenue to Dogwood Avenue	5X	1.8	Paved 2-lane low-volume county road	Shared route	
Cherry Avenue, K42 to Iowa 175	1L	1.8	Paved 2-lane low-volume county road	Shared route	

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments Links

Tour Loops: Blue Lake Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Iowa 175, Cherry Avenue to Dogwood Avenue	24e	0.4	Paved high volume 2-lane state highway (ADT>1,500 vpd)	Sidepath <i>transitioning to multi-use path on south edge of Lewis and Clark State Park</i>	<ul style="list-style-type: none"> Lewis and Clark State Park Interpretive Center and keelboat display Blue Lake Recreation Area with camping Highway commercial services 1.5 miles east on Iowa 175. Sidepath could be continued to the east to access these services.
K42 (210th Street), Cherry Avenue to Dogwood Avenue	5x	1.8	Paved 2-lane low-volume county road	Shared route	
Cherry Avenue, K42 to Iowa 175	1L	1.8	Paved 2-lane low-volume county road	Shared route	
Dogwood Avenue, Iowa 175 to K42	2L	1.7	Paved 2-lane moderate volume county road	Sidepath	

MONONA COUNTY

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments Unchanged Segments

Tour Loops: Larpenteur Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Dogwood Avenue, Iowa 175 to K42	2L	1.7	Paved 2-lane moderate volume county road	Sidepath	
K42, Dogwood Avenue to 10th Street (K45) in Onawa	6x	3.0	Paved 2-lane moderate volume county road	Sidepath	<ul style="list-style-type: none"> Off-road path part of a protected trail link between Onawa and Lewis and Clark State Park.
L12, Iowa 175 to Larpenteur Memorial Road	1t	6.3	Paved 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> Sylvan Runker State Preserve and Loess Hills Wildlife Management Area Approach to the loess hills landscape
Larpenteur Memorial Road, L12 to E54	2t	9.4	Paved 2-lane moderate/low volume county road	Shared route	<ul style="list-style-type: none"> Turin Preserve Town of Turin Connection back to K45 and express route via E54
Larpenteur Memorial Road, E54 to Iowa 183 at Moorhead	3t	6.6	Paved 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Moorhead town center, the "capital" of the Loess Hills. Visitor center and Loess Hills Association headquarters
Iowa 183, Moorhead to F20 at Pisgah	4t	7.2	Paved, 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> Preparation Canyon State Park Pisgah
F20, Iowa 183 at Pisgah to K45	33e	7.9	Paved, 2-lane low to moderate volume county road	Shared route	<ul style="list-style-type: none"> Little Sioux and Little Sioux City Park Murray Hill Overlook, with steep climb on southbound route Loess Hills State Forest Pisgah Loess Hills Scenic Byway Continuation of LCT Today route
K45, K42 to E60 at Blencoe	7x	7.4	Paved 2-lane county road with 2-lane urban street section through Onawa	Bicycle shoulders on rural sections, bike lane within Onawa.	<ul style="list-style-type: none"> Monona County Historical Museum Onawa Community Center Main Street Onawa Blencoe
K45, Blencoe to Monona/Harrison County Line	8x	4.3	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Connection to riverfront with trail on railroad property along Monona/Harrison line
K45, County Line to F20	9x	4.7	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Access to Little Sioux and riverfront via F20 Continuation of LCT Today route

