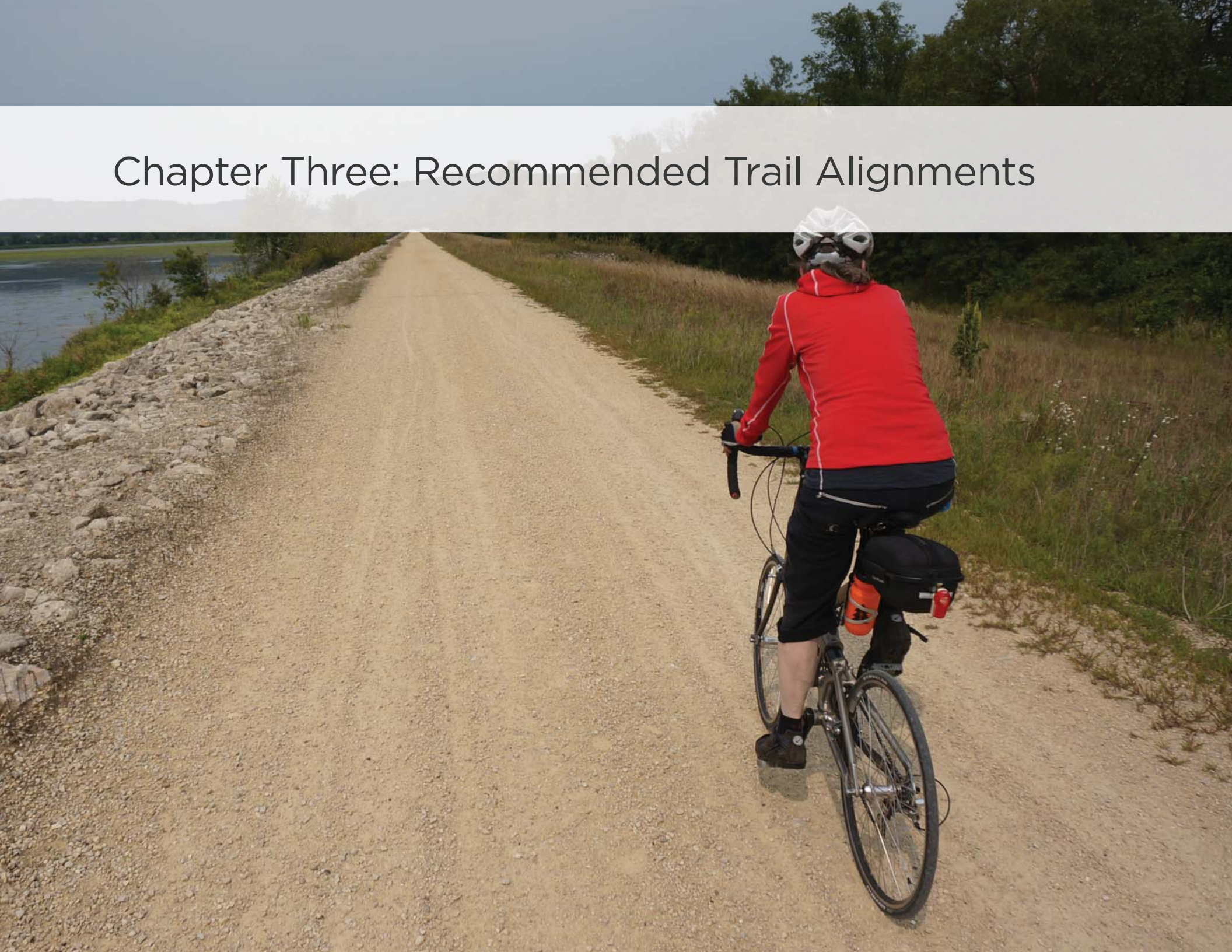


Chapter Three: Recommended Trail Alignments



The Flyway Trail will offer area residents and visitors unique and diverse recreation and transportation experiences.

Recommended Trail Alignments

Introduction

This chapter of the study identifies recommended alignments for the Flyway Trail. These alignments are based on a thorough analysis of existing conditions within the corridor, an inventory of opportunities and constraints affecting trail development and potential alignments, and input provided by the steering committee and citizens of Buffalo County during the study.

The chapter begins with a brief description of the trail typologies that will comprise the Flyway Trail: shared-use paths, shoulder bikeways, bike lanes, and signed on-street bike routes. The chapter

continues with an overview map of the recommended trail alignments for the entire 40-mile corridor. The corridor is divided into thirteen segments, each providing a greater level of detail for a specific section of the trail, using descriptive text, maps, and photographs. Following these detailed segment descriptions, the chapter concludes with brief descriptions of additional scenic recreational routes that extend inland and travel through Buffalo County's picturesque hills and valleys. These routes are outlined in recommendations R1 through R4.



Trail Typologies

A variety of trail typologies will route the Flyway Trail through Buffalo County. These trail types are sensitive to the constraints inherent in the physical and built environments. While most trail users prefer a shared-use path separated from motor vehicle traffic, the advantages to on-street facilities, such as shoulder bikeways and signed bike routes, should not go unnoticed. On-street facilities can provide greater access to many destinations that cannot be reached by a shared-use path, particularly in town centers and across linear barriers like railroad tracks and rivers. They also cost considerably less money relative to shared-use paths. On-street facilities can be designed and constructed in less time. The Flyway Trail should use a combination of facility types to maximize connectivity, accessibility, safety, and enjoyment for trail users of all ages and abilities. The four basic trail typologies described here are supplemented with detailed design guidelines and additional facility types. Designers and engineers should take such guidance into account during trail design.



Shared-Use Paths

Shared-use paths are an ideal treatment for a wide variety of trail users. Typically constructed of asphalt, concrete or firmly packed crushed aggregate, these hard-surface trails are a durable option. They are accessible to those with disabilities as long as they maintain grades of 5 percent or less. The trail tread of shared-use paths should be at least 10 feet wide in order to allow two-way traffic. Additionally, a 2-foot soft shoulder should be provided on either side of the trail tread. The path should maintain a minimum of 8 feet of vertical clearance from overhead objects. Where railings are necessary due to steep slopes adjacent to the trail, designers should install 42 inch railings. This trail typology is most appropriate in areas that will be highly used; their ideal placement is along gradually sloping, pre-existing linear rights-of-way, such as railroad beds or utility rights-of-way.



Shoulder Bikeways

This trail typology includes paved shoulders striped alongside the roadway, providing a dedicated space for bicyclists. Generally, long distance bicyclists use shoulder bikeways more frequently than pedestrians. This trail typology will likely see minimal pedestrian usage, since this trail type will likely be located primarily along Highway 35 between towns within the corridor, with distances often too great for most recreational and transportation-oriented pedestrian trips. Shoulders will be at least five feet in width, consistent with design criteria for the Great River Road as specified in the Wisconsin DOT Facility Design Manual, Section 11-15-5. The addition of wayfinding and warning signage along these shoulder bikeways will direct trail users to destinations within the corridor, increase motorist awareness of other road users, and support the identity and brand of the Flyway Trail as an amenity in the region.

Bike Lanes

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes. People riding bicycles in the bike lane travel in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Many bicyclists, particularly less experienced riders, are more comfortable riding on a busy street if it has a striped and signed bikeway than if they are expected to share a lane with vehicles. Appropriate signing and stenciling is important with wide bicycle lanes to ensure motorists do not mistake the lane for a vehicle lane or parking lane.



Signed On-Street Route

Signed shared roadways are facilities shared with motor vehicles. They are typically used on roads with low speeds and traffic volumes; however, they can be used on higher volume roads with wide outside lanes or shoulders. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided. To further identify a route as part of the Flyway Trail and to further alert motorists to expect bicycles on the roadway, shared lane markings can be added to a signed on-street route. These shared lane markings, or sharrows, can also assist bicyclists by indicating the preferred lateral positioning in the lane to avoid unexpected car door openings (also known as “dooring”) and to reduce close passing by motor vehicles.



Corridor Overview

The Flyway Trail will offer area residents and visitors unique and diverse recreation and transportation experiences along the Mississippi River. From Pepin County and the Chippewa River to Trempealeau County and the Great River State Trail, the recommended alignments connect to countless destinations and amenities that shape the character and culture of Buffalo County's riverside communities.

Highway 35 serves as the spine and primary route for the Flyway Trail. Because opportunities for off-street shared-use path development are limited to shorter, disconnected segments

(up to seven miles in length) within the corridor, a continuous trail along Highway 35 will establish a primary route from which parallel routes can be developed as opportunities arise.

Where feasible, shared-use paths are recommended to provide an ideal trail facility that accommodates users of all ages and abilities. These shared-use paths, ranging from less than a quarter mile to nearly seven miles in length, are interspersed throughout the study area, taking advantage of wide rights-of-way along Highway 35, clear-cut utility corridors with gentle grades and cross-slopes, abandoned Old Highway 35 rights-of-way, and other conditions that are suitable for shared-use path development.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- Existing Shared-Use Path



Through almost every town within the corridor, on-street facilities are recommended to support bicycle travel, increase connectivity to local destinations, and afford trail users ample opportunities to experience the unique landscapes, scenic vistas, historic character, and local charm that each community has to offer. Bike lanes along wider sections of Highway 35 provide a dedicated space for bicyclists through Nelson and Alma. Signed on-street routes located in every town offer a more comfortable bicycling experience along lower speed streets with fewer cars and heavy trucks.

These signed routes also offer scenic excursions through the hills and valleys to the east of the Mississippi. These four recreational routes range from five to twelve miles in length and provide trail users with a different bicycling experience not found in the bottomlands along the river. Greater elevation changes, forested valleys, and open expanses of hilltop farmlands are exciting elements that add to the breadth of diversity that characterizes the Flyway Trail.



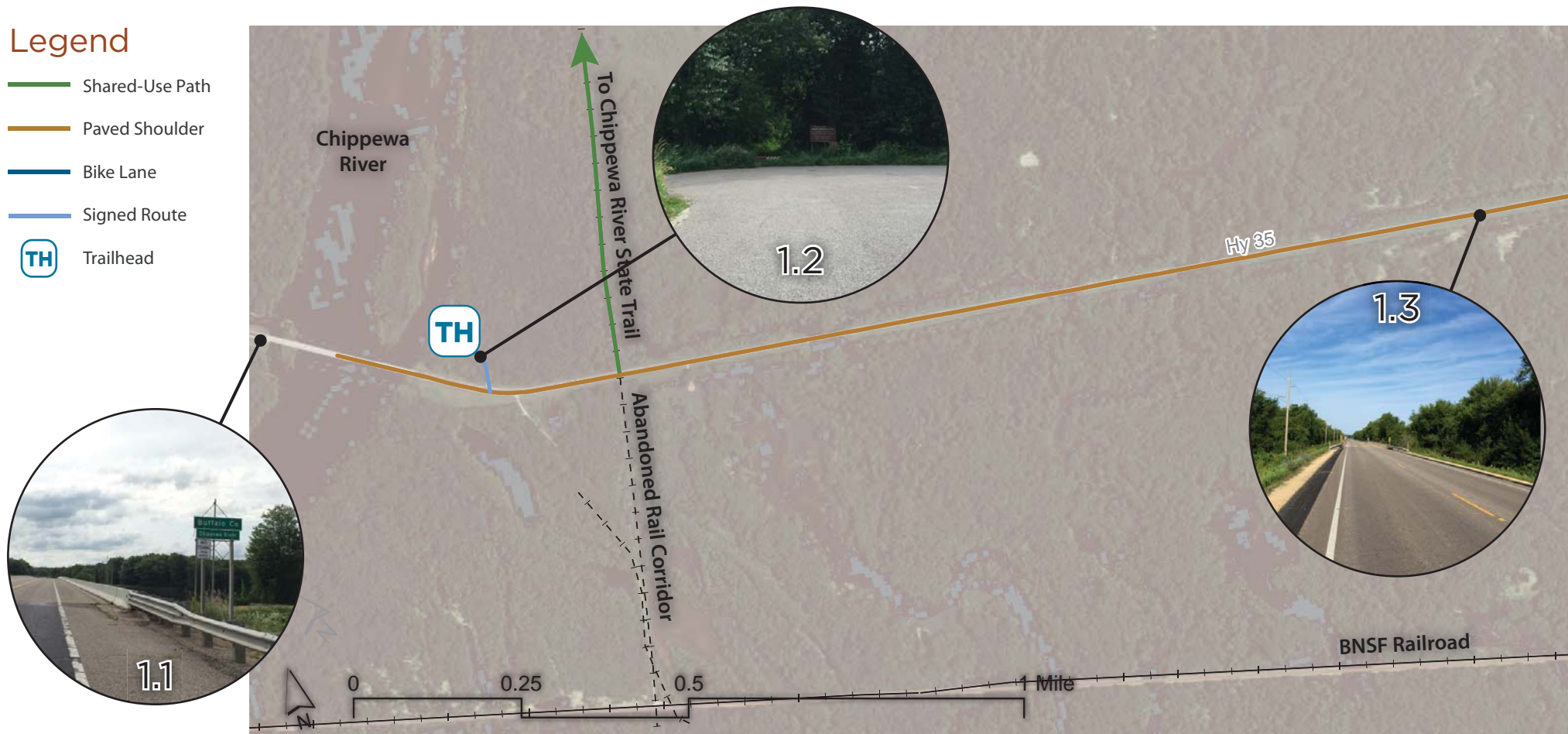
Segment 1: Chippewa River to Nelson



The northernmost segment of the Flyway Trail begins at the Chippewa River and extends south into Nelson. A potential trail corridor along the Chippewa River and adjacent abandoned railroad line could extend recreational opportunities north to Durand and the Chippewa River State Trail.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



State Highway 25 already provides continuous paved shoulders over the Mississippi River for bicycle travel across the Mississippi and into Wabasha, Minnesota.

