

The Trails Development Plan

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Above: An unused Burlington Northern right-of-way south of the historic village of Brownville. This corridor is part of a proposed trail between Nebraska City and Indian Cave State Park that includes heritage rail service and multiple recreational uses in historic southeast Nebraska.

Previous page: The Chicago and North Western Cowboy Line through the Sandhills between Chadron and Gordon. This line will eventually become a trail-with-rail corridor.

The Trails Development Plan

This section presents the detailed development plan for the *Network of Discovery*. It combines the twin concepts of resource corridors and a hierarchy of trail types based on the needs of constituent groups to create the overall plan.

The main part of this chapter presents a detailed plan for each resource corridor. These individual plans include a detailed map and a table of major trails development projects for each corridor. The map keys each segment back to the trail types proposed in Chapter Five. In addition, the resource corridor maps define "rail-watch" segments, railroads that are currently active but in light use. These segments may face abandonment proceedings in the future or provide opportunities for trail-with-rail joint development in the right-of-way. The trails plan in no way proposes the abandonment of railroad corridors. However, identifying "rail-watch" segments can help state and local agencies and trails organizations act to preserve the integrity of important corridors.

The development plan also presents two features that link resource corridors:

■ **The American Discovery Trail (ADT).** The ADT provides an east-west designated

trail route across the United States. It is a project of the American Hiking Society and will provide a cross-country backbone for a national system mandated by the National Trails System Act of 1968. The ADT route, from Point Reyes National Seashore in California to Cape Henlopen State Park in Delaware, includes both a southern and northern route. The northern route enters from the west near Big Springs and continues across Nebraska to Omaha, while the southern route follows Kansas' Santa Fe Trail. A resolution introduced in 1992 by Congressman Douglas Bereuter and the work of state trails groups, along with the cooperation of the ADT organization, were instrumental in adding the northern route to the system.

■ Connecting Links and Scenic

Byways. These links use road routes to connect trail corridors, creating a continuous system. Some of these links may be integrated with a scenic byways system for Nebraska. While the trails plan does not encourage recreational auto use, these roads provide potential routes for bicyclists and access for visitors to the resource corridors.

Trail segments within the corridors will change over time, as some opportunities open and others close. The plan should be flexible, allowing its goals to be met in different ways. It is a foundation that will be improved upon over time by Nebraskans who implement the program.

A NETWORK OF DISCOVERY

"There was nothing but land: not a country at all, but the material out of which countries are made. . . . I had the feeling that the world was left behind, that we had got over the edge of it, and were outside man's jurisdiction."

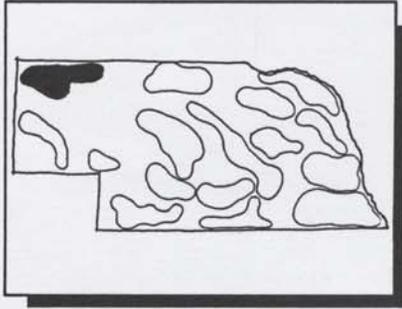
- Willa Cather, *My Antonia*

I think that no single factor can explain the power of the prairie and its lasting grip on the American imagination. Part of it, no doubt, stems from the role that the prairie has played in our history. The dramas of settler and Native American were played out on the prairie. It gave us Buffalo Bill, prairie schooners, and prairie populists. The great cattle drives of the 19th century crossed this landscape. And the prairie effortlessly swallowed up tens of thousands of homesteaders, each staking their claim to a quarter-section.

To many people, the prairie represents America's breadbasket, the richness and fertility of the land.

- John Madson
from *Tallgrass Prairie*
Helena and Billings: Falcon
Press, 1993.

Pine Ridge



The Pine Ridge Resource Corridor, generally extending from Gordon to Harrison, defines an area of extraordinary beauty and history. Trails development in this corridor reinforces major State recreational investments and Federal land resources, such as the Nebraska National Forest and the Oglala National Grasslands.

Trails development in the Pine Ridge Corridor revolves around the railbanking and trail use of the former Chicago and North Western (C&NW) "Cowboy Line." The corridor between Crawford and Harrison has been



purchased for development of the White River Trail. This segment has major statewide importance for recreational and tourism development because of its adjacency to Fort Robinson State Park and its incomparable scenery. The line east of Chadron will be acquired by the Nebraska Game and Parks Commission in 1994. Rail operations will continue between Chadron and Merriman, allowing development of a joint rail-with-trail project.

The Chadron to Crawford segment of the C&NW is not included in the Cowboy Line acquisition. However, it should be considered a "rail-watch" segment, with the potential of joint trail and rail use. In addition, the US Forest Service is developing the 50-mile Pine Ridge Trail, a greenway that will connect the two cities through public lands and private easements. The future development of primary shoulders on US 20 can accommodate road bicyclists as well.

The Pine Ridge Resource Corridor presents other important opportunities for greenway development along the Niobrara River to Box Butte Reservoir and Marsland, and in Sowbelly Canyon.

Trail design in the Pine Ridge Resource Corridor should emphasize equestrian, bicycling, pedestrian, and OHV uses.



MAJOR RESOURCES IN THE PINE RIDGE CORRIDOR

■ **State Parks**

- Fort Robinson State Park
- Chadron State Park

■ **State Recreation Areas**

- Box Butte Reservoir
- Walgren Lake

■ **National Parks and Resources**

- Nebraska National Forest
- Oglala National Grasslands
- Toadstool Park

■ **Museums**

- Museum of the Fur Trade (Chadron)
- Sioux County Museum (Harrison)
- Mari Sandoz Center (Gordon)
- Knight Museum (Alliance)
- Sheridan County Museum (Rushville)

Opposite Page: The White River Valley, route of the proposed White River Trail between Crawford and Harrison.

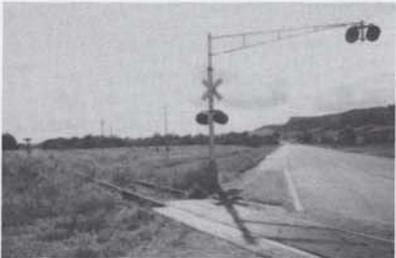
Top: Downtown Crawford. Crawford is the "hometown" for nearby Fort Robinson State Park.

Bottom: The Pine Ridge Trail, a hiking and mountain biking trail linking Crawford and Chadron.

Top: Harrison at the west end of the White River Trail. The Sioux County Museum features restored buildings from the surrounding countryside. In addition, Harrison is near Agate Fossil Beds National Monument.

Bottom: Gordon. The town completed an attractive downtown revitalization effort in 1992; its cultural center provides historical information on famous regional author Mari Sandoz, who wrote extensively about the area.

**Pine Ridge
Trails Development
Plan**

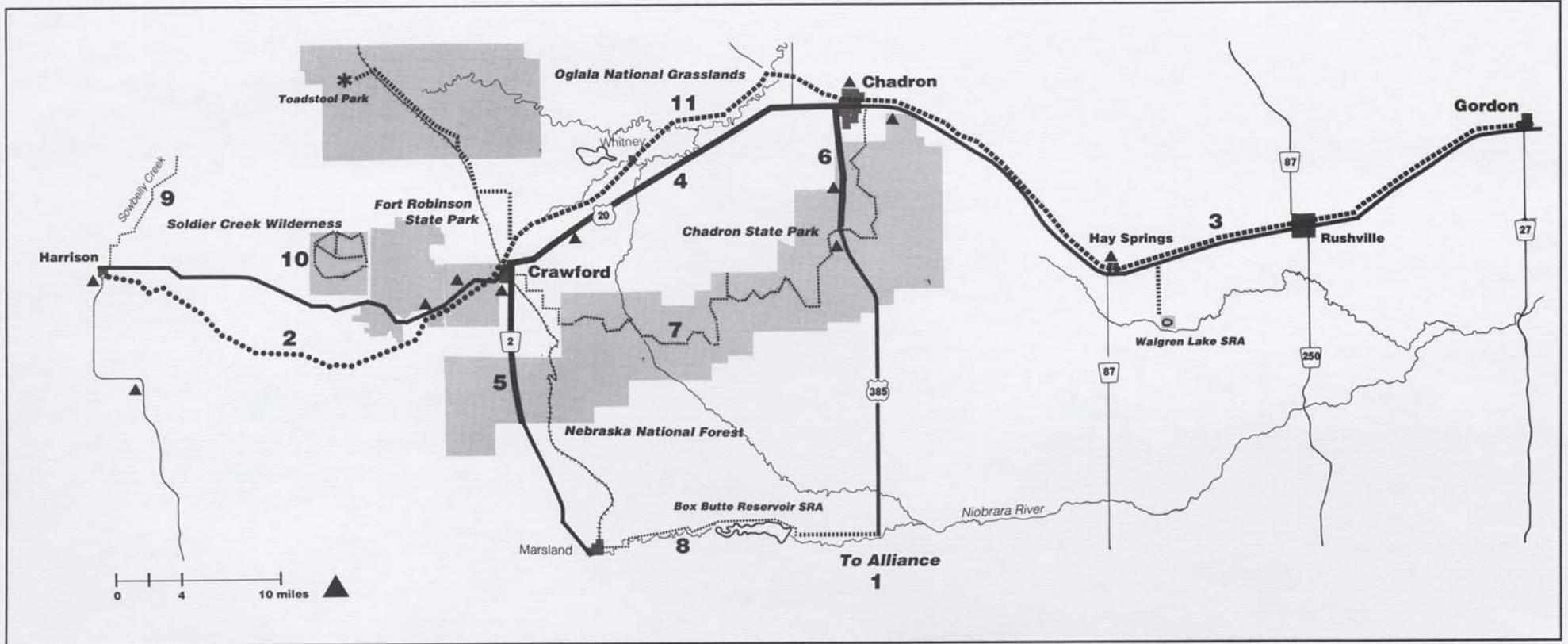


Top: Fort Robinson State Park, combining the history of the west with the scenery of the Pine Ridge Country.

Bottom: The Cowboy Line as it passes Fort Robinson.

Opposite page: The City of Chadron, home of Chadron State College, the Museum of the Fur Trade, and other important sites. Chadron is the eastern terminus of the Pine Ridge Trail and the western end of the proposed Cowboy Trail.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Alliance to Carhenge	3.0	Multi-Use	Trail paralleling US 385.
2	White River Trail	27.6	Multi-Use	Use of C&NW Cowboy Line between Harrison and Crawford; connection to Fort Robinson.
3	Chadron to Gordon	47.2	Multi-Use	Trail-with-rail in joint use with NEBKOTA short line railroad to Merriman.
4	US 20, Crawford to Chadron	22.8	Primary shoulder	On Priority Commercial System.
5	N-2, Crawford to Nebraska National Forest	18.0	Primary shoulder	On Priority Commercial System.
6	N-385, Chadron to Chadron State Park	27.2	Primary shoulder	On Priority Commercial System.
7	Pine Ridge Trail, Chadron to Crawford	50.0	Greenway	Trail through Nebraska National Forest and easements, developed by US Forest Service.
8	Box Butte Trail, US 385 to N-2	12.0	Greenway	Trail along Niobrara River through Box Butte Reservoir.
9	Sowbelly Canyon Trail	9.0	Greenway	Connection to White River Trail.
10	Soldier Creek Trails	10.0	Greenway	Connection to Fort Robinson trail system.
11	CNW, Crawford to Chadron	25.2	Rail-Watch	Potential trail-with-rail in joint use with NEBKOTA short line railroad.



Legend

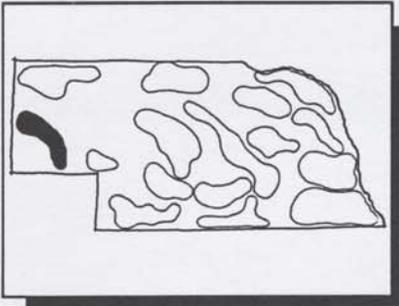
- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Harrison	291
Crawford	1,115
Whitney	38
Chadron	5,588
Alliance	9,765
Hay Springs	693
Rushville	1,127
Clinton	33
Gordon	1,803

Monument Valley



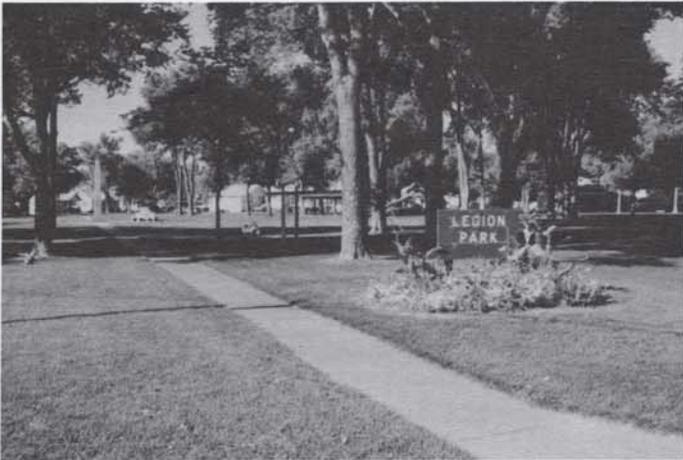
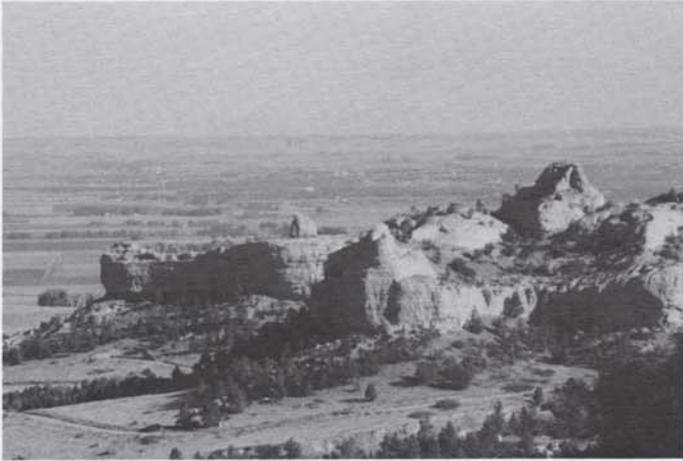
The Monument Valley Resource Corridor includes the historic Oregon, Pony Express, and Sidney-Deadwood Trails through the center of Nebraska's Panhandle. Its landscape is dominated by the North Platte River and the rock formations that became famous as the monuments by which westward emigrants marked their progress. The sweep of the big sky punctuated by these sentinels creates the unique setting of this resource corridor.

Trails development in the area is defined by the spine of the North Platte River. The Monument Valley Pathways, a trails network



planned along the North Platte River that links Scottsbluff and Gering with Scotts Bluff National Monument and Mitchell Pass is the western anchor of the corridor. This trail spine should extend to the east, retracing the routes of the Oregon, Pony Express, and Mormon Trails, and connecting the Twin Cities area to Chimney, Jail, and Courthouse Rocks. This link may be developed along highway shoulders or by exclusive trails in the highway or river corridors.

Trails development should connect the North Platte River to other features in the area. A southward link from the Twin Cities could lead to the scenic Wildcat Hills. This trail may be developed in conjunction with the proposed Heartland Expressway. A designated route should connect this Wildcat Hills Trail to Robidoux Pass, another important point on the Oregon Trail and the historic site of a key trading post. To the north, a greenway should be developed linking the North Platte River from the town of Minatare to Lake Minatare and the North Platte National Wildlife Refuge. A system of public roads and trails links Lake Minatare with Lake Alice in the National Wildlife Refuge. Other trails development opportunities include the use of maintenance roads along the Enterprise and Tri-State Canals between Mitchell and Scottsbluff, connecting to Scottsbluff's planned community trails system and the Monument Valley Pathways. A southward extension on county roads and Highway 385 to Sidney and Interstate 80 may also be developed.



Opposite Page: Scotts Bluff National Monument.

Top: Wildcat Hills. A new visitors center is being developed in the State Recreation Area. Trails development in the Heartland Expressway corridor could link this scenic resource to Gering and Scottsbluff.

Bottom: Legion Park, a city square west of Downtown Gering. Gering's new Civic Center provides excellent facilities for conferences and other events.



Top: The Nile Theater in Downtown Mitchell.

Bottom: The Midwest Theater in Downtown Scottsbluff. The city provides a full range of services and attractions to visitors and trail users. The first segment of the Monument Valley Pathways system will be developed from the city's YMCA to its superb Riverside Zoo.

MAJOR RESOURCES IN THE MONUMENT VALLEY CORRIDOR

■ State Recreation Areas

- Lake Minatare
- Wildcat Hills

■ National Parks and Resources

- Scotts Bluff National Monument
- Chimney Rock National Historic Site

■ Museums

- Fort Sidney (Sidney)
- Cheyenne County Museum (Sidney)
- North Platte Valley Museum (Gering)
- Wyo-braska Natural History Museum (Gering)
- Riverside Park and Zoo (Scottsbluff)

Monument Valley Trails Development Plan



RESOURCE CORRIDOR COMMUNITIES

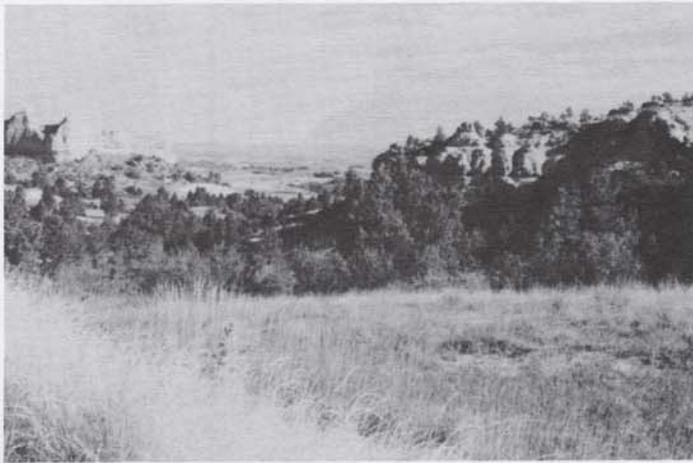
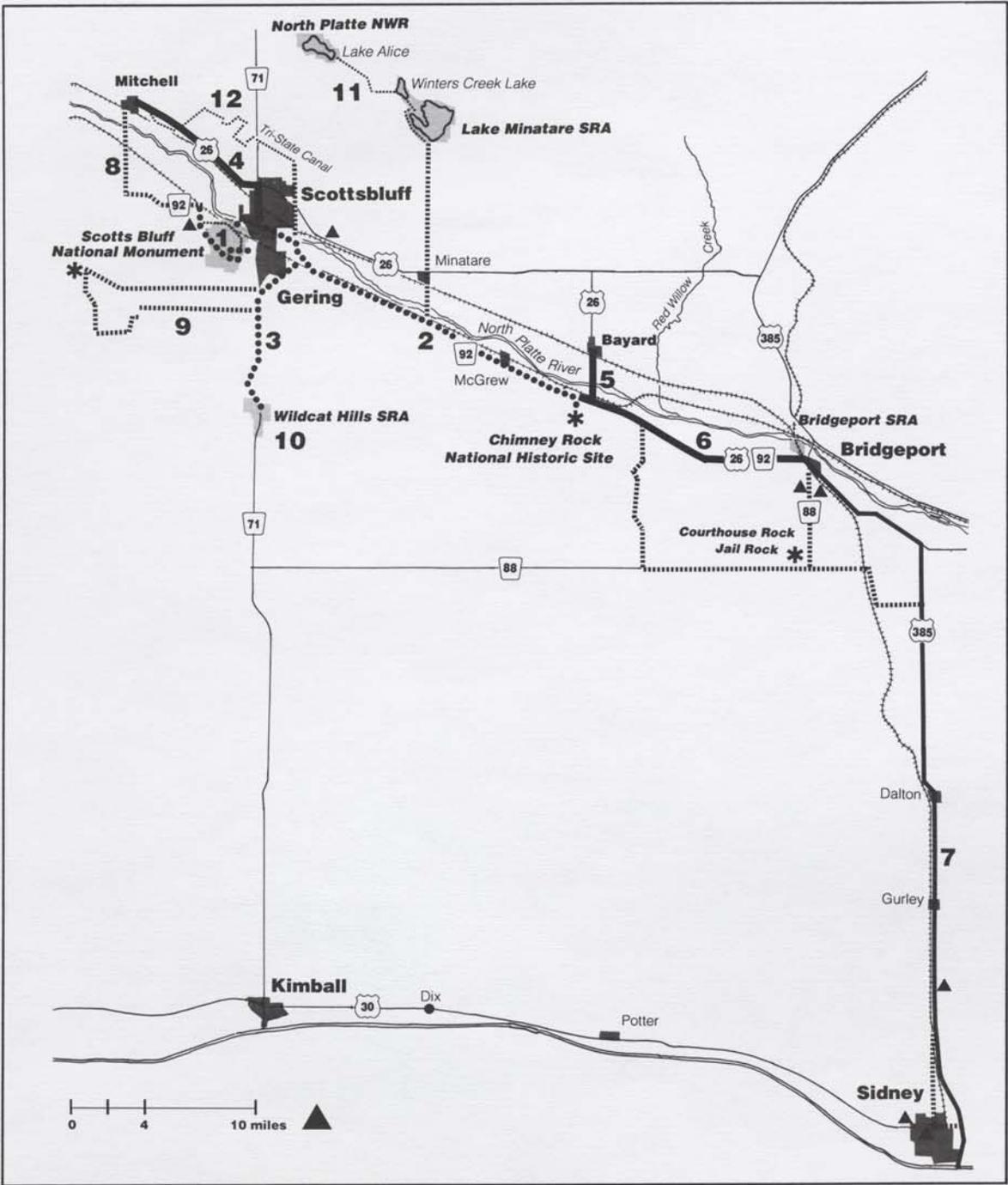
City	1990 Population
Mitchell	1,743
Scottsbluff	13,711
Gering	7,946
Melbeta	116
Minatare	807
McGrew	99
Bayard	1,196
Bridgeport	1,581
Dalton	282
Gurley	198
Sidney	5,959

Above: Fort Mitchell Historic Marker.

Opposite page top: Railroad depot at Bayard.

Opposite page bottom: Wildcat Hills south of Gering.

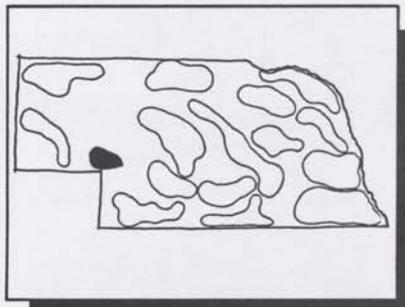
MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Monument Valley Pathways, Mitchell Pass to Scottsbluff/Gering	23.0	Multi-Use, Secondary Shoulder, Greenway	Trails system using a variety of trail types, including a paved core trail along the North Platte River in Scottsbluff/Gering. Includes route through Mitchell Pass to Scotts Bluff National Monument.
2	N-92/North Platte Valley Corridor, Gering to Chimney Rock	18.0	Multi-Use, Greenway along North Platte River	Exclusive trail extending Monument Valley Pathways along Oregon Trail corridor to Chimney Rock. Probable route would follow N-92 with stub connections to North Platte River. Alternative would follow river.
3	Heartland Expressway, Scottsbluff/Gering to Wildcat Hills	11.0	Multi-Use	Trail from North Platte River to Wildcat Hills, developed along with Heartland Expressway.
4	US 26, Scottsbluff to Mitchell	8.0	Primary shoulder	On Priority Commercial System.
5	N-26, Chimney Rock to Bayard	4.0	Primary shoulder	On Priority Commercial System.
6	N-26, Chimney Rock to Bridgeport	14.0	Primary shoulder	On Priority Commercial System.
7	N-385, Bridgeport to Sidney	47.0	Secondary shoulder	On Priority Commercial System.
8	N-29/N-92, Mitchell to Mitchell Pass	13.2	Designated paved route	Trails through Mitchell Pass part of Monument Valley Pathways System.
9	Roubidoux Pass Road	20.0	Designated unpaved route	Upgrade gravel road to accommodate hiking/mountain bike use.
10	Wildcat Hills	5.0	Greenway	Trails within State Recreation Area
11	Minatare to Lake Minatare/ North Platte Refuge	13.5	Greenway, Designated paved and unpaved route	Hiking/equestrian link from North Platte corridor to and around Lake Minatare
12	Canal Trails, Mitchell to Scottsbluff	19.6	Greenway, Designated unpaved route	Use of maintenance roads and canal corridors utilizing Tri-State and Enterprise Canals between Mitchell and Scottsbluff.



Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ■ ■ ■ ■ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers

Ogallala



The Ogallala Resource Corridor combines one of Nebraska's most popular recreational areas with beautiful scenery and the history of the Oregon Trail. Lake McConaughy, the state's largest body of water, and the South Platte River define this area.

The Corridor plan builds on the improvement of connections between Ogallala and the Lake. The city is developing a multi-use trail north from the center of town. The planned development of shoulders along Highway 61 to Kingsley Dam will complete this connection. The plan proposes a multi-use trail connection



to the lake. Improving existing roads from the south side of the dam and through Lake Ogallala State Recreation Area will provide a safe, low-traffic link to the popular recreation areas on the north shore of Lake McConaughy.