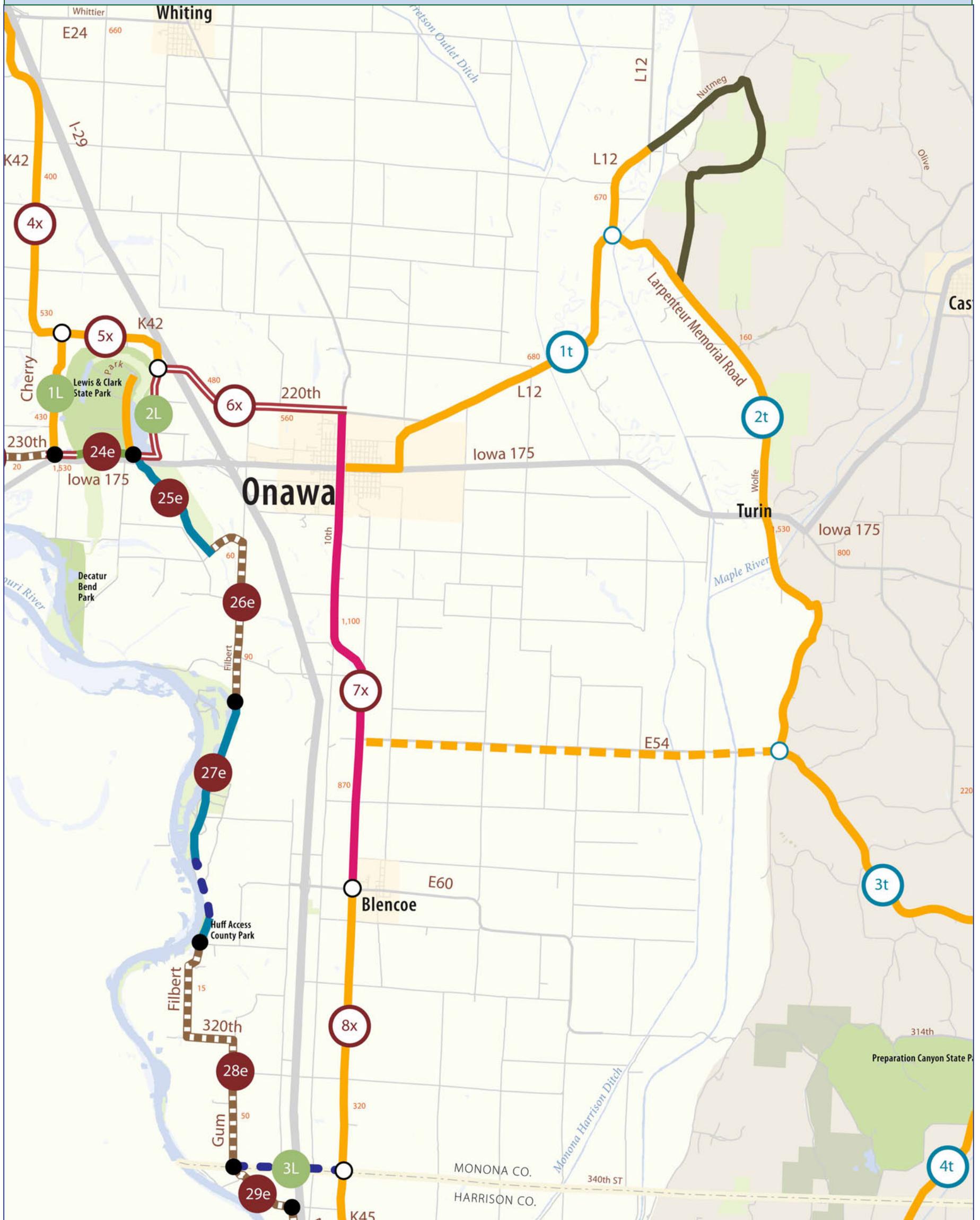
MONONA COUNTY

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments Links

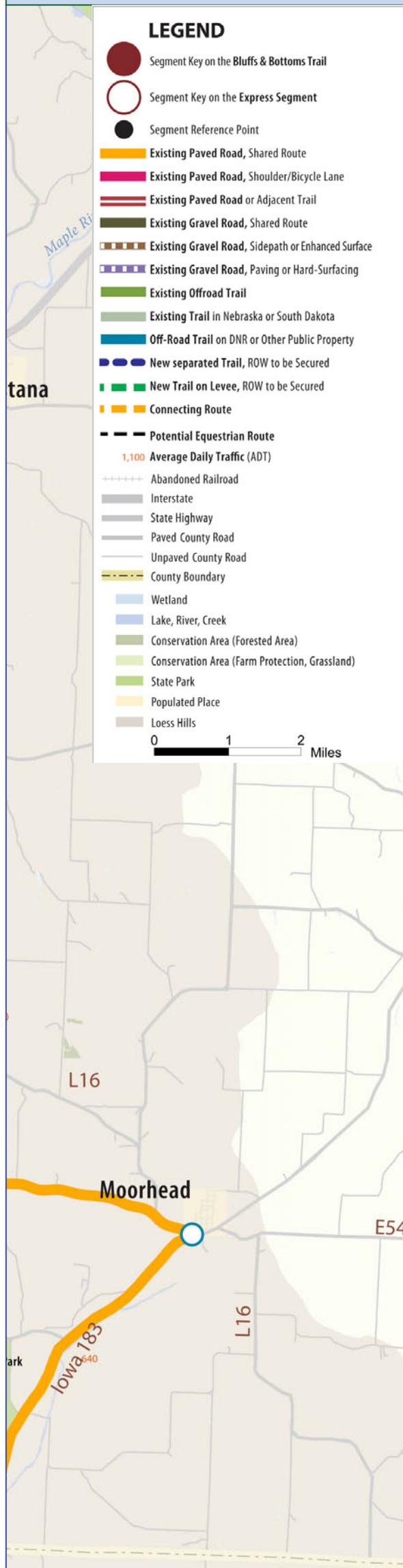
Tour Loops: Louisville Bend Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Dogwood Avenue, Iowa 175 to K42	2L	1.7	Paved 2-lane moderate volume county road	Sidepath	
Union Pacific property, K45 to Gum Avenue	3L	1.7	Undeveloped railroad corridor	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Connects Explorers Route with Express option along county line. Grade separation under I-29
Blue Lake WMA, Iowa 175 to Filbert Avenue	25e	2.0	DNR property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Alignment along peninsula of park, following an old channel of the Missouri River.
Filbert Avenue, Lewis and Clark State Park to Louisville Bend WMA	26e	2.9	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
Louisville Bend WMA and riverfront, between north and south segments of Filbert Avenue	27e	3.8	DNR and private property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Predicated on acquisition of property or easement between south edge of Louisville Bend WMA and south segment of Filbert Avenue. Alternative route if ROW acquisition proves impossible uses 284th Street, Hazel Avenue, and 305th Street, all gravel roads.
Filbert Avenue/320th Street/Gum Avenue from north terminus of Filbert to Monona-Harrison County line	28e	4.1	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Without riverfront ROW acquisition, segment begins at 305th Street on the north.
106th Trail, County Line to Adams Trail	29e	1.1	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
Adams Trail, 106th Trail to north boundary of Deer Island WMA	30e	1.4	DNR property	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
Deer Island and Three Rivers WMA/Little Sioux Delta Park, Adams Trail to F20	31e	4.4	DNR and county property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> Path on periphery of a chain of public properties, including river access points. Southern portion of segment adjoins I-29
F20, Three Rivers to K45	32e	1.0	Paved, 2-lane moderate volume county road with I-29 interchange	Shoulder/bike lanes	<ul style="list-style-type: none"> Interchange access to I-29. Bike lane preferable to sidepath because of conflicting traffic movements.
K42, Dogwood Avenue to 10th Street (K45) in Onawa	6x	3.0	Paved 2-lane county road, shared route.	Sidepath	<ul style="list-style-type: none"> Off-road path part of a protected trail link between Onawa and Lewis and Clark State Park.
K45, K42 to E60 at Blencoe	7x	7.4	Paved 2-lane county road with 2-lane urban street section through Onawa	Bicycle shoulders on rural sections, bike lane within Onawa.	<ul style="list-style-type: none"> Monona County Historical Museum Onawa Community Center Main Street Onawa Blencoe
K45, Blencoe to Monona/Harrison County Line	8x	4.3	Paved 2-lane low-volume county road	Shared route	<ul style="list-style-type: none"> Connection to riverfront with trail on railroad property along Monona/Harrison line
K45, County Line to F20	9x	4.7	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Access to Little Sioux and riverfront via F20 Continuation of LCT Today route

MONONA COUNTY - South



MONONA COUNTY - South



Monona County Courthouse



Preparation Canyon State Park

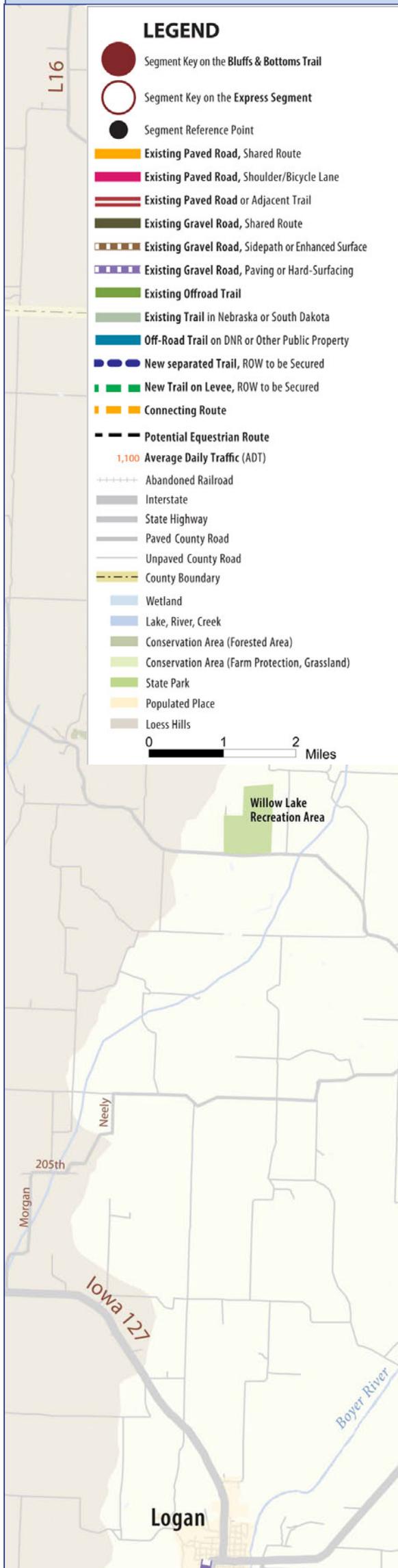


Loess Hills State Forest Visitor's Center; Pisgah

HARRISON COUNTY - North



HARRISON COUNTY - North



Rural Harrison County



Murray Hill Scenic Overlook



Rural Harrison County

HARRISON COUNTY

KEY FOR TABLE:

Regular LCT Route Segments

Unchanged LCT Today Route Segments

Harrison County: Explorer's/ Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments
106th Trail, County Line to Adams Trail	29e	1.1	Gravel, very low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
Adams Trail, 106th Trail to north boundary of Deer Island WMA	30e	1.4	DNR property	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	
Deer Island and Three Rivers WMA/Little Sioux Delta Park, Adams Trail to F20	31e	4.4	DNR and county property	Off-road trail <i>Granulated stone path</i>	<ul style="list-style-type: none"> • Path on periphery of a chain of public properties, including river access points. • Southern portion of segment adjoins I-29
F20, Three Rivers to K45	32e	1.0	Paved, 2-lane moderate volume county road with I-29 interchange	Shoulder/bike lanes	<ul style="list-style-type: none"> • Interchange access to I-29. • Bike lane preferable to sidepath because of conflicting traffic movements.
Express K45, County Line to F20	9x	4.7	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> • Access to Little Sioux and riverfront via F20 • Continuation of LCT Today route
F20, K45 to Iowa 183 at Pisgah	33e	7.9	Paved, 2-lane low to moderate volume county road	Shared route	<ul style="list-style-type: none"> • Little Sioux and Little Sioux City Park • Murray Hill Overlook, with steep climb on southbound route • Loess Hills State Forest • Pisgah • Loess Hills Scenic Byway • Continuation of LCT Today route
Iowa 183, F20 at Pisgah to Iowa 127	34e	8.9	Paved 2-lane moderate (borderline high) volume state highway.	Shoulder/bike lanes	<ul style="list-style-type: none"> • Loess Hills State Forest
Iowa 127, Iowa 183 to K45 at Mondamin	35e,11x	3.3	Paved 2-lane high volume state highway	Shoulder/bike lanes	<ul style="list-style-type: none"> • Mondamin town center • Access to I-29 at interchange
Express K45, F20 at River Sioux to Mondamin	10x	6.3	Paved 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> • Continuation of LCT Today route • Access to Round Lake WMA
Equestrian Soldier Bend WMA, 212th to 222nd Street	1q	3.0	DNR property	Equestrian path starting at a 212th Street trailhead	<ul style="list-style-type: none"> • May require access easements to connect with county roads • Path on periphery of area, closed during hunting season
222nd Street to 260th Street	2q	6.0	Unpaved county roads	Equestrian path along county roads	
K45, Mondamin to 260th Street	36e	5.9	Paved 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> • Continuation of LCT Today route
260th Street, K45 to Tyson Bend	37e	4.2	Gravel, low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> • Access to Horseshoe Lake area • Connection requires trail continuity linking Tyson Island and California Bend to each other and to US 30. Alternate route is K45 between 260th and 305th Street
Tyson and California Bend Wildlife Management Areas, 260th Street to US 30	38e	7.4	DNR and private property	Off-road trail <i>Granulated stone path; equestrian path generally parallel to multi-use path</i>	<ul style="list-style-type: none"> • Requires acquisition of easements or right of ways connecting Tyson and California Bend, and California Bend to US 30. • Combination with Soldier Bend route produces a 15 mile river-front equestrian trail. • Access to US 30 requires passage under UPRR Missouri River Bridge
US 30, Missouri River to De Soto NWR entrance/K45	39e	4.1	Paved, 2-lane high volume US highway	Sidepath	<ul style="list-style-type: none"> • Connection to shouldered Missouri River Bridge to Blair, Nebraska • South side sidepath is preferred, with possible access under east approaches of railroad and US 30 bridges

HARRISON COUNTY

KEY FOR TABLE:

