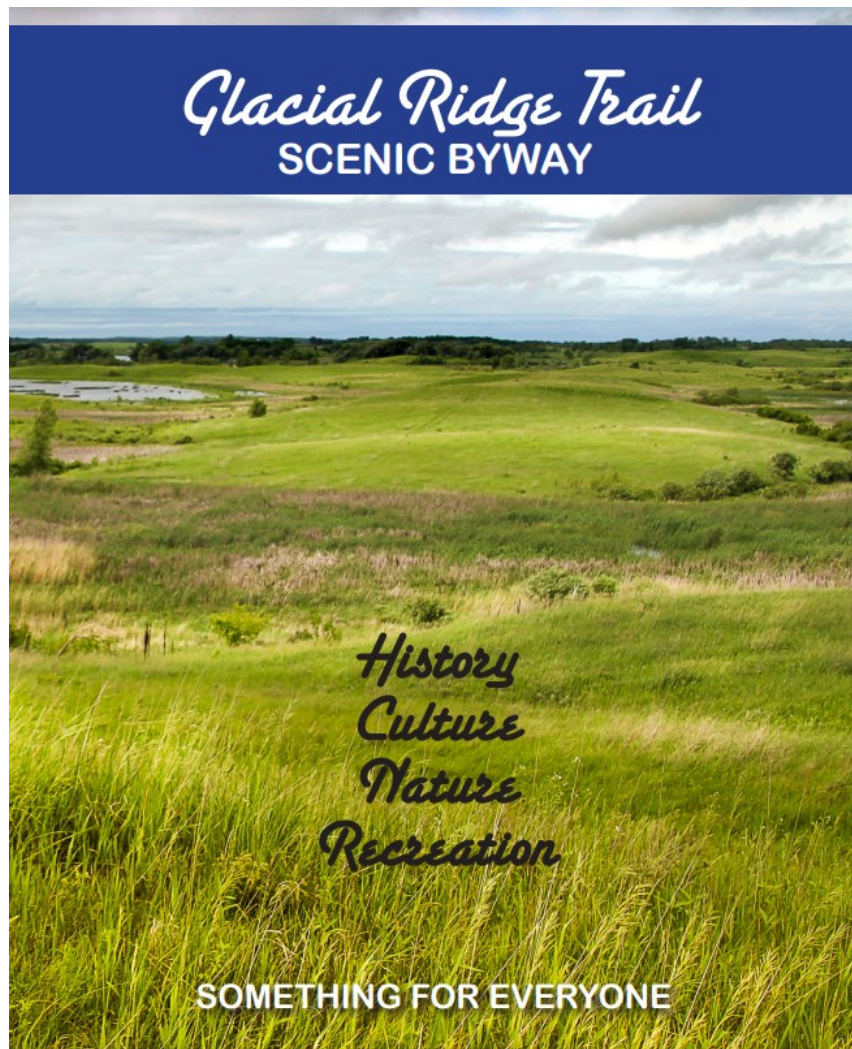
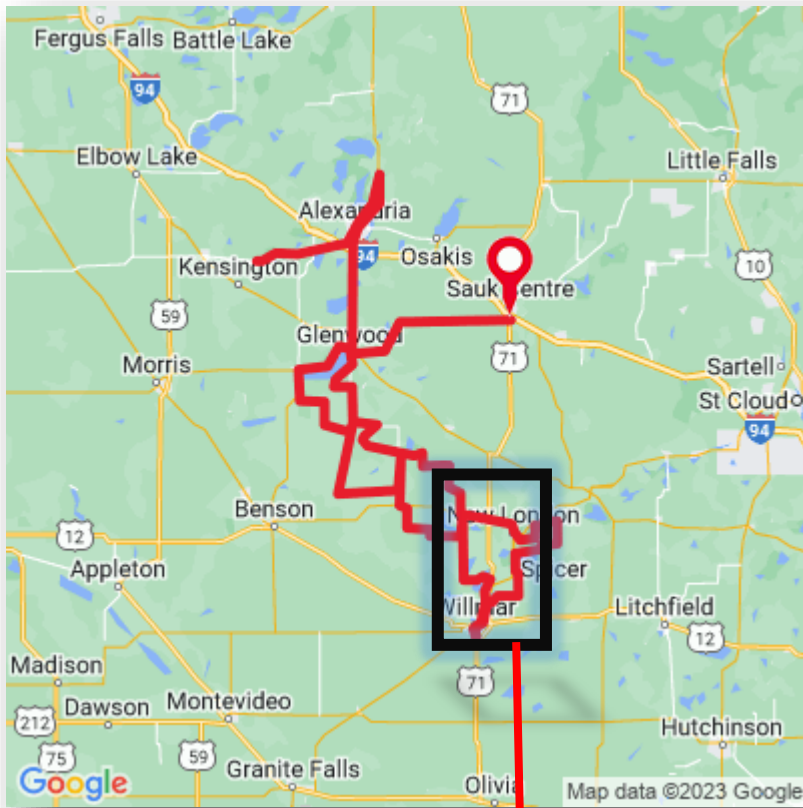