A major element of the Corridor plan is the development of a multi-use trail on the Lake's north shore between the dam and Omaha Beach. This trail will connect the Lake's beaches, alternately passing through open and wooded areas. It will provide a major recreational enhancement and will reduce internal auto traffic that causes serious congestion in peak seasons. A greenway trail for hikers and equestrians is proposed for the more rugged and remote south shore of the Lake.

At the western end of the Lake, a trail is proposed from Lewellen to Ash Hollow State Historical Park. Primary shoulders along Highways 92 and 26 will link Ash Hollow to the McConaughy Trail and to Ogallala. Other designated routes and shoulders will link Ash Hollow to California Hill and the proposed National Trails Center near Brule, returning to Ogallala along Highway 30. This development program creates a network of interconnected loops which allow visitors to explore this austere and historic part of Nebraska both in depth and outside of an automobile.



Opposite Page: Ash Hollow State Historical Park, allowing visitors to share in the Oregon Trail experience.

Top: Kingsley Dam on the North Platte River creates Nebraska's largest body of water, Lake McConaughy. Lake Ogallala provides a crossing and recreation area below the dam.

Bottom: Ogallala's 1887 Brandhoefer Mansion (Mansion on the Hill), an historic house museum.



Top: Boot Hill Cemetery in Ogallala.

Bottom: California Hill, a crossing point between the South Platte River and Ash Hollow and the North Platte Valley. The Nebraska National Trails Museum is planned at the intersection of the historic trail route and Interstate 80, about two miles south of California Hill.

MAJOR RESOURCES IN THE OGALLALA CORRIDOR

■ State Recreation Areas

- Lake McConaughy
- Lake Ogallala

■ State Historical Parks

- Ash Hollow

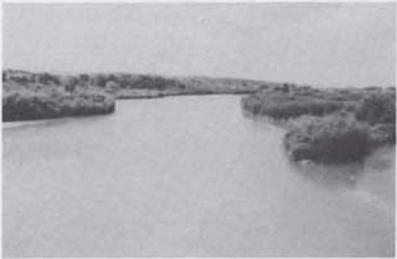
■ Museums

- Front Street Museum (Ogallala)
- Keith County Historical Society (Ogallala)
- Nebraska National Trails Museum (proposed near Brule)

THE NEBRASKA NATIONAL TRAILS MUSEUM

The concept of the Museum calls for an interpretive facility that includes a new museum building and restorations of the Beauvais Trading Post and the Diamond Springs Pony Express Station on a site along the Oregon Trail and Interstate 80 west of Brule. The Museum would be connected to the Ogallala Resource Corridor through a trails route generally following the Oregon Trail over California Hill to Ash Hollow.

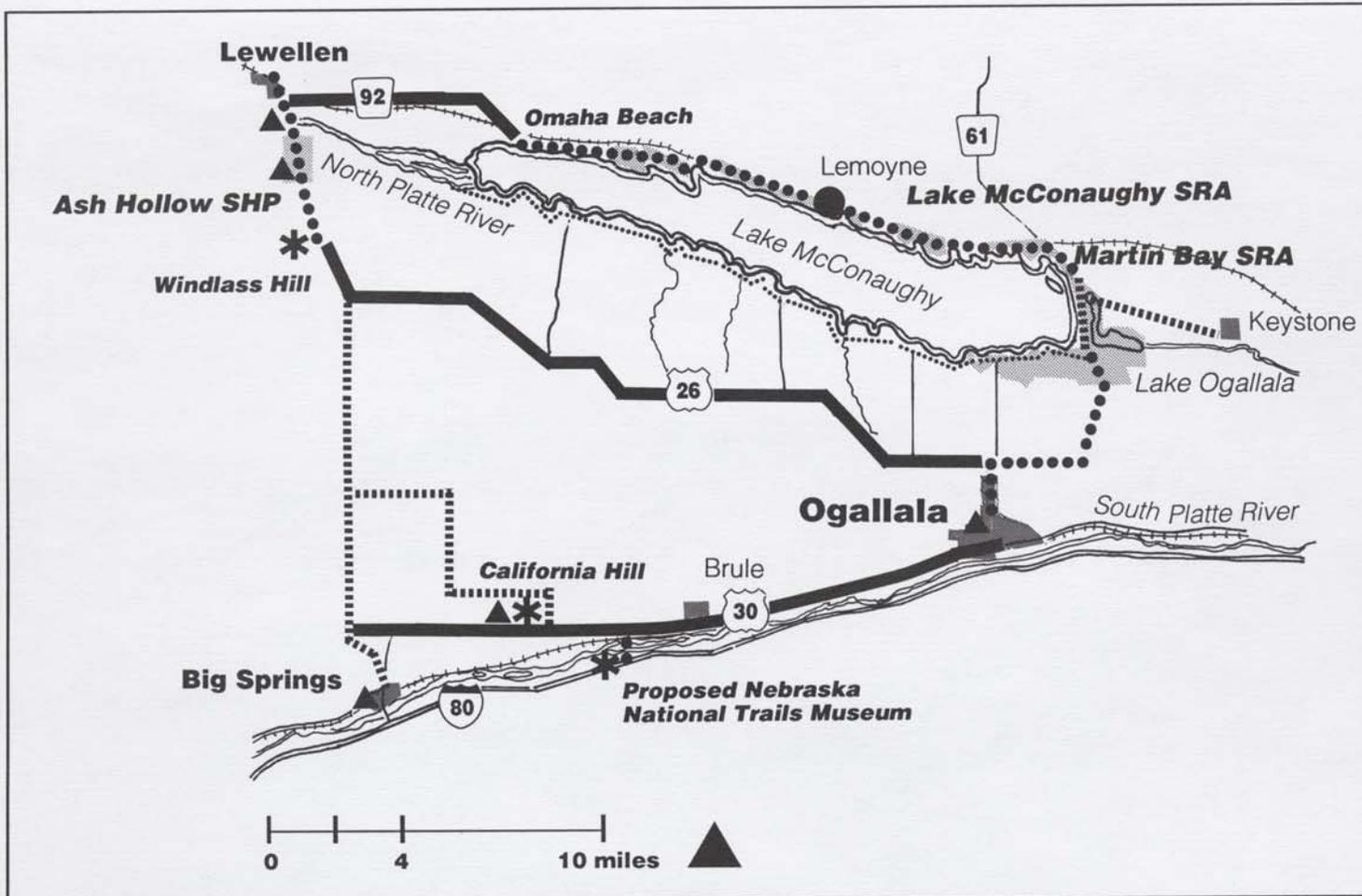
**Ogallala
Trails Development
Plan**



Top: Ash Hollow Cemetery within the State Historical Park.

Bottom: The North Platte River west of Lake McConaughy. Trails development in this area would link the town of Lewellen with Ash Hollow and a proposed North Shore Trail along the Lake.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Ogallala to Lake Ogallala/Kingsley Dam	8.4	Multi-Use	Recreation trail parallel to N-61. Connects to proposed city trail through "hill country," connecting northern subdivisions to the main part of the city.
2	Lewellen to Ash Hollow	4.8	Multi-Use	Trail parallel to US 26 connecting town to state historical park.
3	Lake McConaughy, Kingsley Dam to Lemoyne	8.4	Multi-Use	New trail on north shore of Lake, connecting beaches and bays.
4	Lake McConaughy, Lemoyne to Omaha Beach	10.0	Multi-use	New trail on north shore of Lake, connecting beaches and bays.
5	US 26, Ogallala Junction to Ash Hollow	23.0	Primary shoulder	
6	N-92, Omaha Beach to Lewellan	7.6	Primary shoulder	
7	US 30, Big Springs to Ogallala	20.0	Primary shoulder	
8	Lake McConaughy South Shore	23.2	Greenway	Wilderness trail on south shore of lake.



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Ogallala	5,095
Lemoyne	--
Lewellen	307
Big Springs	495
Brule	411

A COLORADO CONNECTION

Trails development between Denver and Julesburg along the South Platte River is considered a high priority in Colorado's state trails plan. This trail would connect with the Ogallala Resource Corridor and would carry the American Discovery Trail's northern route to Ash Hollow and Lake McConaughy.

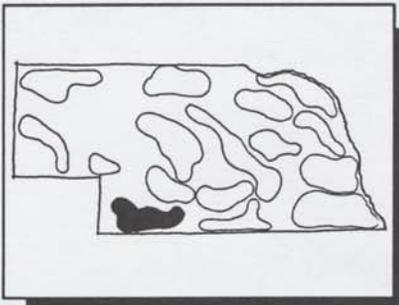
Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
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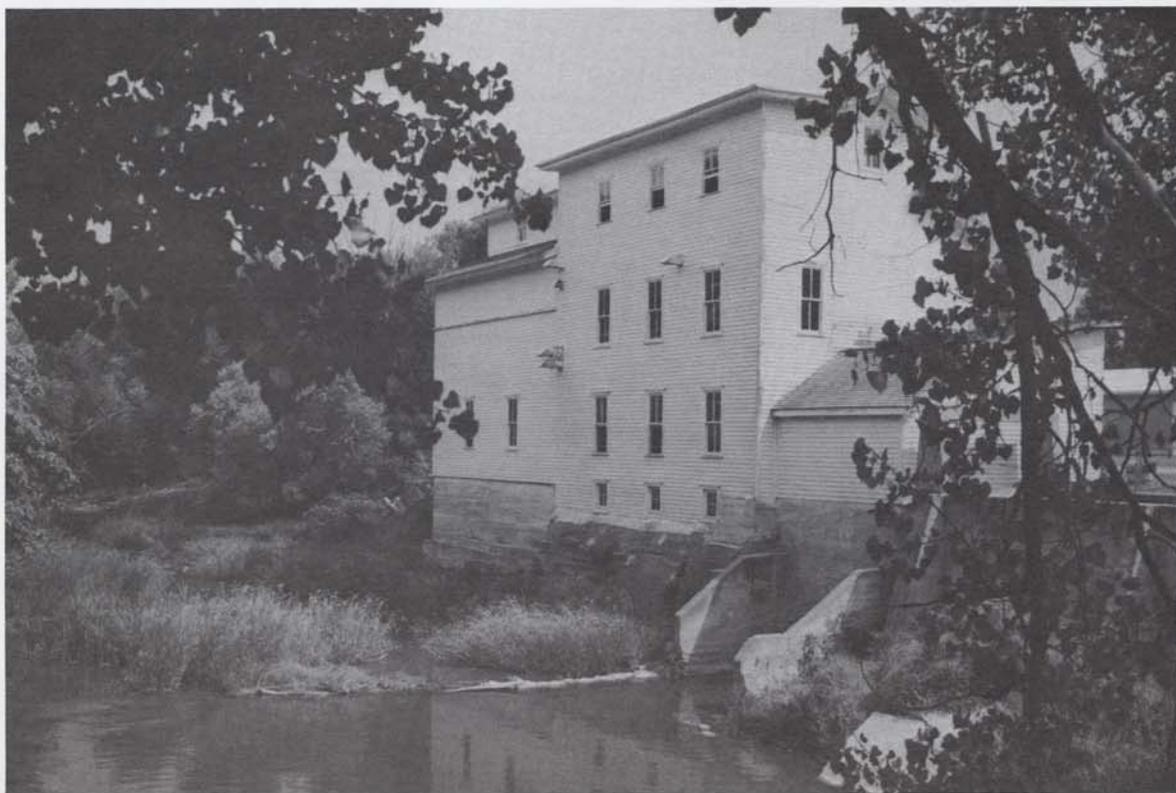
Left: Martin Beach at Lake McConaughy. A North Shore Trail would link the Lake's beaches, passing through wooded areas. It would add a superb resource to this popular recreational resource and could ease traffic congestion problems at the Lake.

Red Willow



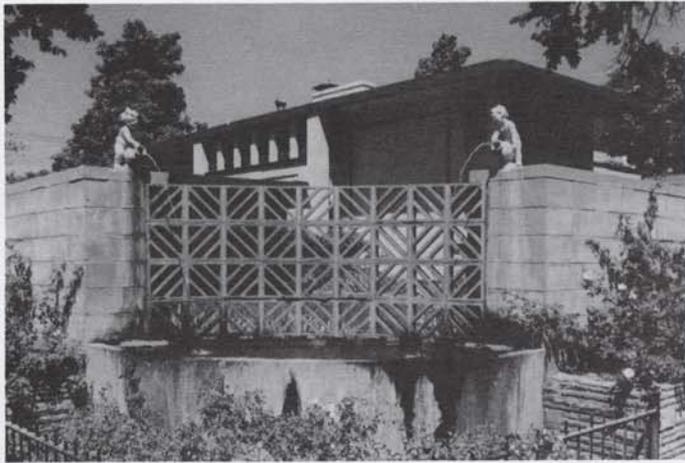
The Red Willow Resource Corridor links the water recreation resources, historic sites, communities, and scenery of the Republican and Frenchman River Valleys in southwestern Nebraska. The corridor's planned trail segments follow the two rivers, forming a triangle west of Culbertson that extends west to Benkelman and Imperial and Champion.

The plan for the Red Willow Corridor makes extensive use of county road and highway rights-of-way. Between Cambridge and Culbertson, the trail corridor follows primary shoulders along US 6 and 34 for road bicyclists,



and parallel county roads between Bartley and Culbertson via McCook for hikers, equestrians, and mountain bicyclists. Trail branches to the north would utilize shoulders proposed for a county road to Medicine Creek Reservoir from Cambridge and along Highway 83 from McCook to Red Willow Dam. Alternatively, a greenway trail could be developed along the Red Willow Canal between Cambridge and Indianola.

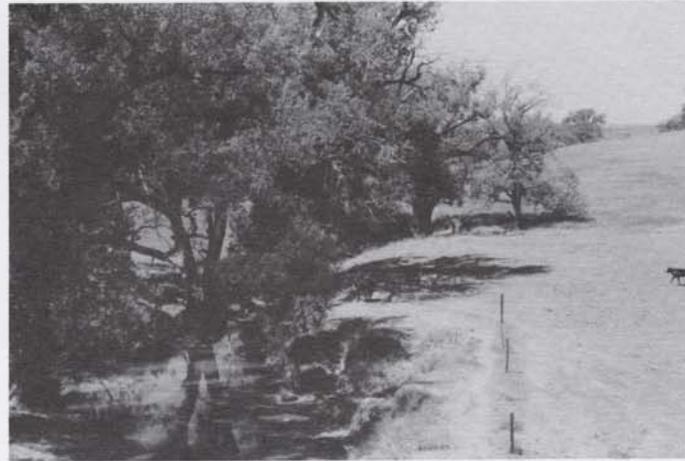
The trail spine divides at Culbertson, with a south leg following the Republican to Benkelman and a north leg along the Frenchman River to Imperial and Champion Mill. The Republican River leg proposes a multi-use trail between Culbertson and Swanson Reservoir at Stratton, including a trail around the lake. In addition, a greenway trail is proposed through historic Massacre Canyon, connecting the Republican and Frenchman Rivers. This may be done in conjunction with development of a Plains Indian Cultural Center project. The Frenchman River branch of the trail corridor follows US 6 northwest to Imperial, continuing on Spur 15A to Champion Mill. These segments could utilize proposed surface shoulders along Highway 6. However, the parallel Burlington Northern branch from Culbertson to Imperial in the Frenchman Valley is an important "rail-watch" corridor. This corridor may also be a candidate for rail-with-trail development, although such a project would require relatively frequent river crossings.



Opposite Page: Champion Mill. This State Historical Park near Imperial includes a functional water-powered mill along the Frenchman River. Its mill pond is still used for outdoor recreation.

Top: McCook's Sutton House, the only building in Nebraska designed by Frank Lloyd Wright.

Bottom: Benkelman, the birthplace of actor Ward Bond and home of the excellent Dundy County Museum.



Top: Massacre Canyon, site of the final inter-tribal battle between the Pawnee and Oglala Sioux tribes. The battle marked the final communal bison hunt for the Pawnee, who were later moved to a reservation in Oklahoma. The canyon is an important archeological site, including a Woodland village.

Bottom: Medicine Creek State Recreation Area near Cambridge.

MAJOR RESOURCES IN THE RED WILLOW CORRIDOR

■ **State Recreation Areas**

- Medicine Creek Reservoir
- Red Willow
- Swanson Reservoir
- Enders Reservoir
- Rock Creek

■ **State Historical Parks**

- Champion Mill

■ **Museums**

- George W. Norris Home (McCook)
- High Plains Museum (McCook)
- Chase County Museum (Imperial)
- Hitchcock County Museum (Trenton)

**Red Willow
Trails Development
Plan**

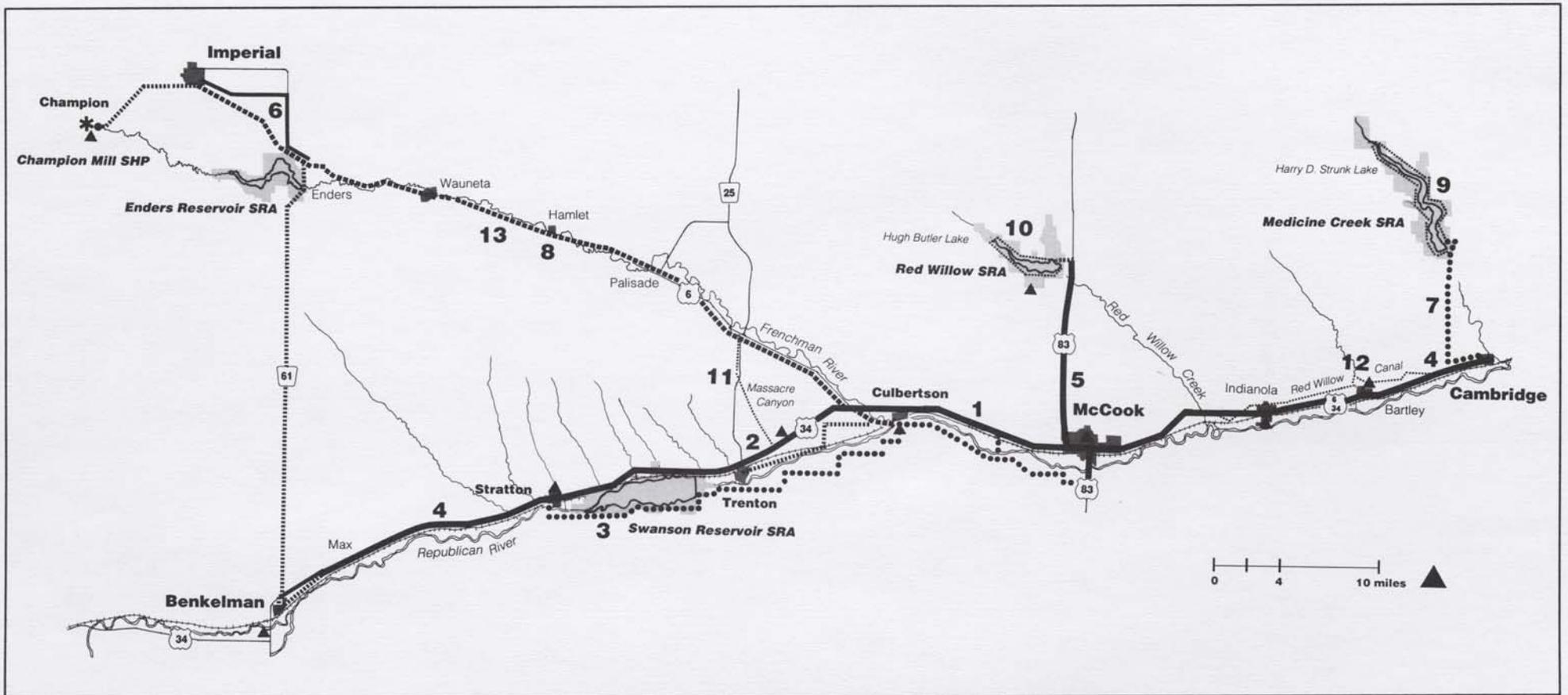


Above: The Burlington Northern branch to Imperial along the Frenchman River.

**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Cambridge	1,107
Bartley	339
Indianola	672
McCook	8,112
Culbertson	795
Trenton	656
Stratton	427
Max Benkelman	1,193
Palisade	381
Hamlet	60
Wauneta	675
Enders	
Imperial	2,007
Champion	--

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	McCook to Culbertson	13.6	Multi-Use	Trail on county road right-of-way on south bank of Republican River. Crossing to McCook on US 83 or county road.
2	Culbertson to Trenton	14.4	Multi-Use,	Trail on county road right-of-way at edge of Republican River Valley. Interconnection with routes through Massacre Canyon and Swanson Lake and to McCook. Possible integration with an Indian Cultural Center.
3	Swanson Trail, Trenton to Stratton	14.8	Multi-use	Trail on south shore of Swanson Reservoir, Trenton to Stratton. Incorporates proposed "Captain Eaton Trail."
4	US 6/34, Cambridge to Benkelman	76.0	Primary shoulder	May be enhanced by a greenway along Red Willow Canal from Indianola to Cambridge.
5	US 83, McCook to Red Willow Dam	11.2	Primary shoulder	
6	US 6/N-61, Enders Dam to Imperial	9.6	Primary shoulder	
7	County Road, Cambridge to Medicine Creek Dam	10.0	Secondary shoulder or multi-use trail	
8	US 6, Culbertson to Enders Dam	39.0	Secondary shoulder	Replaced by trail use in BN Imperial branch corridor.
9	Medicine Creek Trail	19.0	Greenway	Circumferential trail around Medicine Creek Reservoir
10	Red Willow Trail	10.8	Greenway	Circumferential trail around Red Willow Reservoir
11	Massacre Canyon Trail	7.2	Greenway	Greenway Trail through Canyon from Trenton to US 6/N-25. Should interconnect with Trenton-Culbertson trail segment.
12	Red Willow Canal	14.0	Greenway	Indianola to Medicine Creek Dam Road
13	BN, Culbertson to Imperial	47.8	Rail-Watch	Joint trail-with-rail potential.



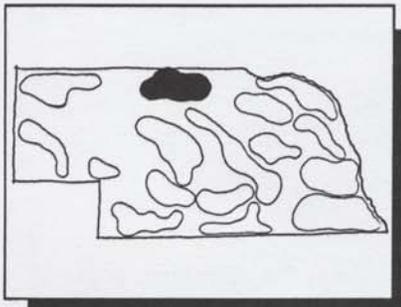
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Left: The High Plains Museum in McCook includes both a new building and the restored Carnegie Library. Norris Avenue, one of the state's most beautiful community streets, links Downtown McCook with the Sutton House, the historic George Norris House, and a city park. McCook enjoys daily Amtrak service, adding another type of access to the Red Willow Resource Corridor's many features.

Niobrara



The Niobrara Resource Corridor encompasses the distinctive environments of the Niobrara River, a designated National Scenic River, and the Sandhills. The corridor enhances the experience of canoeing and rafting on the Niobrara by providing opportunities to explore the surrounding countryside.

The Corridor's trails concept creates a loop between Valentine and Bassett. The south leg of the loop and key to realization of the plan is the "Cowboy Line" between Valentine and Bassett. This segment includes two breathtaking bridges: the Niobrara River



Bridge near Valentine and the Long Pine Creek Bridge at Long Pine. Because of tourism in the Valentine area, a trail segment from Valentine to Thatcher on the east side of the bridge would receive especially heavy use. The Cowboy Trail corridor generally follows Highway 20 from Thatcher to Ainsworth through the Sandhills.

Highway 12 forms the north leg of the loop, providing access to such features as Fort Niobrara National Wildlife Refuge, Smith Falls State Park, the Niobrara Preserve, and other facilities along the river. Trails development along either Highway 12 or Minnechadusa Creek would link Valentine to the Refuge and Cornell Bridge, the gateway to the Niobrara. Shoulder development east along Highway 12 to Norden, along with greenways linking the highway to the river, will provide improved recreational access to other features. The canoeable Niobrara River and greenways along the river define the central leg of this recreational loop. North-south road routes connect the three parts of the trail loop.

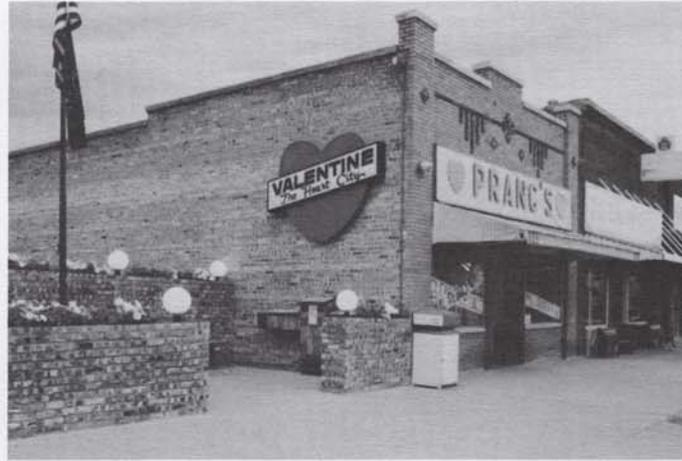
Other important trail opportunities include the Ainsworth Canal, linking Merritt Reservoir and the McKelvie National Forest with Ainsworth. The use of paved and unpaved maintenance roads along this corridor provides a superb exploration route through the unique Sandhills country. This canal route can be linked to Valentine by a road loop route formed by Highways 83 and 97 and Spur 16B.