Regular LCT Route Segments

Unchanged LCT Today Route Segments

Harrison County: Explorer's/ Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments	
Alternate	K45, 260th Street to US 30	1a	5.0	Paved 2-lane moderate volume county road	Shared route/Sidepath <i>Shared route between 260th and 305th Streets; sidepath between 305th Street and US 30 to link with sidepath</i>	<ul style="list-style-type: none"> Necessary alternate route if Tyson/California Bend continuity between 260th and US 30 cannot be achieved. Continuation of LCT Today Route
	305th Street/Jewell Avenue, K45 to Huron Street	2a	6.2	Gravel, very low volume county road	Bicycle shoulders/Shared route <i>Paved road with bicycle facilities using either shared lanes or advisory bicycle lanes</i>	<ul style="list-style-type: none"> Key link as part of a system connection Blair, Nebraska with Missouri Valley. Road provides existing access over I-29. Necessary alternative access to maintain trail continuity when south gate of De Soto NWR is closed.
	Huron Street, Jewell Avenue to 6th Street (L20 South)	3a	1.0	Paved 2-lane urban street	Shared route <i>"bicycle boulevard"</i>	<ul style="list-style-type: none"> Continuous urban street one block north of US 30. Access to city park, campground, and town center of Missouri Valley
De Soto Bend National Wildlife Refuge, US 30 to G12	40e	3.2	Paved park road and existing granulated stone trail	Shared route <i>Option of shared use of park road or parallel granulated stone path; utilization of existing trail along Missouri River and road to south gateway at G12</i>	<ul style="list-style-type: none"> Trail continuity between US 30 and G12 is seasonal; south gate is closed during bird migration season. Design of pathway to be developed in concert with NWR administration and may involve shared use of existing roads. 	
Express	L20, Iowa 127 to F50	12x	6.8	Paved 2-lane moderate volume county road	Shared route	<ul style="list-style-type: none"> Access to Sawmill Hollow and Loess Hills Alternate alignment for LCT Today route, maintaining continuity when south access of De Soto NWR to G12 is closed
	L20, F50 to Huron Street	13x	5.0	Paved, 2-lane high volume county road; urban street south of Michigan Street	Shoulder/bike lanes	<ul style="list-style-type: none"> Part of alternate alignment for LCT Today route, maintaining continuity when south access of De Soto NWR to G12 is closed
	6th Street (L20 south), Huron Street to Boyer River	14x,4a	1.4	2-lane urban street to UP grade crossing; paved, 2-lane high volume county road south of city	Shared route in-city; shoulder/bike lanes south to river	<ul style="list-style-type: none"> Part of alternate alignment for Explorers route to maintain continuity when south access of De Soto NWR to G12 is closed
	Boyer River Levee, L20 to G12	15x, 5a	2.8	Levee top	Off-road trail <i>On levee top</i>	<ul style="list-style-type: none"> If levee top route is unavailable, trail continues along L20 with shoulder/bike lanes. River levee alignment avoids narrow railroad underpass just north of G12

HARRISON COUNTY

KEY FOR TABLE: New Loop Segments Explorers Segments Alternate LCT Segments

Tour Loops: Tyson Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
260th Street, K45 to Tyson Bend	37e	4.2	Gravel, low volume county road	Sidepath <i>Granulated stone sidepath or enhanced surface</i>	<ul style="list-style-type: none"> Access to Horseshoe Lake area Connection requires trail continuity linking Tyson Island and California Bend to each other and to US 30. Alternate route is K45 between 260th and 305th Street
Tyson Bend Spur, 260th Street to Tyson Bend State WMA	38e	7.4	DNR and private property	Off-road trail <i>Granulated stone path; equestrian path generally parallel to multi-use path</i>	<ul style="list-style-type: none"> While not currently available, extension south of Tyson Bend to US 30 via California Bend would be very desirable. Connecting lands should be acquired as opportunities are presented. Combination with Soldier Bend route produces a 15 mile riverfront equestrian trail.
US 30, Missouri River to De Soto NWR entrance/K45	39e	4.1	Paved, 2-lane high volume US highway	Sidepath	<ul style="list-style-type: none"> Connection to shouldered Missouri River Bridge to Blair, Nebraska South side sidepath is preferred, with possible access under east approaches of railroad and US 30 bridges
K45, 260th Street to US 30	1a	5.0	Paved 2-lane moderate volume county road	Shared route/Sidepath <i>Shared route between 260th and 305th Streets; sidepath between 305th Street and US 30 to link with sidepath</i>	<ul style="list-style-type: none"> Necessary alternate route if Tyson/California Bend continuity between 260th and US 30 cannot be achieved. Continuation of LCT Today Route

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments Alternate LCT Segments

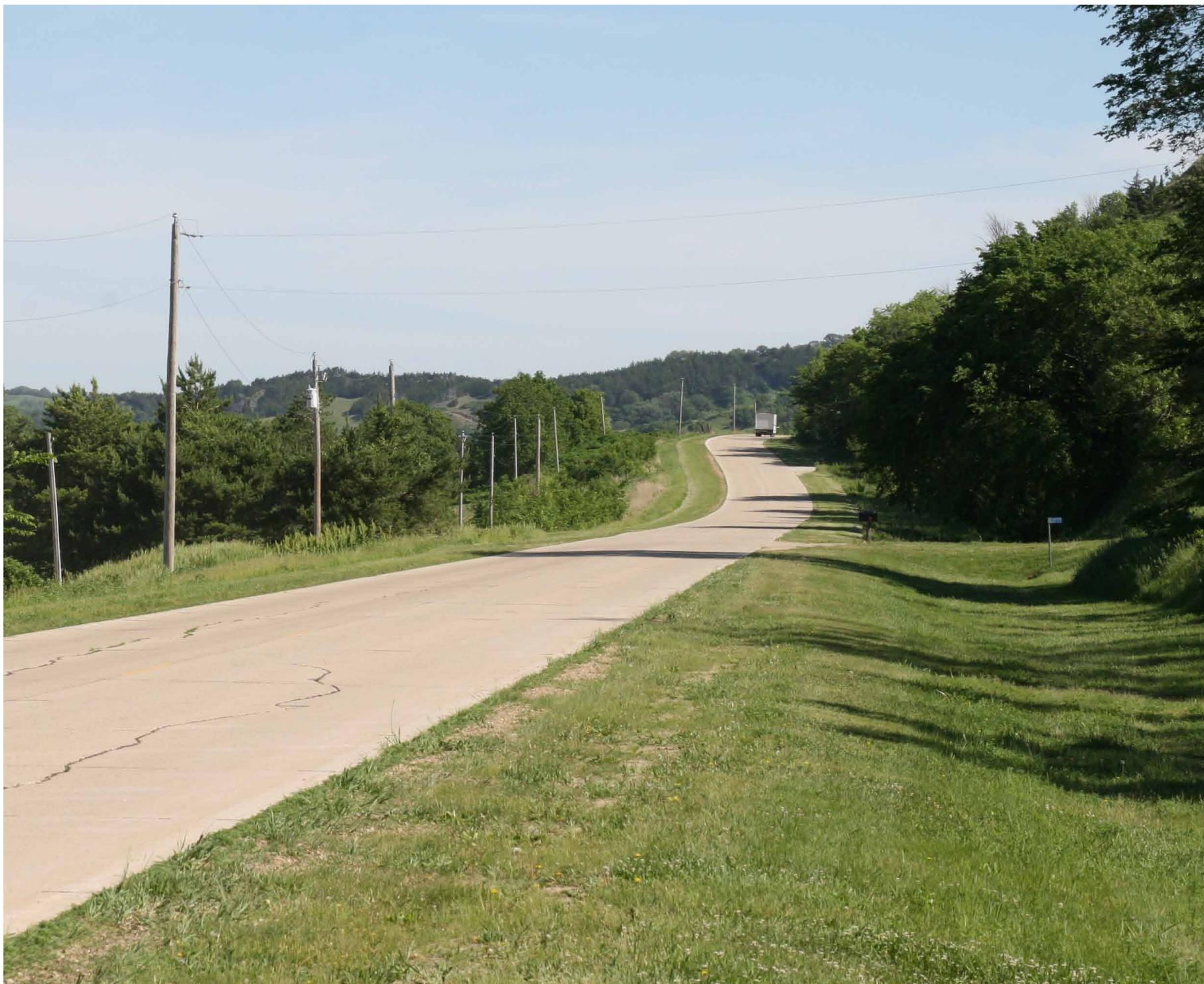
Tour Loops: DeSoto Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
305th Street/Jewell Avenue, K45 to Huron Street	2a	6.2	Gravel, very low volume county road	Shared Route or Bicycle facilities <i>Paved road with bicycle facilities using either shared lanes or advisory bicycle lanes</i>	<ul style="list-style-type: none"> Key link as part of a system connection Blair, Nebraska with Missouri Valley. Road provides existing access over I-29. Necessary alternative access to maintain trail continuity when south gate of De Soto NWR is closed.
Huron Street, Jewell Avenue to 6th Street (L20 South)	3a	1.0	Paved 2-lane urban street	Shared route <i>"bicycle boulevard"</i>	<ul style="list-style-type: none"> Continuous urban street one block north of US 30. Access to city park, campground, and town center of Missouri Valley
6th Street (L20 south), Huron Street to Boyer River	14x,4a	1.4	2-lane urban street to UP grade crossing; paved, 2-lane high volume county road south of city	Shared route in-city; shoulder/bike lanes south to river	<ul style="list-style-type: none"> Part of alternate alignment for Explorers route to maintain continuity when south access of De Soto NWR to G12 is closed
Boyer River Levee, L20 to G12	15x, 5a	2.8	Levee top	Off-road trail <i>On levee top</i>	<ul style="list-style-type: none"> If levee top route is unavailable, trail continues along L20 with shoulder/bike lanes. River levee alignment avoids narrow railroad underpass just north of G12
De Soto Bend National Wildlife Refuge, US 30 to G12	40e	3.2	Paved park road and existing granulated stone trail	Shared route or Off-road trail <i>Option of shared use of park road or parallel granulated stone path; utilization of existing trail along Missouri River and road to south gateway at G12</i>	<ul style="list-style-type: none"> Trail continuity between US 30 and G12 is seasonal; south gate is closed during bird migration season. Design of pathway to be developed in concert with NWR administration and may involve shared use of existing roads.
G12, De Soto NWR to L20 (Old Lincoln Highway)	41e	6.4	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Wilson Island State Park Access to I-29 at Loveland Access to Missouri Valley via L20 north Unavailable as continuous trail route during migration seasons at De Soto