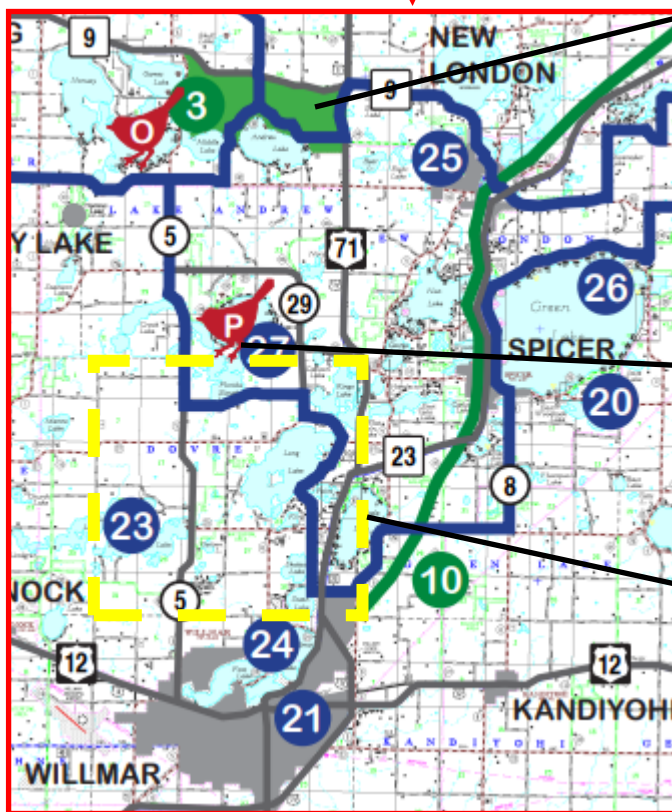
*Connecting Willmar  
to the  
Prairie Woods Environmental Learning Center  
and  
Sibley State Park  
via the  
Historic Glacial Ridge Trail Scenic Byway  
(Long Lake Road)*





## GLACIAL RIDGE TRAIL

This officially designated Minnesota State Scenic Byway is a 220 mile route through lakes, woods and farmlands. Massive glaciers once covered this land; as they melted, they left west central Minnesota dotted with lakes nestled among hills and ridges. This byway offers several scenic loops and side trips. Three state parks, Sibley, Monson and Glacial Lakes, are a mix of hardwood forest, prairie and lakes and are good spots for hiking, bird watching and fishing.



The yellow dashed rectangle depicts the location of Dovre Township within Kandiyohi County and shows the route of the Glacial Ridge Scenic Byway within Dovre Township. Dovre Township is adjacent to Willmar on its southern border.