Opposite Page: The Cowboy Line bridge over the Niobrara southeast of Valentine. This spectacular crossing will be a high point of the Cowboy Trail.

Top: Bassett Lodge in Bassett, a stream-lined-moderne building that serves visitors to the Sandhills region. Bassett is the eastern end of the Resource Corridor.

Bottom: The Sandhills countryside near the village of Springview.



Top: Valentine, the "capital" of the Niobrara region. The city provides varied visitor services, including galleries, unique shops, restaurants, and museums.

Bottom: A church in the town of Long Pine on the Cowboy Trail. Long Pine State Recreation Area is a popular place for outdoor activities. The Cowboy Trail crosses a canyon formed by Long Pine Creek over a spectacular high bridge.

MAJOR RESOURCES IN THE NIOBRARA CORRIDOR

■ **State Parks**

- Smith Falls State Park

■ **State Recreation Areas**

- Merritt Reservoir
- Long Pine
- Keller Park

■ **National Parks and Resources**

- Fort Niobrara National Wildlife Refuge
- Valentine National Wildlife Refuge
- Samuel R. McKelvie National Forest
- Niobrara National Scenic River

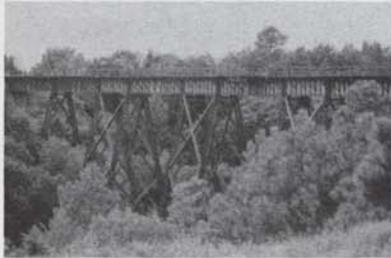
■ **Other Environmental Resources**

- Niobrara Preserve (The Nature Conservancy)

■ **Museums**

- Rock County Historical Society Museum (Bassett)
- Centennial Hall (Valentine)
- Cherry County Museum (Valentine)
- Sandhills Museum (Valentine)

**Niobrara
Trails Development
Plan**

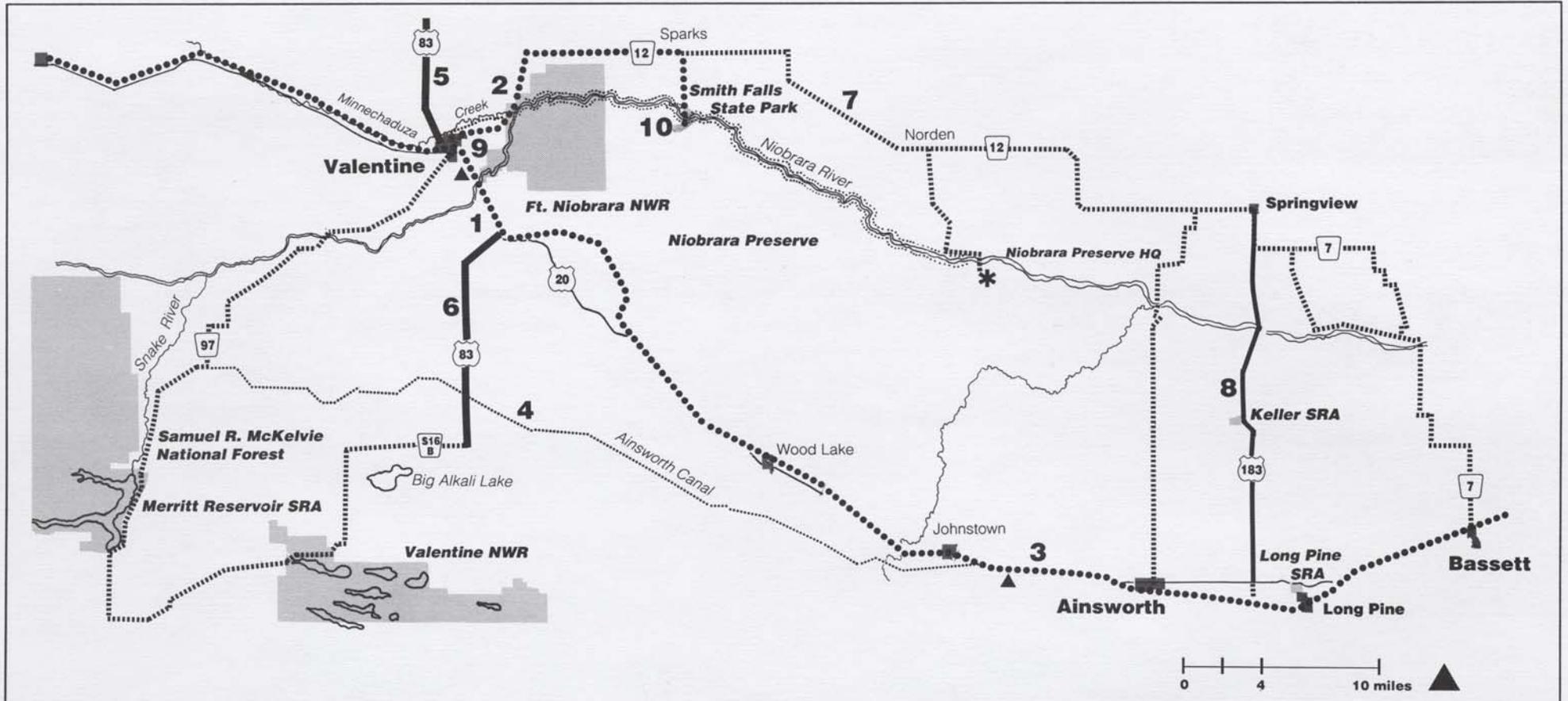


Top: A scenic high bridge carries the Cowboy Trail over Long Pine Creek.

Bottom: Minnechaduzza Creek between Valentine and the Fort Valentine National Wildlife Refuge. The creek offers an opportunity for a greenway connection between the city and the many natural resources of the National Wildlife Refuge.

Opposite page: The visitors center in Ainsworth, one of the many facilities that the region provides for tourists.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Valentine to Thatcher	5.6	Multi-Use	Cowboy Trail south of Valentine. Paved surface in heavy tourist areas crosses over the Niobrara River on railroad high bridge.
2	Valentine to Fort Niobrara	3.2	Multi-Use	Connection paralleling N-12 from Valentine to Ft. Niobrara National Wildlife Refuge and Cornell Dam. Alternative may be development of a paved or surfaced trail as part of Minnechaduzza Greenway Trail to Cornell Dam.
3	Bassett to Thatcher	57.6	Multi-Use	Cowboy Trail. Includes crossing over Long Pine Creek on high bridge.
4	Ainsworth Canal	43.6	Multi-Use or Greenway	Joint use of maintenance roads along canal between Merritt Reservoir and Ainsworth.
5	US 83, Valentine to Rosebud Reservation	9.2	Primary shoulder	Connection to South Dakota.
6	US 83, Valentine to S16B	12.4	Primary shoulder	
7	N-12, Cornell Dam to Norden	14.8	Secondary shoulder or multi-use trail	Secondary shoulders, interconnections to Smith Falls access road. Trail parallel to highway may be an alternative.
8	US 183, US 20 to Springview	20.0	Secondary shoulder	An improved trail or greenway may be a more cost effective alternative on this low traffic road.
9	Minnechaduzza Trail	3.2	Greenway	Valentine to Cornell Dam via Minnechaduzza Creek and trails within Fort Niobrara Refuge.
10	Niobrara Trail	16.8	Greenway	Trail connecting to N-12, proceeding south and east along Niobrara River on state park and The Nature Conservancy land, incorporating Smith Falls State Park.



Legend

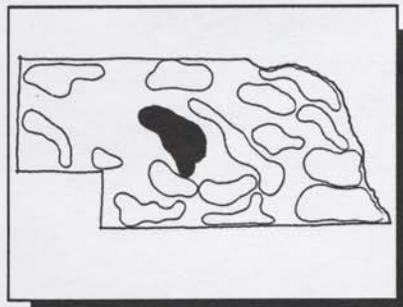
- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬▬ Designated Routes
- ⋯⋯⋯ Greenways
- ⋯⋯⋯ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Valentine	2,826
Springview	304
Wood Lake	59
Johnstown	48
Ainsworth	1,870
Long Pine	396
Bassett	739

Sandhills



The Sandhills Resource Corridor combines the Platte River and Interstate 80 corridors with the Nebraska's unique Sandhills. It introduces visitors to the Seven Valleys region of central Nebraska, the special environments of the Loup and Dismal Rivers, and the Bessey Forest of the Nebraska National Forest.

The trail concept for the corridor provides a linear spine with two loops. The southern loop connects with the Platte Canyons Resource Corridor and Interstate 80, providing alternate routes from Gothenburg and Cozad into the beautiful Seven Valleys region. These



loops are connected at the north by a Sandhills Trail, using the abandoned Union Pacific (Kearney and Black Hills) right-of-way between Callaway and Arnold, and at the south by a canal trail proposed for the Platte Canyons Corridor. The north-south legs of the loop utilize road routes along Highway 40 from Gothenburg to Arnold and the Cozad to Callaway road. The safe use of these relatively lightly travelled roads could be enhanced by providing secondary shoulders for bicycles.

The northern loop of the Sandhills Resource Corridor links Dunning and Mullen along Nebraska's famous Highway 2. The northern leg follows Highway 2 and includes a multi-use trail parallel to Highway 2 and the Middle Loup River from Dunning (at the convergence of the Highway 2 and Dismal River) to the Bessey Forest west of Halsey. The southern leg of the loop is formed by the scenic and remote Dismal River canoe trail. The legs of the loop are joined by Highway 97 south from Mullen.

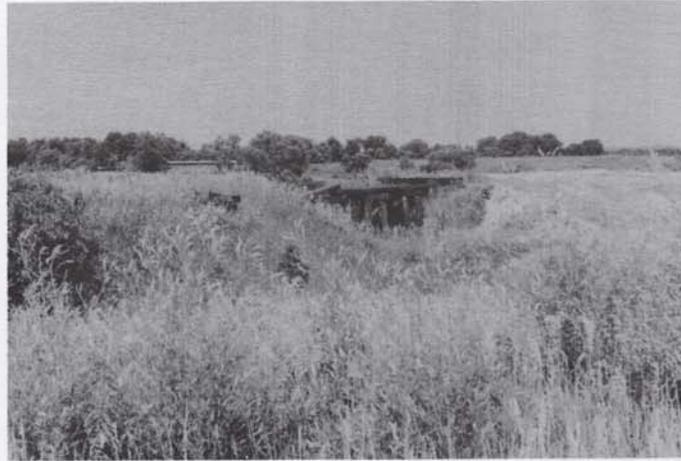
The northern and southern loops are linked by the Callaway-Broken Bow Road and Highway 2 from Broken Bow to Dunning. A spur link is designated to Victoria Springs from Anselmo. Greenway trails are proposed in the Bessey Forest, providing an overland link between the Middle Loup and Dismal Rivers. These greenways will use existing roads and trails. Private easements may be required to provide access to the Dismal River.



Opposite Page: The Sandhills near Callaway.

Top: Callaway's Seven Valleys Museum, providing a wealth of material on the settlement and development of this region of Nebraska.

Bottom: Broken Bow's Town Green. This public space is a focus for community activity in Custer County's largest community.



Top: Remains of a stream crossing on the former Kearney and Black Hills line between Callaway and Arnold. The Corridor's trails plan calls for the development of a multi-use trail on this corridor, parallel to the South Loup River.

Bottom: The Seven Valleys Greenway would include a trail through the valleys and canyons of this area between Cozad and Callaway.

MAJOR RESOURCES IN THE SANDHILLS CORRIDOR

■ **State Recreation Areas**

- Arnold Lake
- Victoria Springs

■ **National Parks and Resources**

- Bessey Ranger District, Nebraska National Forest

■ **Museums**

- Pony Express Station (Gothenburg)
- Sod House Museum (Gothenburg)
- Robert Henri Museum and Historical Walkway (Cozad)
- Seven Valleys Museum (Callaway)
- Custer County Historical Museum (Broken Bow)

**Sandhills
Trails Development
Plan**



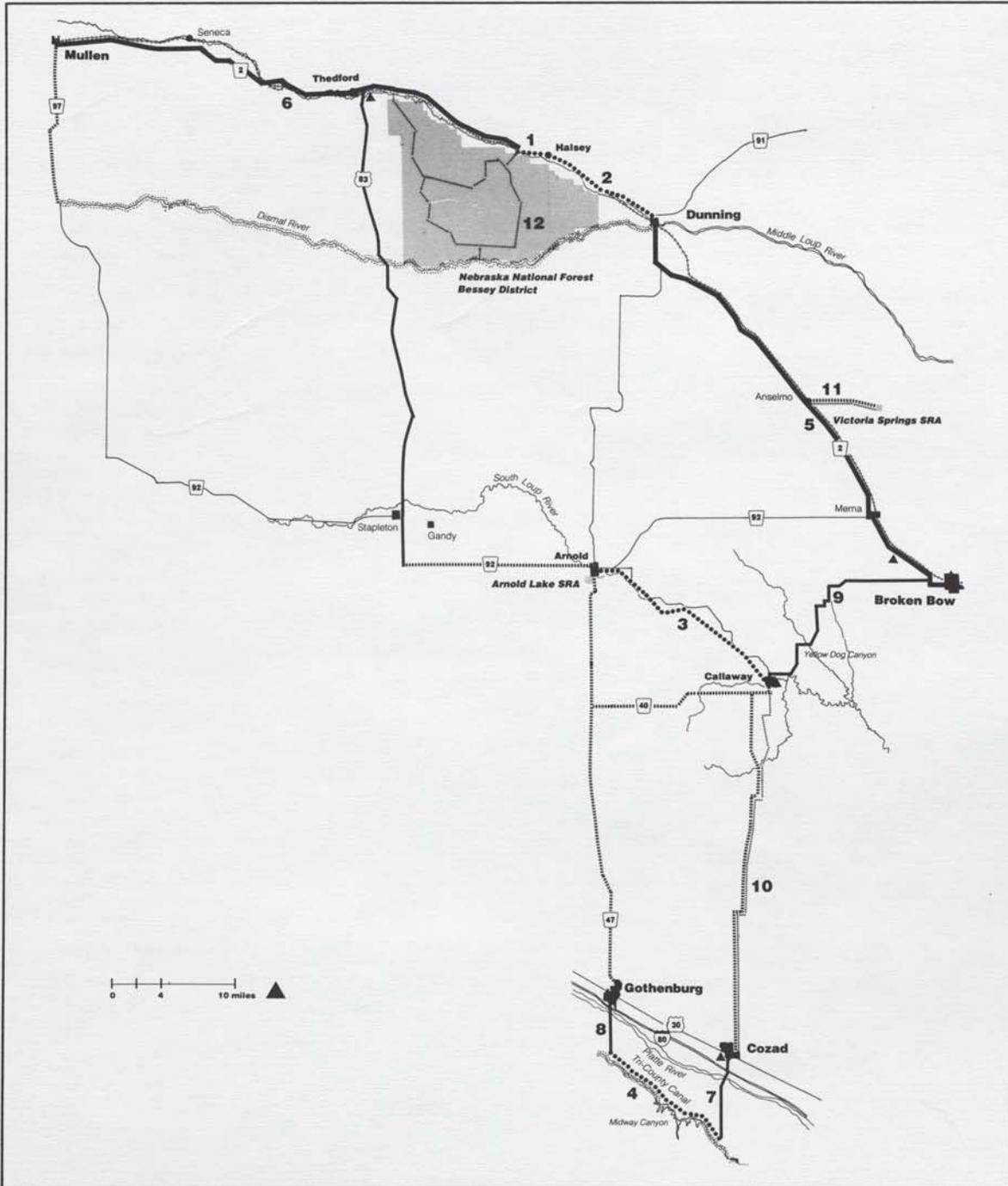
Above: The ranger tower at the Nebraska National Forest (Bessey Ranger District) near Halsey.

Opposite page top: The Dismal River. Bottom: The Middle Loup River.

**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Gothenberg	3,347
Cozad	4,022
Callaway	539
Arnold	679
Broken Bow	3,778
Merna	377
Anselmo	189
Dunning	131
Halsey	110
Thedford	243
Seneca	78
Mullen	554

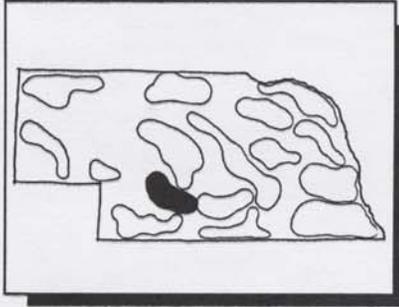
MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Halsey to Nebraska National Forest	2.4	Multi-Use	Connection via N-2 and Middle Loup to Forest. May be a paved route to accommodate multiple users and soil conditions.
2	Dunning to Halsey	10.0	Multi-Use	Trail parallel to N-2, connecting Dismal River Canoe Trail to Nebraska National Forest.
3	Callaway to Arnold	18.0	Multi-Use	Trail along former UP line through Sandhills. Abandonment complete but trace is visible in most places.
4	Tri-County Supply Canal	12.0	Multi-Use, Canoe	Component of Platte Canyons Corridor, incorporating Midway Lake.
5	N-2, Broken Bow to Dunning	42.0	Primary shoulder	On Priority Commercial System.
6	N-2, Nebraska National Forest to Mullen	41.0	Primary shoulder	On Priority Commercial System.
7	N-21, Cozad to Tri-County Canal	7.6	Secondary shoulder	Hiking and equestrian trails in Forest, N-2 to Dismal River.
8	N-47, Gothenburg to Tri-County Canal	4.8	Secondary shoulder	
9	County Road, Callaway to Broken Bow	20.4	Secondary shoulder	
10	County Road, Cozad to Callaway Seven Valleys Greenway	31.2	Greenway	Greenway through canyons, generally parallel to county road.
11	Spur 21A, Anselmo to Victoria Springs	6.0	Greenway	Greenway parallel to spur to connect town and state recreation area.
12	Nebraska National Forest	35.0	Greenway	Hiking and equestrian trails in Forest, N-2 to Dismal River. Will also include designated OHV routes.



Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬▬ Designated Routes
- ⋯⋯⋯ Greenways
- ⋯⋯⋯ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers

Platte Canyons



The Platte Canyons Resource Corridor incorporates the important and unique ecology of the Big Bend of the Platte River and the scenic canyons created by the south to north drainage patterns into the Platte. The corridor parallels the historic Platte River Road, the "superhighway" of the western emigrant trails.

The trail concept for the corridor proposes a loop between Lexington and North Platte, connecting with the Sandhills Resource Corridor at Cozad and Gothenburg. The northern leg of the loop follows the Central Irrigation District's Tri-County Supply Canal



from North Platte to Johnson Lake south of Lexington. The canal is currently open as a canoe trail. Use of the maintenance road as a multi-use trail would open the corridor to use by equestrians, hikers, and bicyclists. An upgrade of the trail surface may also accommodate road as well as fat-tired bicyclists. In the absence of a surface upgrade, road bicyclists are routed along primary shoulders on US Highway 30. North-south roads cross the Platte from the canal corridor to communities on the north side of the river.

The south leg of the loop is formed by the Highway 23/Burlington Northern corridor between Elwood and Maywood. This leg crosses the headlands of the north-south canyons. The lightly used BN line is designated a rail-watch corridor. It provides an additional opportunity for trail-with-rail joint development in the corridor. Unpaved county roads connect the two legs of the loop through the canyons between Moorefield and Brady, and Curtis and Maxwell.

The loop's ends are defined by US Highway 283 between Lexington and Elwood, and US 83 between Maywood and North Platte. The plan proposes a multi-use trail between popular Johnson Lake and Lexington parallel to US 183. Primary shoulders are proposed for the other segments of these highway links.



Opposite Page: The Platte Canyons near Farnam.

Top: The Historical Walkway in Cozad. This walkway links the Robert Henri Museum with Cozad's Central Park and Pony Express Station.

Bottom: The Nebraska College of Technical Agriculture in Curtis. Curtis is the largest town west of Elwood along the Resource Corridor's southern leg.



Top: Fort McPherson National Cemetery near Maxwell.

Bottom: The reconstructed Pony Express Station in Gothenburg's Ehman Park. The station was used by the Pony Express from 1860 to 1861 and later served as a stop for the Overland Stage. Gothenburg also provides a variety of visitor services as well as Lake Helen Park and a connection to the Sandhills Resource Corridor.

MAJOR RESOURCES IN THE PLATTE CANYONS CORRIDOR

■ **State Recreation Areas**

- Johnson Lake
- Gallagher Canyon
- Lake Maloney

■ **State Historical Parks**

- Buffalo Bill's Ranch

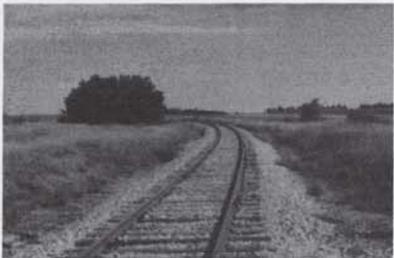
■ **National Parks and Resources**

- Fort McPherson National Cemetery

■ **Museums**

- Pony Express Station (Gothenburg)
- Sod House Museum (Gothenburg)
- Robert Henri Museum and Historical Walkway (Cozad)
- Dawson County Historical Museum (Lexington)

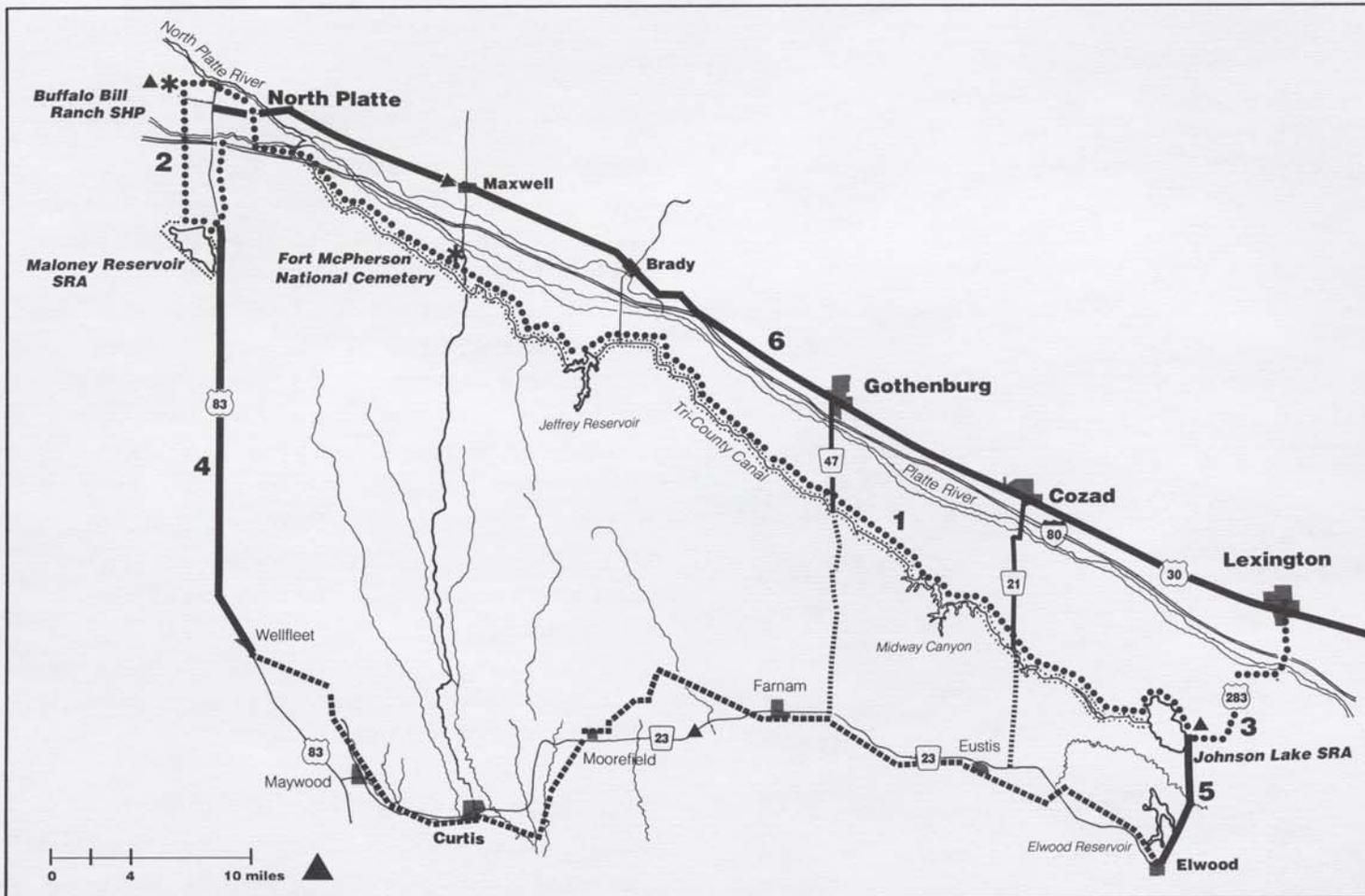
**Platte Canyons
Trails Development
Plan**



Top: The Tri-County Supply Canal south of North Platte. This inland waterway accommodates canoeing and boating. Canal maintenance roads can also serve overland recreation. The canal would carry the route of the American Discovery Trail through this part of the state.