HARRISON COUNTY

Regional Connection: Missouri Valley to Logan

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
US 30, 6th Street in Missouri Valley to Niagara Trail	1r	4.7	Paved, very high volume state highway	Paved sidepath	<ul style="list-style-type: none"> Wayside features include Iowa Welcome Center and Harrison County Historical Village Union Pacific mainline parallels highway to south. Paved shoulders are an alternative solution Boyer River levee would be an alternate route
Niagara Trail, US 30 to F50	2r	3.2	Gravel, low-volume county road	Paved road with bicycle facilities using either shared lanes or bicycle lanes	<ul style="list-style-type: none"> Wayside features include Museum of Religious Art Route continues via 260th Street to Logan

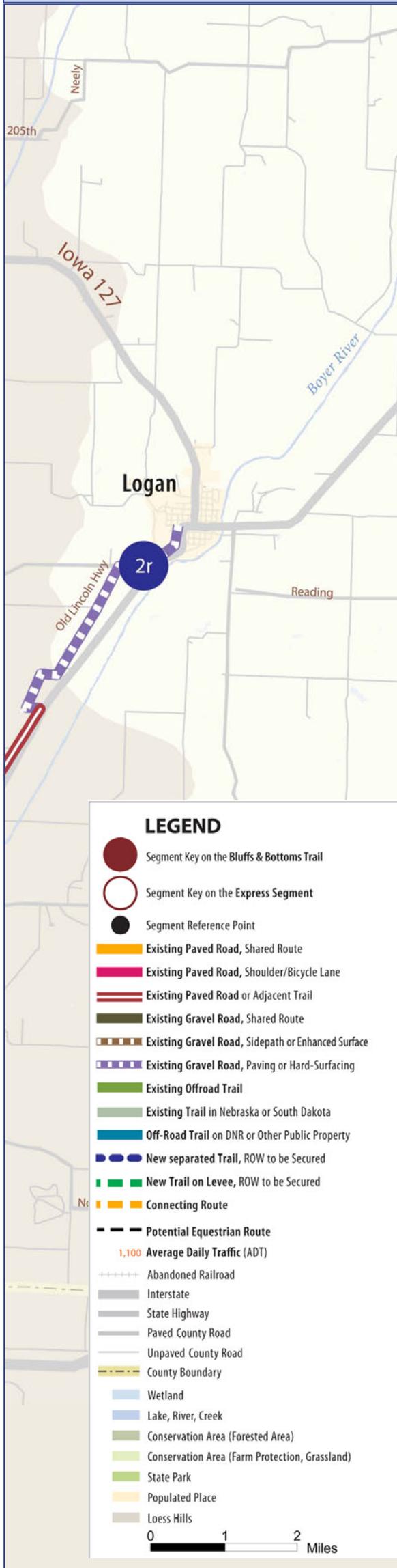


County Road L16 outside of Moorhead, Iowa.