## LOCATION OF GLACIAL RIDGE TRAIL SCENIC BYWAY within the COUNTY OF KANDIYOHI



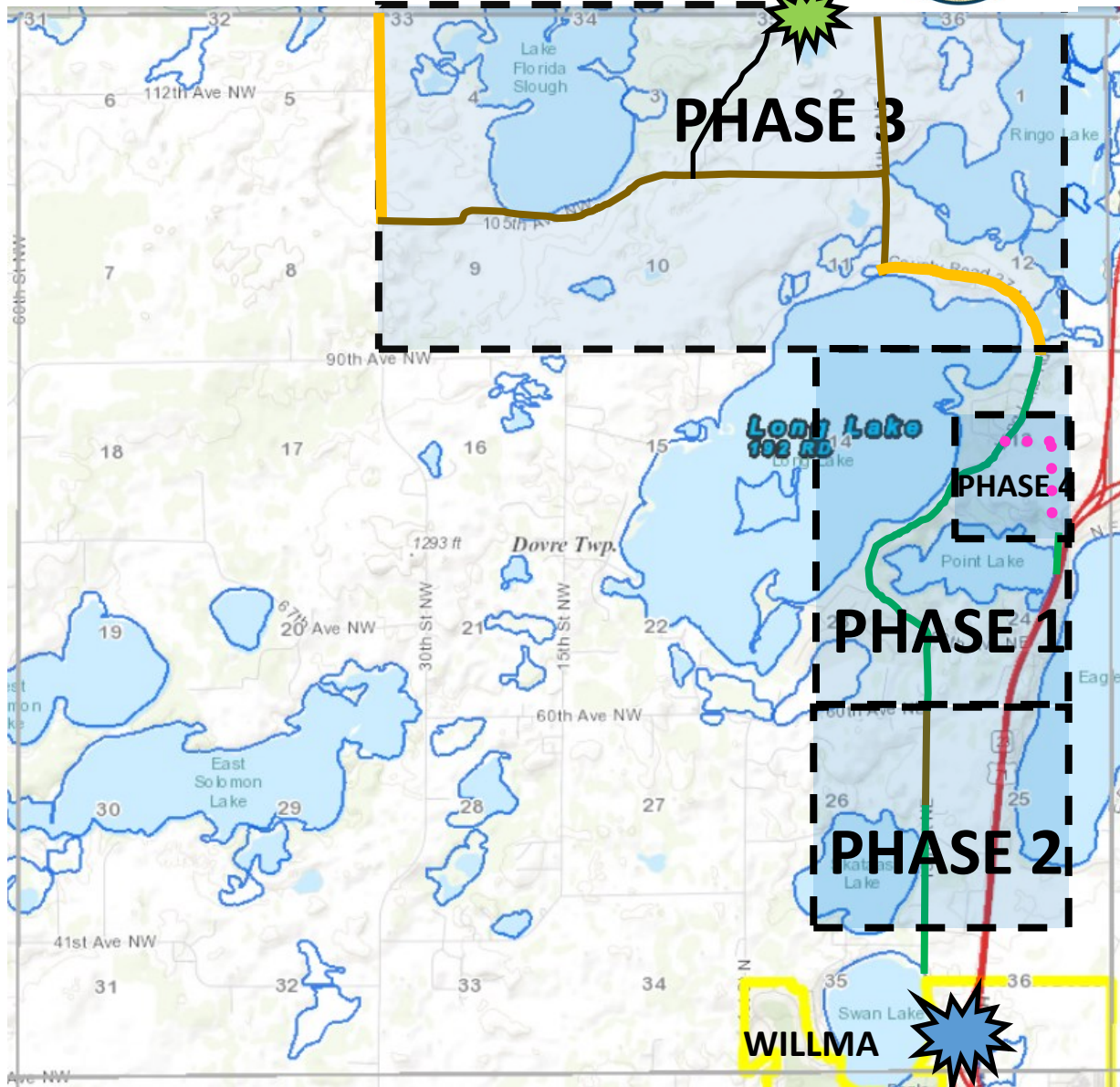
Dovre Township will be connecting the city of Willmar via a multimodal trail to Prairie Woods Environmental Learning Center and Sibley State park utilizing the State of Minnesota designated Glacial Ridge Scenic Byway.