Bottom: The Burlington Northern west of Elwood provides a trail-with-rail joint use opportunity.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Tri-County Supply Canal, North Platte to Johnson Lake	60.8	Multi-Use/ Greenway	Opening and improvement of supply canal maintenance road for recreation use; potential users include hikers, mountain bikes, and equestrians. Canal Trail may be upgraded to multi-use trail standards to accommodate road bicycles .
2	North Platte Trails	55.0	Multi-use	Community and regional trails system, using canal roads, existing roads, and new multi-use trails. Regional element of system connects Maloney Reservoir and Tri-County Canal to North Platte
3	Lexington to Johnson Lake	11.2	Multi-Use	Trail parallel to US 283 from Lexington to Johnson Lake Recreation Area. Trail could extend south to Elwood as part of a multi-use trail along the Elwood to Wellfleet BN corridor.
4	US 83, Wellfleet to North Platte	26.0	Primary shoulder	On Priority Commercial System.
5	US 283, Lexington to Elwood	15.0	Primary shoulder	On Priority Commercial System.
6	US 30, North Platte to Lexington	56.0	Primary shoulder	On Priority Commercial System.
7	BN, Wellfleet to Elwood	60.0	Rail-Watch corridor	Potential joint trail-with-rail development, using crossings of parallel Highway 23 when possible.



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
North Platte	22,605
Maxwell	285
Brady	331
Gothenburg*	3,347
Willow Island	
Cozad*	4,022
Wellfleet	63
Maywood	313
Curtis	791
Moorefield	52
Farnam	204
Eustis	452
Elwood	679
Lexington	8,544

* Connection with Sandhills Resource Corridor

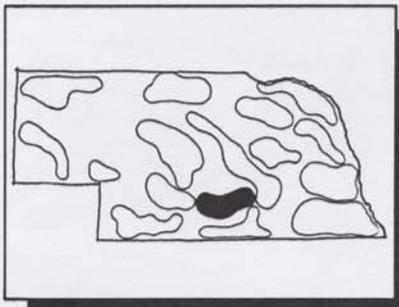
Legend

- Multi-Use Trails
- ▬▬▬▬ Shoulders
- ▬▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



Left: Elwood, the county seat of Gosper County. The town is located south of Elwood Reservoir and Johnson Lake.

Big Bend



The Big Bend Resource Corridor focuses on one of America's most distinctive environments and wildlife habitats - the Big Bend Region of the Platte River. The Big Bend corridor is the "bottleneck" of the flyway of the sandhills crane and other birds. The seasonal visits of the cranes to the wetlands and shallow waters of the Big Bend attract naturalists from around the country. The Big Bend also incorporates the historic Platte River Road and continues to be a major transportation corridor. The Big Bend Resource Corridor's trails concept utilizes existing roads and trails between Lexington and Grand Island to form



an interconnected system. A major trail route utilizes a county road from Lexington and Johnson Lake. This road parallels the Platte and is adjacent to the river at the Phelps-Kearney County line. Between Highways 10 and 44, the road becomes paved State Spur 50A, leading past Fort Kearny State Historical Park and Recreation Area. An existing 1.8 mile multi-use rail-trail connects the park to Interstate 80, crossing the Platte River. Proposed extensions will expand the trail to Kearney's Cottonmill Park and Windmill State Recreation Area at Gibbon. Other parts of the county road system south of the main route should become a "district of roads" permitting equestrian use. The trail corridor continues along county roads to Prosser and connects with the Central Resource Corridor at Doniphan. US 30 provides an alternative route on the north side of the Platte for bicycle tourists.

The trail corridor includes a loop through Holdrege and Minden, using Highways 44, US 6/34, and 10. The development of a greenway parallel to the Phelps County Canal could connect Lexington with Holdrege, with an extension to Minden. Finally, efforts should proceed to develop greenways along as much of the Platte River as possible. This effort should include trails development by private or public organizations that acquire or control habitat land along the river, or through negotiation of private easements. These trails should have minimum impact and may be closed during the crane migration season.



Opposite Page: The Big Bend region of the Platte River. This area is a stopping point for Sandhills Cranes on their semi-annual migrations.

Top: Fort Kearny State Historical Park. The fort was conceived in 1844 as a strategic link in a chain of posts protecting the Oregon migration.

Bottom: The Museum of Nebraska Art in Kearney, displaying work of over 250 Nebraska artists.



Top: Downtown Lexington. Lexington is the hometown for Johnson Lake State Recreation Area and hosts the Dawson County Historical Museum.

Bottom: Cottonmill Park in Kearney. This park and lake were originally developed during the 1930's. A trail along the Kearney Canal links the park to Lake Kearney and the University of Nebraska at Kearney campus. Future plans will extend the trail east to Fort Kearny and Windmill State Recreation Area.

MAJOR RESOURCES IN THE BIG BEND CORRIDOR

■ State Recreation Areas

- Johnson Lake
- Sandy Channel
- Union Pacific
- Fort Kearny
- Windmill
- Cheyenne
- War Axe

■ State Historical Parks

- Fort Kearny

■ Museums

- Dawson County Historical Museum (Lexington)
- Chevyland USA (Elm Creek)
- Stuhr Museum of the Prairie Pioneer (Grand Island)
- Grand Isle Heritage Zoo (Grand Island)
- Fort Kearny Museum (Kearney)
- Museum of Nebraska Art (Kearney)
- Walker Art Gallery (Kearney)
- Trails and Rails Museum (Kearney)
- The Frank House (Kearney)
- Pioneer Village (Minden)
- Phelps County Historical Museum (Holdrege)

Big Bend Trails Development Plan



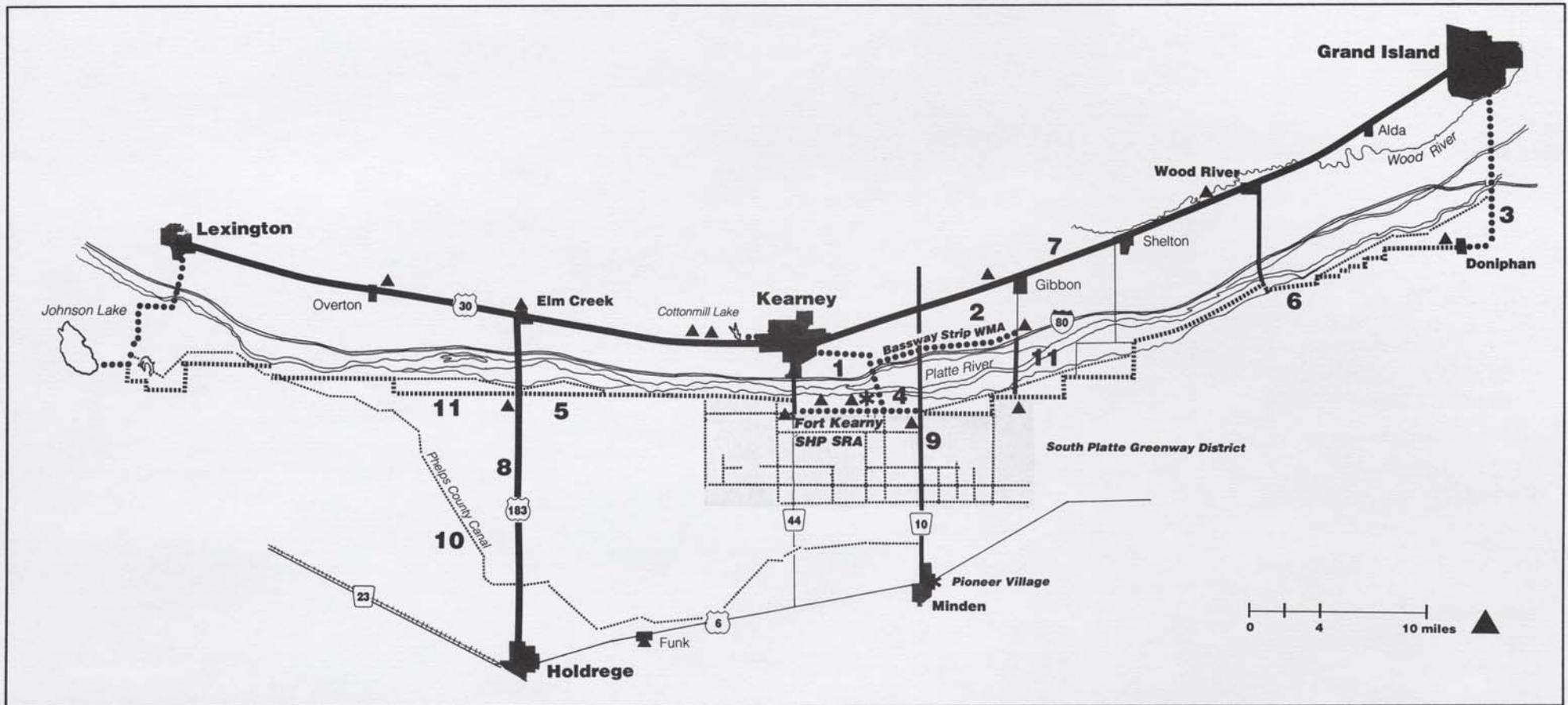
Above: Phelps County Canal, linking Johnson Lake to Holdrege and Minden.

RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Lexington*	8,544
Overton	665
Elm Creek	852
Odessa	
Kearney	24,396
Gibbon	1,525
Shelton	954
Wood River	1,156
Alda	540
Holdrege	5,671
Funk	198
Axtell	707
Minden	2,749
Doniphan*	736
Grand Island*	39,487

* Connection with Platte
Canyons Resource Corridor

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Fort Kearny Trail, Fort Kearny SRA to Cottonmill Park	9.2	Multi-Use	Extension of existing rail-trail through Kearney to Cottonmill Park.
2	Fort Kearny Trail, Fort Kearny SRA to Windmill SRA	8.2	Multi-Use	Parallel to I-80 through Bassway Strip State Wildlife Management Area.
3	Doniphan Trail	12.0	Multi-Use	Trail via Locust Street from Doniphan to Grand Island, included in Central Resource Corridor.
4	Spur 50A, N-44 to N-10	7.0	Multi-Use	Link between two highways and Ft. Kearny State Historical Park and Recreation Area on south bank of Platte River.
5	County Road, Lexington to N-44	42.0	Designated unpaved	Upgrade of gravel roads. Includes designation of a district of county roads in Kearney vicinity for equestrian and other recreational uses.
6	County Roads, N-10 to Doniphan	38.0	Designated unpaved	Upgrade of gravel roads. Includes designation of a district of county roads for equestrian and other recreational uses. Connection with Central Resource Corridor at Doniphan.
7	US 30, Lexington to Grand Island	76.0	Primary shoulder	On Priority Commercial System. Alternate to county roads for road bicycles.
8	US 183, Elm Creek to Holdrege	18.0	Primary shoulder	On Priority Commercial System.
9	N-10, Minden to US 30	15.0	Secondary shoulder	Shoulders developed from Minden to US 30.
10	Phelps County Canal	54.8	Greenway	Joint trail development along canal corridor from Johnson Lake to Holdrege and Minden.
11	Platte River Greenway	24.8	Greenway	Low-impact trails may be developed incrementally through acquisition of lands by nonprofit and public agencies, such as the Crane Trust and The Nature Conservancy. Trail use may be prohibited during migration seasons.



Legend

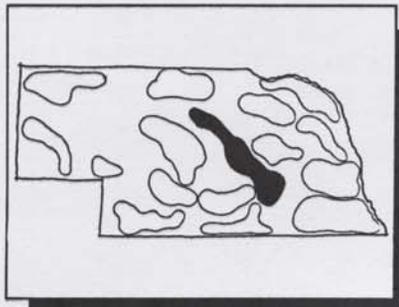
- Multi-Use Trails
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- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



The Platte River is a national treasure. The Big Bend area of the Platte is particularly important because it is the crossroads of North America. Here the east-west human transportation corridor crosses the north-south migration route of the continent's birds and animals.

*- Allan Jenkins
 University of Nebraska at
 Kearney*

Central



The Central Resource Corridor is an expansive system of attractions and communities, uniting south-central Nebraska with the austere beauty of the northern sandhills of the Calamus River Valley. On the way, the corridor crosses the Platte Valley and the hill country of central Nebraska, and follows the scenic North Loup Valley.

The trail concept for the Central Resource Corridor proposes a linear system defined in large part by the Loup and Calamus River Valleys. It consists of two major loops: a southern loop that encircles the Platte Valley



and extends to Aurora and Central City, and a northern loop in the hills above the Loup River system, connecting St. Paul, Loup City, and Ord.

The southern loop begins at Hastings, with a trail link to Grand Island, utilizing a Union Pacific or highway right-of-way to Doniphan. North of Doniphan, a trail should be developed parallel to Locust Street, leading into Grand Island's proposed bicycle system. The other legs of the loop include paved and unpaved county roads from Hansen to Aurora via Trumbull and Giltner, shoulders along Highway 14 to Central City, and county roads from Central City to St. Libory. A lightly travelled BN line connecting Hastings, Aurora, and Central City is an important rail-watch corridor for future trail development.

The northern loop forms a triangle defined generally by Highway 11 between Dannebrog and Ord in the Loup Valley, Highway 70 from Ord to Loup City, and Highway 92 from Loup City to St. Paul. Trail proposals include an extension of the Dannebrog Bike Trail to St. Paul along an abandoned UP right-of-way, a link between Ashton, Loup City, and Sherman Reservoir, and a rail-watch corridor along the UP Loup Valley line from St. Libory to Ord. To the north, a proposed North Loup Trail would link Burwell and Ord using an abandoned but intact BN right-of-way. North of Burwell, the trails plan includes paved roads on both sides of Calamus Reservoir, and the Calamus River canoe trail north to Highway 7.



Opposite Page: A pastoral scene in the Central Resource Corridor.

Top: Ord, founded in 1874, combines attractive architecture and a strong commercial center with a scenic North Loup River location. It is the southern terminus of the proposed North Loup Trail.

Bottom: A church in Trumbull, between Aurora and Hastings on a proposed trail-with-rail link.



Top: Howard County Historical Village in St. Paul, county seat of Howard County and hometown of Hall of Fame pitcher Grover Cleveland Alexander.

Bottom: Nebraska's Big Rodeo grounds at Burwell, a center of summer rodeo and county fair activity. Burwell is located at the confluence of the North Loup and Calamus Rivers and is the service center for Calamus Reservoir.

MAJOR RESOURCES IN THE CENTRAL CORRIDOR

■ **State Recreation Areas**

- Mormon Island
- Hord Lake
- North Loup
- Sherman Reservoir
- Calamus

■ **State Historical Parks**

- Fort Hartsuff

■ **Museums**

- Hastings Museum , McDonald Planetarium, and Lied IMAX Theater (Hastings)
- Stuhr Museum of the Prairie Pioneer (Grand Island)
- Grand Isle Heritage Zoo (Grand Island)
- Garfield County Historical Museum (Burwell)
- Nebraska's Big Rodeo Grounds (Burwell)
- Howard County Historical Village (St. Paul)

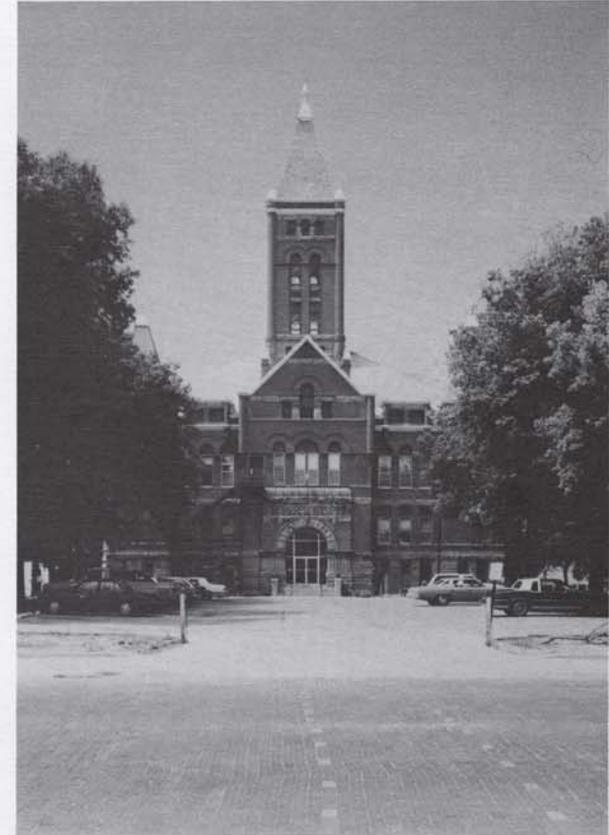
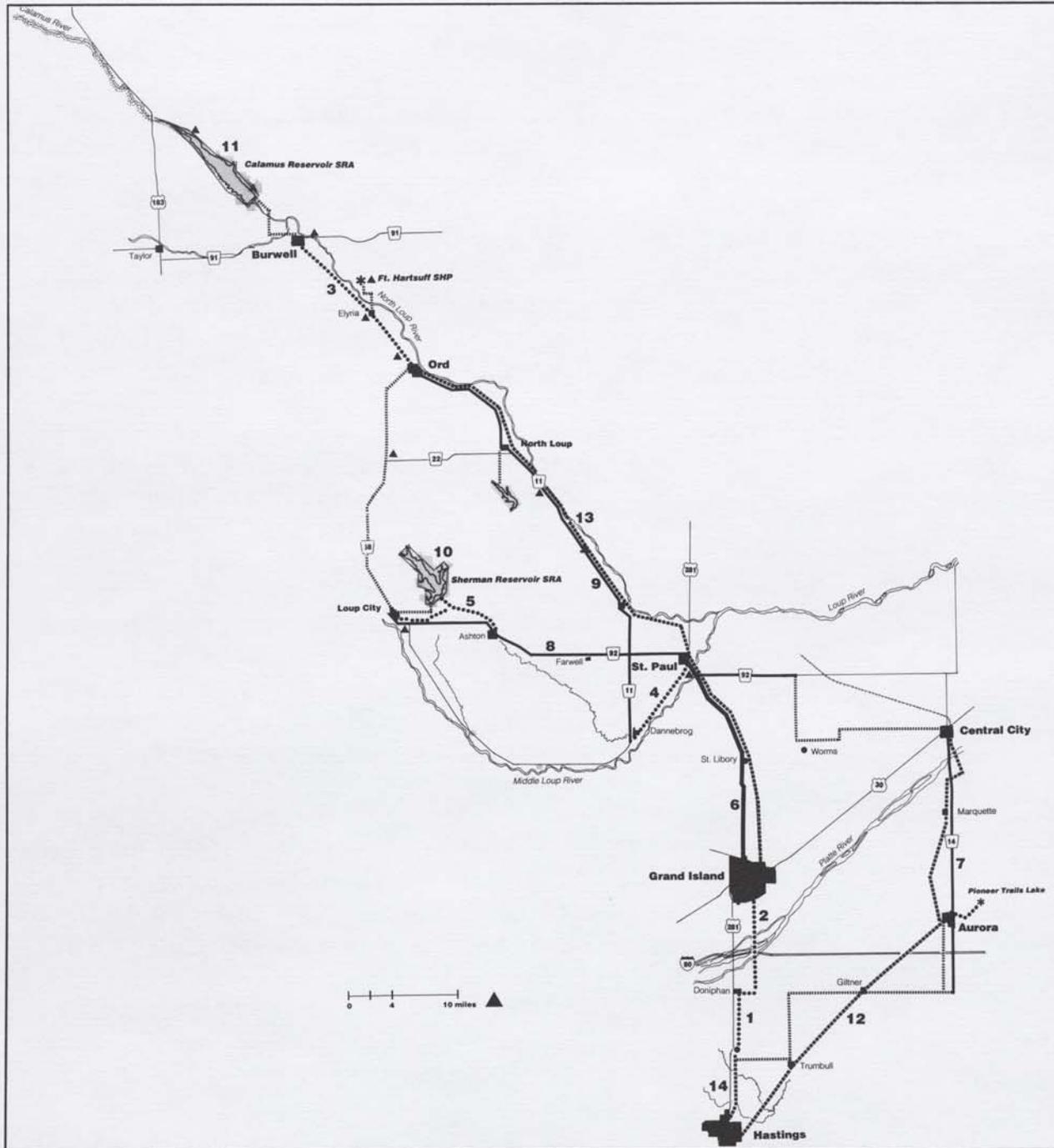
**Central
Trails Development
Plan**

**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Hastings	22,837
Doniphan*	736
Trumbull	225
Giltner	367
Aurora	3,810
Grand Island*	39,487
Central City	2,868
St. Libory	
Dannebrog	324
St. Paul	2,009
Elba	221
Cotesfield	60
Scotia	318
North Loup	361
Ord	2,481
Farwell	152
Ashton	251
Loup City	1,104
Elyria	61
Burwell	1,278

* Connection with Big Bend Resource Corridor

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Hansen to Doniphan	5.2	Multi-Use	Rail-trail conversion along BN from Hansen to Doniphan. Interim use of US 281 shoulders.
2	Doniphan to Grand Island	11.2	Multi-Use	Trail along extension of Locust Street to Doniphan. Link to proposed Grand Island trails system.
3	North Loup Trail: Ord to Burwell	16.0	Multi-Use	Rail-trail along former BN Route on North Loup River; connection to Fort Hartsuff.
4	Dannebrog to St. Paul	8.0	Multi-Use	Rail-trail along abandoned UP/Middle Loup route. Trace is retained in many places.
5	Ashton to Sherman Reservoir via Loup City	11.2	Multi-Use	Rail-trail along abandoned BN to Loup City and parallel to county roads from Loup City to Sherman; rail corridor availability is uncertain. Alternatively, trail along county roads from Loup City to Sherman Reservoir.
6	US 281, Grand Island to St. Paul	23.0	Primary shoulder	On Priority Commercial System.
7	N-14, Aurora to Central City	17.0	Secondary shoulder	Shoulders present on most of segment.
8	N-92, St. Paul to Ashton, Loup City	28.0	Secondary shoulder	Shoulders present from St. Paul to N-11.
9	N-11, Dannebrog to Ord	43.0	Secondary shoulder	Parallel rail-watch corridor on BN.
10	Sherman Reservoir	18.4	Greenway	Circumferential trail.
11	Calamus Reservoir	21.6	Greenway	Complement to circumferential roads.
12	BN, Hastings to Central City via Aurora	46.0	Rail-Watch or Trail-with-Rail	Ultimate alternative to county road routing on southern corridor loop.
13	UP, St. Paul to Ord	39.0	Rail-Watch or Trail-with-Rail	UP North Loup Valley line parallel to N-11. Possible trail-with-rail corridor.
14	UP, Hastings to Hansen	6.4	Rail-Watch	Completes Hastings to Grand Island Trail.

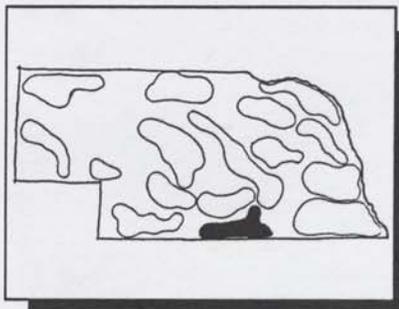


Above: Hamilton County Courthouse in Aurora, designed in 1895 by William Gray.