1.1. The existing bridge over the Chippewa River provides wide shoulders for current bicycle riding and for future bike enhancements. The bridge is an asset for a future connection to Pepin County.

1.2. Just over the bridge in Buffalo County is an existing boat launch and parking lot. This site can provide a location for a future trailhead for the Flyway Trail.

1.3. Great River Road offers the only feasible trail connection between the Chippewa River and Highway 25. Shoulder bikeways can be provided on the current shoulders, which are approximately 5 feet wide. The current bridges (five total) provide only about 3 feet of

shoulder space and are not scheduled to be replaced in the short term. Coordination with Wisconsin DOT can provide physically separated non-motorized connections through this corridor when the bridges are in need of replacement.

1.4. Highway 35, approaching Highway 25 from the west, includes potential for a shared-use path along the western edge of the farmlands south of the highway. The trail could be routed south to the railroad tracks and then east into Nelson along Jefferson Street.

1.5. Main Street's existing width provides an opportunity for on-street bike lanes as the trail travels through Nelson. The on-street bicycle facility can be connected to future non-motorized facilities over Highway 25 into Minnesota.

1.6. There is the potential for an off-street shared-use path along the base of the bluff starting at the intersection of Highway 35 and County Road D, just north of Nelson. The path would follow the base of the bluff and along the eastern edge of Nelson; it would reconnect with Highway 35 to the east of 1st Street, east of Nelson Creamery, and remain a shared-use path along the bluff (east) side of the highway.



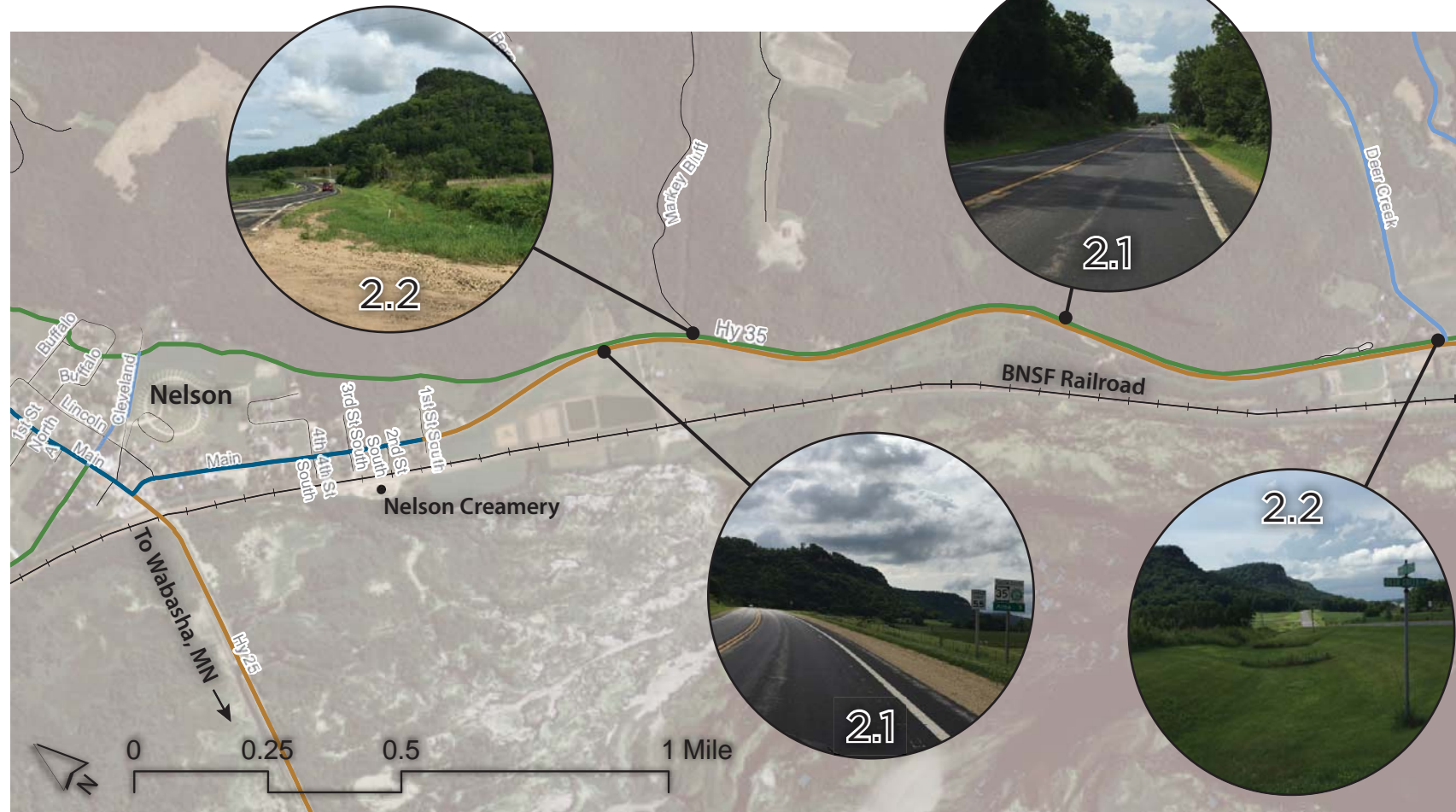
Segment 2: Nelson to Spring Creek Road



As the Flyway Trail continues south from Nelson, two potential alignments are identified: a continuation of the on-street bike lanes transitioning into a paved shoulder bikeway, and a continuation of the shared-use path along the bluff side of Highway 35.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route



2.1. The recommended shoulder bikeway on Highway 35 will provide a signed route for bicycle travel through the corridor. Shoulder width, material, and condition through this section of Highway 35 vary considerably. The addition of 5-foot-wide paved shoulders (consistent with the Wisconsin DOT Facility Design Manual, Section 11-15-5 - Design Criteria for the Great River Road) is recommended to increase cyclist safety and comfort. Wayfinding and warning signage will increase awareness of bicycle usage within the corridor and guide cyclists to destinations along the Flyway Trail. Until the shared-use path can be constructed, this on-street facility will serve as the primary alignment for the Flyway Trail.

2.2. The study team recommends that the off-street shared-use path traversing the base of the bluffs through Nelson, continue further south, and eventually merge with the Highway 35 right-of-way. The bluff side of Highway 35 through this section generally provides adequate space for an off-street path. The recommended shared-use path continues on the bluff side of the highway through the area that includes Hillview Street, parallel to Highway 35 until Spring Creek Road.



Segment 3: Spring Creek Road to Iron Creek Road



From Spring Creek Road to Iron Creek Road (County Highway I), there are three potential alignments for the Flyway Trail: a continuation of the shoulder bikeway along Highway 35, a continuation of the shared-use path adjacent to Highway 35, and a new shared-use path alignment behind Alma School along the utility corridor to Windsong Terrace. Access to the

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



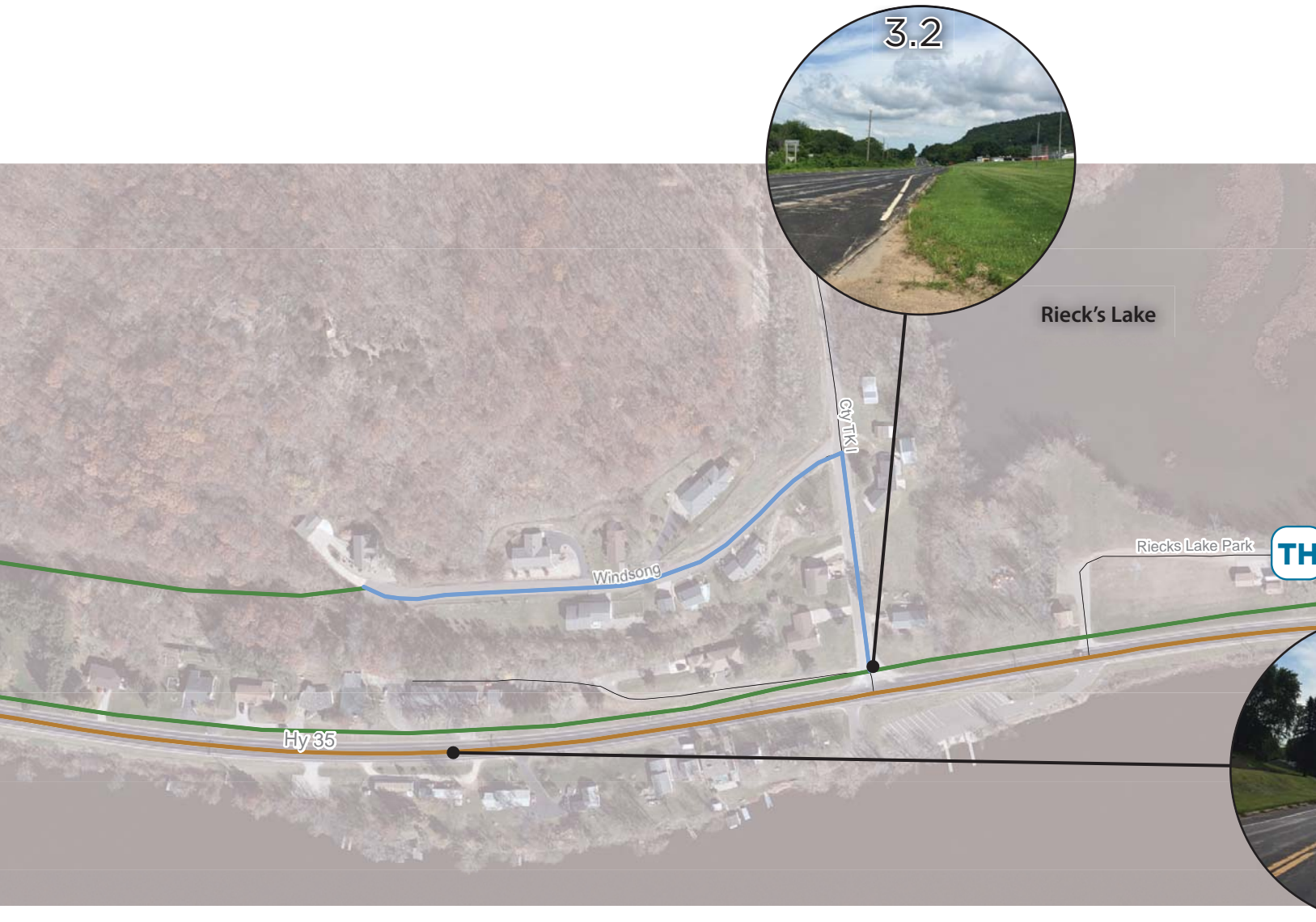
Alma School is critical, as more than 800 students travel to the school daily from Alma and the surrounding area.

3.1. Continuation of the shoulder bikeway along Highway 35 provides an adequate facility for touring and recreational bicyclists. North of Alma, average daily traffic volumes were approximately 2,500 in 2006. This figure has likely risen as the result of increased industrial traffic on Highway 35 and in Buffalo County in general. Expanding the shoulder width to 5 feet minimum will increase bicyclist comfort and safety.

3.2. In addition to the on-street facility, the study team recommends continuing the off-street shared-use path along the bluff side of Highway 35 south from Spring Creek Road to Iron Creek Road. There are some opportunities to take advantage of the old Highway 35 alignment and grading.

3.3. Alternatively, there is an opportunity to create a shared-use path connection from Spring Creek Road, extending behind the Alma Area Elementary School through the utility

corridor to Windsong Terrace. This alternative provides a slight elevation over the Highway 35 corridor and would offer a different vantage point of the Beef Slough. However, it would not connect directly to the Beef Slough historical marker and rest area. The shared-use path would transition to an on-street signed route along Windsong Terrace and Iron Creek Road before reconnecting with the Highway 35 corridor north of Rieck's Lake Park.