**PHASE 1:** Current project we are seeking funding for includes reconstruction of a 3.8 mile road that has been serving the township for the past 150 years and including a bike trail as part of the reconstruction. Also reconstruction of 26th St NE that services Point Lake Estates. All public auxillary roads will also be resurfaced to increase their longevity. (4 M Estimate)

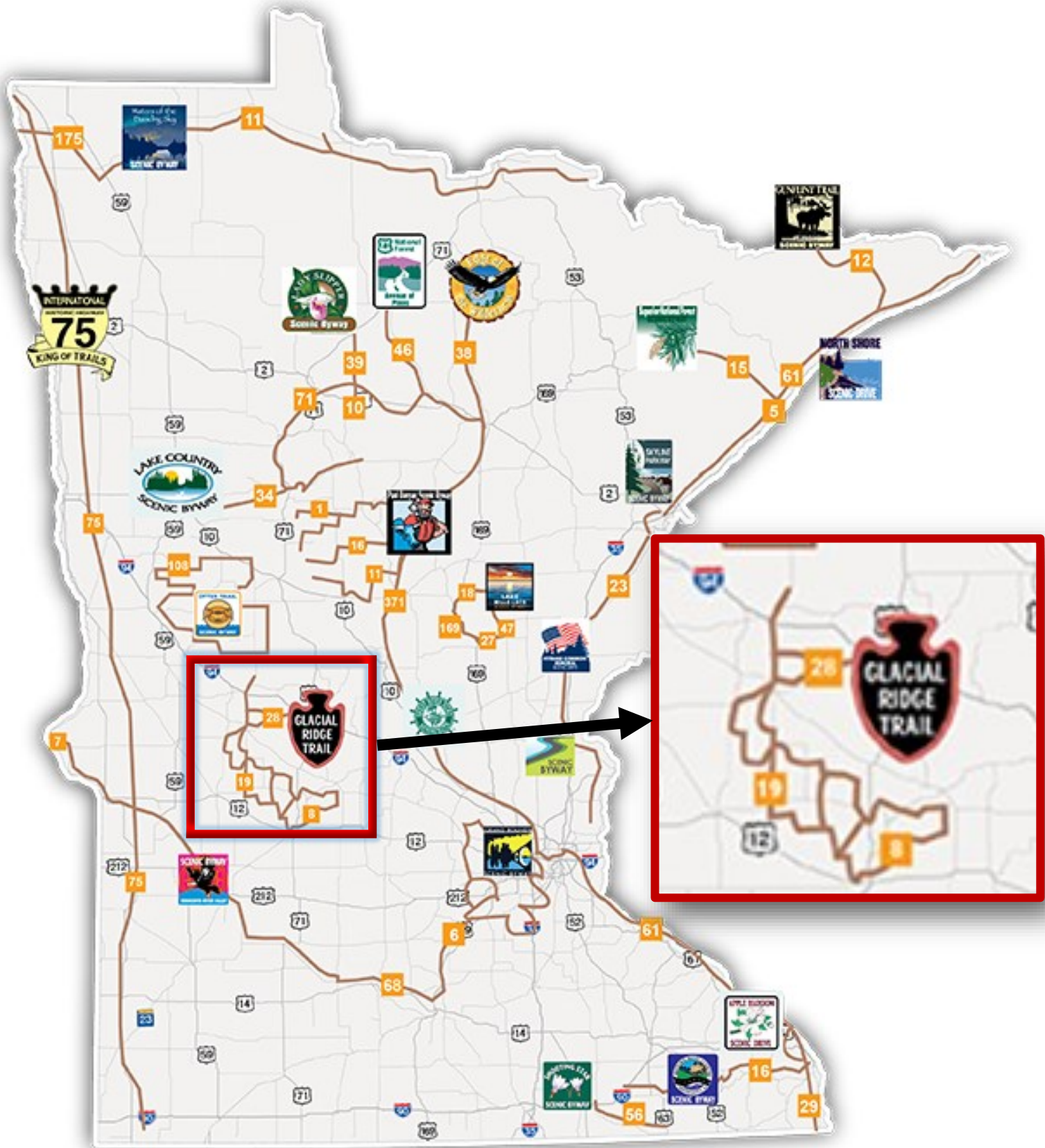
**PHASE 2:** Pave the 1 mile gravel portion of the Glacial Ridge Scenic Byway along 15th Street NE and create a multimodal trail linking the City of Willmar to the Phase 1 Project. (3/4 M Estimate)