HARRISON COUNTY - South



HARRISON COUNTY - South



Wisecup Farm Museum; Missouri Valley

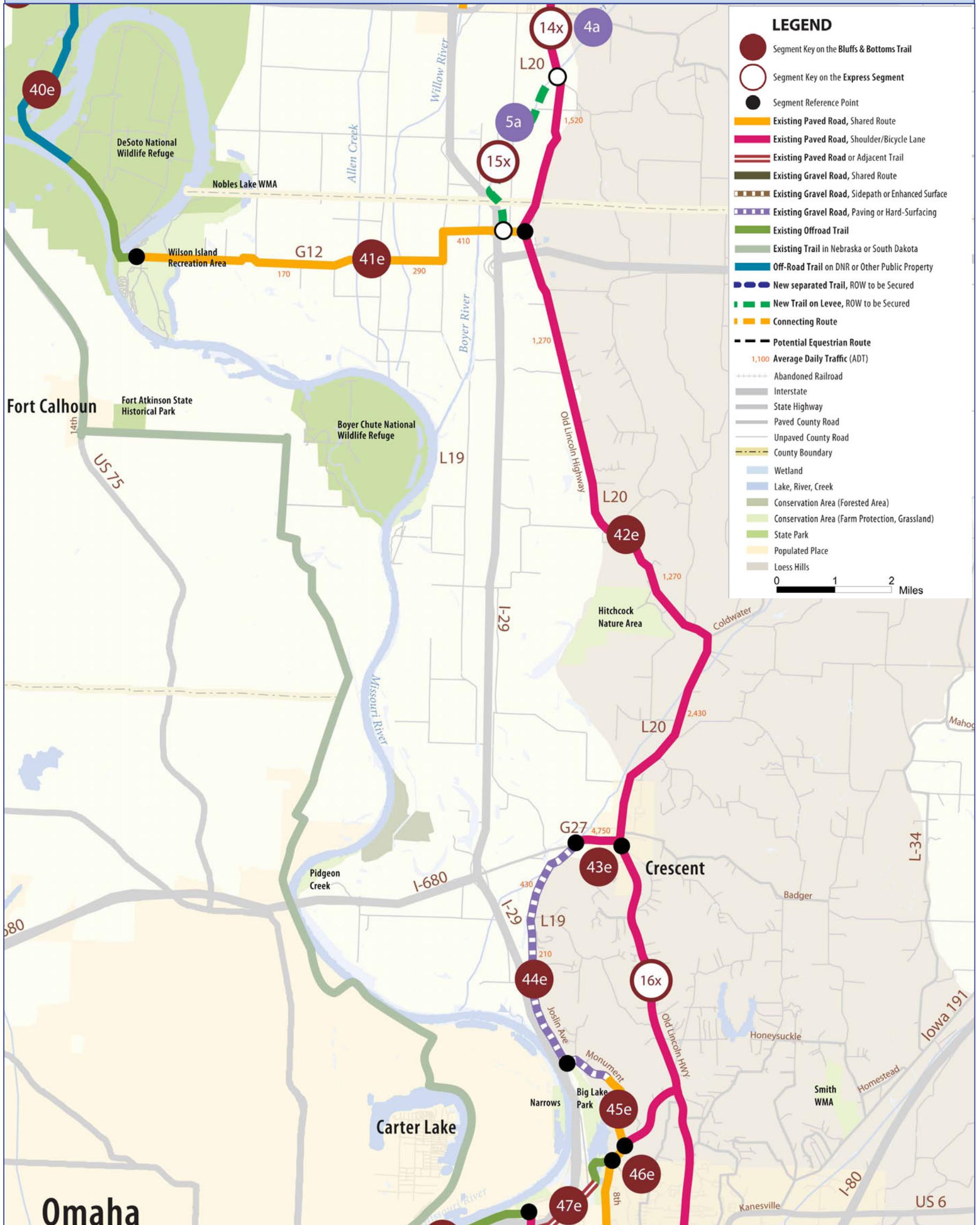


Missouri Valley Railroad Museum



Harrison County Courthouse; Logan

POTTAWATTAMIE COUNTY - North



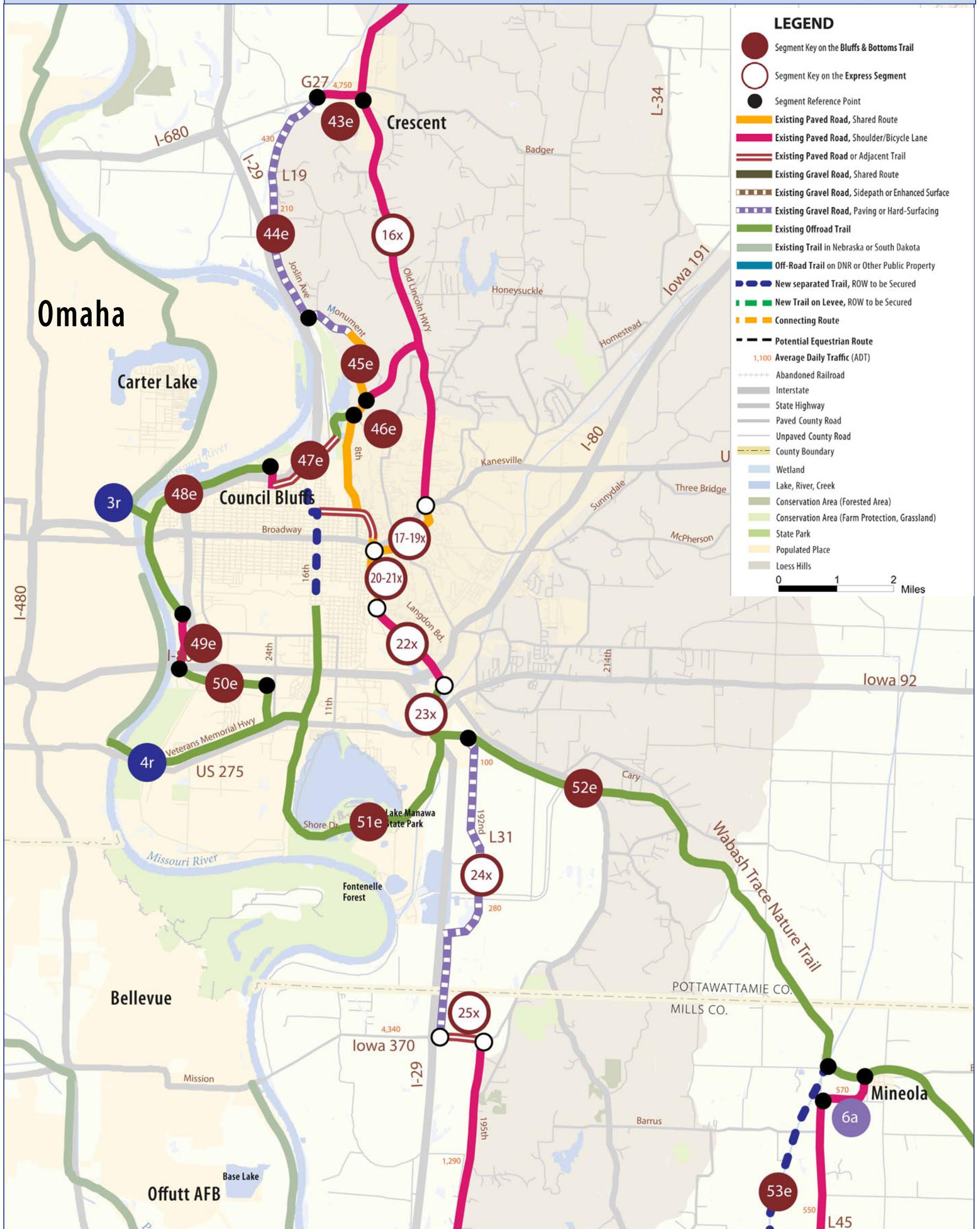
POTTAWATTAMIE COUNTY - North

KEY FOR TABLE: Regular LCT Route Segments Unchanged LCT Today Route Segments

Pottawattamie County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments
G12, De Soto NWR to L20 (Old Lincoln Highway)	41e	6.4	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Wilson Island State Park Access to I-29 at Loveland Access to Missouri Valley via L20 north Unavailable as continuous trail route during migration seasons at De Soto
L20, G12 to G27 junction in Crescent	42e	10.6	Paved 2-lane high volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Route of Old Lincoln Highway Pottawattamie County's Hitchcock Nature Area Roadside services Loess Hills scenery Crescent town center
G27, Crescent to L19	43e	0.6	Paved 2-lane very high volume county road	Shoulder/bike lanes, or south side sidepath	<ul style="list-style-type: none"> Volume and lack of interruption makes sidepath preferable if right-of-way is available
L19 (Joslin Avenue), G27 to Monument Road	44e	3.7	Gravel, low to moderate volume county road	Paved road with bicycle facilities using either shared lanes or bicycle lanes	<ul style="list-style-type: none"> Paving reduces dust along this road, adjacent to I-29. Significant truck traffic
Monument Road, Joslin Avenue to Mynster Springs Road	45e	1.8	Gravel, low volume rural road to Lewis and Clark Monument entrance; 2-lane paved urban street from entrance to Mynster Springs Road	Shared route <i>Paved, shared use road, requiring paving from Joslin to Monument entrance</i>	<ul style="list-style-type: none"> Substantial grades, climbing southbound from Joslin and northbound from Mynster Springs. Access to Lewis and Clark Monument City of Council Bluffs includes a trail link to the Monument in its trail master plan.
Mynster Springs Road/8th Street, Monument Road to Big Lake Park Trail	46e	0.2	2-lane paved urban street	Shared route <i>May be upgraded to sidepath or bike lanes as part of city trail master plan, depending on availability of right-of-way</i>	<ul style="list-style-type: none"> Potential trail along Mynster Springs is proposed in Council Bluffs' trail master plan.
Big Lake Park/Nash Boulevard Trail, 8th to 25th Street/Riverfront Trail	47e	1.5	Paved park trail and sidepath; bike lanes connect under I-29 to Riverfront Trail	Park trail and sidepath	<ul style="list-style-type: none"> Big Lake Park Access to services on 16th Street Intersection conditions at 16th Street crossing should be improved for bicyclists and pedestrians Access on 25th Street to Narrows Park
Riverfront Trail, 25th Street to Nebraska Avenue at Ameristar Casino	48e	4.1	Paved multi-purpose path on levee top; sidepath at Ameristar Casino		<ul style="list-style-type: none"> River views, featuring views of new chute and backwaters development Playland Park redevelopment and open space Connection to Downtown Omaha and Omaha Riverfront via Bob Kerrey Pedestrian Bridge Dodge Park and Riverside Grill with bicycle parking Harrah's and Ameristar Casinos
River Drive, Nebraska Avenue to I-80 Bridge	49e	0.6	Bike lanes		<ul style="list-style-type: none"> Preferred bicycle heading over railroad tracks should be clearly marked.
Riverfront Trail, I-80 to Indian Creek Trail	50e	3.0	Paved multi-purpose path, with sidepath segments along 25th Street and US 275		<ul style="list-style-type: none"> Western Historic Trails Center Council Bluffs Recreational Complex Marketplace retail development and other services Connection to 16th Avenue via Indian Creek Trail; trail will extend north into central Council Bluffs Connection to South Omaha and Doorly Zoo via US 275 Trail and Veterans Memorial Bridge. Linkage here to Omaha Riverfront Trail and BikeOmaha system's Doorly Route
Indian Creek/Lake Manawa Trails, US 275 to Wabash Trace Trailhead	51e	6.6	Paved multi-purpose path		<ul style="list-style-type: none"> Lake Manawa State Park Lewis Central High School campus Connection to Iowa School for the Deaf, Mall of the Bluffs, and Iowa Western Community College via Valley View Trail

POTTAWATTAMIE COUNTY - South



Pottawattamie County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments	
Express	L20 (North Broadway/Ridge Street), Crescent to Pierce Street	16x	6.8	Paved 2-lane high volume county road with rural section; 2- and 3-lane city street within Council Bluffs corporate limits	Shoulder/bike lanes on rural section; shared route or bike lanes within city	<ul style="list-style-type: none"> Route of Old Lincoln Highway Parallels Indian Creek corridor within Council Bluffs Popular cycling route between Crescent and Council Bluffs; upgrading with shoulders would increase safety and reduce conflicts between motorists and cyclists Route is included in the LCT Today route
	Pierce Street, Ridge to 1st Street	17x	0.6	2-lane urban street	Shared route	<ul style="list-style-type: none"> Parallels Kanesville Boulevard one block south Mormon Heritage Center
	1st Street, Pierce to West Broadway	18x	0.1	2-lane urban street, shared route	Shared route	
	West Broadway, 1st Street to Main Street	19x	0.4	2-lane downtown street on 100 block, 4-lane, relatively low-volume street between 2nd and Main; shared route	Shared route	<ul style="list-style-type: none"> Historic 100 block of West Broadway, featuring several NRHP properties
	Main/Pearl Street to 9th Avenue	20x	0.5	2-lane urban streets, one-way pair.	Shared route	<ul style="list-style-type: none"> Bayliss Park Council Bluffs Public Library City Hall and County Courthouse Haymarket District
	9th Avenue, Main to 3rd Street	21x	0.2	2-lane, urban street	Bike lanes	<ul style="list-style-type: none"> General Dodge House
	3rd Street and Harry Langdon Boulevard to Wabash Trace extension	22x	2.2	2-lane urban street (3rd Street); 2-lane divided urban street with bike lanes (Harry Langdon)	Bike lanes	
	Wabash Trace Extension, Harry Langdon Boulevard to Wabash Trace Trailhead	23x	1.1	Paved, multi-use trail	Off-road trail	<ul style="list-style-type: none"> Crossing under Highway 92.
Wabash Trace Nature Trail, Lewis Central Trailhead to Keg Creek and Mineola Trailhead	52e	9.2	Granulated stone, multi-use path		<ul style="list-style-type: none"> Loess Hills environment over former Wabash Railroad right-of-way Mineola town center 	
Express	L31, South Omaha Bridge Road (Trailhead) to Iowa 370	24x	4.3	Gravel, low volume county road	Shared route <i>Paved road with bicycle facilities using either shared lanes or bicycle lanes</i>	