Segment 4: Iron Creek Road to Alma



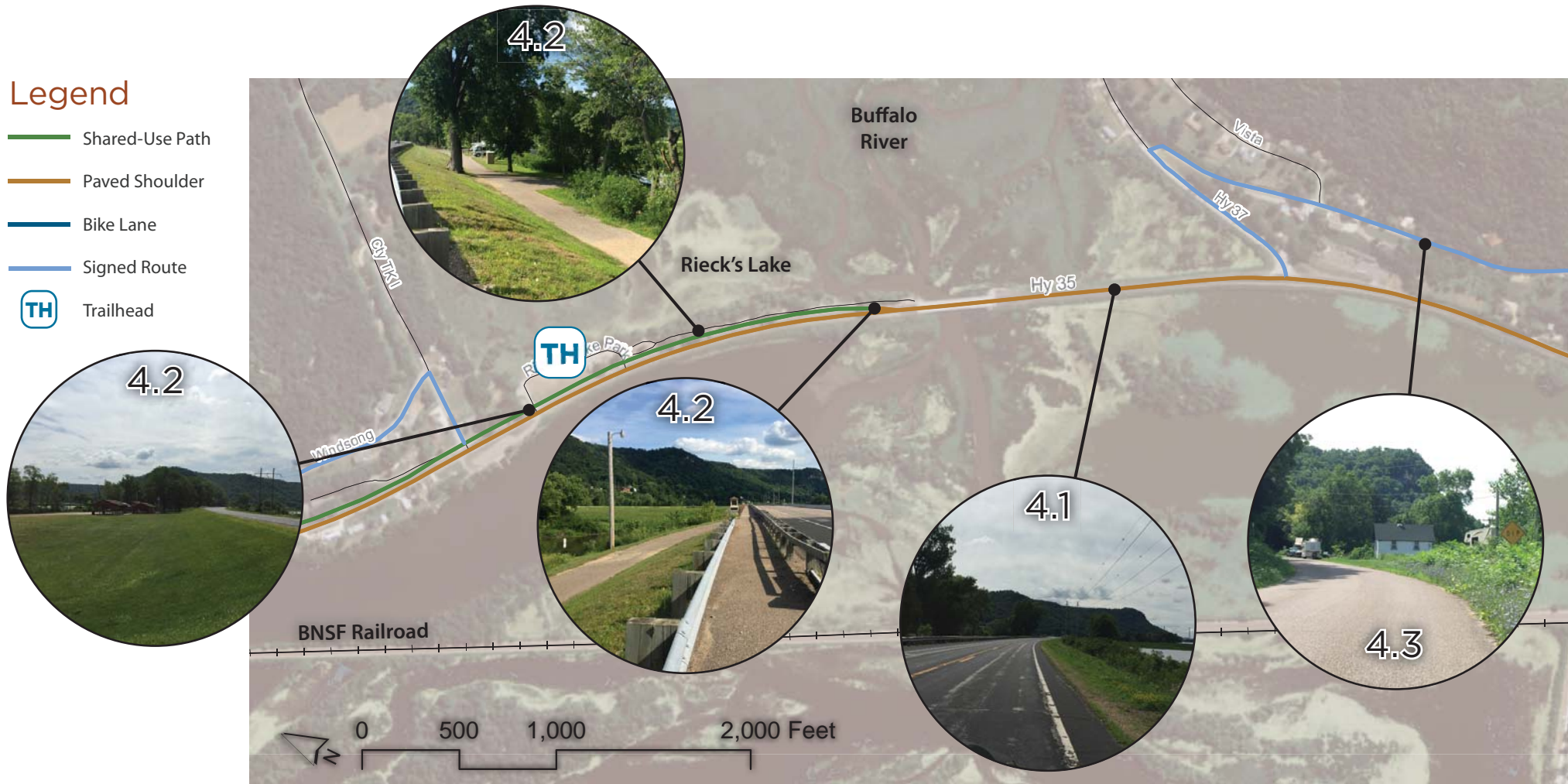
Multiple Flyway Trail facility types and corridors are recommended from Iron Creek Road southward into Alma. Geographic constraints, such as the Buffalo River and the encroaching bluffs towering over Highway 35, limit opportunities for off-street trail development.

4.1. The on-street shoulder bikeway on Highway 35 will continue south through the entire corridor and eventually transition into dedicated bicycle lanes at Riverview Drive in Alma. The shoulders in this vicinity are approximately 5 feet wide.

4.2. Between Iron Creek Road and Rieck's Lake Park, the team recommends continuing the shared-use path along the bluff side of Highway 35. There are opportunities to route the

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



shared-use path through Rieck's Lake Park to access the existing separated space on the bridge over the Buffalo River. The shared-use path would transition to a shoulder bikeway between the Buffalo River Bridge and Highway 37.

4.3 The study team recommends an alternative scenic route into Alma on Riverview Drive. This scenic route begins at Highway 37 and travels along Riverview Drive, parallel to Highway 35. This elevated corridor provides a unique vantage point and a lower-speed, lower-volume roadway for bicyclists traveling along the Flyway Trail.



Segment 5: Alma



There are two recommended routes for the Flyway Trail through Alma: an on-street bike lane route along Highway 35, and a signed route along Second Street.

5.1 Starting just south of Riverview Drive, the Great River Road becomes Main Street and continues through Alma. There is about 40 feet of width between the existing curbs through

this northern section. By prohibiting parking on the river side of the street, there is adequate space for comfortable one-way bike lanes on each side of the street.

In Central Alma, the curb-to-curb width is closer to 46 feet. Two 5-foot bike lanes are possible while maintaining 7-foot parking lanes and 11-foot travel lanes. Further study would show the opportunity for other, more comfortable on-street bicycle facilities, including buffered bike lanes and cycle tracks.

5.2. A signed alternate route through Alma is recommended via 2nd Street. The route would connect to Riverview Drive via Sunset Drive; a shared-use path is recommended for crossing the ravine and following the utility easement to 2nd Street.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route

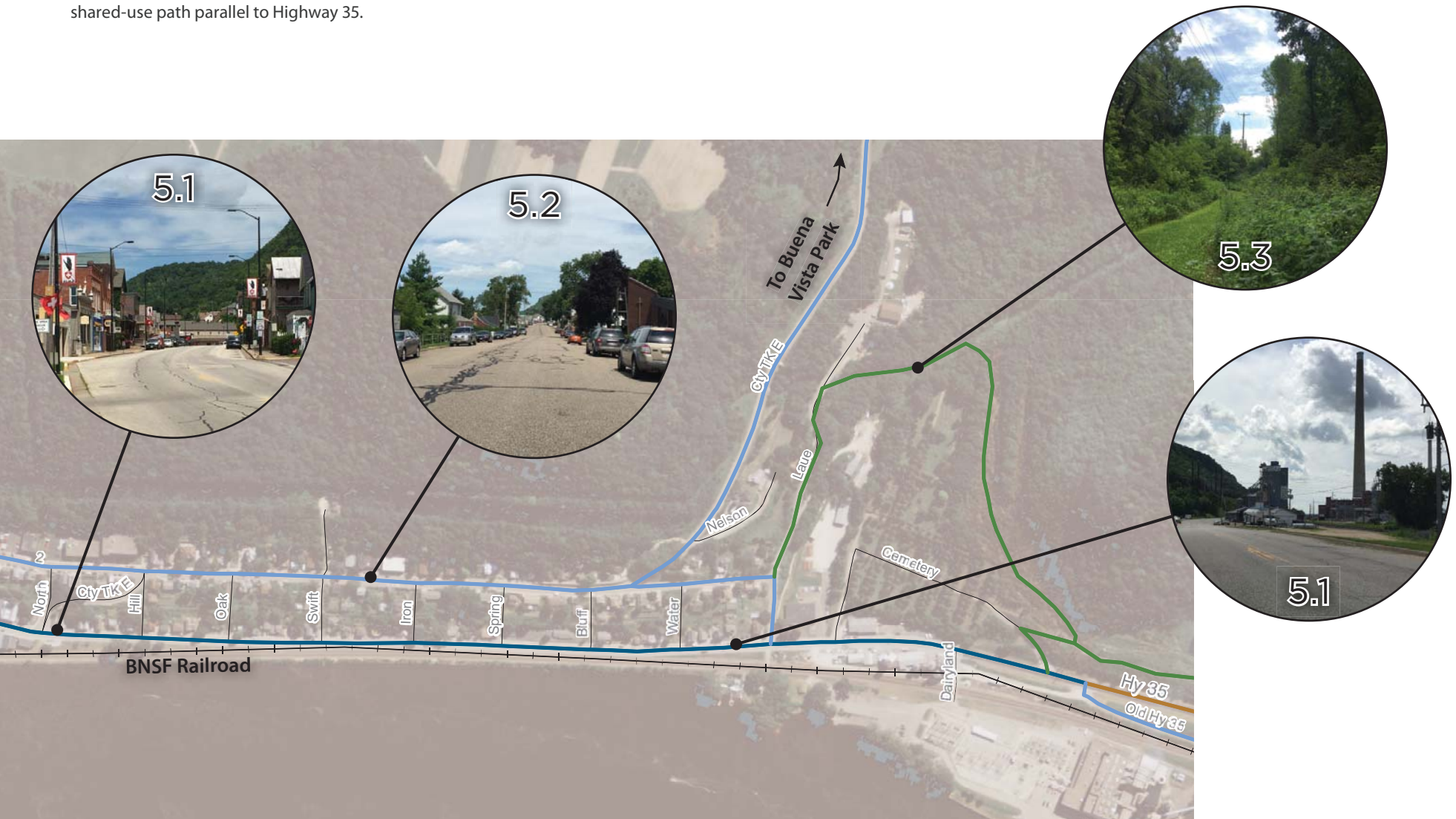


2nd Street, a low-traffic street parallel to Main Street, is recommended as a signed route through Alma. Bike racks are recommended at the multiple public stairs that link 2nd Street to Main Street. Where 2nd Street intersects Laue Street, the study team recommends connecting the signed route back to Main Street.

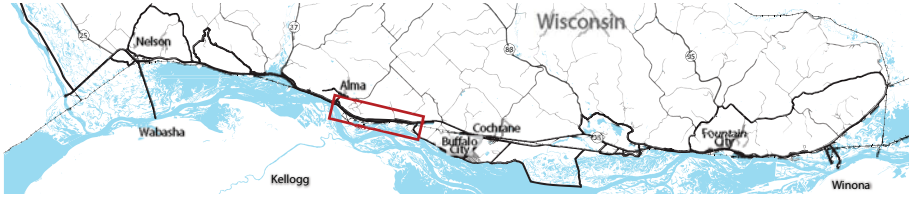
5.3. Additionally, 2nd Street can connect to a shared-use path south of Alma via the utility corridor east of the Alma Cemetery. This scenic route would travel east on Laue to the utility corridor and follow the transmission lines around the cemetery before reconnecting with a shared-use path parallel to Highway 35.

Buena Vista Park Spur

A signed scenic route is recommended along a two-mile route up to Buena Vista Park and overlook via the Alma Dugway Road (County Road E) and Buena Vista Road.



Segment 6: Alma to County Road OO



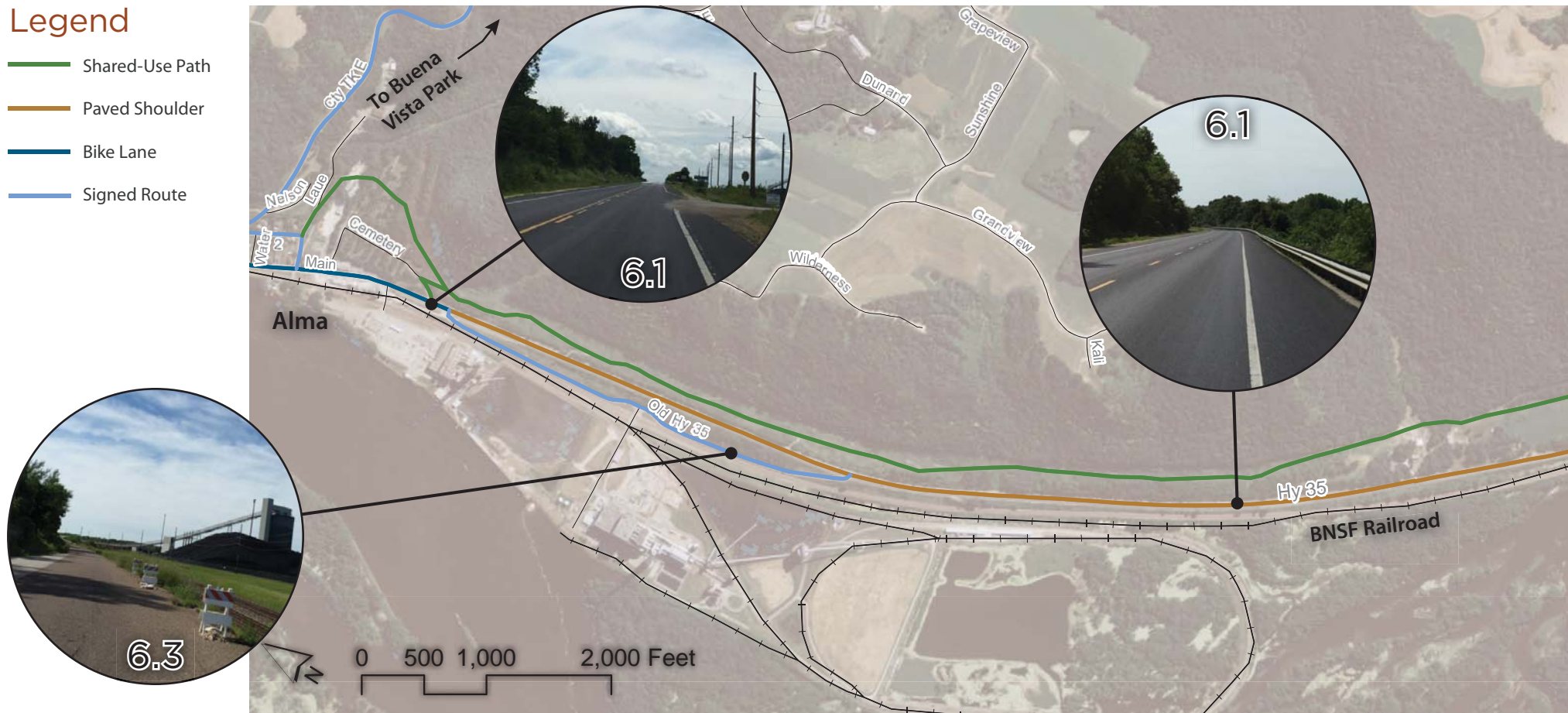
Two recommended alignments lead to Cochrane and Buffalo City as the Flyway Trail continues south from Alma: an on-street route on Highway 35, and a parallel route utilizing the utility and, further south, the River Road.