**PHASE 3:** Pave and rebuild 11th Street build a bike trail that will connect Phase 1 to the Prairie Woods Environmental Learning Center. (2 M Estimate)

**PHASE 4:** Construct an off road bike, walk, ski trail connecting Long Lake Road to the Point Lake Public Access. (150,000 Estimate)



**GLACIAL RIDGE SCENIC BYWAY ROUTE THROUGH DOVRE TOWNSHIP**



**LOCATION OF GLACIAL RIDGE TRAIL SCENIC BYWAY  
within the STATE OF MINNESOTA**



**Our mission**

We will promote an individual and shared commitment to the responsible use, management, and preservation of our natural resources.

In short: *Learning to Live Well with Self, Others, and the Environment.*

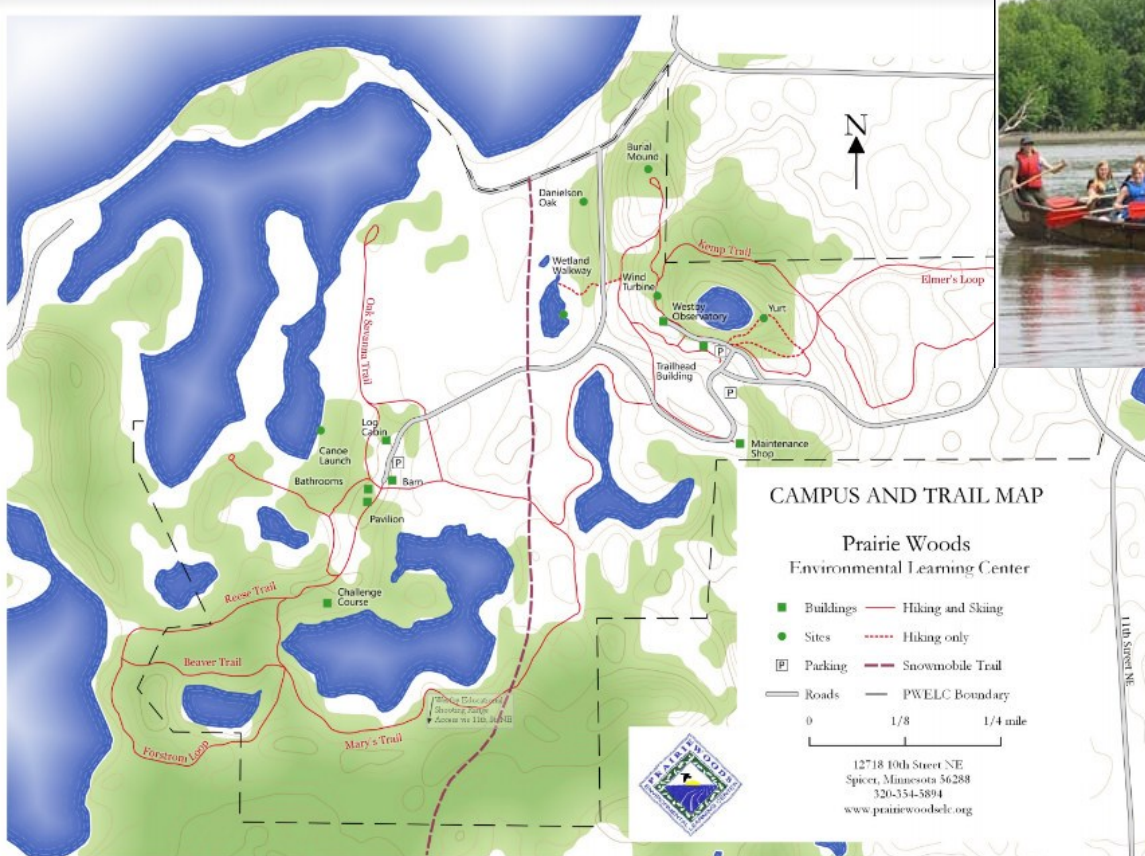
**History of Prairie Woods**

More than 12,000 years ago, the most recent glacier receded to reveal dramatic ridges and wetland-rich lowlands on this land. For thousands of years, Native American people found their livelihood among the shifting forests, prairies, and wetlands here.

Anders Danielson and his family settled this land when they arrived from Sweden in 1871. Until the late 1980s, most of the land belonging to Prairie Woods was farmed by the Danielson family.

The land was sold to Kandiyohi County by the Danielson family. Prairie Woods Environmental Learning Center was founded in 1992.

The farmsite is still present, with a barn, granary, and farm house. Many bur oak trees on the property are more than 100 years old. A renovated log cabin also sits near the farmsite in the exact location where the Danielson family built their first log home, prior to building the frame house



**We offer customized programs and facilities that help people learn to live well with self, others and the environment.**

\*Environmental Ed. programs for pre-K thru grade 12 and adults

\*Challenge course and team-building programs for schools, athletic teams, youth groups, families and corporate groups

\*A 500 acre campus featuring:

rolling glacial terrain, seven miles of hiking and xc ski trails, prairie, woods, and wetlands.

\*Great classroom and meeting spaces powered by wind, solar & biomass.

\*Outreach programs featuring a 34' voyageur canoe, 26' portable climbing wall, and "Lorax" puppet show.

\*An award-winning YES! program which is mobilizing youth-led energy action projects across Greater Minnesota.

Dovre Township is requesting LRIP funding to assist in reconstruction and bicycle/hiking enhancement of approximately 4 miles of the Glacial Ridge Scenic Byway. Dovre township maintains approximately 75% of the Byway that traverses Dovre Township and includes a total of 10 miles of roadway.

This would be Phase 1 of a proposed 3 Phase project to reconstruct and add a bicycle/hiking enhancement to the Glacial Ridge Scenic Byway that traverses Dovre Township and would connect Willmar to the Prairie Woods Environmental Learning Center and ultimately utilize Kandiyohi County Infrastructure to connect to Sibley State Park.

25% of the 220 mile byway is maintained by Kandiyohi County.

The route is also an alternative route for travelers between County Road 27 and County Road 25 and County Road 90 that will relieve the stress on access points along 23/71 for commuters into Willmar.

### ***“WHAT IS A SCENIC BYWAY?”***

*A Scenic Byway can be defined as a road corridor that has regionally outstanding **scenic, natural, recreational, cultural, historic or archaeological significance**. These corridors offer an **alternative travel route to our major highways and daily travel patterns, while telling a story about Minnesota’s heritage, recreational activities or beauty.***

*It’s a public road and its corridor recognized through legislation, or other official declaration, as a **unique resource worth preserving.***

*In addition, a Scenic Byway corridor is managed to protect this outstanding character and to encourage economic development through tourism and recreation.<sup>1</sup>”*