Legend

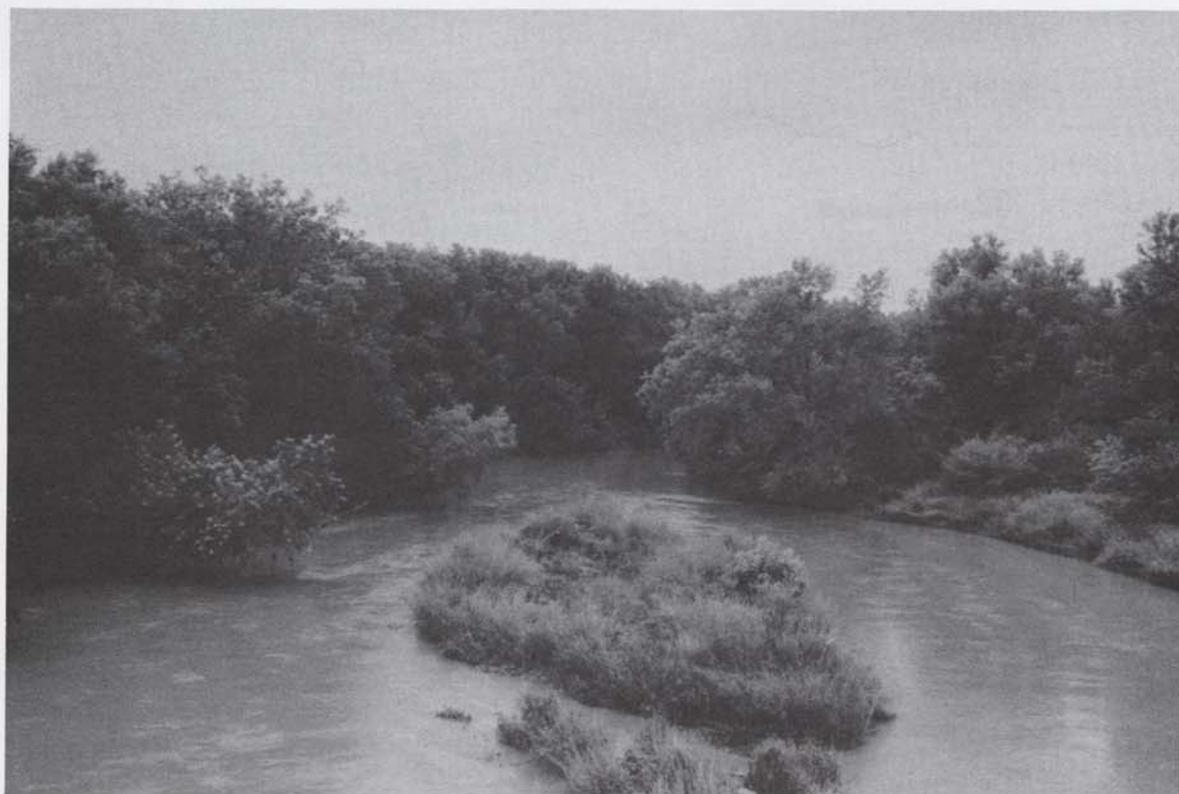
- Multi-Use Trails
- ▬▬▬ Shoulders
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- Greenways
- ~ Canoe Trails
- ▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers

Republican Valley



The Republican Valley Resource Corridor follows the rolling countryside that inspired the writings of Nebraska's most famous author, Willa Cather. In addition to the beauty and rich history of the land, the Corridor offers major water recreational opportunities, including Harlan County Lake and the Republican River Canoe Trail. The Corridor displays the potential of a multi-dimensional trails system.

The Republican Valley Resource Corridor proposes a linear corridor extending from Superior to Alma and Harlan County Lake.



The concept includes a northern connection to the Central Resource Corridor at Hastings.

The dual spines of the Corridor are formed by the Republican River, a designated canoe trail from Harlan County Lake to Guide Rock, and the Burlington Northern right-of-way. Abandonment is pending on a key segment of the railroad between Red Cloud and Franklin, a link of great importance because of its association with historic Webster County. Rail operations continue between Franklin and Alma, and Red Cloud and Superior. However, monitoring the status of these lightly used branches should continue for future trail use potential. The resulting Willa Cather Trail from Superior to Alma could become one of America's finest multi-use trails.

US Highway 136 and unpaved roads between Riverton and Republican City provide alternative interim routes. While less desirable than multi-use trails development, shoulders along US 136 would also accommodate bicyclists.

Shoulder development along US 281 from Red Cloud to Hastings would accommodate recreational use. A BN rail line from Amboy to Hastings is designated as a rail-watch corridor. Long-term rail-trail or trail-with-rail development should occur along this corridor. Parallel county roads provide other north-south alternative routes to Hastings.



Opposite Page: The Republican River between Superior and Red Cloud.

Top: Superior at the eastern end of the Corridor. The town features excellent Victorian-style architecture and promotes trolley tours of its historic sites.

Bottom: The Republican City Dinner Theater at the new town site near Harlan County Lake. Students from the University of Nebraska at Kearney act at the theater.



Top: Harlan County Lake, one of the state's largest bodies of water, is a popular recreational resource. The towns of Alma and Republican City provide supporting services.

Bottom: Red Cloud, famous as the home of Willa Cather. The town features the Willa Cather Center and Thematic Group. The Thematic Group includes 26 buildings and four historic districts in Webster County.

MAJOR RESOURCES IN THE REPUBLICAN VALLEY CORRIDOR

■ **State Recreation Areas**

- Crystal Lake

■ **National Parks and Resource Areas**

- Harlan County Lake

■ **Museums**

- Willa Cather Historical Center and Interpretive Group (Red Cloud)
- Webster County Historical Museum (Red Cloud)
- Franklin County Historical Museum (Franklin)

NATURAL HISTORY ON THE REPUBLICAN

The Republican River is a natural museum for prehistory buffs, with a virtual showcase of the past preserved in its banks and those of its tributaries. At Harlan County Reservoir, we can examine life as far back as 100 million years ago, where the actual bed of the shallow ocean that once covered this continent is visible as a black layer of shale in the reservoir's banks.

- NEBRASKAland's Nebraska Rivers, 1983.

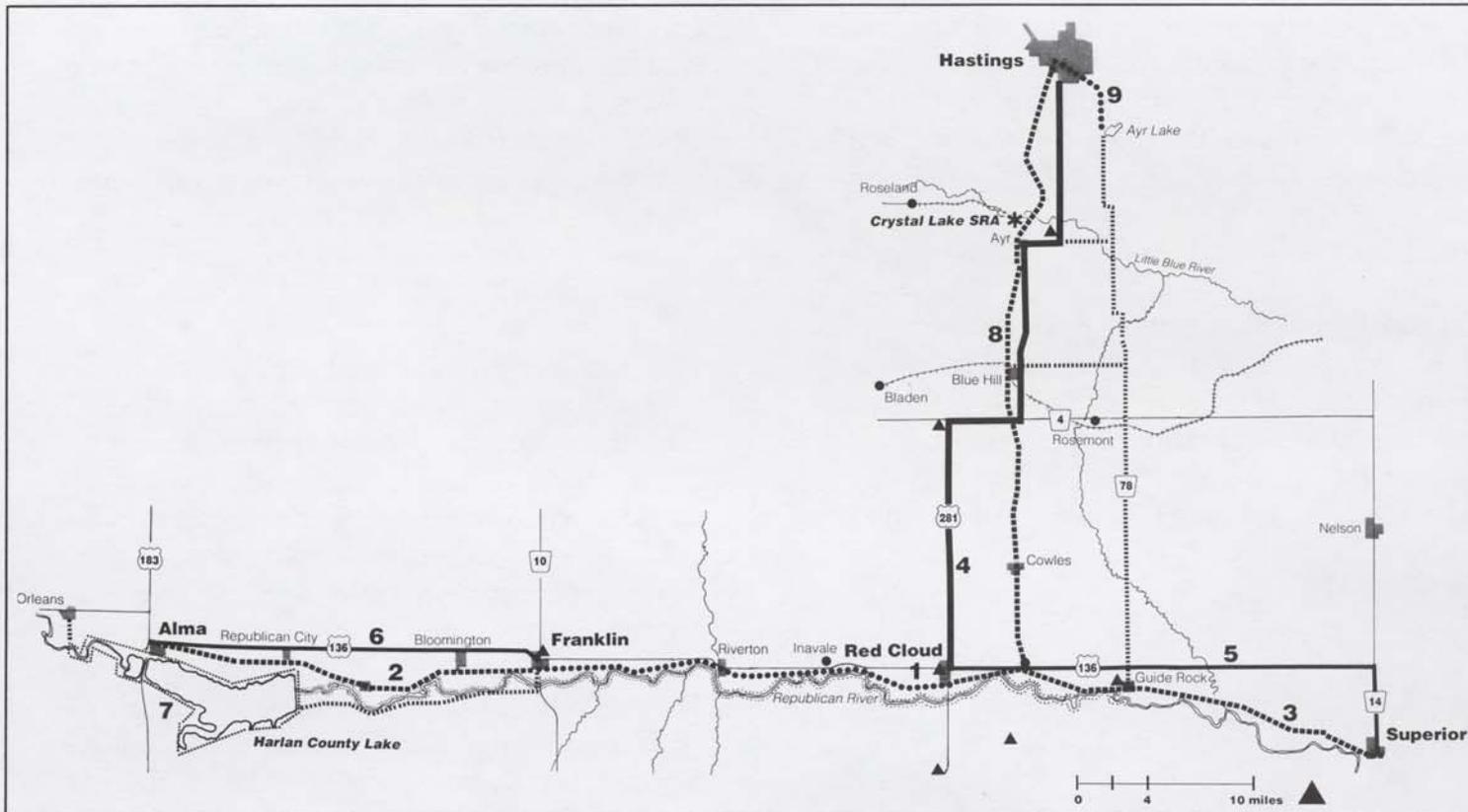
Republican Valley Trails Development Plan



Top: The Burlington Northern line between Red Cloud and Franklin, a prospective rail-trail of major historical and scenic importance.

Bottom: The BN route near Harlan County Reservoir.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Willa Cather Trail: Red Cloud to Franklin	24.0	Multi-Use	Use of pending BN abandonment for trail in Republican River Valley. High priority opportunity.
2	BN, Franklin to Alma	23.0	Rail-Watch; ultimate development of a Multi-Use Trail.	Westward extension of Willa Cather Trail's core segment, providing link to Harlan County Lake. May include trail-with-rail development.
3	BN, Superior to Red Cloud	24.0	Rail-Watch; ultimate development of a Multi-Use Trail.	Eastward extension of Willa Cather Trail's core segment. May include trail-with-rail development.
4	US 281, Red Cloud to Hastings	38.0	Primary shoulder	On Priority Commercial System.
5	US 136, Red Cloud to N-14	24.0	Secondary shoulder	Shoulders to point north of Superior. Should be developed only if trail development on BN corridor from Red Cloud to Superior is impossible.
6	US 136, Franklin to Alma	22.0	Secondary shoulder	Should be developed only if trail development on BN corridor from Franklin to Alma is impossible.
7	Harlan County Lake	36.0	Greenway	Continuous trail along perimeter of Harlan County Lake.
8	BN, Lester Junction (Amboy) to Hastings	37.0	Rail-Watch	Potential trail-with-rail joint use corridor.
9	Ayr Lake to Hastings	4.8	Multi-Use	Use of abandoned UP right-of-way.



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Superior	2,397
Guide Rock	290
Red Cloud	1,204
Inavale	
Riverton	162
Franklin	1,112
Bloomington	129
Naponee	97
Republican City	199
Alma	1,226
Blue Hill	810
Ayr	101
Hastings*	22,837

* Connection with Central Resource Corridor

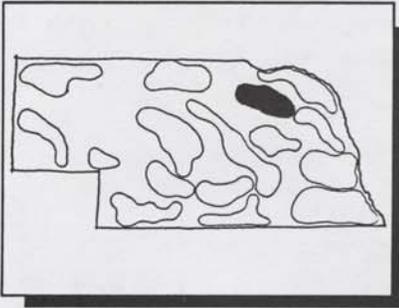
Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



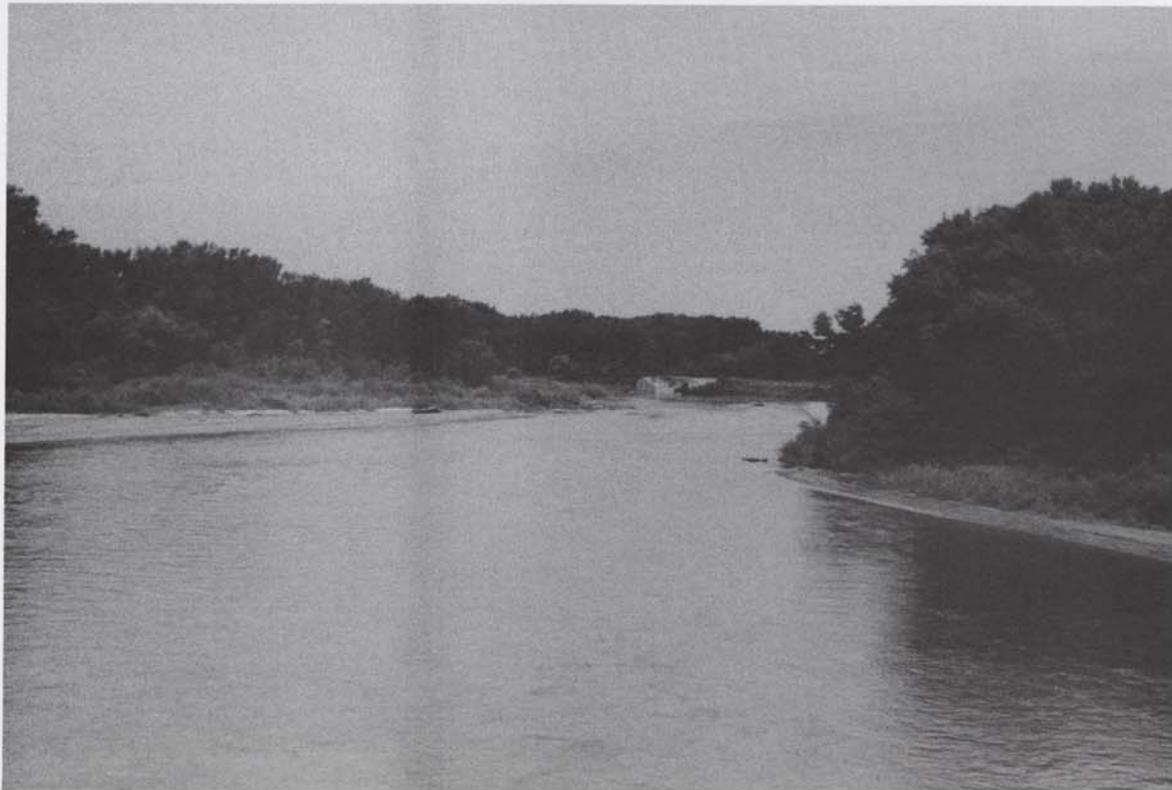
Left: Alma on the shore of Harlan County Lake. This home base for visitors to the Lake is one of the area's oldest communities. In 1988, the Chamber of Commerce purchased and rehabilitated its Art Deco-style Parrot Theater.

Upper Elkhorn



The Upper Elkhorn Resource Corridor focuses on the history and environment of the Elkhorn Valley above Norfolk. Its highlights include the relationship of the river, the railroad, and pioneer settlement in this important region of the state. The corridor also includes prehistoric fossil beds and northeast Nebraska's only zoo.

The trails concept for the Upper Elkhorn Resource Corridor proposes a loop between Norfolk and O'Neill. A key part of the concept will be the development of the multi-use Cowboy Trail between Norfolk and O'Neill through Neligh. This Elkhorn Valley route is



ideal for phased trails development between Norfolk and Neligh because of the location of towns along the corridor. In addition, parallel US 275 has surfaced shoulders and could serve recreational users during trail development. If short-line rail operations are retained on the "Cowboy Line," a trail-with-rail joint use corridor should be developed.

The Corridor provides opportunities for adaptive reuse of historically significant buildings. Both trailheads at Norfolk and O'Neill include historic railroad depots. The block of adjacent historic commercial buildings at Norfolk provide opportunities for development of a specialty retailing and service district.

The north leg of the loop utilizes US Highway 20 and State Highway 13 between O'Neill and Norfolk. US 20 between O'Neill and Plainview is on the Priority Commercial System. Highway 13 furnishes shoulders between Norfolk and Pierce, which should be extended to Plainview. This northern leg provides access to Ashfall State Historical Park near Orchard and the Northeast Nebraska Zoo at Royal. The parallel Burlington Northern line east of O'Neill is an important rail-watch corridor. A trail-with-rail or rail-trail conversion, together with the Cowboy Trail, creates a cross-state trail from Sioux City to the Nebraska-Wyoming border. The possible use of this line is also a part of the trails concept for the Lewis and Clark Resource Corridor.



Opposite Page: The Elkhorn River west of Norfolk.

Top: The New Moon Theater in Neligh. The community features historic Neligh Mill, a superb riverfront, and a revitalized town center.

Bottom: O'Neill, the Irish capital of Nebraska. The Downtown law office of former Congressman Moses Kinkaid has been developed as an interpretive museum.



Top: Center Street Baking Company in Tilden on the Cowboy Trail. Nearby is Richie Ashburn Field, named after the Philadelphia Phillie's star outfielder who is a native of the town.

Bottom: Norfolk's Chicago and North Western depot. Development of the Cowboy Trail could encourage development of this historic building and the surrounding First Street commercial district.

MAJOR RESOURCES IN THE UPPER ELKHORN CORRIDOR

■ **State Recreation Areas**

- Willow Creek

■ **State Historical Parks and Museums**

- Ashfall Fossil Beds
- Neligh Mill

■ **Museums**

- Antelope County Historical Museum (Neligh)
- Pierce Museum (Pierce)
- Northeast Nebraska Zoo (Royal)

O'NEILL ON THE ELKHORN VALLEY

"The most remarkable aspect of the river and its valleys is their uniformity in the appearance of their land and the volume of water."

- John O'Neill describing the attractions of the Elkhorn Valley to prospective Irish settlers, 1875.

**Upper Elkhorn
Trails Development
Plan**



Top: The Chicago and North Western Elkhorn River Bridge west of Norfolk. This bridge will carry the Cowboy Trail between Norfolk and Neligh.

Bottom: The Cowboy Trail as it passes by Neligh Mill.

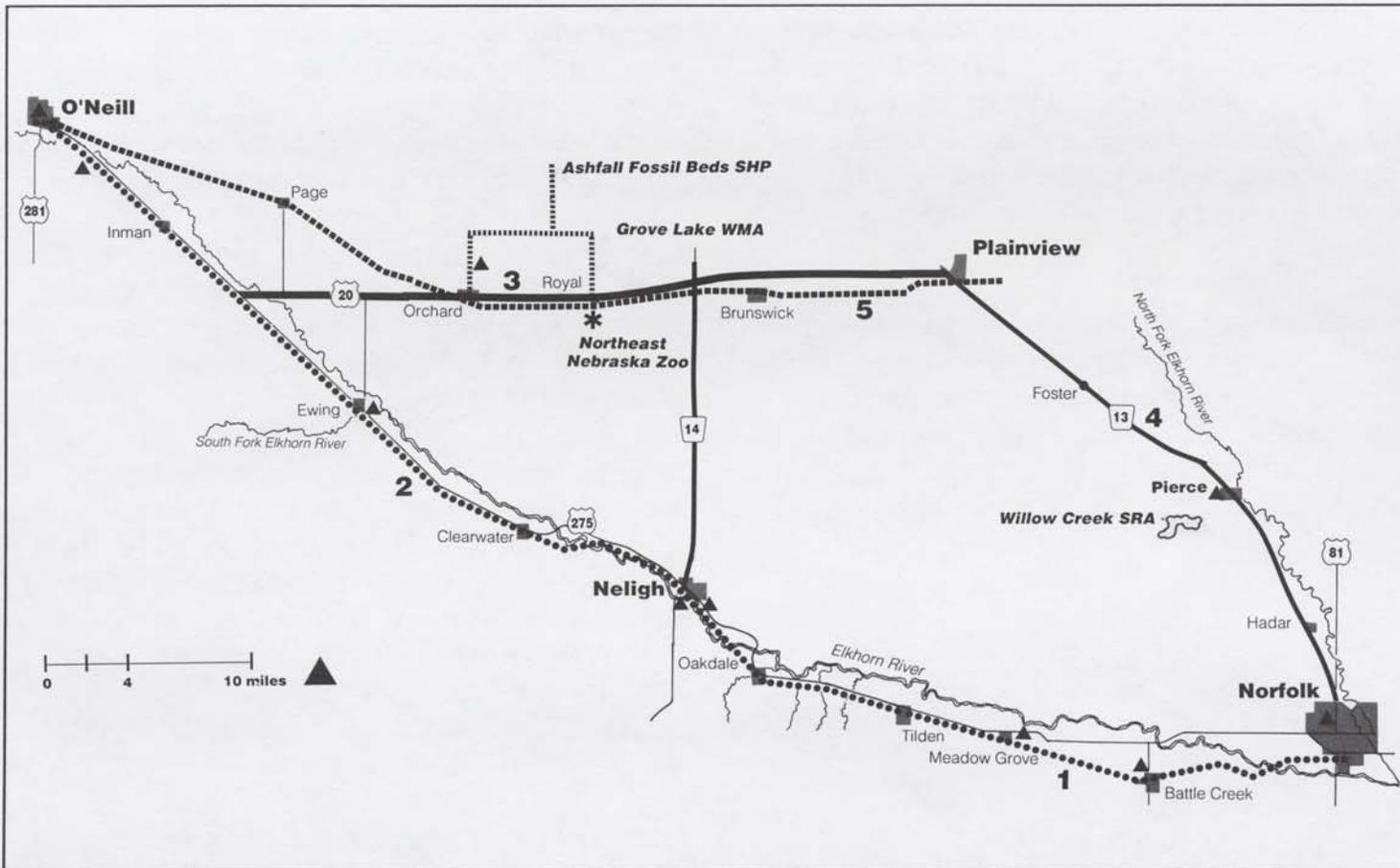
MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Norfolk to Neligh	33.0	Multi-Use	Use of ex-C&NW "Cowboy Line" may be developed in phases, with intermediate trailheads at Battle Creek and Tilden.
2	Neligh to O'Neill	40.0	Multi-Use	Use of ex-C&NW "Cowboy Line."
3	US 20, US 275 Junction to Plainview	34.0	Primary shoulder	On Priority Commercial System.
4	N-13, Plainview to Norfolk	32.0	Primary shoulder	Shoulders exist from Norfolk to Pierce. Heavy traffic volumes may warrant development of shoulders for traffic purposes.
5	BN, O'Neill to Plainview	47.0	Rail-Watch or Trail-with-Rail	Potential future railbanking and trails development or joint trail-with-rail use could provide a trail link to Sioux City. In combination with the former C&NW "Cowboy Line," creates a potential for a cross-state trail along Nebraska's northern tier, connecting to the Lewis and Clark Resource Corridor.



Above: Battle Creek, twelve miles west of Norfolk on the Cowboy Trail.



Above: Northeast Nebraska Zoo in Royal.



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Norfolk	21,476
Battle Creek	997
Meadow Grove	332
Tilden	895
Oakdale	362
Neligh	1,742
Clearwater	401
Ewing	449
Inman	159
Hadar	291
Pierce	1,615
Foster	57
Plainview	1,333
Brunswick	182
Royal	81
Orchard	439
O'Neill	3,852

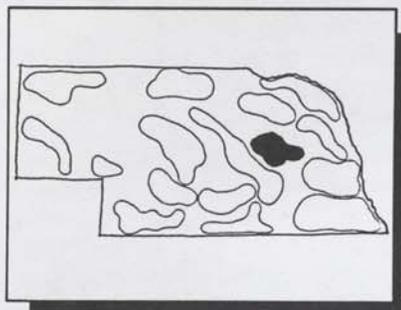
Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



Left: A timeless scene along the river - an historic bridge over the Elkhorn in Neligh near the Mill.

Loup and Cedar Valley



The Loup/Cedar Valley Resource Corridor follows these two scenic rivers from the Platte River at Columbus to the edge of the Sandhills at Spalding and Albion. It crosses areas of unusual beauty and tranquility near population centers, but unknown to many Nebraskans.

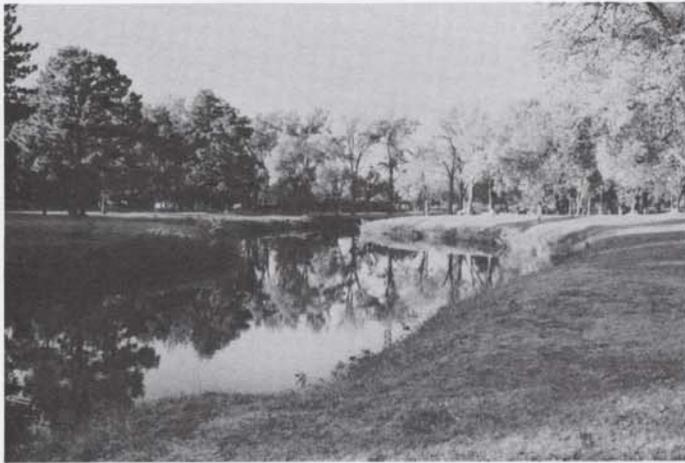
The trail concept for the Loup/Cedar Valley Resource Corridor features a linear route following the two rivers. The first segment of the route follows the Loup Public Power District's Loup Power Canal between Columbus and Genoa. This unique channel,



designed to provide hydroelectric power, has maintenance roads with satisfactory surfaces for most recreation uses. A surface upgrade would also allow use by road bicycles. The canal corridor provides several public open spaces, including facilities at its Genoa and Columbus endpoints. At Columbus, the trail connects with a proposed community trails network, featuring a rail-trail from central Columbus to Tailrace Park at the confluence of the canal and the Platte River.