6.1. The bike lanes recommended for traveling through Alma should transition bicyclists to the existing 5-foot shoulders on Highway 35, just south of the city. There are continuous 5 to 6-foot shoulders between the Old Highway 35 section by Dairyland Power and Sleepy Hallow Road for a shoulder bikeway. While shoulder conditions vary between Sleepy Hallow Road and County Road OO, expanding the width of the paved shoulder would improve bicycling conditions and create a more comfortable environment for all road users.

6.2. The utility corridor between the Alma Cemetery and Sleepy Hallow Road is recommended for a shared-use path. While this alternative presents a more attractive option for trail users, decision makers should discuss the potential alignment with the utility company to determine the corridor's viability. At Sleepy Hallow Road, the shared-use path

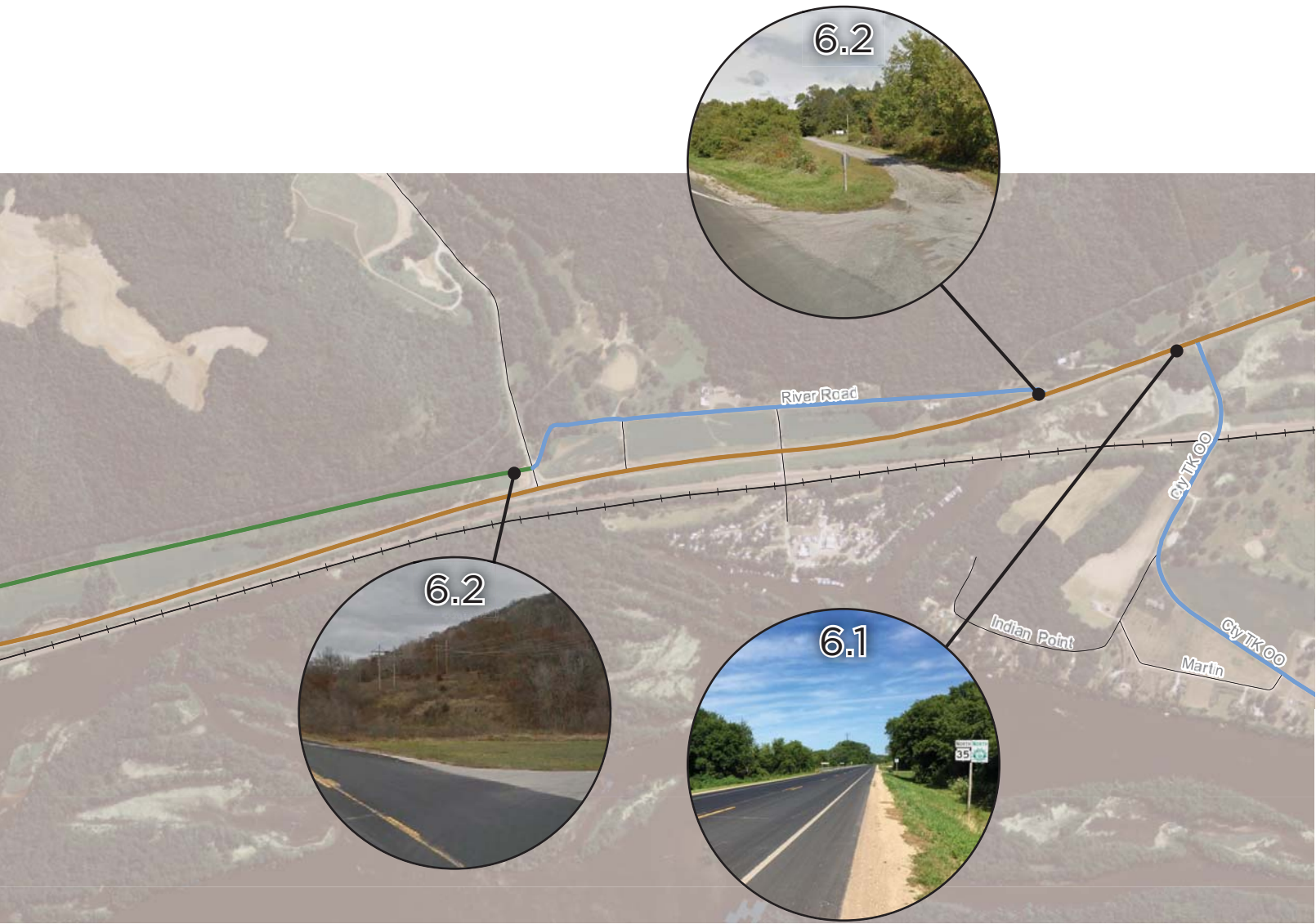
Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route

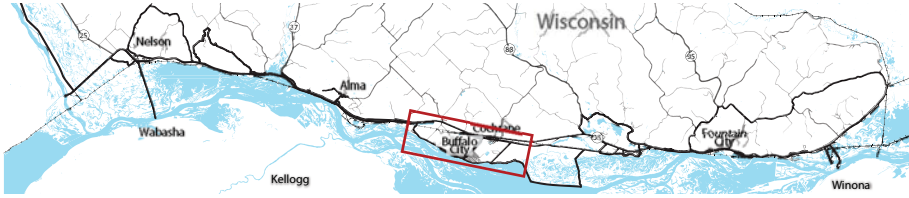


will transition to an on-street scenic route along River Road Drive. Alternatively, the shared-use path facility type may be explored as an alternative parallel to Highway 35 from Sleepy Hollow Road to County Road OO.

6.3. A signed scenic alternate route is recommended along Old Highway 35 by the Dairyland Power Cooperative Station.



Segment 7: Buffalo City and Cochrane



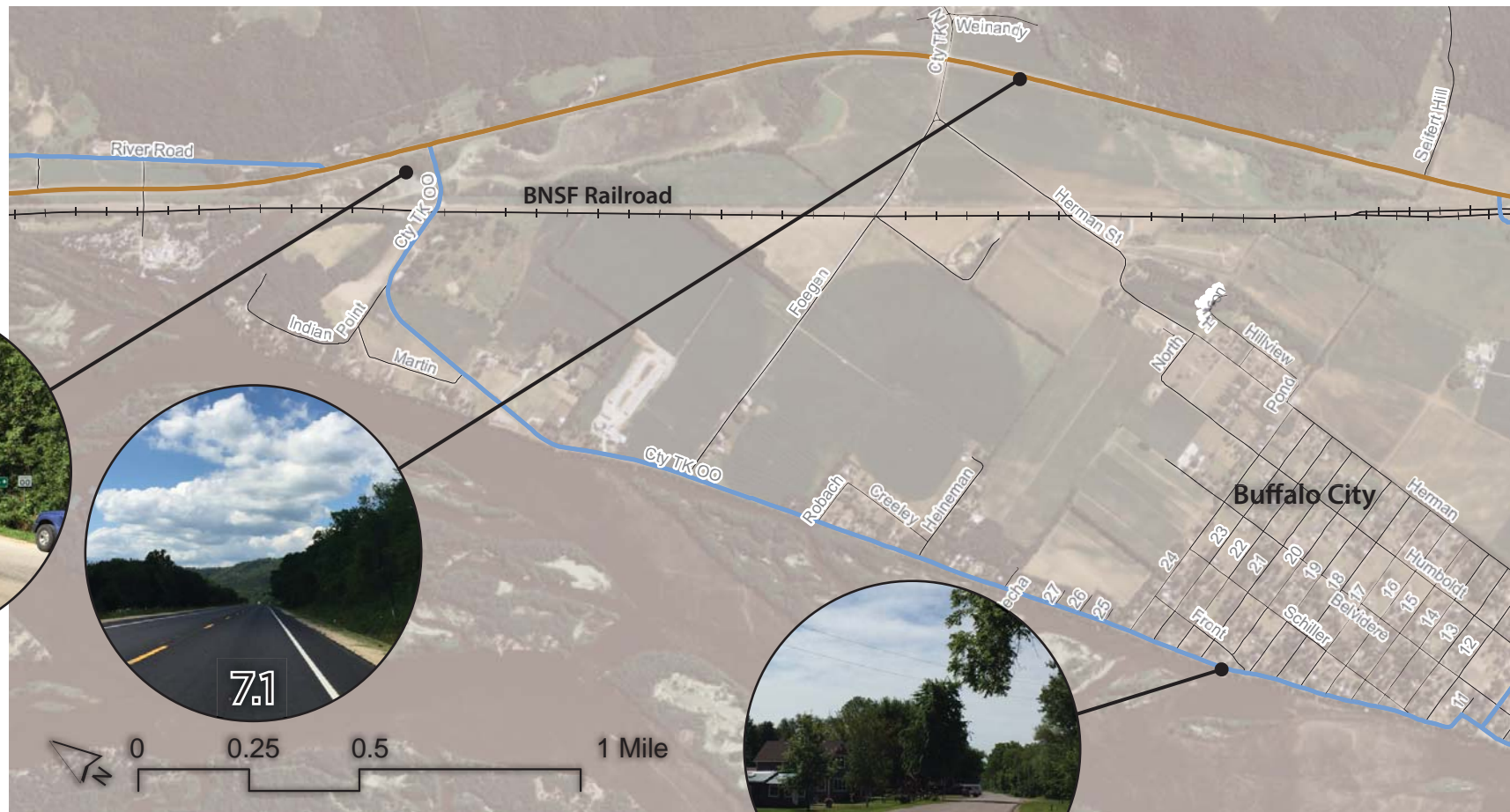
Located in the center of the corridor, Buffalo City and Cochrane are unique in their location west of Highway 35 and the railroad. Multiple opportunities exist to route the Flyway Trail through these communities and ensure that they benefit from the increased transportation, recreation, and tourism benefits that the trail intends to provide.

7.1. The study team recommends continuing the shoulder bikeway along Highway 35 through the length of this segment.

7.2. A scenic route is recommended through Buffalo City along County Road OO. In the event that a shared-use path is realized from Alma to County Road OO, a well-marked trail crossing is recommended to link the bluff side of the highway to the route to Buffalo City along County Road OO. Efforts should be made to reduce the crossing distance and the vehicle turning radius on to County Road OO at the intersection with Highway 35. The route along County Road OO provides access to the amenities in Buffalo City, as well as access points to the river. This route is recommended as a signed bikeway. Additionally, it may be marked with advisory lanes for walking and biking.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



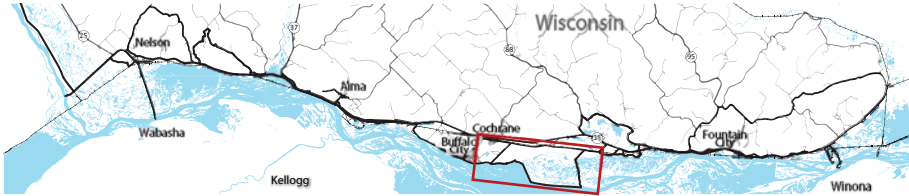
7.3. An additional scenic route is recommended along Main Street through Cochrane. This route will include signage directing trail users to Goose Lake Memorial Park. It will continue south along County Road OO and Prairie Moon Road before reconnecting with the Highway 35 corridor.

7.4. A signed route between Buffalo City and Cochrane is recommended along County Road O (10th Street/Buffalo City Road). Between County Road OO and Herman Street, an advisory lane may be provided to give additional priority to people walking and biking. Between Herman Street and Cochrane, a shoulder bikeway and supporting wayfinding signage are recommended.