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments

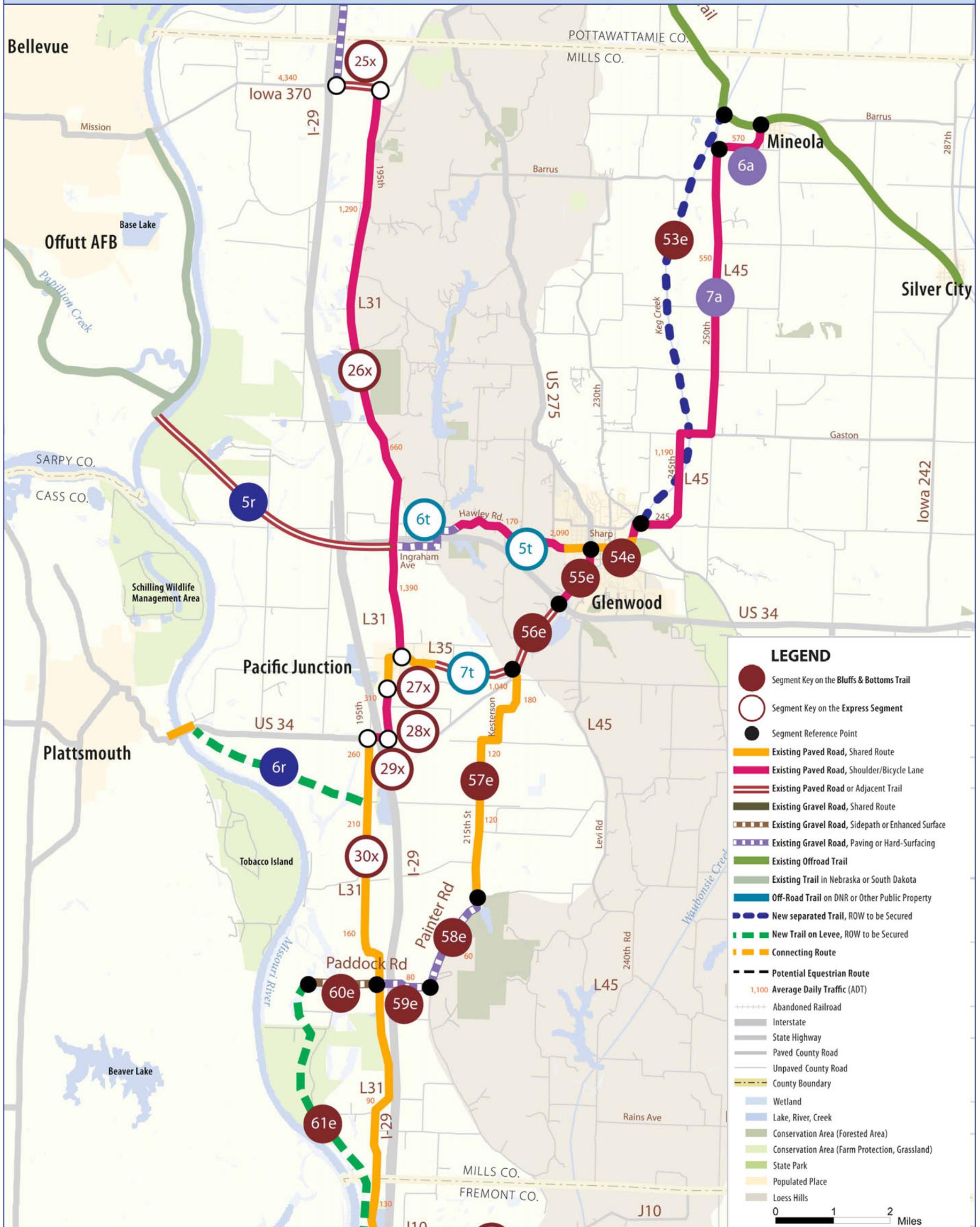
Tour Loops: Wabash Loop (Pottawattamie and Mills Counties)

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Wabash Trace Nature Trail, Lewis Central Trailhead to Keg Creek and Mineola Trailhead	52e	9.2	Granulated stone, multi-use path		<ul style="list-style-type: none"> Loess Hills environment over former Wabash Railroad right-of-way Mineola town center
Keg Creek Corridor, Wabash Trace to Sharp Street in Glenwood	53e	6.7	Private property along creek corridor	Granulated stone, multi-use path	<ul style="list-style-type: none"> Scenic corridor requires acquisition of right-of-way along its length
Sharp Street, L45 to Locust Street (L35)	54e	0.9	2-lane urban street with sidewalks, shared route		<ul style="list-style-type: none"> Glenwood Lake Park Glenwood Courthouse Square District
Sharp Street/Hawley Road, Locust Street to Deacon Road	5t	1.2	Paved 2-lane urban street and low-volume county road	Shared route, shoulder/bike lanes where possible on rural section of road	
Deacon Road and Ingraham Avenue, Hawley Road to L31	6t	1.2	Gravel, low-volume county road	Paved or hard-surfaced road, shared route	<ul style="list-style-type: none"> Deacon Road intersection with US 34 requires substantial warning signage.
L31, South Omaha Bridge Road (Trailhead) to Iowa 370	24x	4.3	Gravel, low volume county road	Paved road with bicycle facilities using either shared lanes or bicycle lanes	<ul style="list-style-type: none"> L31, South Omaha Bridge Road (Trailhead) to Iowa 370
Iowa 370, connecting L31 north and south	25x	0.6	Paved, 2-lane, high volume state highway	Sidepath, preferably on south side of highway	
L31, Iowa 370 to L35 in Pacific Junction	26x	8.7	Paved, 2-lane moderate to high volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Access to West Oak Forest Scenic corridor at base of Loess Hills

Regional Connections

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Bob Kerrey Pedestrian Bridge	3r	0.4	Pedestrian and bicycle bridge	Same as existing	<ul style="list-style-type: none"> Missouri River Bridge linking Riverfront Trails in Council Bluffs and Omaha Connections to Downtown Omaha and the Bike Omaha on-street bicycle transportation system
US 275 Trail and Veterans Memorial Bridge	4r	2.7	Paved trail/sidepath, including separated sidepath over bridge	Same as existing	<ul style="list-style-type: none"> Includes Missouri River Bridge with connections to South Omaha Links to the Bike Omaha system and proposed Riverfront Trail

MILLS COUNTY - North & South



MILLS COUNTY - North & South

KEY FOR TABLE: Regular LCT Route Segments Unchanged LCT Today Route Segments

Mills County: Explorer's/Express Route

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments	
Keg Creek Corridor, Wabash Trace to Sharp Street in Glenwood	53e	6.7	Private property along creek corridor	Off-road trail <i>Granulated stone, multi-use path</i>	<ul style="list-style-type: none"> Scenic corridor requires acquisition of right-of-way along its length 	
Alternate	H12, Mineola Trailhead to Keg Creek crossing at L45 intersection	6a	1.0	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	
	L45, H12 to Sharp Street in Glenwood	7a	6.9	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Alternate to Keg Creek route, should ROW acquisition is not achievable Segments of the road and segments of Keg Creek are somewhat interchangeable, depending on length of continuous segments
Sharp Street, L45 to Locust Street (L35)	54e	0.9	2-lane urban street with sidewalks, shared route		<ul style="list-style-type: none"> Glenwood Lake Park Glenwood Courthouse Square District 	
Locust Street (L35), Sharp to US 34 interchange	55e	1.0	4-lane urban street	Shared route <i>Lane diet along commercial corridor, with 3-lane section (one lane per direction and protected center left turn lane) and bike lanes.</i>	<ul style="list-style-type: none"> Traveler services along Locust Street Glenwood Development Center Interchange with US 34 Link to express segment on L31 continues west on Sharp Street, Hilman Street and Hawley Road to US 34, crosses the highway, and paves Ingham Avenue to L31. 	
L35, US 34 interchange to Kesterson Road	56e	1.3	Paved, 2-lane high volume county road.	Sidepath on south side	<ul style="list-style-type: none"> South side alignment is located between road and adjacent railroad, minimizing intersection conflicts. 	
Kesterson Road/215th Street to Painter Road	57e	3.8	Paved, 2-lane very low-volume county road.	Shared route	<ul style="list-style-type: none"> Loess Hills landscape 	
Painter Road, 215th Street to Paddock Avenue	58e	1.6	Gravel, very low volume county road	Paved road, shared route	<ul style="list-style-type: none"> Overpass over I-29 	
Paddock Road, Painter Road to L31	59e	0.8	Paved, 2-lane very low-volume county road.	Shared route		
Paddock Road, L31 to Missouri River Levee	60e	0.9	Dirt, very low volume county road	Off-road trail <i>Granulated stone path or upgraded road surface</i>	<ul style="list-style-type: none"> Connection is predicated on acquiring rights to develop path on federal levee 	
Missouri River Levee, Paddock Road to J10	61e	3.4	Federal levee along Missouri River	Off-road trail <i>Granulated stone path on levee top</i>	<ul style="list-style-type: none"> Right to develop path on federal levee must be obtained. If this is unachievable, alternate route uses L31 from Paddock Road to Bartlett interchange (same as express segment) The Wilds golf course and campground with services River access at Bartlett I-29 interchange at Bartlett 	
Express	Iowa 370, connecting L31 north and south	25x	0.6	Paved, 2-lane, high volume state highway	Sidepath <i>preferably on south side of highway</i>	
	L31, Iowa 370 to L35 in Pacific Junction	26x	8.7	Paved, 2-lane moderate to high volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Access to West Oak Forest Scenic corridor at base of Loess Hills
	L35 and L31 from L31 intersection to Pearl Avenue	27x	0.5	Paved, 2-lane urban street	Shared route through town	<ul style="list-style-type: none"> Pacific Junction town center
	L31, Pearl Avenue to US 34	28x	0.8	Paved, 2-lane low volume county road	Shared route	
	US 34 at I-29 interchange	29x	0.3	Paved, 2-lane high volume US highway	Shoulders at interchange	
	L31, US 34 to J10	30x	3.8	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Levee top path connection to Plattsmouth Bridge and Plattsmouth, Nebraska Intersection with Explorers Route at Paddock Road intersection