From Genoa, the corridor follows the Loup River to Fullerton and the Cedar River to Spalding. A Union Pacific line from Columbus splits at Genoa, with branches along the Cedar River to Spalding and Beaver Creek to Albion. Both branches are rail-watch corridors. Their ultimate development as trails-with-rails or as railbanked trails provides unique views of two scenic central Nebraska streams.

Prior to trails development, the corridor uses Highway 22 from Genoa to Fullerton, and proceeds northwest along Highways 52 and 39 to Spalding and Albion respectively. Traffic volumes along these highways fall below 1,000 vehicles per day, providing acceptable accommodations for experienced bicyclists.



Opposite Page: The Cedar River bridge east of Cedar Rapids.

Top: Columbus' superb Pawnee Park. The park connects to a levee system along the Loup River, which is included in the city's trails development plan.

Bottom: Cedar Rapids, a town that has gained a reputation for innovation in education and economic development programs.



Top: Spalding at the north end of the Resource Corridor is an important regional service center for the Cedar Valley. The town also serves canoeists on the river.

Bottom: A Union Pacific bridge over the Cedar River near Fullerton.

MAJOR RESOURCES IN THE LOUP/CEDAR VALLEY CORRIDOR

■ Museums

- Platte County Historical Society Museum (Columbus)
- Columbus Art Center
- Genoa Museum (Genoa)
- US Indian Industrial School (Genoa)

THE CEDAR RIVER

"It begins as a bona-fide Sandhills stream -- a small trickle tracing dark-green paths through lonely pastures and hay meadows, watering prize cattle and horses along the way. And it ends as a farm country river, nurturing corn as well as cattle, its solitude broken by prosperous looking farms and towns.

That's the Cedar River. Only 70 or 80 miles separate the river's mouth at Fullerton from the upper reaches. . . Yet in the course of that short distance, the Cedar flows through as many kinds of Nebraska landscape as other rivers cover in several times that distance."

*- NEBRASKAland's
Nebraska Rivers, 1983.*

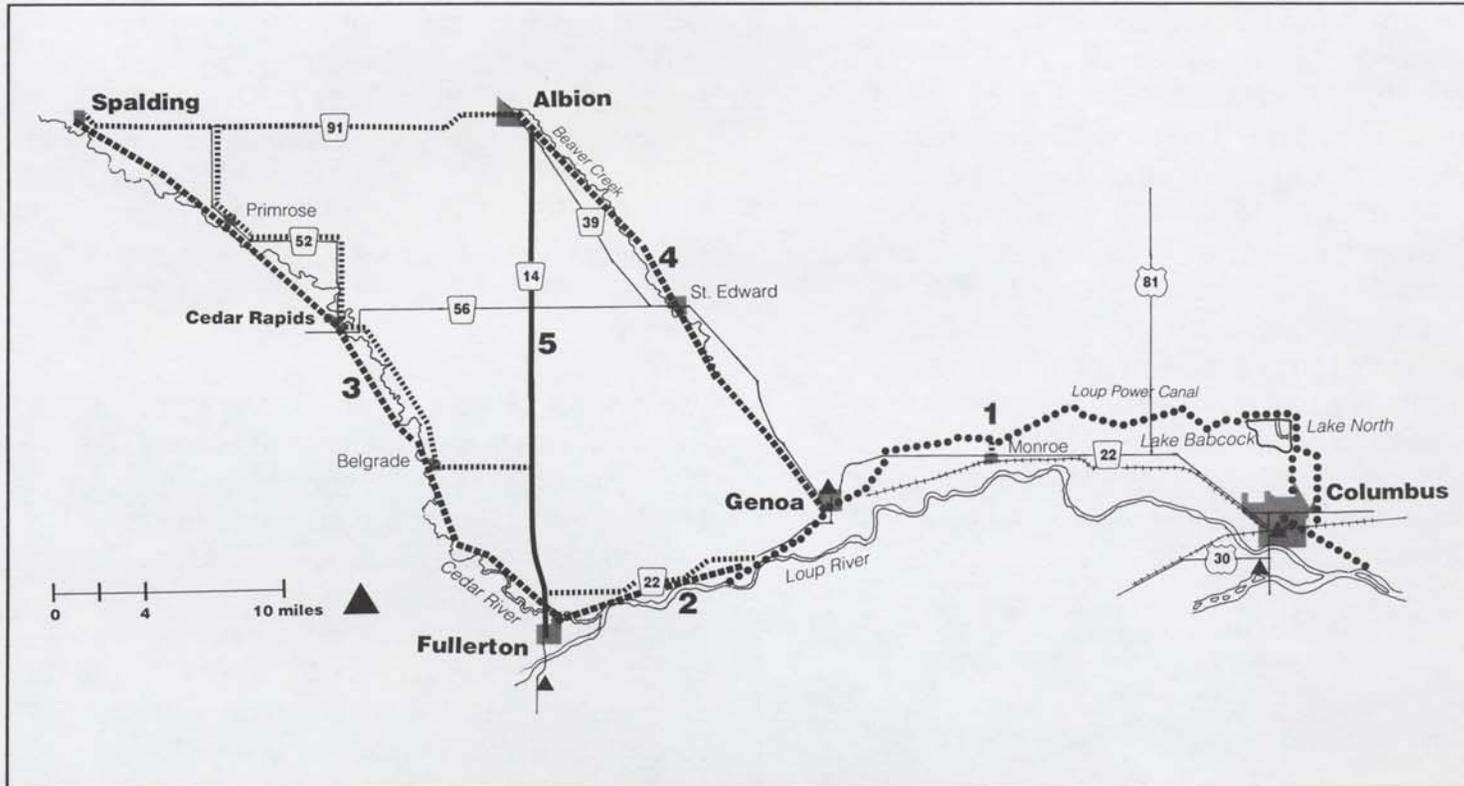
Loup and Cedar Valleys Trails Development Plan



Top: The Union Pacific's Beaver Creek Line to Albion as it cuts diagonally through the town of St. Edward.

Bottom: The Loup Power Canal. This unique project provides a scenic trail setting between Columbus and Genoa.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Columbus to Genoa	30.0	Multi-Use	Use of maintenance roads along Loup Power Canal, which already provides public access. Surface is trail-ready for many users, including all-terrain bicycles, equestrians, and pedestrians. Surface improvements could expand recreational use.
2	UP, Genoa to Fullerton	14.0	Rail-Watch	Rail-watch corridor with potential for trail -with-rail joint development.
3	UP, Fullerton to Spalding	30.0	Rail-Watch	Rail-watch corridor with potential for trail-with-rail joint development.
4	UP, Genoa to Albion	22.0	Rail-Watch	Rail-watch corridor with potential for trail-with-rail joint development.
5	N-14, Fullerton to Albion	23.0	Secondary shoulder	Part of development of N-14 as a north-to-south connecting link across the state.



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Columbus	19,480
Monroe	309
Genoa	1,082
Fullerton	1,452
Belgrade	157
Cedar Rapids	438
Primrose	69
Spalding	592

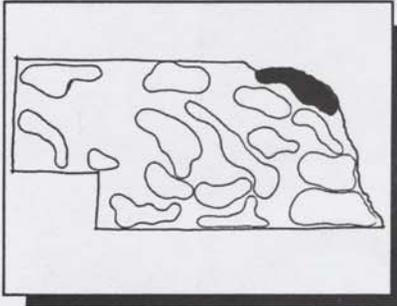
Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- - - - - Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



Left: Downtown Genoa and the Genoa Museum. Genoa was the location of the U.S. Indian Industrial School, one of the first non-reservation boarding schools to serve grades one through twelve. The school, which is listed on the National Register of Historic Places, closed in 1934; its shop building is now used as a museum.

Lewis and Clark



The Lewis and Clark Resource Corridor explores northeast Nebraska by following the National Historical Trail route of the Lewis and Clark expedition. The corridor includes two state parks and Lewis and Clark Lake, as well as the Missouri National Recreation River. In addition, it connects Nebraska's three Indian reservations and opens important economic development opportunities for the state's Indian communities. The corridor's trail concept is a linear network that extends from the Omaha Indian Reservation at Macy to Niobrara State Park, offering several looped routes within that framework. The plan



proposes development of a multi-use trail on tribal lands along the Missouri River through the Omaha and Winnebago Reservations. This trail would also link the riverfront to the towns of Macy and Winnebago. The trail joins US Highway 75 at Homer, following primary shoulders to South Sioux City and over the Missouri River to Sioux City's riverfront trail system.

From South Sioux City, the concept provides a loop that closes near the town of Bow Valley. The southern link uses primary shoulders on Highway 35 to Wayne, continuing north and west to Belden and north to Bow Valley. The parallel BN corridor from South Sioux City to Belden is a rail-watch corridor, which could link to the Upper Elkhorn Resource Corridor at Plainview. The northern segment follows scenic Highway 12 through Ponca. A multi-use trail is proposed from Ponca to Ponca State Park, while a greenway along the river would return to the highway at Newcastle. West of Bow Valley, an alternate route through St. Helena would provide access to the Missouri River. A crossing at Gavins Point Dam leads to a multi-use trail connecting Yankton, South Dakota with Lewis and Clark Lake. A trail from the dam south along Highway 121 would link Crofton to the network. Parallel routes, including Highway 12 and a greenway on the south shore of the lake, lead to Santee Reservation. From here, a multi-use trail would link the reservation, the town of Niobrara, Niobrara State Park, and Verdigre to the south along Verdigre Creek.



Opposite Page: The Missouri River on the Omaha Reservation.

Top: The Omaha Pow-Wow at Macy. This annual event is both an important cultural event and a popular regional festival.

Bottom: An example of Wayne's superb residential architecture. The community also has Wayne State College and a diverse economic base.



Top: Church in Bow Valley, one of a group of distinctive Catholic churches in Cedar County.

Bottom: Crofton, a home town for Lewis and Clark Lake about ten miles to the north. Crofton provides excellent park and camping facilities, as well as a variety of services. The Resource Corridor plan would provide a trail connection from Crofton to the Lake.

MAJOR RESOURCES IN THE LEWIS AND CLARK CORRIDOR

■ State Parks

- Ponca State Park
- Niobrara State Park

■ State Recreation Areas

- Lewis and Clark Lake

■ National Parks and Resources

- Missouri National Recreation River
- Niobrara/Verdigre Creek National Recreation River
- Lewis and Clark Lake

■ Museums

- Wayne County Historical Society Museum (Wayne)

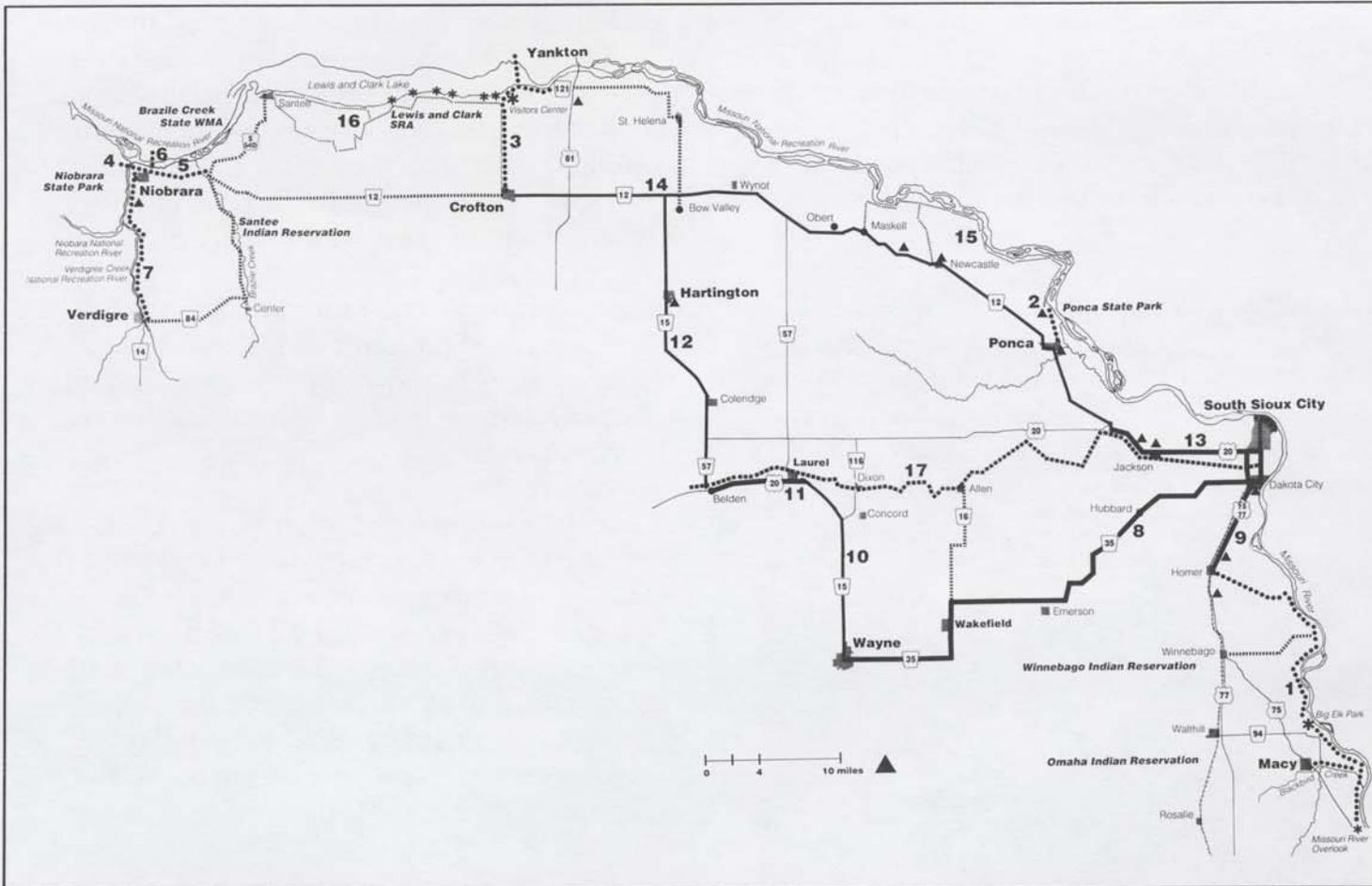
Lewis and Clark Trails Development Plan



Top: The road to Big Elk Park on the Omaha Reservation near Macy. Tribal lands along the river can provide a trail link that can aid other economic development efforts.

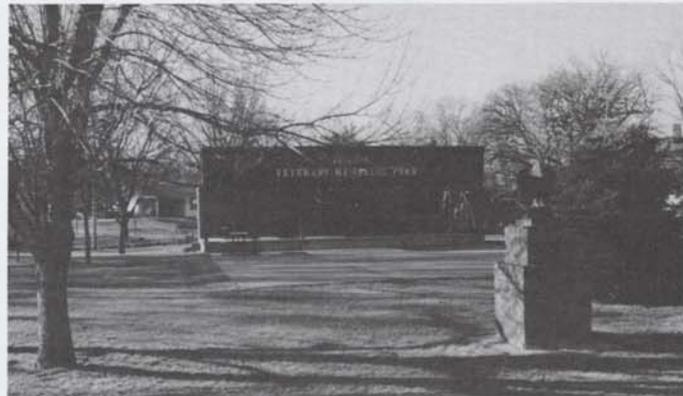
Bottom: Verdigre Creek, a designated National Recreation River. Trails development would extend from Niobrara to Verdigre along the creek.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Macy to Homer	30.8	Multi-Use	Missouri River Trail on tribal property, to be developed in conjunction with other visitor-oriented projects.
2	Ponca to Ponca State Park	2.4	Multi-Use	Connection from town to adjacent state park.
3	Yankton to Crofton	13.6	Multi-Use	Connection to Gavins Point Dam along N-121.
4	Niobrara to Niobrara State Park	2.0	Multi-Use	Connection from town to adjacent state park via abandoned Niobrara railroad bridge.
5	Niobrara to S54D	6.0	Multi-Use	Connection to Santee Sioux Reservation.
6	Missouri River Crossing	1.5	Primary shoulder	Proposed N-14 Niobrara Bridge.
7	Verdigre Creek Trail, Niobrara to Verdigre	11.0	Multi-Use	National Recreation River segment, parallel to N-14.
8	N-35, South Sioux City to Wayne	39.0	Primary shoulder	On Priority Commercial System.
9	US 75, Homer to South Sioux City	9.6	Primary shoulder	On Priority Commercial System.
10	N-15, Wayne to US 20	15.0	Secondary shoulder	
11	US 20, Laurel to Belden	6.0	Primary shoulder	On Priority Commercial System.
12	N-15, Belden to Bow Valley	24.0	Secondary shoulder	
13	US 20, South Sioux City to N-12	12.0	Primary shoulder	On Priority Commercial System.
14	N-12, US 20 to Santee Junction	73.0	Secondary shoulder	Priorities are between US 20 and Ponca, and Bow Valley to Crofton.
15	Ponca State Park to Newcastle	21.2	Greenway	Lewis and Clark Trail along river.
16	Lewis and Clark Lake	24.8	Greenway	Trail on south shore to Santee; may use a portion of adjacent recreation road.
17	BN, South Sioux City to N-15	50.0	Rail-Watch	Connection to rail-watch corridor east from O'Neill; potential link to "Cowboy Line."



Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬ Designated Routes
- ⋯⋯⋯ Greenways
- ⋯⋯⋯ Canoe Trails
- ▬▬▬▬ Rail-Watch/Trail-with-Rail
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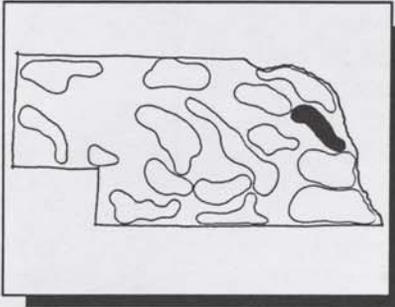


RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Macy	836
Winnebago	705
Homer	553
Dakota City	1,470
South Sioux City	9,677
Hubbard	199
Wakefield	1,147
Wayne	5,142
Concord	156
Laurel	981
Belden	149
Coleridge	596
Hartington	1,652
Ponca	929
Newcastle	271
Maskell	54
Obert	39
Wynot	213
Bow Valley	
St. Helena	87
Aten	
Crofton	820
Santee	365
Niobrara	406
Verdigre	607

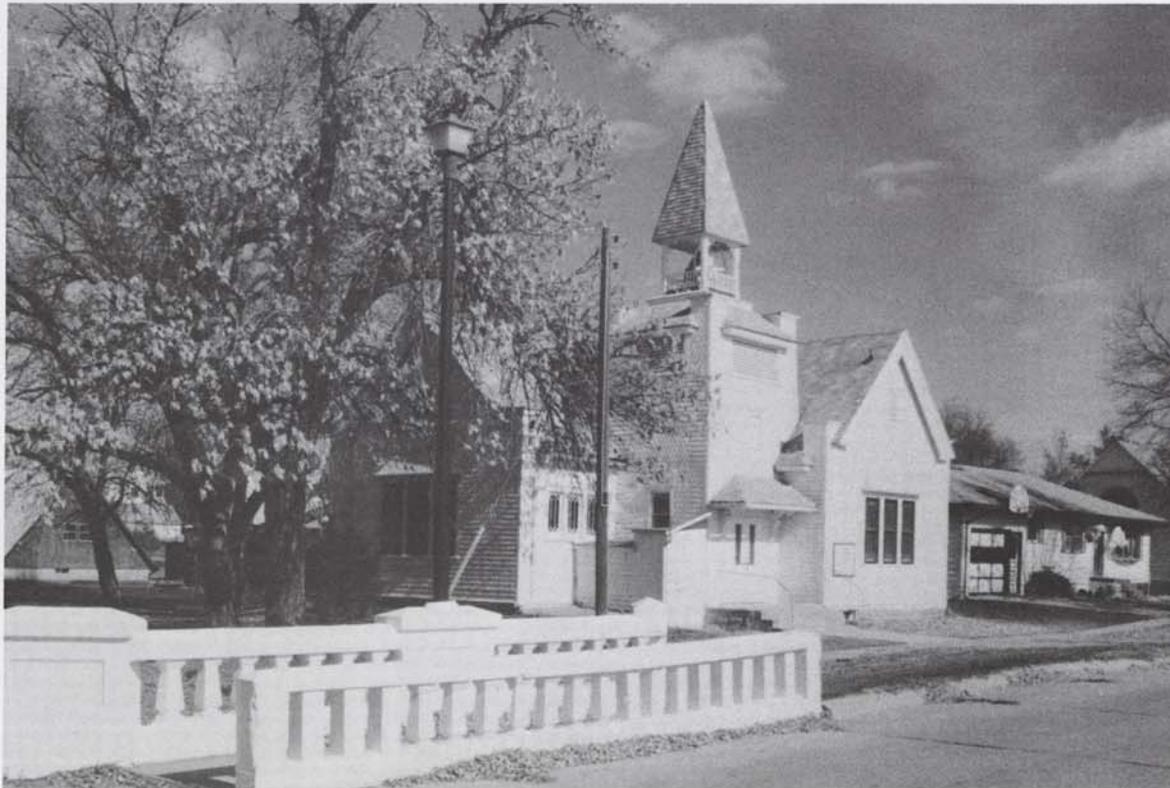
Left: Verdigre's Memorial Park. The town is known for its kolaches, a staple of trail users.

Lower Elkhorn



The Lower Elkhorn Resource Corridor links the towns that developed along the Chicago and North Western Railroad's once busy route through the Elkhorn Valley between Norfolk and Fremont. While the railroad is gone, the corridor remains an important business artery in northeastern Nebraska.

The corridor's concept offers parallel water and land trail opportunities. The Elkhorn River is a designated canoe trail from West Point to its confluence with the Platte River at Two Rivers State Recreation Area. The trails plan recommends that development of a multi-use



Elkhorn Valley Trail be incorporated into the planned US 275 expressway project between Wisner and Fremont. While the highway will probably bypass corridor towns, the trail link should lead into their centers. It should also provide periodic access to the river and the development of greenways, where possible.

Between Hooper and Fremont, heritage rail service on the Fremont and Elkhorn Valley Railroad joins the corridor. Packages including joint rail/bicycle trips may attract additional tourists to the railroad.

The corridor presents opportunities for expansion to the east and west. West of Wisner, a county road provides access to Stanton via Pilger along the Elkhorn River. From Stanton, a trace of the abandoned C&NW may be used to link Norfolk and the Upper Elkhorn Resource Corridor. Alternatively, existing shoulders on parallel Highway 24 can accommodate bicyclists from Stanton to Norfolk.

East of Nickerson, the development of secondary shoulders along Highway 91 would connect the Elkhorn Valley corridor to Blair via Fontanelle. This provides a connection to the Metropolitan Resource Corridor.



Opposite Page: Beemer, a town of traditional scale and active investment.

Top: Hooper's Main Street. This district is listed on the National Register of Historic Places and is the northern terminal of the Fremont and Elkhorn Valley Railroad.

Bottom: Downtown Stanton, linked to Norfolk by a proposed trail along the former C&NW parallel to Highway 24.



Top: The Elkhorn River at West Point. The city is the northern point on the Game and Parks Commission's Elkhorn River Canoe Trail.

Bottom: Neligh Park in West Point, a major community park that provides river access. The park contains the Cuming County Historical Museum, housed in the city's former railroad depot. West Point also has plans for a significant community trails system.

MAJOR RESOURCES IN THE LOWER ELKHORN CORRIDOR

■ **State Recreation Areas**

- Fremont Lakes
- Dead Timber

■ **Museums**

- Fremont and Elkhorn Valley Railroad (Fremont)
- Louis E. May Historical Museum (Fremont)
- Cuming County Museum (West Point)
- Musbach Museum (Scribner)

HOOPER HISTORIC DISTRICT

The Hooper Historic District consists almost entirely of one- and two-story brick commercial buildings located along the main street. Dating from the late nineteenth century, the district is a well-preserved village of "American Renaissance" architecture, incorporating elements of Romanesque Revival and Italianate styles. Due to several fires in the 1880s, an ordinance was passed requiring all buildings to be built of brick construction. This ordinance helped insure the permanence and integrity of Hooper's Main Street.