7.5. The signed scenic route should continue along Country Road OO, south of County Road O. Advisory bike lanes should be considered from County Road O to West Circle Drive to provide a more comfortable space for bicyclists and pedestrians. This enhancement will provide an alternate route to Prairie Moon Road, as well as a connection to South River Road, Spring Lake Landing, and the dike leading to Lock and Dam No. 5.



Segment 8: Access to the Whitman Dam Wildlife Area and Lock and Dam 5



The Whitman Dam Wildlife Area is one of Buffalo County's greatest natural assets. Providing better access to the property and to the adjacent Lock & Dam 5 will enhance the desirability of the Flyway Trail and offer trail users yet another unique recreational offering along the

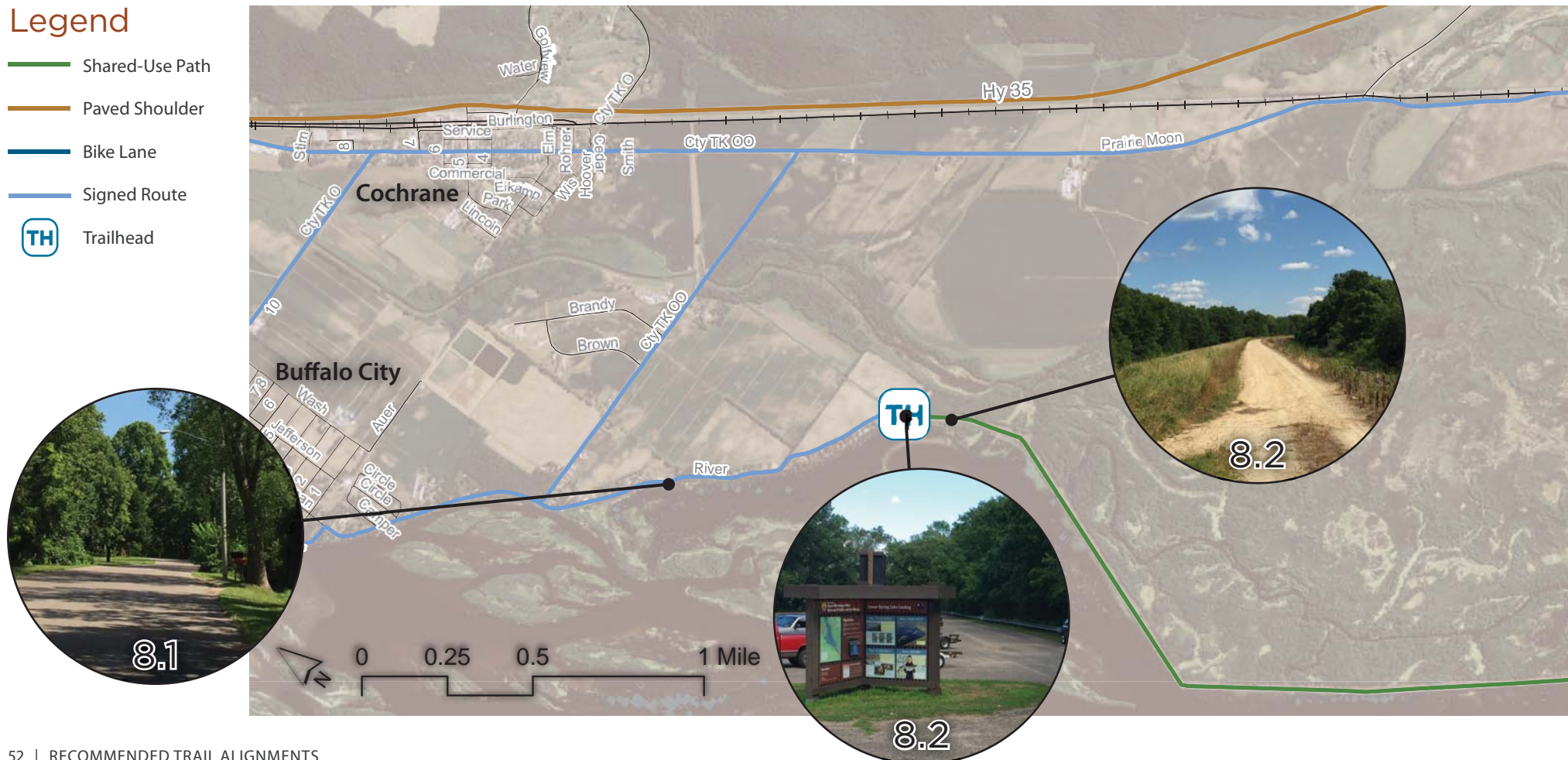
40-mile corridor. Two connections to the property are available: one from the Kamrowski Road and Highway 35 to the east, and another from County Road OO and the River Road to the north.

8.1. As River Road continues south of Buffalo City and County Road OO, the team recommends signing a route to the Lower Spring Lake Landing.

8.2. At Spring Lake Landing, the team recommends formalizing the dike access with a shared-use path to the Whitman Dam Wildlife Area and Lock & Dam 5.

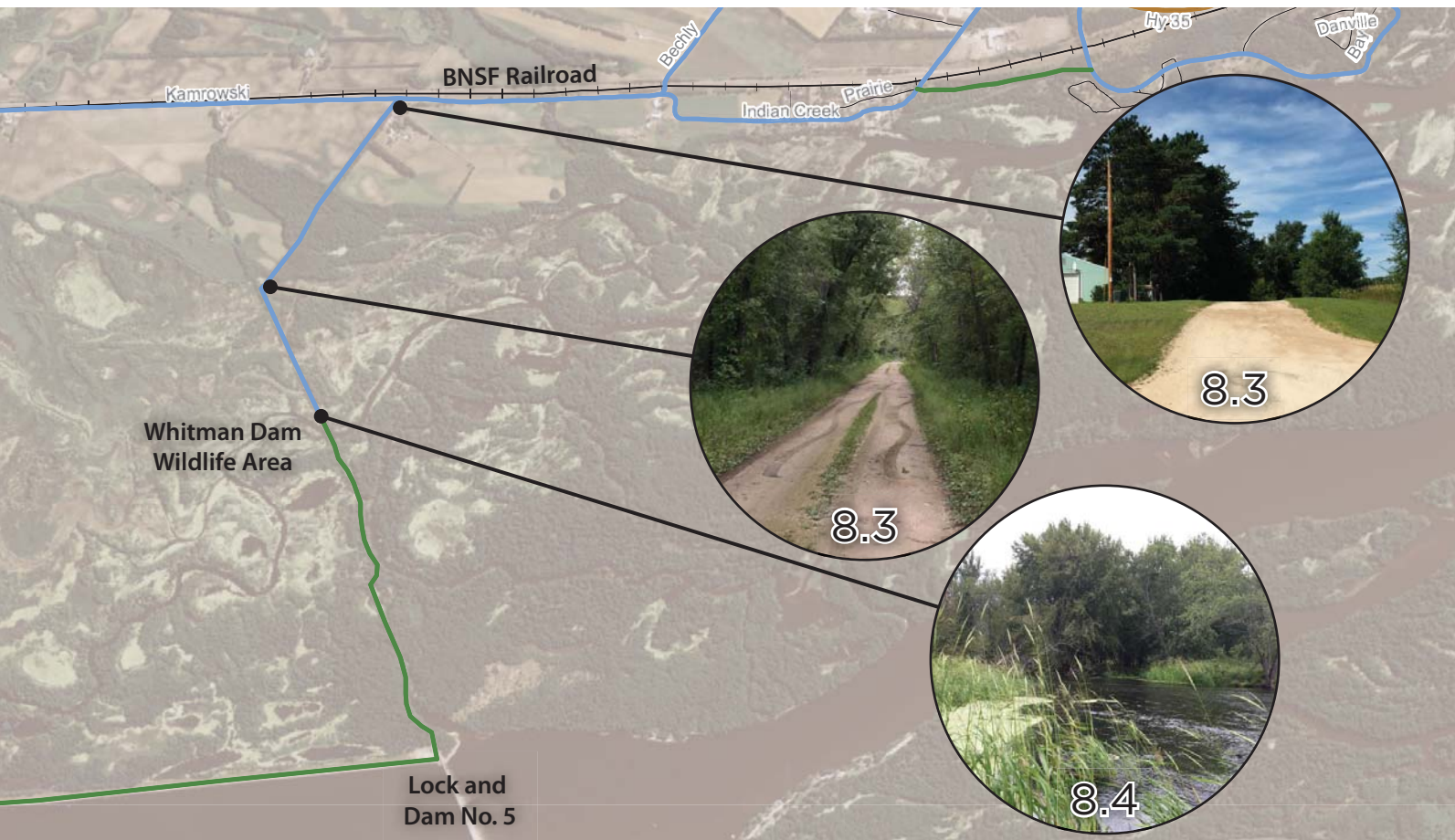
Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead

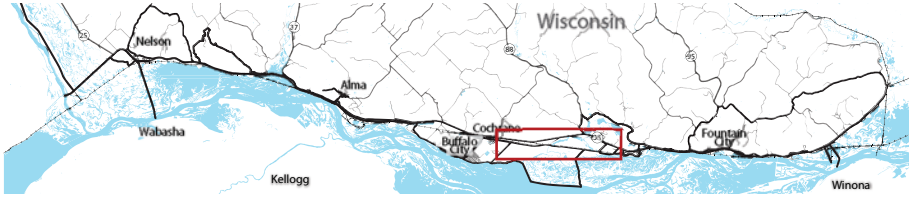


8.3. Additional access is recommended via Kamrowski Road and the existing Whitman Dam Wildlife Area access road. Wayfinding signage can direct trail users into the property.

8.4. At the end of the current unpaved road, it is recommended to continue conversations with the DNR to complete a permeable bridge/boardwalk through the Whitman Dam Wildlife Area to connect to Dam 5 and the dike access route.



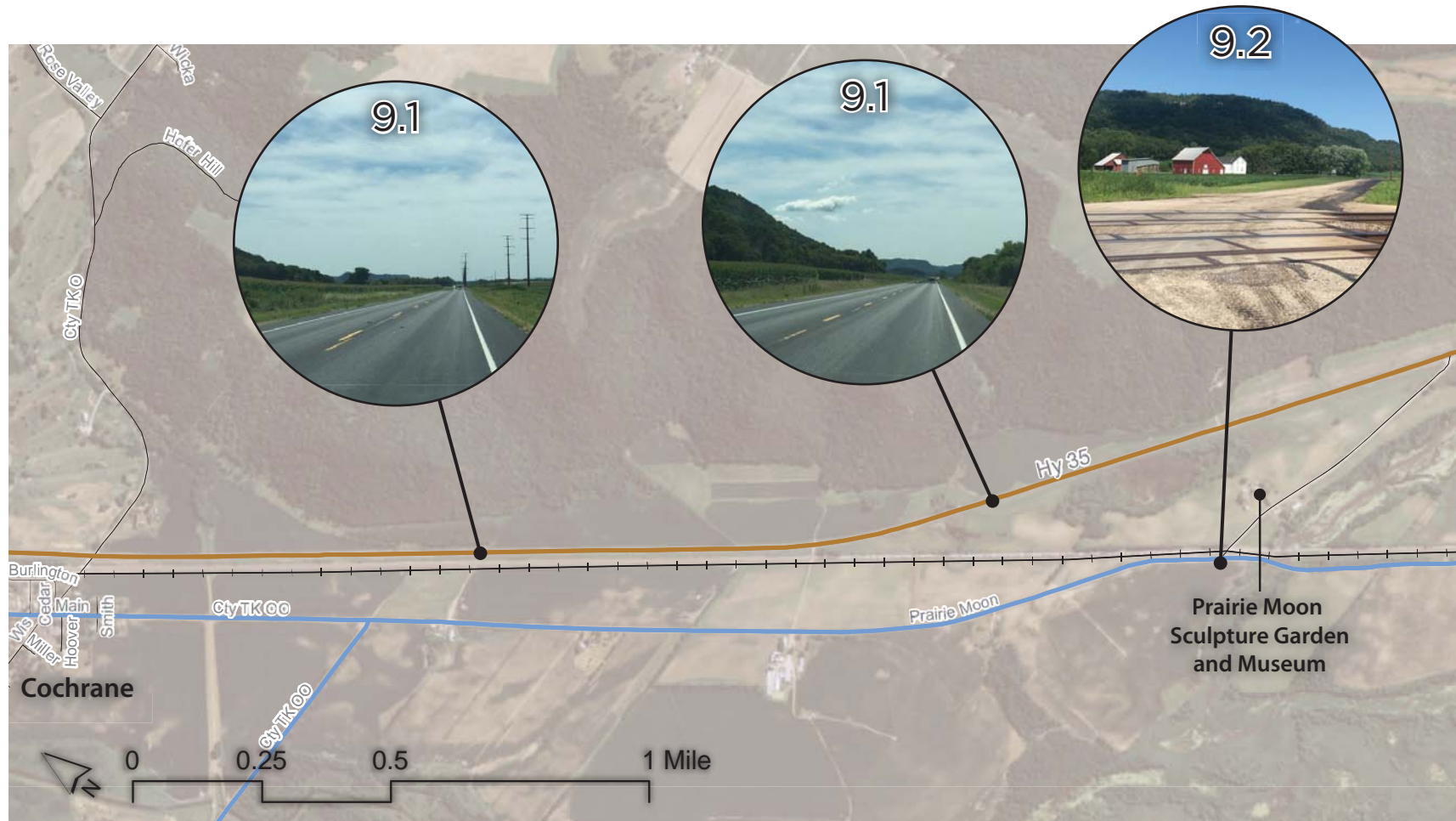
Segment 9: Cochrane to Czechville



As the Flyway Trail continues south through some of Buffalo County's most prized farmland along the Mississippi River, two routes lead trail users to Czechville. A shoulder bikeway along Highway 35, and a signed on-street route along Prairie Moon Road and Kamrowski Road.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route



9.1. It is recommended to continue shoulder bikeways along Highway 35 from Cochrane to Czechville. Shoulders in this area are approximately 4 to 5 feet wide north of Czechville.