MILLS COUNTY - North & South

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments

Tour Loops: Pacific Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
L35, Kesterson to L31 in Pacific Junction	7t	1.8	Paved, 2-lane high volume county road, urban street through town	Sidepath on south side of corridor on rural section, shared route or bike lanes through town	
L35 and L31 from L31 intersection to Pearl Avenue	27x	0.5	Paved, 2-lane urban street	Shared route through town	<ul style="list-style-type: none"> Pacific Junction town center
L31, Pearl Avenue to US 34	28x	0.8	Paved, 2-lane low volume county road	Shared route	
US 34 at I-29 interchange	29x	0.3	Paved, 2-lane high volume US highway	Shoulders at interchange	
L31, US 34 to J10	30x	3.8	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Levee top path connection to Plattsmouth Bridge and Plattsmouth, Nebraska Intersection with Explorers Route at Paddock Road intersection
Kesterson Road/215th Street to Painter Road	57e	3.8	Paved, 2-lane very low-volume county road.	Shared route	<ul style="list-style-type: none"> Loess Hills landscape
Painter Road, 215th Street to Paddock Avenue	58e	1.6	Gravel, very low volume county road	Paved road, shared route	<ul style="list-style-type: none"> Overpass over I-29
Paddock Road, Painter Road to L31	59e	0.8	Paved, 2-lane very low-volume county road.	Shared route	

Mills County: Regional Connections

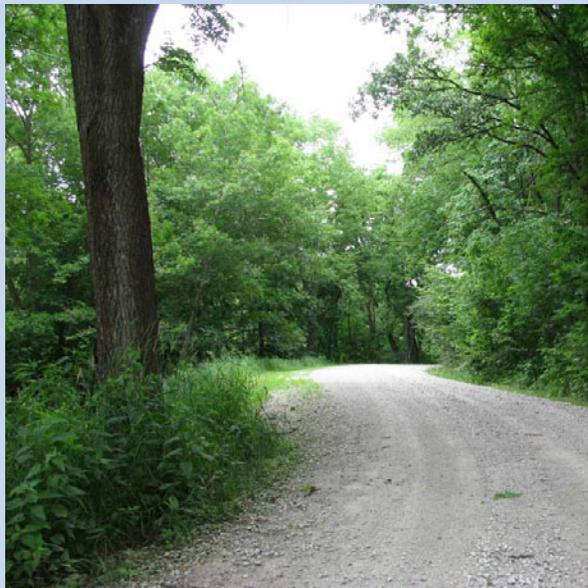
Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
US 34 Extension and Plattsmouth Bridge	5r	4.3	Proposed highway corridor	Off-road trail/Sidepath <i>Trail along new US 34 alignment and shoulders or protected sidepath on bridge</i>	<ul style="list-style-type: none"> Connection to Bellevue Loop Trail with short trail extension. Extension requires a bridge over Papillion Creek. Access to Haworth Park in Bellevue and Omaha regional trail system
Plattsmouth Link	6r	0.4	Levee and medium volume historic bridge	Off-road trail <i>Paved or granulated stone trail on levee top and shared route on Plattsmouth Bridge</i>	<ul style="list-style-type: none"> Includes Missouri River Bridge with connections to South Omaha Speed limit on Plattsmouth Bridge are consistent with bicycle speeds Connection to Plattsmouth riverfront and historic downtown district



Archeological Preserve & Nature Area



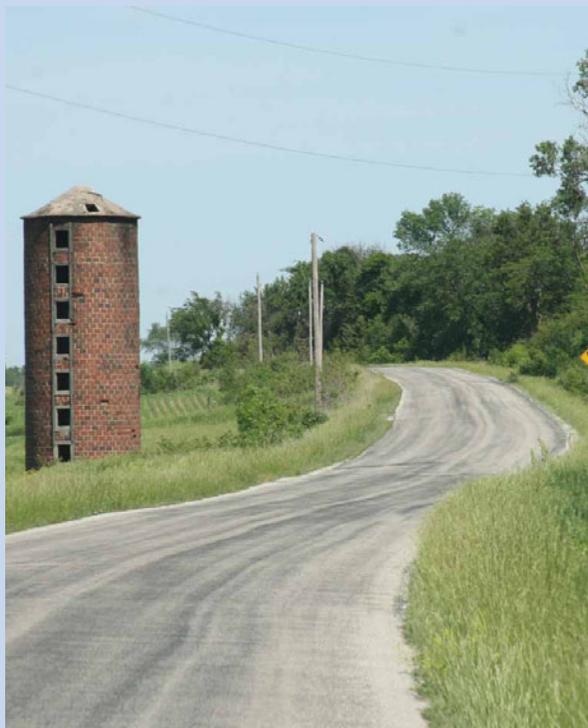
Downtown Glenwood



Pony Creek State Conservation Park



McCormick Station - Glenwood



Rural Mills County



The Mills County Historical Society Museum, is open weekdays and by appointment.