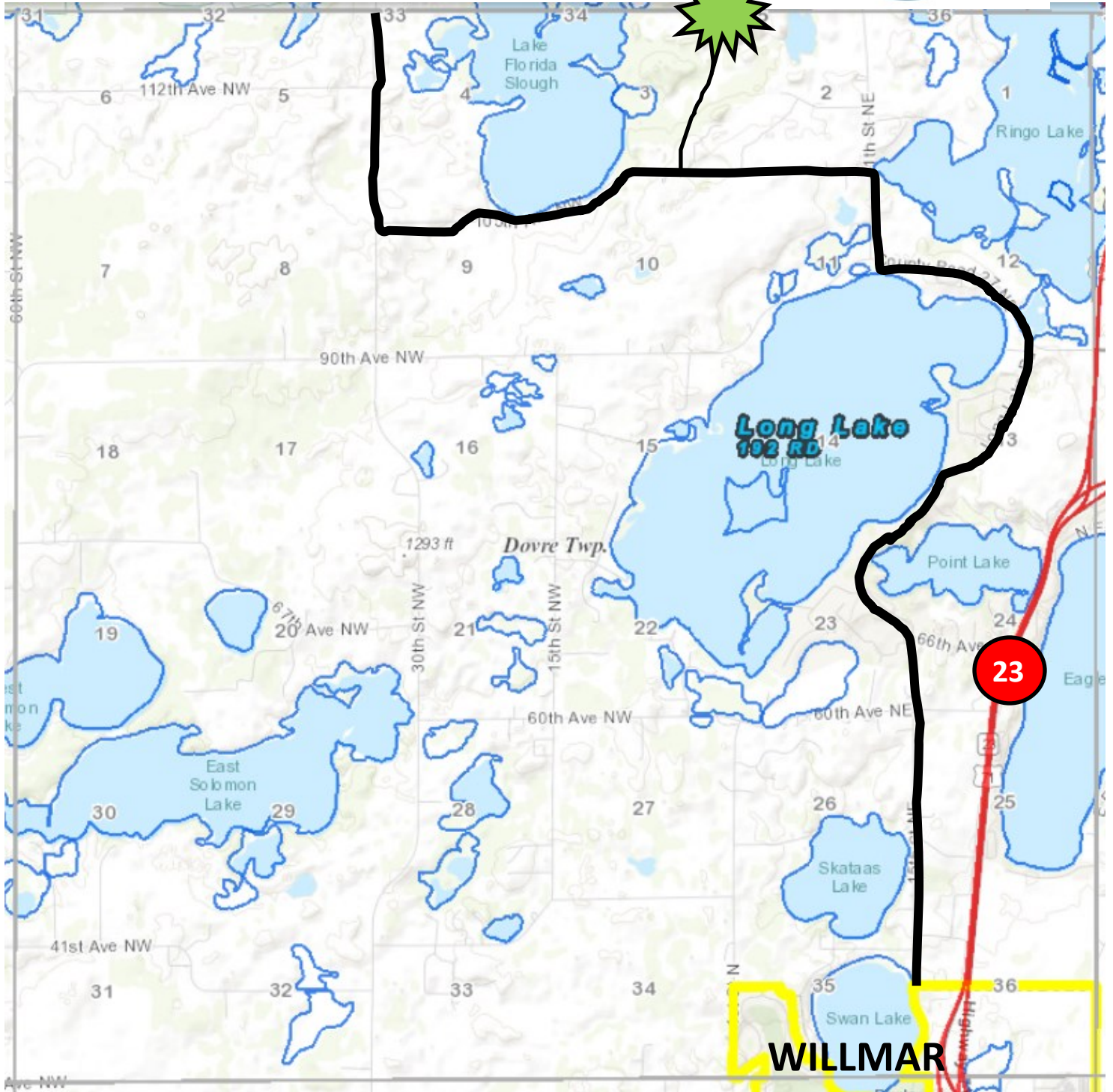
### ***IMPACT***

*The Scenic Byway designation is recognized for its potential to positively impact the cities, towns located along the routes.*