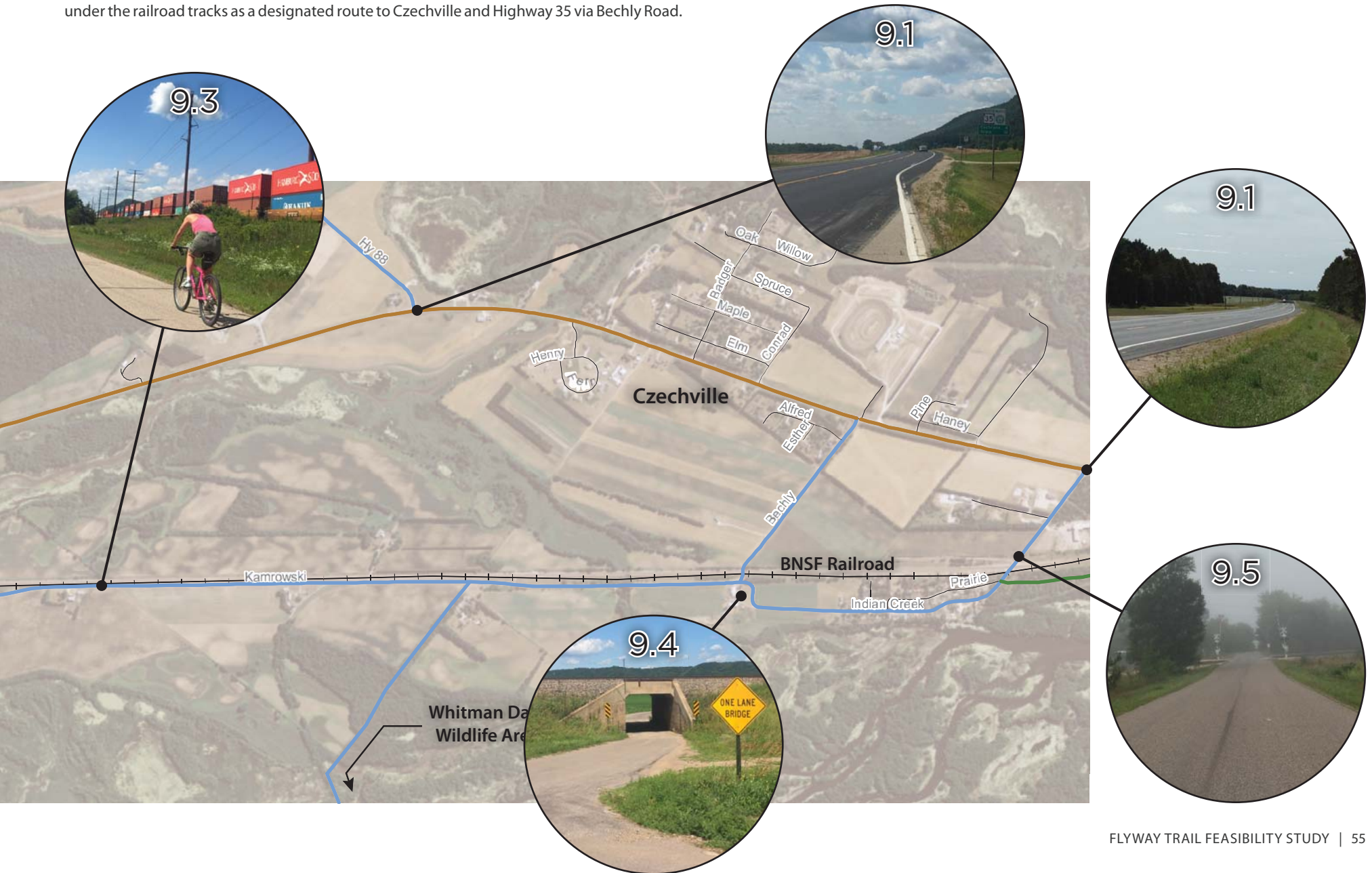
The shoulders near the intersection with Highway 88 and south of Czechville reduce to about 3 to 4 feet wide.

9.2. A signed route along Prairie Moon Road south of Cochrane is recommended to continue from where it transitions from Main Street in Cochrane to Kamrowski Road. A signed connection to the Prairie Moon Sculpture Garden and Museum is also recommended.

9.3. Kamrowski Road provides a low-traffic connection along the western side of the railroad tracks, west of Czechville. In the short term, it's recommended to designate Kamrowski Road as a signed route. Kamrowski Road also provides access to Whitman Dam Wildlife Area.

9.4. There is an existing separated connection to Czechville where Kamrowski Road transitions to Bechly Road and Indian Creek Road. It is recommended to sign this connection under the railroad tracks as a designated route to Czechville and Highway 35 via Bechly Road.

9.5. Indian Creek Road provides another opportunity to connect back to Highway 35. Indian Creek Road is a low-traffic street that connects the intersection of Kamrowski Road and Bechly Road to Highway 35 via an at-grade railroad crossing. Additionally, there is an opportunity for a trail connection from Indian Creek Road to Merrick State Park utilizing existing parkland west of the BNSF railroad tracks.



Segment 10: Czechville to Fountain City

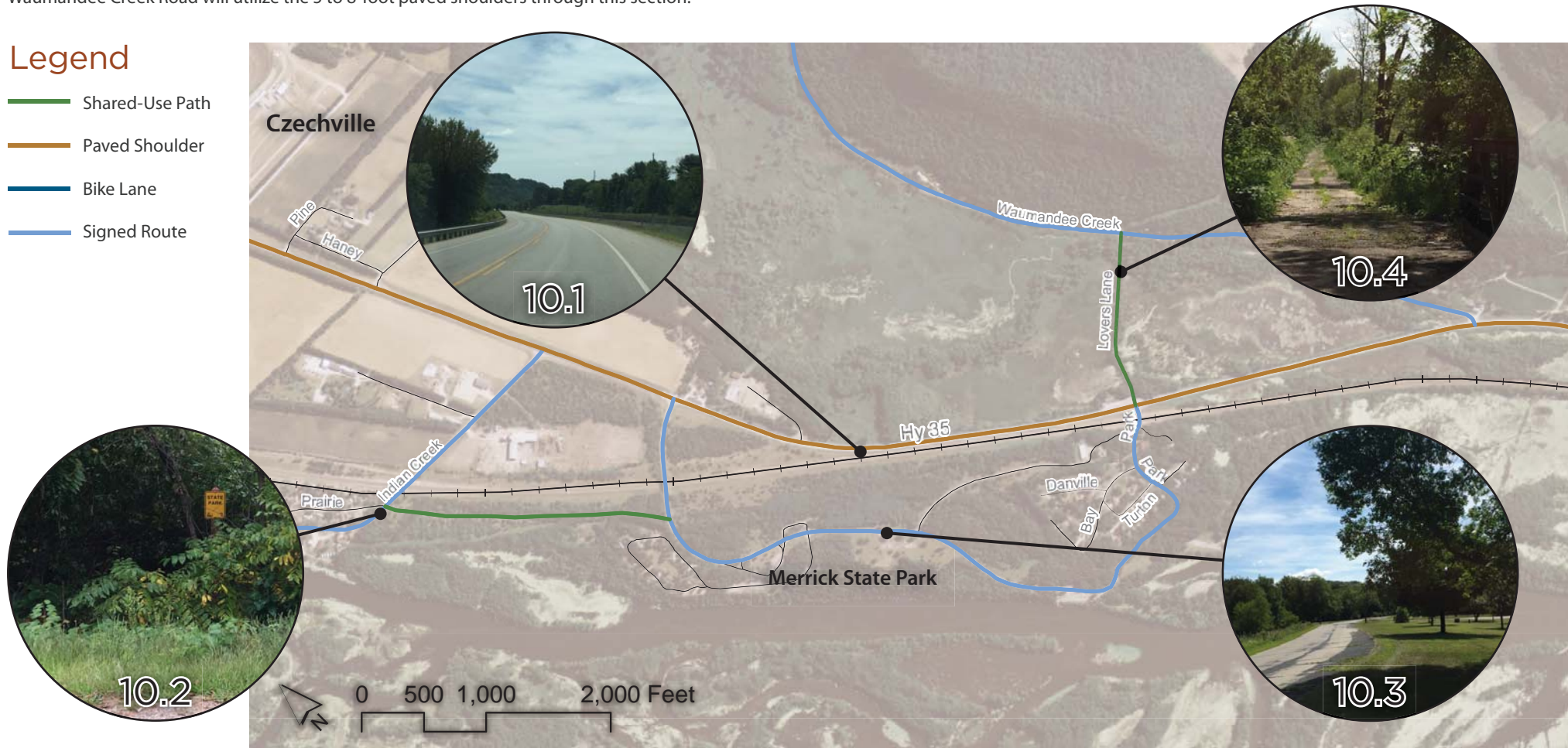


Multiple routing options between Czechville and Fountain City exist to maximize connectivity to natural, cultural, and recreational amenities in this segment of the corridor.

10.1. Recommended shoulder bikeways along Highway 35 from Indian Creek Road to Waumandee Creek Road will utilize the 5 to 8-foot paved shoulders through this section.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route



10.2. There is an opportunity to connect Indian Creek Road to Merrick State Park via a shared-use path. It is recommended to coordinate with the Park to formalize the existing trail connection and provide a formal Flyway Trail connection through the Park grounds.

10.3. The shared-use path is recommended to connect to a signed, scenic route on the existing road through Merrick State Park, which includes a grade-separated railroad crossing near the park's north entrance. The team recommends connecting the south end of Merrick State Park with a signed route through the low-traffic residential area via Park Street.

10.4. It is recommended that a Lovers Lane connection be established as a non-motorized shared-use path across Highway 35 to Waumandee Creek Road. A well-marked trail crossing is recommended to link the Merrick State Park side of the highway to Lovers Lane. Additional

efforts to reduce the pedestrian crossing distance across Highway 35 and reduce the vehicle turning radius onto Park Street can increase pedestrian and bicycle safety and comfort.