-NEBRASKAland
January-February, 1989

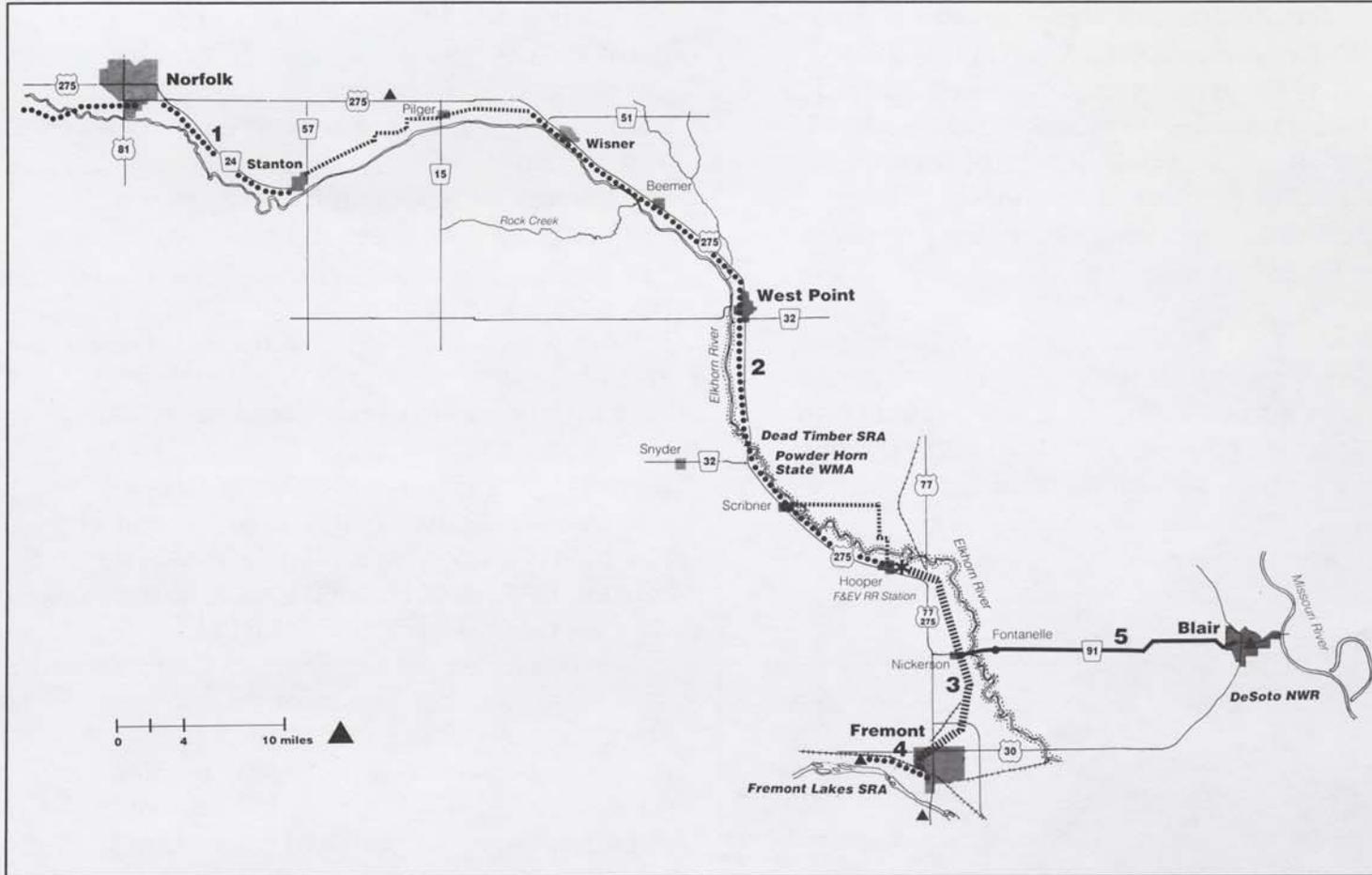
**Lower Elkhorn
Trails Development
Plan**



Top: The Fremont and Elkhorn Valley Railroad, a heritage passenger line, at Hooper.

Bottom: The trace of the Chicago and North Western Railroad along US 275 south of West Point.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Elkhorn Valley Corridor, Wisner to Norfolk	12.0	Multi-Use or Designated Route	Connection from Wisner to Norfolk through Pilger and Stanton. May use county road route between Wisner and Pilger or continue recreation trail in US 275 expressway corridor. Route utilizes county road between Pilger and Stanton and continues along Highway 24 shoulders or railbed trace to Norfolk.
2	US 275/Elkhorn Valley Trail, Hooper to Wisner	34.0	Multi-Use	Recreation trail in Elkhorn Valley, to be developed in coordination with US 275 expressway project. Route may follow highway or diverge into river valley. If expressway bypasses towns, recreation trail should lead through them. Route should be coordinated with Fremont and Elkhorn Valley Railroad's heritage rail service between Fremont and Hooper.
3	Elkhorn Valley Trail, Fremont to Hooper	17.0	Trail-with-Rail	Joint use with Fremont and Elkhorn Valley heritage rail line. Joint bicycle/rail excursions should be explored.
4	Fremont Lakes Trail	4.4	Multi-Use	Trail connection to Fremont Lakes SRA.
5	N-91, Nickerson to Blair	18.0	Secondary shoulder	



RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Fremont	23,680
Nickerson	291
Blair*	6,860
Winslow	140
Hooper	850
Scribner	950
West Point	3,250
Beemer	672
Wisner	1,253
Pilger	361
Stanton	1,549
Norfolk**	21,476

* Connection with Metropolitan Resource Corridor

** Connection with Upper Elkhorn Resource Corridor

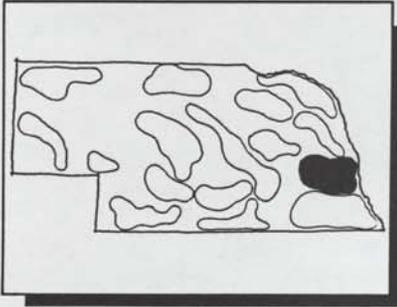
Legend

- Multi-Use Trails
- ▬▬▬ Shoulders
- ▬▬▬▬▬ Designated Routes
- Greenways
- ~ ~ ~ ~ ~ Canoe Trails
- ■ ■ ■ ■ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers



Left: Scribner's Musbach Museum and Harder Hotel. The town was named for the publishing industry's Charles Scribner, the son-in-law of one of the community's founders.

Metropolitan



The Metropolitan Resource Corridor will serve about half the population of Nebraska through a network of existing and proposed trails. The Corridor includes popular state parks, the Missouri and Platte Rivers, and communities of all sizes. Its cultural, historical, and recreational offerings make it an especially rich area for exploration.

The concept for the Corridor knits the present and projected trails networks of Omaha and Lincoln into a regional loop that extends south to Nebraska City, north to Blair and Fremont, and west to Seward and David City. The



completion and linking of the extensive trails networks of Omaha and Lincoln is central to the concept. Lincoln's compact system uses road rights-of-way, greenways, drainageways, and railroad corridors. The Omaha network capitalizes on the Papillion Creek system, complemented by street and railroad corridors. The plan proposes several links between the two systems, including the Mo Pac East Trail, currently being developed between Lincoln and Wabash, extended north to South Bend, over the abandoned Rock Island Railroad bridge and north along the Highway 50 corridor. The Highway 50 link utilizes an ex-Missouri Pacific right-of-way (the majority of which is owned by the Papio-Missouri River Natural Resources District) to Springfield, and the proposed 144th Street Trail, to be developed by Sarpy and Douglas Counties and the City of Omaha. Other routes into the Omaha metropolitan area connect to the proposed Papio Dam Site 21 near Papillion and the West Papio Trail through the City of Papillion. Another potential connection between the two trail systems includes the Salt Creek/US 6 corridor via Ashland, incorporating Ashland's growing trail system. This includes the development of primary shoulders between Ashland and Elkhorn.

While these southwest to northeast connections directly link the two metropolitan trails networks, other potential segments create a loop with the large cities defining two of the corners. A southern leg of the regional loop would use a lightly used Burlington Northern

line between Lincoln and Nebraska City through Syracuse. Trackage rights negotiations between the BN and Union Pacific may make this important trail corridor available. Heritage rail operation along the line, developed jointly with a trail, presents another reuse possibility. An extension of the Mo Pac East Trail with a joint use arrangement with the UP along Weeping Water Creek to Union could provide another major east-west trail opportunity.

These routes are connected back to Omaha by other north-south corridors, including the Highway 50 and US 75 corridors. Along Highway 50, a multi-use trail should be developed north from Platte River State Park to accommodate heavy recreation use. North of Springfield, trails are planned in conjunction with the gradual widening of the road, which becomes 144th Street in Douglas County. Within Douglas County, 144th Street will be developed as a boulevard, with parallel linear parks and paved, multi-use trails.

US Highway 75 provides an additional northern link to the Omaha area. This road will be upgraded as an expressway between the Kennedy Freeway and Nebraska City. Expressway development should include the construction of a parallel multi-use trail. North of the river, a trail link should be developed to the Papio Trail system near LaPlatte, leading to Bellevue and to the rest of the Metropolitan Resource Corridor.



Opposite page: The historic Wahoo depot at Saunders County Museum.

Top: Branched Oak Lake northwest of Lincoln. This popular recreation area is near the Valparaiso-Brainard rail-trail (and American Discovery Trail route) and would be linked to other Lincoln area lakes.

Bottom: Arbor Lodge at Nebraska City. This historic community would connect the Metropolitan and Southeast Resource Corridors.

MAJOR RESOURCES IN THE METROPOLITAN CORRIDOR

■ State Parks

- Eugene Mahoney State Park
- Platte River State Park

■ State Recreation Areas

- Two Rivers
- Memphis Lake
- Pawnee Lake
- Branched Oak Lake
- Louisville Lakes
- Schramm Park

■ State Historical Parks

- Arbor Lodge
- Fort Atkinson

■ National Parks and Resources

- DeSoto Bend National Wildlife Refuge

Metropolitan

Right: An historic house north of downtown David City.

Below: The Howard Hansen house in Wahoo. This home of one of America's most famous composers contains a museum that also commemorates famous native sons Daryl Zanuck and Sam Crawford.



Abandoned or lightly used rail corridors present important opportunities in the western parts of the Metropolitan trail loop. The Union Pacific's Stromsburg Branch from Lincoln to Brainard, extending west to Central City, is such a strategic opportunity. The Valparaiso to Brainard segment of the Stromsburg Branch was filed for abandonment in 1993, with trail development efforts in progress. West of Brainard through David City, Osceola, and Stromsburg, the Stromsburg Branch is an excellent joint trail-with-rail corridor, leading through rolling agricultural land and beautiful communities to Central City. An eastward branch from Valparaiso to Wahoo provides another potential link to the Omaha metropolitan area. Primary shoulders along Highway 92 from Wahoo to Omaha route bicyclists back to the Omaha metropolitan trails system.

Other extensions of the Metropolitan trails system provide access to important recreational resources in the corridor. A looped route connecting to the proposed Stromsburg Branch Trail uses county roads to connect the popular Pawnee and Branched Oak Lake State Recreation Areas near Lincoln. In addition, a recreation trail should be developed along Highway 66 and East Park Highway to connect Ashland, Mahoney State Park, South Bend, Platte River State Park, and Louisville. This strategic link connects the two most heavily used state parks with "home base" communities. Shoulder development is proposed along 264th Street and Q Street in

western Douglas County, popular but heavily trafficked bicycle routes that connect Valley, Two Rivers State Recreation Area, and Gretna.

Additional enhancements should be developed to provide connections to the Lower Elkhorn Resource Corridor. Trails development on the Union Dike along the Platte River would connect Valley and Fremont, creating a route to Omaha via Maple Street (Highway 64). Farther east, secondary shoulders should be considered along Washington County Road P-43 and north to Blair from Fort Calhoun, using the rail bed trace of the ex-C&NW line parallel to US 75.

In addition to multi-use trails, greenway development should occur along the Missouri and Platte Rivers. Opportunities exist south along the Missouri through the Schilling Wildlife Refuge, Tobacco Island, and Goose Island between the Platte River and Nebraska City. The development of Boyer Chute and DeSoto Bend provide opportunities for greenway riverside trails to Blair. In 1994, the US Army Corps of Engineers announced the completion of a study of a Missouri River Heritage Corridor through Washington, Douglas, and Sarpy Counties, including trails opportunities along the Missouri River.

While trail possibilities are exceedingly rich in eastern Nebraska, a multi-use trail crossing over the Missouri River would strengthen the network and safely accommodate pedestrians and bicyclists. Iowa trails and facilities, such



as the Council Bluffs to Shenandoah Wabash Trace Nature Trail, a proposed trail system in Council Bluffs, and the planned development of a Western Trails Center along the Missouri River in Council Bluffs would enhance the Nebraska trails system as well. New bridges, including potential replacements for the Plattsmouth Bridge and the South Omaha Bridge, should accommodate recreational users. Finally, a new pedestrian bridge should be developed, linking downtown Omaha's riverfront with Council Bluff's riverside greenbelt.

Canoe trails punctuate the rich network of recreational trails within the Metropolitan Resource Corridor. The Platte River is a designated canoe trail from Fremont to the confluence with the Missouri River north of Plattsmouth. In addition, the Elkhorn is also a canoe trail from West Point to the Platte River at Two Rivers State Recreation Area.

MAJOR RESOURCES IN THE METROPOLITAN CORRIDOR

■ Museums and Attractions

- *Hall of History (Boys Town)*
- *Ak-Sar-Ben Aquarium (Schram Park, Gretna)*

In Lincoln:

- *American Historical Society of Germans from Russia*
- *Chet Ager Nature Center*
- *Elder Gallery*
- *Fairview*
- *Folsom Children's Zoo*
- *Governor's Mansion*
- *United Methodist Church Historical Center*
- *National Museum of Roller Skating*
- *Nebraska State Capitol*
- *Sheldon Memorial Art Gallery*
- *State Museum of History*
- *Don and Velma Lentz Center*
- *Thomas Kennard House*
- *University of Nebraska State Museum*
- *William Ferguson House*

THE STROMSBURG BRANCH

The Stromsburg Branch (or High Line) was the Union Pacific's first agricultural branch line. Construction began at Valparaiso in 1877, eventually extending to Central City in 1907. This provided the UP with enhanced east-west routing and a detour that could be used when the mainline was out of service.

Metropolitan Trails Development Plan

MAJOR RESOURCES IN THE METROPOLITAN CORRIDOR

■ Museums and Attractions

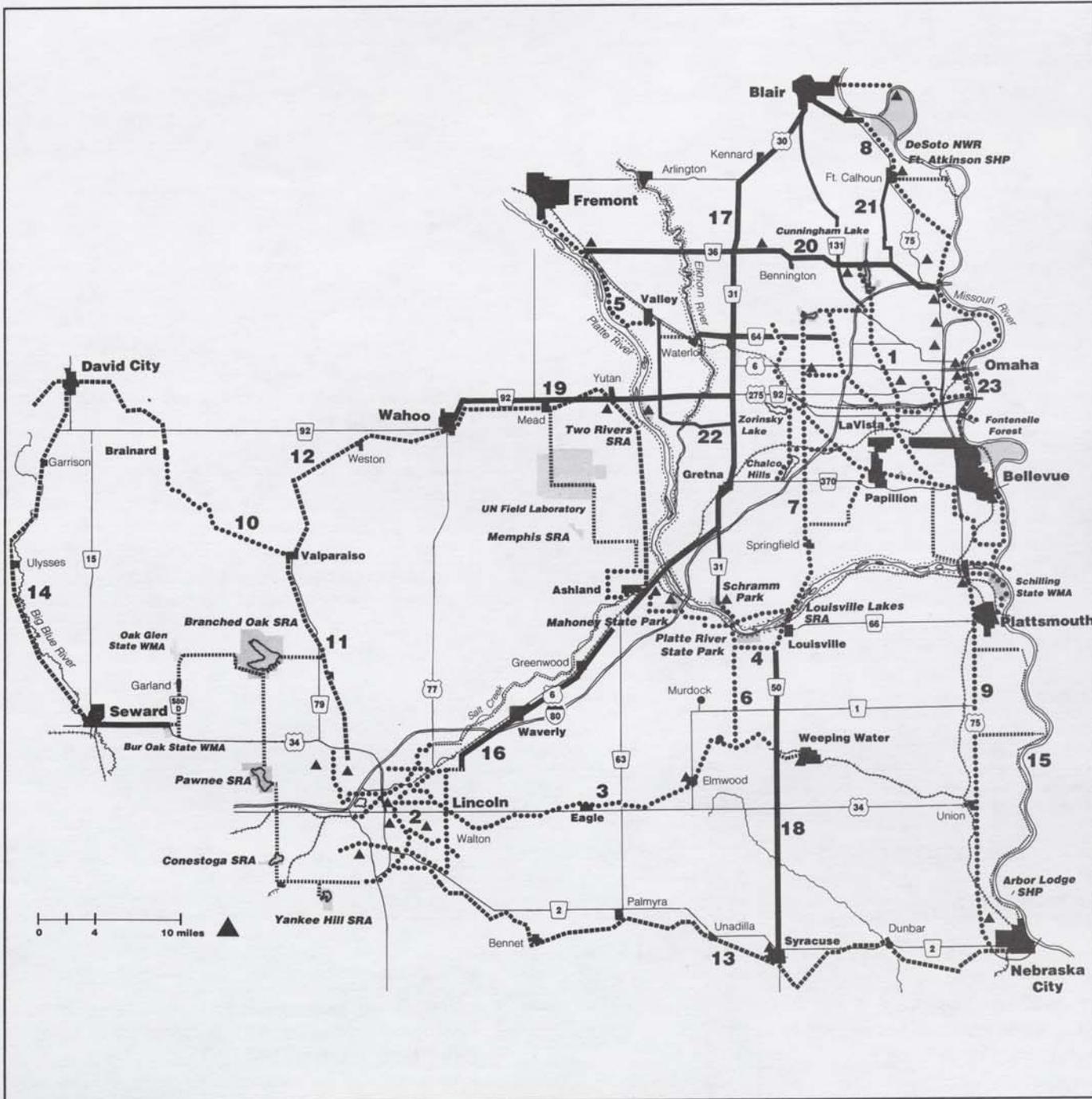
In Omaha:

- General Crook House
- Great Plains Black Museum
- Henry Doorly Zoo/Lied Jungle
- Joslyn Art Museum
- Omaha Children's Museum
- Union Pacific Historical Museum
- Western Heritage Museum
- Joslyn Castle

In Bellevue:

- Fontenelle Forest Nature Center
- Sarpy County Historical Museum
- Strategic Air Command Museum
- Wildwood Center (Nebraska City)
- Cass County Historical Society Museum (Plattsmouth)
- Otoe County Museum of Memories (Syracuse)
- Valley Community Historical Museum (Valley)
- Saunders County Historical Museum (Wahoo)
- Heritage House (Weeping Water)

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Omaha Trail System	80.0	Multi-Use	Proposed system of multi-use trail makes extensive use of drainageways. About 13 miles were completed as of 1993.
2	Lincoln Trail System	100.0	Multi-Use	Proposed system uses roads, drainageways, and abandoned railroad corridors. About 50 miles were completed as of 1993.
3	MoPac East, Lincoln to Wabash via Eagle	26.0	Multi-Use or Designated Route	Use of Missouri Pacific right-of-way segment. Potential links north to Omaha Trail System via county roads, railroad rights-of-way, and Highway 50 corridor.
4	Ashland to Louisville via Mahoney and Platte River State Parks	14.8	Multi-Use or Primary shoulder	Exclusive trail on N-66 and East Park Highway rights-of-way to tie park to neighboring community. Exclusive trail should be extended to Platte River State Park. Shoulders are initially planned on East Park Highway through South Bend. Upgrade to multi-use trail should be considered.
5	Union Dike, Fremont to Valley	11.6	Multi-Use	Use of dike road managed by Papio-Missouri River Natural Resources District.
6	Wabash to Springfield	18.8	Multi-Use and Designated Unpaved Route.	County Road and trail to link Omaha and Lincoln via Mo Pac East Trail. Includes use of former Rock Island bridge over Platte River. Use of abandoned railroad right-of-way north of Platte River to connect with N-50 trails.
7	N-50, Douglas Co. line to Springfield	8.0	Multi-Use	Continuation of Omaha's 144th Street Trail.
8	Fort Calhoun to Blair	9.0	Multi-Use	Use of former C&NW right-of-way parallel to US 75.
9	US 75, Platte River to Nebraska City	25.0	Multi-Use	Incorporation of multi-use trail into expressway design of US 75. Extension north across Platte River to Papio Trail system near LaPlatte.



Top: The Mo Pac East Trail.

Bottom: The BN David City to Seward branch near Garrison.