FREMONT COUNTY - North



FREMONT COUNTY - North

KEY FOR TABLE: Regular LCT Route Segments

Fremont County: Explorer's/Express Route

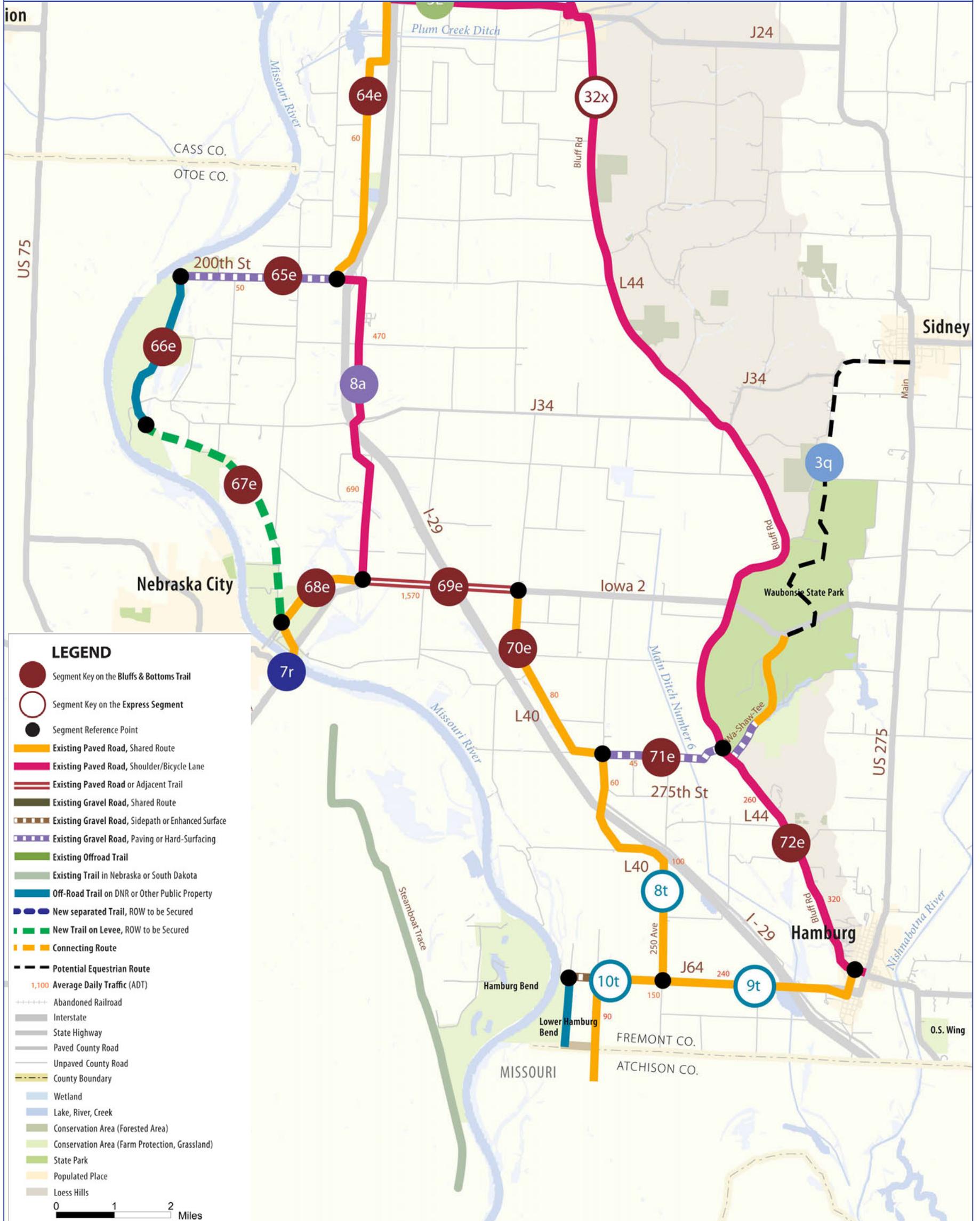
Segment	Map Key #	Mileage	Existing Context	Design Treatment	Highlights/Comments
Missouri River Levee, J10 (Bartlett access) to 135th Street	62e	2.8	Federal levee along Missouri River	Off-road trail <i>Granulated stone path on levee top</i>	<ul style="list-style-type: none"> Right to develop path on federal levee must be obtained. If this is unachievable, alternate is a shared route on L31 from Bartlett interchange to 135th Street and access to Forney Lake.
135th Street, Missouri River levee to L31	63e	1.3	Gravel, very low-volume county road	Off-road trail <i>Granulated stone path or upgraded road surface</i>	<ul style="list-style-type: none"> Forney Lake connection between Explorers Route and express segment
L31, 135th Street to 200th Street (Percival interchange)	64e	6.1	Paved, 2-lane very low volume county road	Shared route	
200th Street, L31 to Copeland Bend WMA	65e	2.4	Gravel, very low-volume county road	Shared route <i>Paved shared road access to Copeland Bend</i>	
Copeland Bend, 200th Street to south boundary of property	66e	2.5	DNR property	Off-road trail <i>Granulated stone multi-use trail on periphery of wildlife area</i>	<ul style="list-style-type: none"> Lewis and Clark campsite
Missouri River Levee, south boundary of Copeland Bend property to L31 (old Highway 2)	67e	4.1	Federal levee along Missouri River	Off-road trail <i>Granulated stone path on levee top</i>	<ul style="list-style-type: none"> Right to develop path on federal levee must be obtained. If this is unachievable, alternate is a shared route on L31 from 200th Street to Iowa 2.
L31, Missouri River Levee to Iowa 2 at 195th Street	68e	1.5	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Repairs needed to pavement surface Connection via Highway 2 Bridge to Nebraska City, Nebraska
Alternate L31, 200th Street to Iowa 2	8a	5.1	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Alternative to levee route if pathway rights are not achievable Shoulder is advisable because of role of this segment in a loop
Iowa 2, L31 to L40	69e	2.4	4-lane divided high volume state highway	Sidepath	<ul style="list-style-type: none"> Major travelers' service center at I-29 interchange Loess Hills/Southwest Iowa visitors center
L40, Iowa 2 to 275th Street	70e	3.1	Paved, 2-lane very low volume county road	Shared route	
275th Street, L40 to L44 (Bluff Road) and Waubonsie west entrance	71e	1.9	Gravel, very low volume county road	Paved road, shared route	<ul style="list-style-type: none"> Access to Waubonsie State Park. Unpaved segment of Waubonsie entrance road should also be paved.
Express J10, L31 to L44	31x	2.6	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	
L44 (Bluff Road), J10 to Waubonsie west entrance (275th Street)	32x	17.8	Paved, 2-lane low volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Shoulders recommended because of narrowness and limited visibility of Bluff Road. Access to Waubonsie State Park Enhancement of LCT Today Route
L44 (Bluff Road), 275th Street to Hamburg	72e		Paved, 2-lane low-volume county road; urban street within Hamburg	Shoulder/bike lanes; shared route in city	<ul style="list-style-type: none"> Hamburg Town center

KEY FOR TABLE: New Loop Segments Express Segments Explorers Segments

Tour Loop: Bartlett Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
J10, L31 to L44	31x	2.6	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	
L44 (Bluff Road), J10 to 185th Street (Forney Lake Wildlife Area)	32x	17.8	Paved, 2-lane low volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Shoulders recommended because of narrowness and limited visibility of Bluff Road.
Forney Lake Wildlife Area, L44 to L31	4L	2.5	DNR Property	Off-road trail <i>Granulated stone path on periphery of conservation area</i>	
Missouri River Levee, J10 (Bartlett access) to 135th Street	62e	2.8	Federal levee along Missouri River	Off-road trail <i>Granulated stone path on levee top</i>	<ul style="list-style-type: none"> Right to develop path on federal levee must be obtained. If this is unachievable, alternate is a shared route on L31 from Bartlett interchange to 135th Street and access to Forney Lake.
135th Street, Missouri River levee to L31	63e	1.3	Gravel, very low-volume county road	Sidepath or Shared route <i>Granulated stone path or upgraded road surface</i>	<ul style="list-style-type: none"> Forney Lake connection between Explorers Route and express segment
J24, L31 to L44	5L	2.8	Paved, 2-lane low volume county road	shoulder/bike lanes	<ul style="list-style-type: none"> Included in Bartlett Loop in order to connect to Thurman

FREMONT COUNTY - South



FREMONT COUNTY - South

KEY FOR TABLE: New Loop Segments Explorers Segments

Tour Loop: Copeland Bend Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
Copeland Bend, 200th Street to south boundary of property	66e	2.5	DNR property	Off-road trail <i>Granulated stone multi-use trail on periphery of wildlife area</i>	<ul style="list-style-type: none"> Lewis and Clark campsite
Missouri River Levee, south boundary of Copeland Bend property to L31 (old Highway 2)	67e	4.1	Federal levee along Missouri River	Off-road trail <i>Granulated stone path on levee top</i>	<ul style="list-style-type: none"> Right to develop path on federal levee must be obtained. If this is unachievable, alternate is a shared route on L31 from 200th Street to Iowa 2.
L31, Missouri River Levee to Iowa 2 at 195th Street	68e	1.5	Paved, 2-lane low volume county road	Shared route	<ul style="list-style-type: none"> Repairs needed to pavement surface Connection via Highway 2 Bridge to Nebraska City, Nebraska
Iowa 2, L31 to L40	69e	2.4	4-lane divided high volume state highway	Sidewalk	<ul style="list-style-type: none"> Major travelers' service center at I-29 interchange Loess Hills/Southwest Iowa visitors center
L31, 200th Street to Iowa 2	8a	5.1	Paved, 2-lane moderate volume county road	Shoulder/bike lanes	<ul style="list-style-type: none"> Alternative to levee route if pathway rights are not achievable Shoulder is advisable because of role of this segment in a loop

KEY FOR TABLE: New Loop Segments Explorers Segments

Tour Loop: Hamburg Loop

Segment	Map Key #	Mileage	Existing Context	Design Treatment	Additional Comments
275th Street, L40 to L44 (Bluff Road) and Waubonsie west entrance	71e	1.9	Gravel, very low volume county road	Paved road, shared route	<ul style="list-style-type: none"> Access to Waubonsie State Park. Unpaved segment of Waubonsie entrance road should also be paved.
L44 (Bluff Road), 275th Street to Hamburg	72e	3.8	Paved, 2-lane low-volume county road; urban street within hamburg	Shoulder/bike lanes; shared route in city	<ul style="list-style-type: none"> Hamburg Town center
L40, 275th Street to J64	8t	4.1	Paved, very low volume 2-lane county road	Shared route	<ul style="list-style-type: none"> Overpass over I-29
J64, L44 in Hamburg to L40	9t	3.2	Paved, very low volume 2-lane county road	Shared route	<ul style="list-style-type: none"> Connection to center of Hamburg
J64, L40 to Hamburg Landing	10t	1.4	Paved, very low volume 2-lane county road to 240th Avenue; gravel road between 240th and riverfront	Shared route <i>Granulated stone sidewalk or enhanced road surface to Hamburg Landing</i>	<ul style="list-style-type: none"> River access; possible nature trail through Lower Hamburg Bend wildlife area

KEY FOR TABLE: New Loop Segments

Fremont County: Regional Connections

Segment	Map Key #	Mileage	Existing Context	General Design Description	Additional Comments
Highway 2 Bridge, L-31 to Nebraska City	7r	0.8	Paved, 4-lane very high volume divided highway bridge with paved shoulders	Same as existing	<ul style="list-style-type: none"> Connection to Lewis and Clark Interpretive Center in Nebraska City, historic Nebraska City Arbor Lodge State Park and National Arbor Day Foundation, as well as many museums and attractions in Nebraska City Connection to Steamboat Trace Trail