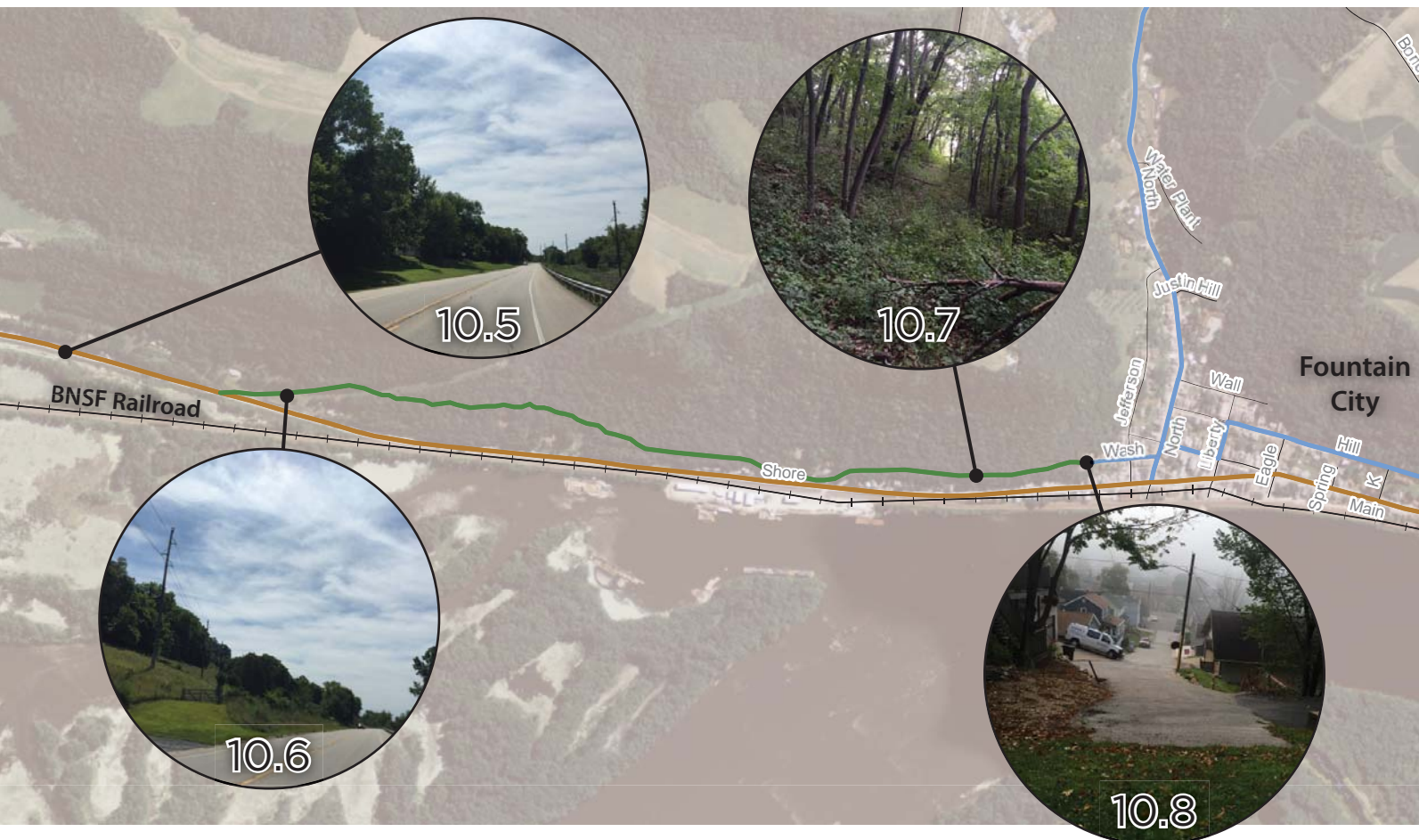
10.5. South of Waumandee Creek Road, Highway 35 has approximately 4 to 6 foot shoulders. Due to the topography of this area, this is the only feasible alignment to route the trail. A shoulder bikeway is recommended through this area. As Highway 35 approaches Fountain City from the north, the shoulder and overall pavement widths are reduced substantially; there are locations where the shoulder is nonexistent.

10.6. Additional constraints in this area include the railroad tracks immediately to the west of the highway, and residences directly to the east. It is recommended to explore using a combination of the utility easement and the Mississippi Valley Conservancy land to construct

a shared-use path along the base of the bluff. A well-marked trail crossing is recommended to link the west side of Highway 35 to the northern connection of the shared-use path at the utility easement.

10.7. There is an existing informal trail connection through the Mississippi Valley Conservancy land that ultimately connects to Washington Street in Fountain City. It is recommended to use the existing alignment of the informal trail for a formalized shared-use path as part of the Flyway Trail. According to the Mississippi Valley Conservancy, as long as a proposed land application promotes natural uses, it would be acceptable to go through; a shared-use path would satisfy the requirements of the Conservancy. This option would require additional coordination with private landowners.

10.8. A signed route is recommended on Washington Street to connect the shared-use path with North Street/ Highway 95 in Fountain City.



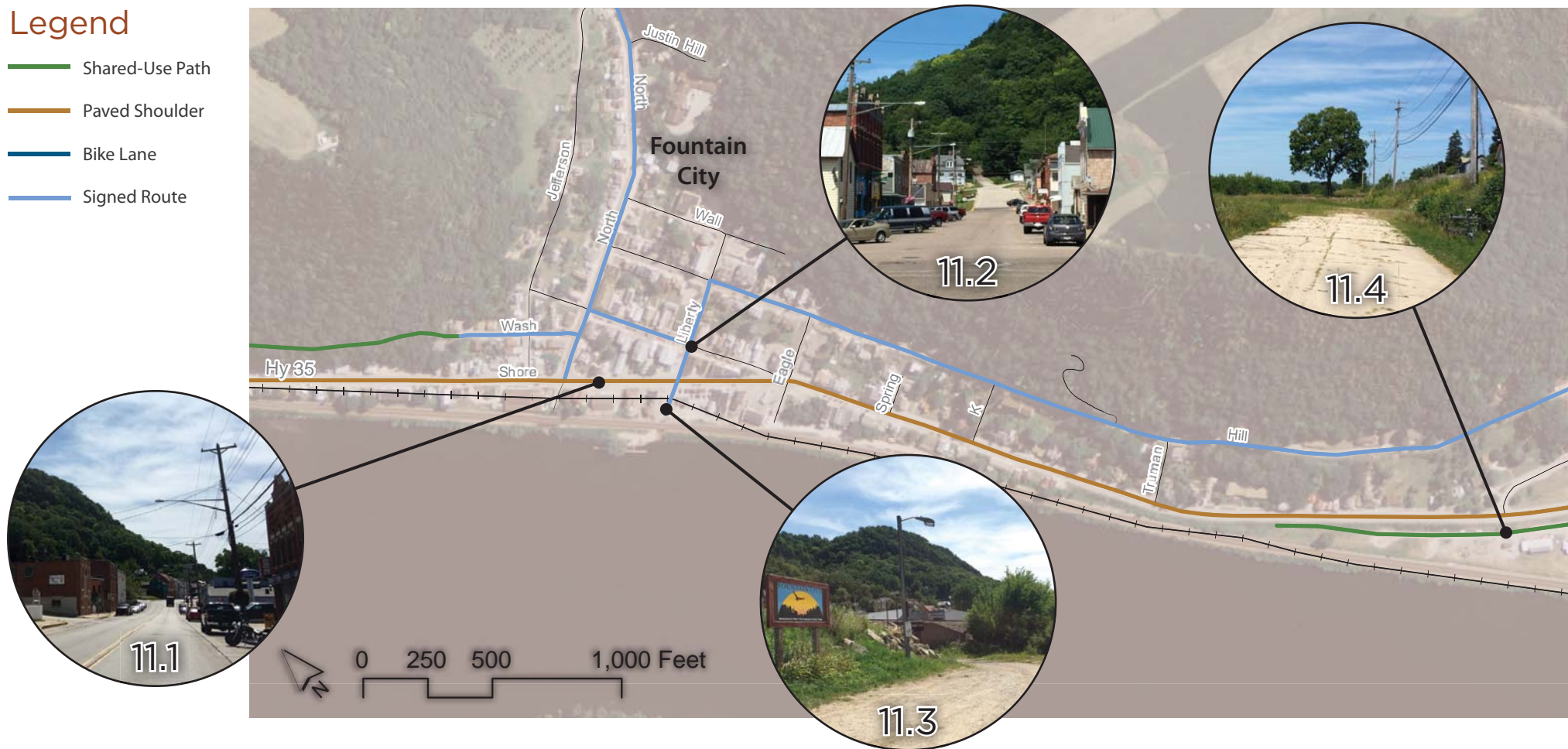
Segment 11: Fountain City



Two recommended routes exist for the Flyway Trail through scenic Fountain City: a shoulder bikeway along Highway 35, and a parallel scenic route along North, Main, Liberty, Hill, and Fountain Streets. These routes highlight the historic character, local businesses, and natural beauty that make Fountain City a special destination along the Great River Road.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route



11.1. A shoulder bikeway will support bicyclists as they travel along the Flyway Trail on Highway 35 through the entire Fountain City corridor. Along the southbound approach into Fountain City, the shoulders transition to parking, reducing the effective width of the highway for bicycling. Through this section of Highway 35, shared lane markings, warning signage, and branded wayfinding signage can be installed to increase the awareness of and courtesy given to bicyclists as road users. South of Fountain Street, the parking transitions to 6-foot to 7-foot shoulders, increasing the functional travel space of the highway.

11.2. A scenic on-street route would utilize many of Fountain City's less traveled streets. At its north end, the scenic route would connect to Highway 35 at North Street and to the shared-use path parallel to Highway 35 at the northern terminus of Washington Street. The signed, marked route would travel along Main, Liberty, Hill, Mill, and Fountain Streets

before terminating at Oak Street. This alternative to Highway 35 provides direct access to commercial streets in Fountain City and an elevated view of the Mississippi River and surrounding area. The low traffic and gentle grades along this route offer a comfortable and welcoming environment for trail users of all ages and abilities.

11.3. Water access is available from Highway 35 and by taking Liberty Street west under the railroad tracks. It is recommended that this short spur be signed as part of the Flyway Trail.

11.4. There is the potential for a short section of shared-use trail/signed route along the frontage right-of-way next to Brone's Bike Shop and the Fountain City Park at Mill Street. This section could connect to Highway 35 north of Brone's Bike Shop, or it may be a signed spur from Mill Street.



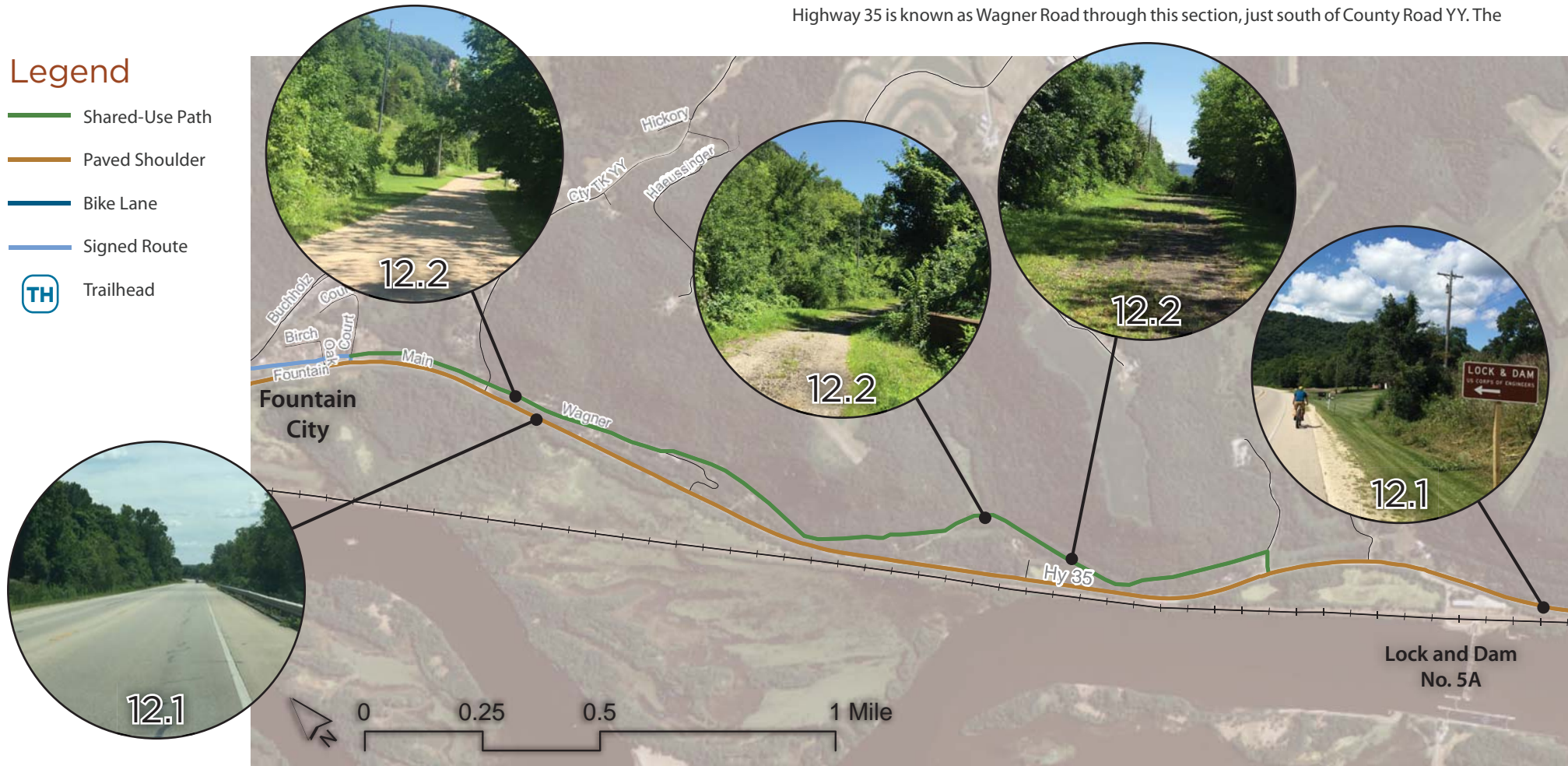
Segment 12: Fountain City to Bluff Siding



Multiple route alternatives exist as the trail winds south towards Highway 54 and Bluff Siding. The Flyway Trail could travel along segments of Old Highway 35 and the parallel utility corridor to supplement the primary trail corridor along Highway 35.

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



12.1. The primary Flyway Trail route for this segment of the study area utilizes existing paved shoulders on Highway 35, whose ample widths provide an accommodating facility for trail users. Shoulder widths vary from 5 feet to 8 feet along this 5-mile stretch of the study area. The shoulder bikeway along Highway 35 provides direct access to Lock and Dam 5A, as well as the Highway 54/Highway 43 bridges over the Mississippi and into Winona, Minnesota. Because of the steep topography and lack of viable alternatives, this shoulder bikeway represents the only continuous facility from Fountain City to Bluff Siding.