Legend

- Multi-Use Trails
- ▬▬▬▬▬ Shoulders
- ▬▬▬▬▬ Designated Routes
- Greenways
- ~~~~~ Canoe Trails
- ▬▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers

**Metropolitan
Trails Development
Plan**

**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Lincoln	191,172
Walton	
Eagle	1,047
Elmwood	584
Weeping Water	1,008
Nehawka	260
Union	299
Palmyra	545
Unadilla	294
Syracuse	1,646
Dunbar	171
Nebraska City	6,547
Manley	170
Louisville	998
Springfield	1,426
Papillion	10,378
Murray	418
Plattsmouth	6,415
Bellevue	30,928
Ralston	6,236
Waverly	1,869
Greenwood	531
Ashland	2,136
Gretna	2,249
Raymond	167

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
10	UP Stromsburg Branch Trail, Valparaiso to David City	24.0	Multi-Use	Railbanking of segment of UP to Brainard. Extension west with joint trail-with-rail use to David City, Stromsburg, and Central City.
11	UP Stromsburg Branch Trail, Lincoln to Valparaiso	20.0	Rail-Watch Trail-with-Rail	Joint development along UP Stromsburg Branch.
12	UP, Valparaiso to Yutan via Wahoo BN, Yutan to Ashland	47.0	Rail-Watch Trail-with-Rail	Potential trail-with-rail or trail in case of railbanking.
13	BN, Lincoln to Nebraska City	51.0	Rail-Watch Trail-with-Rail	Trackage rights negotiations may result in abandonment of this line. Possible trail or joint-use corridor. Heritage rail has been discussed along this route.
14	BN, David City to Seward	28.0	Rail-Watch Trail-with-Rail	Potential trail-with-rail or trail in case of railbanking.
15	Missouri River Trail, Blair to Nebraska City	64.8	Multi-Use Greenways	River trail consistent with US Army Corps of Engineers river corridor plan. Greenways where possible south of Plattsmouth.
16	US 6/N-31, Lincoln to Elkhorn	51.0	Primary shoulder	On Priority Commercial System.
17	N-31 and US 30, Elkhorn to Blair	18.0	Primary shoulder	On Priority Commercial System.
18	N-50, Louisville to Syracuse	26.0	Primary shoulder	On Priority Commercial System.
19	N-92, US 6 to Brainard	42.0	Primary shoulder	On Priority Commercial System.
20	N-36, Mormon Bridge to US 275	24.0	Primary shoulder	On Priority Commercial System.
21	P-43/Omaha Trace	7.2	Secondary shoulder	Fort Calhoun to N-36
22	264th/Q Streets, Valley to US 6	12.4	Secondary shoulder	
23	Missouri River Crossing at Downtown Riverfront, South Omaha Bridge, Plattsmouth Bridge		Multi-Use	New downtown crossing; incorporation of non-motor vehicles into replacement designs for Plattsmouth and South Omaha Bridges.



**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Valparaiso	481
Brainard	326
Weston	299
Wahoo	3,681
Mead	513
South Bend	93
Yutan	626
Memphis	117
Venice	
Waterloo	479
Valley	1,775
Fremont*	23,680
Elkhorn	1,398
Bennington	866
Omaha	335,719
Fort Calhoun	648
Kennard	371
Blair*	6,860

* Connection with Lower Elkhorn Resource Corridor

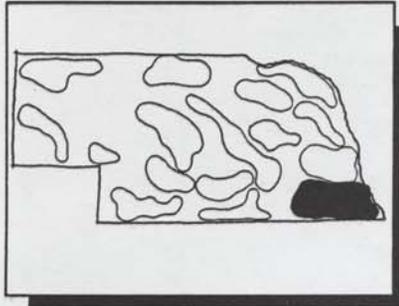
Top: Omaha's 144th Street Trail. This trail is being developed incrementally with improvements of this major street. It will eventually link Omaha to Platte River State Park and the Mo Pac East Trail, providing a trail connection between Nebraska's two largest cities.

Bottom: Brainard, an attractive village at the north end of the Valparaiso-Brainard rail-trail. This Stromsburg Trail could extend west to Central City as a trail-with-rail.

Top: The Valparaiso-Brainard segment of the Stromsburg Branch. This segment was acquired by the Great Plains Trails Network and will be managed by the Lower Platte South NRD. It will be a segment of the transcontinental American Discovery Trail.

Bottom: The abandoned Rock Island Railroad bridge over the Platte River near South Bend. This bridge could be an important part of the trails connection between Omaha and Lincoln.

Southeast



The Southeast Resource Corridor links features in the scenic and historic southeastern corner of Nebraska. Its heritage resources include the Lewis and Clark National Historic Trail, some of the state's oldest towns, the site of one of the nation's first homesteads, and the entry points of the Pony Express and Oregon Trails into Nebraska. The Corridor's history is matched by its landscapes, dominated by river and hill environments.

The Corridor's trail concept proposes an "L"-shaped network connecting with the Metropolitan Resource Corridor at Nebraska



City and Syracuse, and extending west to Fairbury. A major trail link from the north uses the former Burlington Northern right-of-way from Nebraska City to Brownville in combination with a planned heritage passenger rail operation. Trails development in this corridor, either as a joint trail-with-rail or as an exclusive trail if rail operations do not occur, is an important priority. South of Brownville, a multi-use trail should continue, using the former Burlington Northern line to Nemaha and alignments along Highway 67 and Spur 64E to Shubert and Indian Cave State Park. West of Brownville, trails development along Highway 136 should provide a connection between that historic town and Auburn. Joint marketing of rail and bicycle excursions, including provisions for carrying bicycles on trains, could provide unique visitor experiences in this beautiful part of the state.

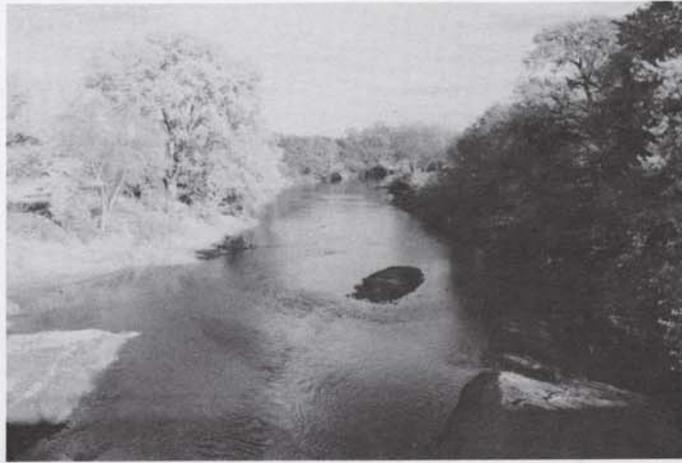
South and west of Shubert, road routes and shoulder development in strategic places extend the trails network to Falls City, Humboldt, and Pawnee City. Fragments of the Iron Horse Trail, following an abandoned Rock Island line, should be assembled to create a greenway trail from DuBois to Pawnee City. A second segment of the Iron Horse Trail provides an opportunity for a greenway trail between Mayberry and Virginia. Parts of this trail are managed as a State Wildlife Management Area.

A second connection from the north uses proposed shoulders along Highway 50

through Tecumseh. This route intersects the main east-west corridor near Table Rock. West of Table Rock, a lightly used Burlington Northern line provides a rail-watch corridor, extending through Pawnee City, Burchard, Wymore, and Rock Creek Station State Historical Park near Fairbury. Road routes, utilizing Highway 4 to Beatrice and Highway 8 to Steele City, flank this potential trail corridor.

From Beatrice, the concept proposes a multi-use trail linking the city with Homestead National Monument, tied into Beatrice's planned trails system along the Big Blue River and Indian Creek. Secondary shoulders along Highway 4 continue the trail to the west. At Plymouth, joint trail-with-rail development along Mid-States Port Authority right-of-way could provide a multi-use trail to Fairbury. In addition, a trail link should be developed between Fairbury and Rock Creek Station State Historical Park, using a county road corridor.

Use of a Burlington Northern corridor pending abandonment between Tobias and DeWitt, in combination with shoulders along Highways 15 and 103, provides a link to Wilber. Shoulders along Highway 103, along the Big Blue, connect the corridor to Crete. From Crete, designation of county road and state spur routes can become incorporated into a bicycle route that links the Salt Valley Lakes around Lincoln and Lincoln's planned trails system at Bennet and near Yankee Hill State Recreation Area.



Opposite page: The Missouri River at the historic village of Brownville.

Above: The Big Blue River at Beatrice. A part of the city's comprehensive plan includes a trail that connects its geographical districts.

Below: Nebraska City, an important center for visitors. Attractions include specialty shopping, historic features such as Arbor Lodge, and the Lied Conference Center.

MAJOR RESOURCES IN THE SOUTHEAST CORRIDOR

■ State Parks

- Indian Cave State Park

■ State Recreation Areas

- Brownville
- Verdon Lake
- Rockford Lake

■ State Historical Parks

- Arbor Lodge
- Rock Creek Station

■ National Parks and Resources

- Homestead National Monument

■ Museums

- Gage County Historical Museum (Beatrice)
- Brownville Historical Society Museum (Brownville)
- The Meriwether Lewis (Brownville)
- Pawnee County Museum (Pawnee City)
- Table Rock Historical Museum (Table Rock)
- Johnson County Historical Society (Tecumseh)
- Wilber Czech Museum (Wilber)
- Tobias Museum (Tobias)

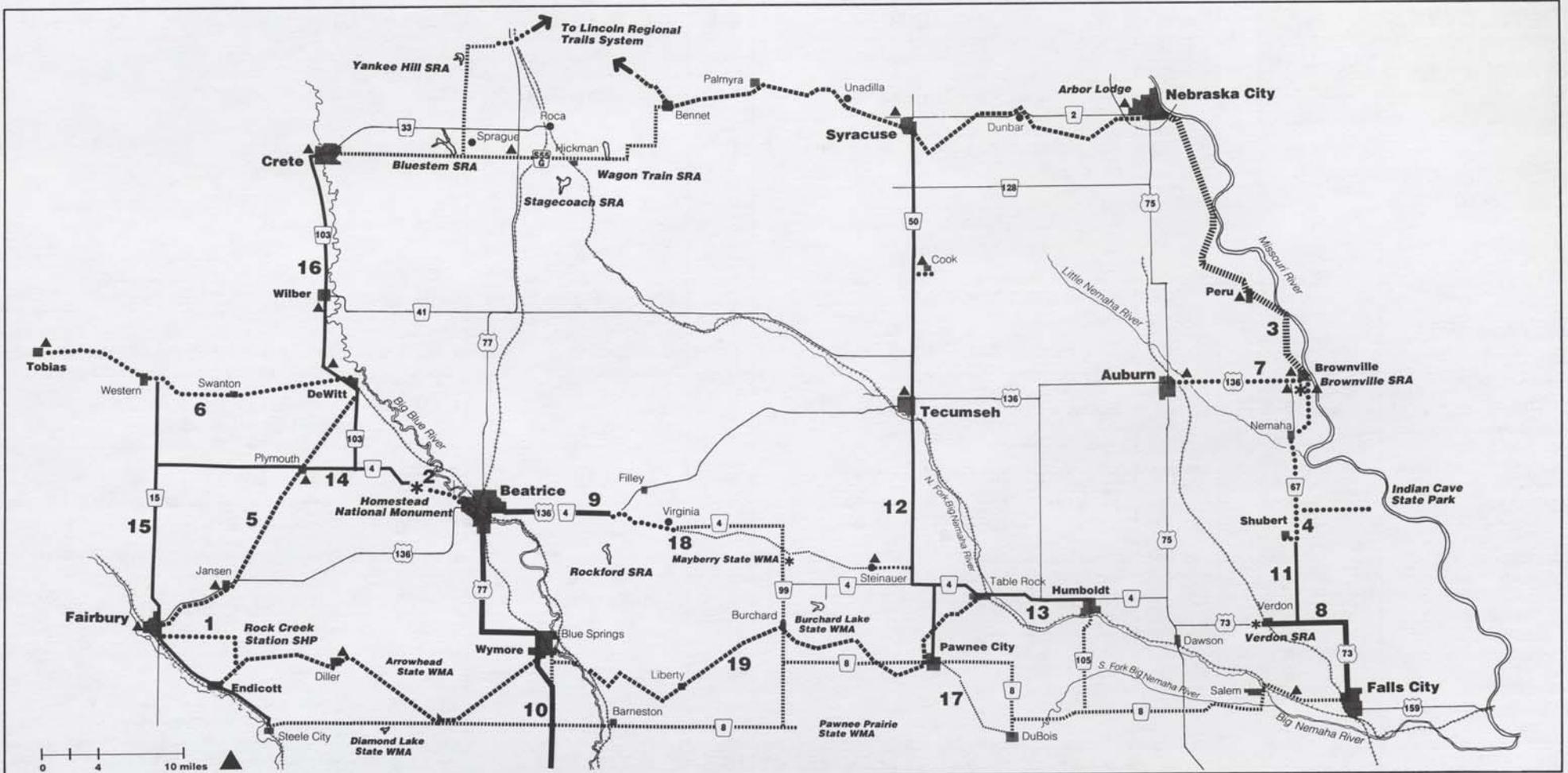
Southeast Trails Development Plan



Top: The Burlington Northern line south of Brownville, part of a proposed link to Indian Cave State Park.

Bottom: The Iron Horse Trail near Pawnee City. Portions of this former Rock Island Railroad right-of-way are owned by the State as Wildlife Management Areas and demonstrate the ability of trails to act as wildlife habitat corridors.

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
1	Fairbury to Rock Creek Station State Historical Park/Steele City	7.2	Multi-Use	Recreation trail parallel to county roads.
2	Beatrice to Homestead National Monument	4.0	Multi-Use	Trail parallel to N-4 connecting city to Homestead National Monument.
3	Nebraska City to Brownville	25.0	Multi-Use; Trail-with-Rail	Joint use trail with heritage rail service or multi-use trail if rail operations do not develop. Joint recreation and rail travel and tourism opportunities should be considered.
4	Brownville to Shubert/Indian Cave	17.0	Multi-Use	Trail along BN abandonment and N-67 south of Nemaha, linking two state parks and an historic district. Route uses rail right-of-way from Brownville to N-67; N-67 and SS-64E to Indian Cave and Shubert. If feasible, should reclaim BN right-of-way between Nemaha and Shubert.
5	DeWitt-Fairbury via Plymouth	23.0	Multi-Use; Trail-with-Rail	Trail-with-rail along Mid-States Port Authority (former UP) line. Interim link uses N-4 and N-15.
6	Tobias to DeWitt	24.0	Multi-Use	Use of pending abandonment to complete trail link from Fairbury to Wilber.
7	US 136, Brownville to Auburn	9.0	Multi-Use	Trail along highway corridor.
8	US 73, Falls City to Verdon	11.0	Primary shoulder	On Priority Commercial System.
9	US 136, Filley to Beatrice	12.0	Primary shoulder	On Priority Commercial System.
10	US 77, State Line to Beatrice	20.0	Primary shoulder	On Priority Commercial System.
11	N-67, Shubert to Verdon	9.0	Secondary shoulder	
12	N-50, Syracuse to Pawnee City	39.0	Secondary shoulder	Trail or greenway connection to Cook and east along former Missouri Pacific right-of-way.



Legend

- Multi-Use Trails
- ▬▬▬▬▬ Shoulders
- - - - - Designated Routes
- Greenways
- - - - - Canoe Trails
- ▬▬▬▬▬ Rail-Watch/Trail-with-Rail
- ▲ Historic Markers

**Southeast
Trails Development
Plan**

**RESOURCE CORRIDOR
COMMUNITIES**

City	1990 Population
Nebraska City*	6,547
Peru	1,110
Brownville	148
Nemaha	188
Shubert	237
Verdon	242
Falls City	4,823
Salem	160
Humboldt	1,003
DuBois	119
Syracuse*	1,646
Cook	333
Tecumseh	1,702
Steinauer	92
Table Rock	308
Pawnee City	1,008
Burchard	105
Barneston	122
Wymore	213
Blue Springs	431
Holmesville	
Lewiston	64
Virginia	94
Filley	157

* Connection with Metropolitan Resource Corridor

MAP KEY	SEGMENT	MI	TRAIL TYPE	DESCRIPTION
13	N-4, Humboldt to Table Rock	7.0	Secondary shoulder	
14	N-4, Homestead National Monument to N-15	19.0	Secondary shoulder	Widening of existing shoulder to N-103 junction. Alternate plan may provide a multi-use trail along N-4 to Plymouth.
15	N-15, Fairbury to Western	17.0	Secondary shoulder	
16	N-103, DeWitt to Crete	19.0	Secondary shoulder	Existing shoulder from Wilber to Crete.
17	Iron Horse Trail, DuBois to Pawnee City	8.0	Greenway	Use of former Rock Island right-of-way. Some segments are designated as a State Wildlife Management Area. Habitat and low-impact trail uses should be emphasized.
18	Iron Horse Trail, Steinauer to Virginia	15.0	Greenway	Assembly of former Rock Island segments. Some segments are designated as a State Wildlife Management Area. Habitat and low-impact trail uses should be emphasized.
19	BN, Table Rock to Endicott		Rail-Watch Trail-with-Rail	Corridor would replace use of N-8 and county roads. Potential trail-with-rail development.





Opposite page left: Cook's Windmill Park.

Opposite page right: The river town of Peru, home of Peru State College.

Top: Brownville Village Theater, one of this community's many cultural offerings.

Bottom: Falls City. The city's library includes significant regional art collections.



Top: Shubert, home base for Indian Cave State Park, and its 1891 post office building. The State Park includes an extensive system of hiking trails.

Bottom: Pawnee City's downtown district is listed on the National Register of Historic Places. The town plans to link its historic downtown with nearby South Park, creating an attractive destination for visitors.

RESOURCE CORRIDOR COMMUNITIES

City	1990 Population
Beatrice	12,352
Plymouth	455
Odell	291
Steele City	101
Endicott	163
Fairbury	4,335
Tobias	127
Western	264
Swanson	145
DeWitt	598
Wilber	1,527
Clatonia	296
Pickrell	201
Cortland	393
Crete	4,841
Lincoln*	191,972

* Connection with Metropolitan Resource Corridor

THE AMERICAN DISCOVERY TRAIL

In 1989, the American Hiking Society and Backpacker magazine envisioned a coast-to-coast multi-use trail that would connect both urban and rural areas and link previously designated north-south national trails. This concept ultimately became the American Discovery Trail (ADT). The ADT as proposed is approximately 6,000 miles long, stretching from Point Reyes, California to Cape Henlopen, Delaware. On its way, the trail will cross fifteen states and the District of Columbia. The Northern Midwest route, which crosses Nebraska and Iowa, was added to the ADT in 1993.

The ADT is currently being studied by the National Park Service for inclusion in the national trails system. The American Hiking Society is developing a guide to the trail as well as detailed maps of its route. In addition, a national coordinating office helps to link the statewide and regional efforts of coordinators within each individual state.

The Network of Discovery: A Statewide Trails Plan

The statewide trails plan map combines the concepts for the sixteen Resource Corridors into an overall plan map. In addition, the plan includes routes that "bridge" the corridors where they do not otherwise connect. These connecting routes include the American Discovery Trail, other links, and scenic byways.

■ American Discovery Trail

Nebraska's proposed American Discovery Trail route links the Ogallala, Platte Canyons, Big Bend, Central, and Metropolitan Resource Corridors, generally following the historic Platte River Road. It also includes optional loops through the Sandhills and along the Cedar and Loup Rivers.

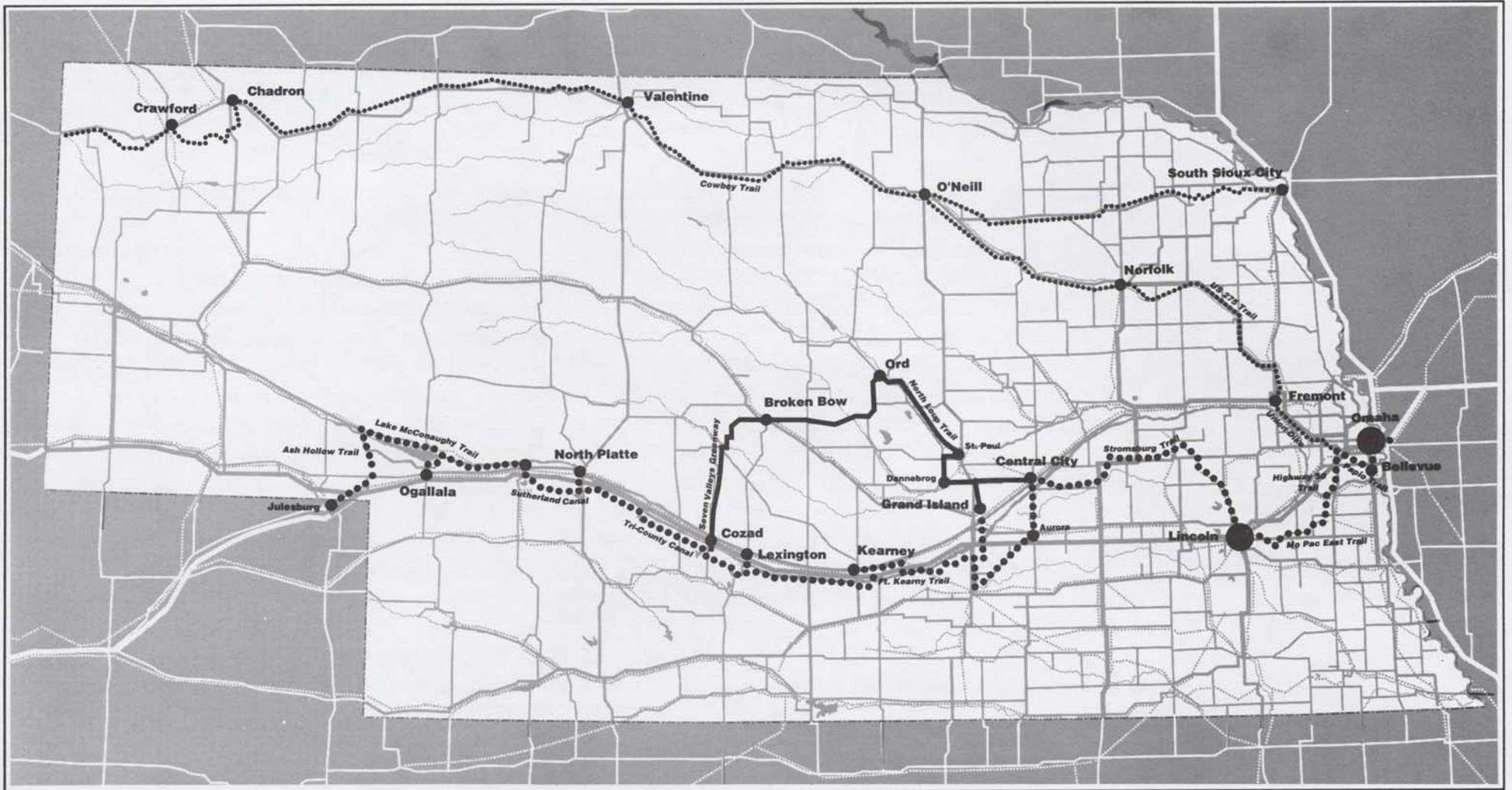
From the west, the ADT would enter the state near Julesburg, Colorado. It follows the South Platte River to California Hill, proceeding north along the Oregon Trail route proposed for the Ogallala Resource Corridor to Ash Hollow State Historical Park. The route then continues on multi-use and greenway trails proposed for Lake McConaughy to Ogallala.

From Ogallala, the ADT would follow the historic corridor of the Platte River Road. It

would follow the Sutherland and Keith-Lincoln County Canals to Sutherland, crossing Interstate 80 to the north shore of Sutherland Reservoir. The ADT route would then follow the Sutherland Outlet Canal to Lake Maloney, which provides a water feature and campground along the route. Here, the ADT connects to North Platte's proposed trails system, bringing travellers to that historic city.

From North Platte, the ADT would follow maintenance roads of the Tri-County Supply Canal from North Platte to Lexington. From Lexington to Doniphan, the route follows county roads on the south shore of the Platte River, following the historic Oregon and Oxbow Trails. Exclusive trails and greenways in the Big Bend Resource Corridor would provide future off-road routings for the ADT. At Doniphan, a proposed multi-use trail branches into Grand Island. The ADT route follows county roads and a proposed trail-with-rail corridor to Aurora and Central City.

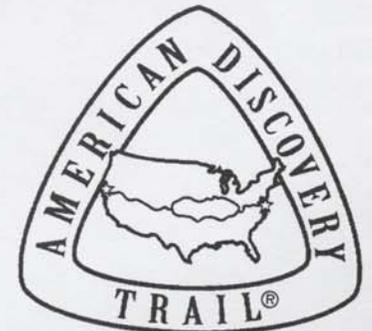
From Central City, the ADT will follow a proposed trail-with-rail corridor along the Union Pacific's Stromsburg Branch to Valparaiso and Lincoln. This rail corridor is roughly paralleled by Highways N-66 and N-92 to Brainard. From Brainard, a rail-trail will carry the ADT to Valparaiso; joint trail-with-rail development parallel to Highway N-79 would link the route into Lincoln's metropolitan trail system.



Nebraska American Discovery Trail Route and Other Cross-State Routes

Legend

- Nebraska ADT Route
- Seven Valleys Loop
- Northern Tier Route



In Lincoln, the ADT connects to the city's proposed Oak Creek Trail, leading eastward along the Mo Pac and Mo Pac East Trails. Leaving Lincoln, the route continues on the Mo Pac East Trail to Wabash. It then follows the Omaha to Lincoln routes proposed for the Metropolitan Resource Corridor, crossing the Platte River at the abandoned Rock Island Railroad bridge. The route continues north and east, linking to the West Papio and 144th Street Trails of Omaha's regional trails system. The preferred route would follow the Papio and Bellevue Loop Trails to Haworth Park Bellevue and continue up the proposed Missouri Riverfront Trail to a proposed trail and pedestrian crossing over the Missouri River near Omaha's Downtown Riverfront. Alternate routes could utilize new crossings that accommodate pedestrians and bicycles at new US 34 or South Omaha Bridges with a trails link along the Missouri Riverfront to downtown Omaha.

■ Other Cross-State Routes

- *Seven Valleys Loop*

A northern off-trail loop off the Nebraska ADT route ventures into the scenic terrain of the Seven Valleys region. This route diverges from the ADT near Cozad, following county roads in canyon country through Callaway to Broken Bow. From Broken Bow, the route follows Highways 70 and 58 to Ord. The route then follows the North Loup Valley line of the Union Pacific, a potential trail-with-rail

corridor parallel to Highway 11 through St. Paul to St. Libory. From St. Libory eastward, the alternate follows county roads through Worms to Central City, connecting again with the ADT.

- *Cowboy Line and Northern Tier Route*

In addition to the ADT, other cross-state trail routes may be considered in the future. Sponsors of cross-country routes, such as ADT sponsors, the National Park Service, or the Adventure Cycling Association, should consider the use of the ex-C&NW "Cowboy Line," with its unparalleled views of the Nebraska Sandhills and the White and Niobrara River valleys. This corridor will become America's longest continuous rail-trail. The westernmost segment of this cross-state trail is the the White River Trail from Harrison to Crawford. At Crawford, opportunities should be explored for a link to South Dakota's planned George Mickelson Trail from Edgemont to Deadwood through the Black Hills. From Crawford to Chadron, the northern route follows the 50-mile Pine Ridge Trail. The trail route then follows the Cowboy Trail through the Pine Ridge, Niobrara, and Upper Elkhorn Trail Corridors to Norfolk. Joint trail-and-rail development will occur along the Chadron to Merriman segment, where short-line rail service will continue.

From Norfolk, the northern tier route would follow trails development proposed in the plan along the Elkhorn Valley in conjunction with



Above: An Iowa scenic byway sign in Stuart. Iowa provides four scenic byway tours, indicated on its state highways map.

the expressway development of US 275. The route then enters Omaha's metropolitan trail system from the west, using proposed trails to lead through Omaha to the Downtown Riverfront and Council Bluffs. Another opportunity for an eastward extension of the Cowboy Trail is presented by trail-with-rail development along the Burlington Northern line between O'Neill and Sioux City. This route provides a connection to the Lewis and Clark Resource Corridor and an interstate link to Sioux City's trails system.

■ Connecting Links

• Road Links.

Connecting links knit the individual Resource Corridors together into a continuous statewide system. Most of these links follow roads that:

- Link communities and points of interest into the trails system, contributing to its goals,
- Pass through notable environments, or
- Experience relatively light traffic.

Connecting road links should be mapped and designated with distinctive roadside signs, consistent with the requirements of the Manual of Uniform Traffic Control Devices.

• Long-Distance Railroad Corridors

Other connecting links utilize railbanked or

lightly used railroad corridors, providing opportunities for long-distance trail or trail-with-rail development. In addition to the Cowboy Trail, these links include:

- *The Stromsburg Branch of the Union Pacific.* This line extends from Lincoln to Central City, linking the Metropolitan and Central Resource Corridors and is a central part of the proposed ADT route.
- *The O'Neill to Sioux City Burlington Northern.* This route links the Upper Elkhorn and Lewis and Clark Resource Corridors. Segments of the lightly used line are included in both corridors. Trail or trail-with-rail development linking with the "Cowboy Line" at O'Neill would create a cross-state trail that links Wyoming with Sioux City across the northern tier of Nebraska.

■ Scenic Byways

The system of connecting links should be co-ordinated with the development of a scenic byways system for the state. The statewide trails plan map indicates both these connecting road links and scenic routes defined during a 1974 planning process. This 1974 designation of scenic byways should be updated with the designation of routes based on specific criteria. Signs connoting scenic byways should be coordinated with those defining connecting links between Resource Corridors.