12.2. Constructing a shared-use path near the intersection of Highway 35 and Oak Street (also near the intersection of Fountain Street and Oak Street/Court Road), would take advantage of sections of the old Highway 35 alignment and existing utility easements. Old Highway 35 is known as Wagner Road through this section, just south of County Road YY. The

shared-use path would continue south from Wagner Road along the adjacent utility corridor and connect with Old Highway 35, which has existing bridges, compact base materials, and gentle grades that support shared-use path development.

12.3. The trail should connect back to the Old Highway 35 shared-use path alignment, just south of Dam 51. An opportunity to build a connection exists just north of Midway Road. Any connection to and from the current Highway 35 shoulder bikeway should be done using a high visibility crossing. Old Highway 35 is called Midway Road for about a half mile. This section should be formalized into a shared-use path.

12.4. The shared-use path is recommended to continue south along Midway Road and along the Old Highway 35 alignment and utility corridor. The existing gap in Old Highway 35 should be restored for bicycle and pedestrian travel.

12.5. The shared-use path is recommended as the alignment connects to the street that is labeled as Old Highway 35. The shared-use path is recommended to transition to a signed route along this street.

12.6. A high visibility crossing and reduced turning radii should be constructed at the intersection of Old Highway 35 and Highway 35 to facilitate southbound bicycle traffic crossing over to the southbound shoulder.



Segment 13: Connections to Winona and the Great River State Trail



Increasing connectivity to Winona, the Great River State Trail, and other recreational opportunities to the west and southeast will be critical to the success of the Flyway Trail. These adjacent population centers and recreational amenities give strength to the Flyway

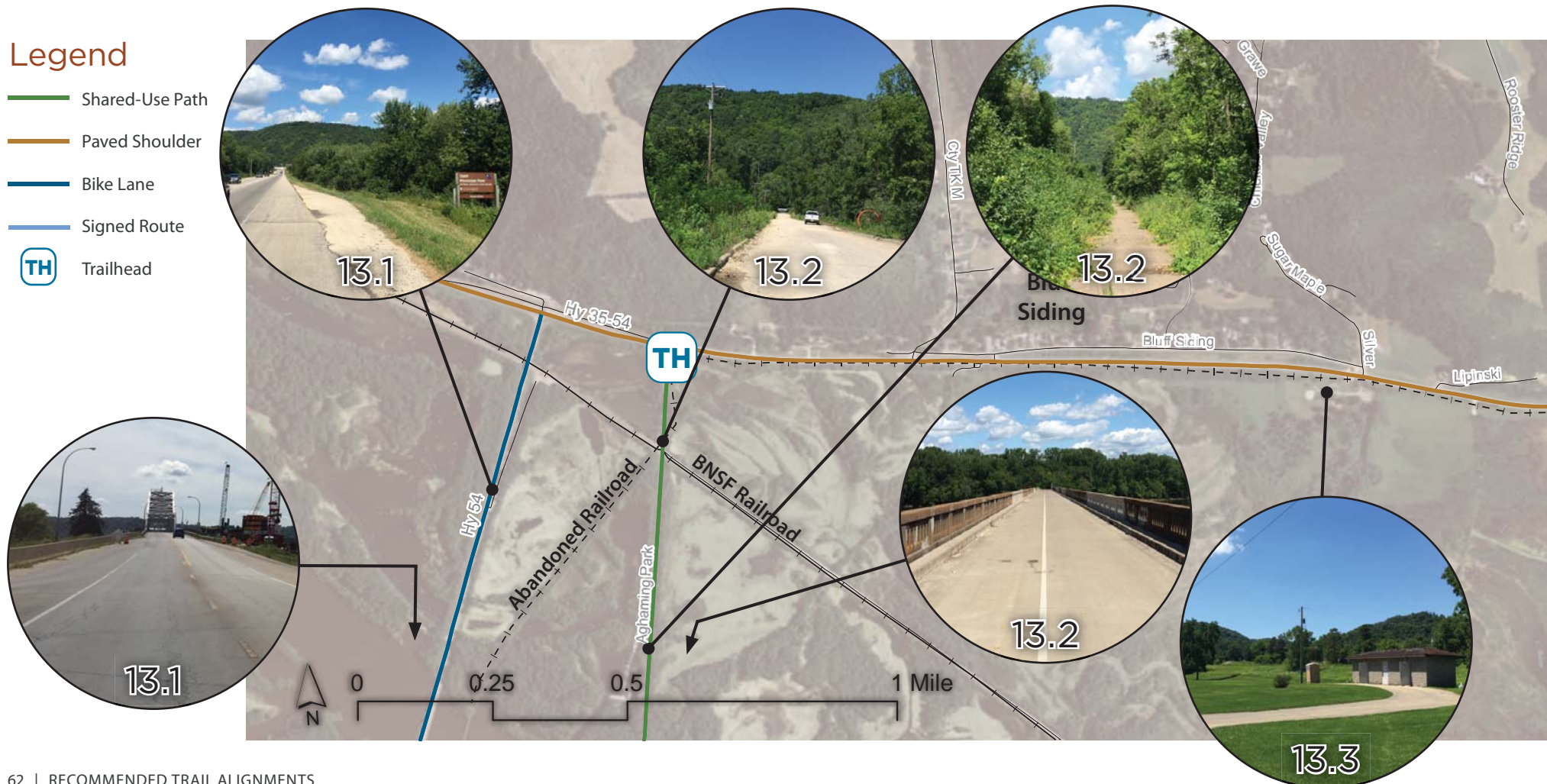
Trail as an asset to draw touring cyclists, which in turn bolsters the region's identity as a premier destination for outdoor recreation, tourism, and wildlife viewing. The following recommendations strengthen the Flyway Trail's connectivity to adjacent communities and facilities.

13.1. Highway 54 Bridge. It is recommended that the Flyway Trail connect to the proposed bike lanes on the Highway 54 bridge over the north channel of the Mississippi River to Latsch Island. High visibility crossings at the Highway 35/Highway 54 "T" intersection will increase trail user safety and visibility.

13.2. Old Highway 54. In addition to the on-street facility on the Highway 54 bridge, Flyway Trail leaders should support current efforts to complete a non-motorized connection from

Legend

- Shared-Use Path
- Paved Shoulder
- Bike Lane
- Signed Route
- TH Trailhead



Highway 35 just southeast of the Highway 54 bridge. This includes a steel truss bridge over the BNSF railroad tracks connecting Highway 35/54 to Old Highway 54, providing a non-motorized facility across the north channel into Latsch Park.

13.3. Highway 35/54 to the Great River Trail. The Flyway Trail effort would benefit from completely and seamlessly connecting the Flyway Trail to the sections of the Mississippi River Trail/Great River State Trail southeast of Bluff Siding. While the existing paved shoulders along this section of Highway 35/54 can accommodate current bicycle travel, Buffalo County and the Buffalo County Land & Trails Trust are coordinating with the Wisconsin DNR to explore off-street shared-use path alternatives eastward towards the Great River State Trail. This process is currently underway.

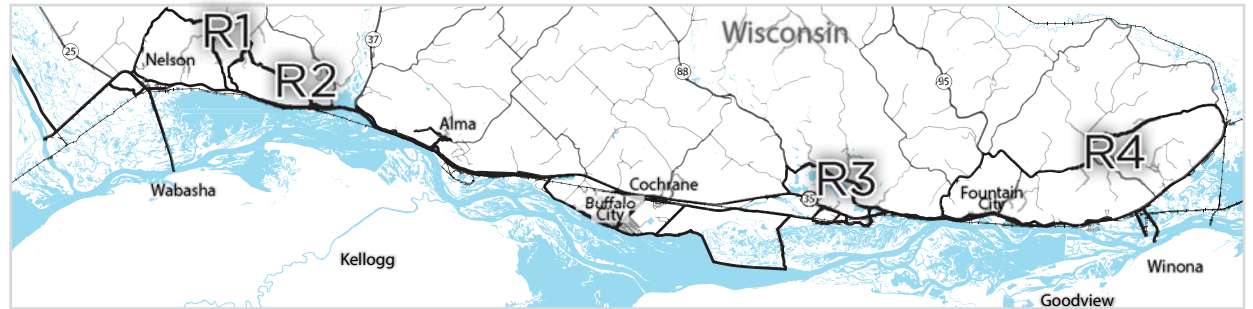


Scenic Recreational Routes

Scenic routes connect bicyclists on the Flyway Trail to additional recreational opportunities within the corridor. These routes lead bicyclists into the hills and valleys east of the Mississippi River, providing different terrain, viewsheds, and experiences otherwise unavailable along the Highway 35 corridor and the Mississippi River bottomlands. By adding branded wayfinding signage to the following four routes, trail users can better understand and appreciate the unique character, charm and beauty of Buffalo County. Designers, engineers, and decision makers should consider additional loops as the Flyway Trail develops over time.

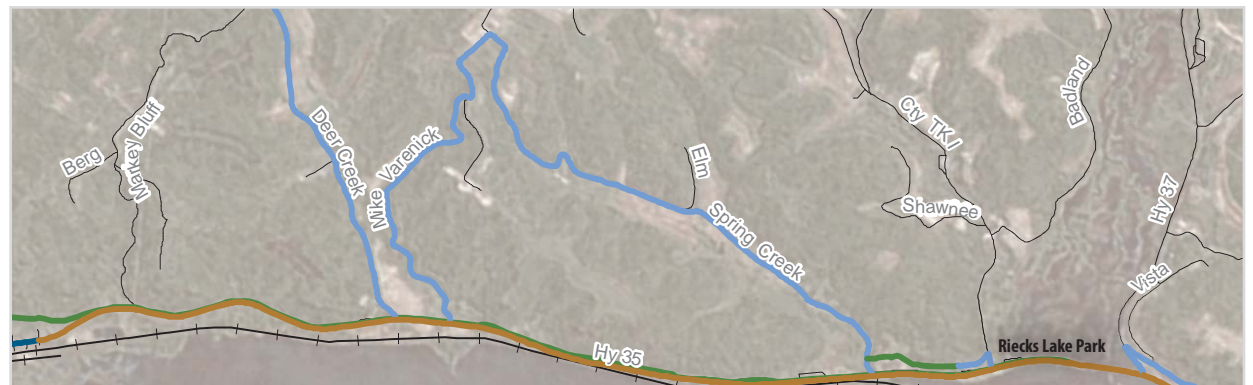
R1: Scenic Route Along County Road D and Deer Creek Road.

A 6-mile scenic, signed route is recommended along County Road D and Deer Creek Road, from the intersection of County Road D and Highway 35 to the intersection of Deer Creek Road and Highway 35.



R2: Scenic Route along Mike Varenick Road and Spring Creek Road

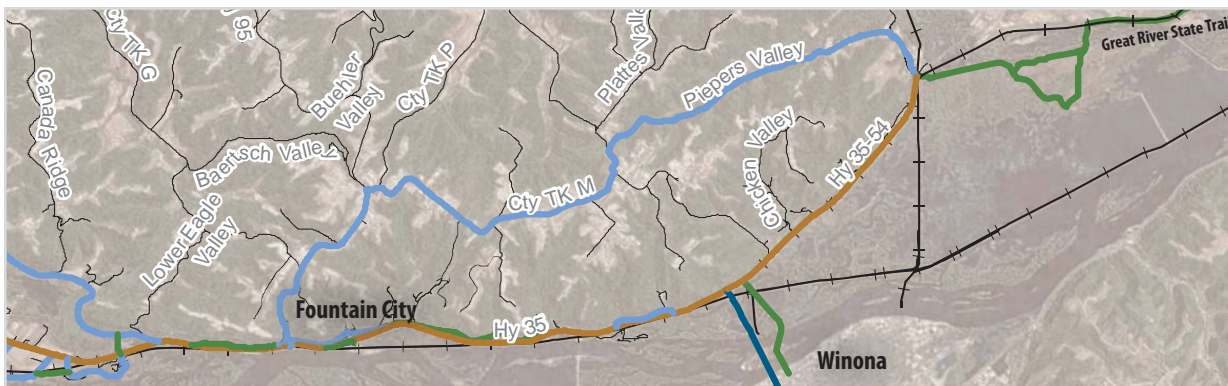
A 5-mile signed route is recommended along Mike Varenick Road from where Deer Creek and Spring Creek intersect Highway 35.





R3: Scenic Route from Czechville to Waumandee Creek Road

A 5-mile scenic loop is recommended from Czechville to Waumandee Creek Road via a short section of Highway 88. Waumandee Creek Road has low traffic volumes, gentle elevation changes and scenic views.



R4: Scenic Route from Fountain City to Great River State Trail

A 12-mile signed route is recommended from Fountain City to the Great River State Trail via Highway 95, County Road M, Brandhorst Road, Piepers Valley Road, and County Road P.

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