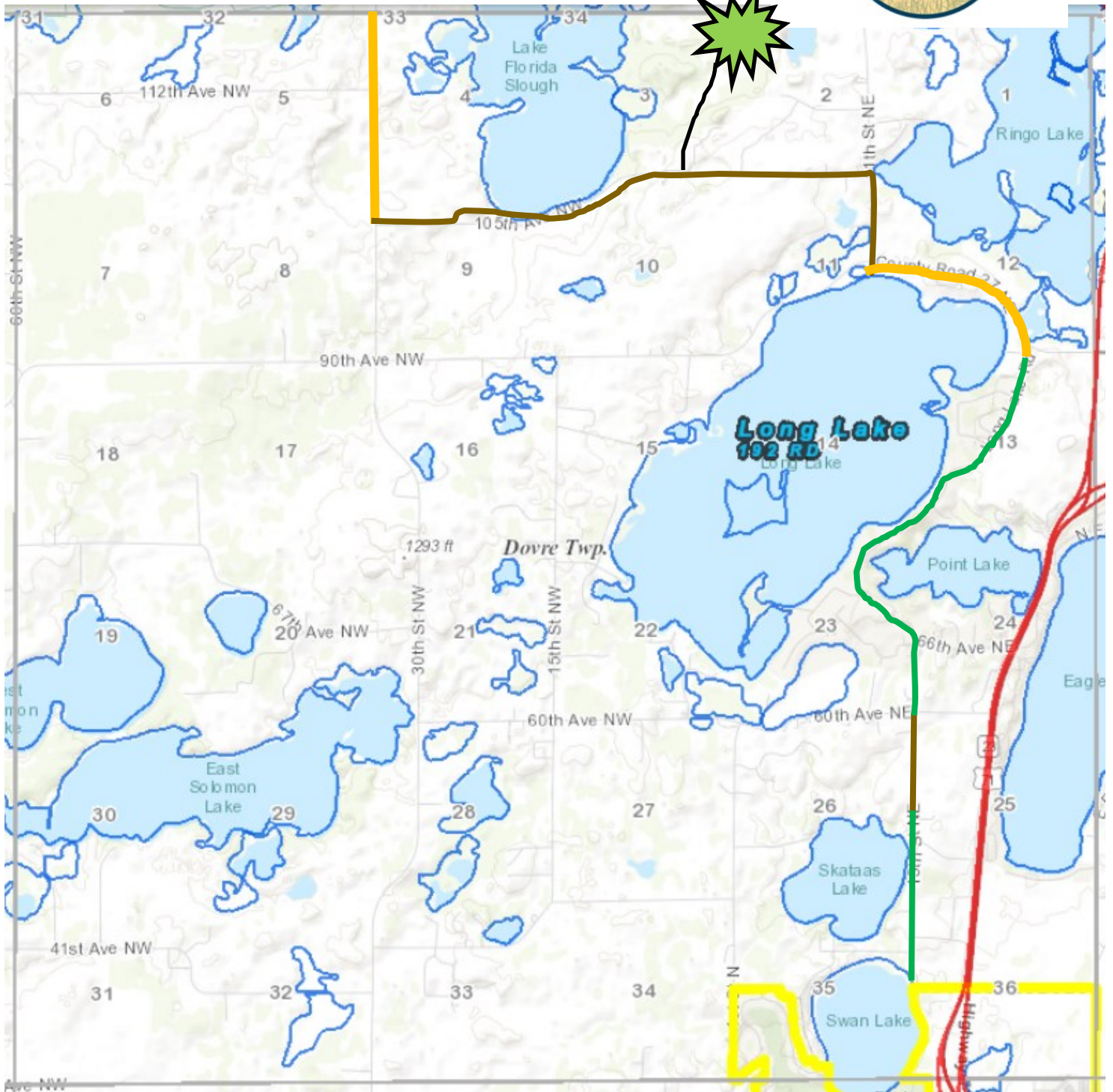
*Many benefits increase to communities where Scenic Byways pass, including increased economic benefits through promotion of tourism, improved traveler and community services and broadened appreciation of Minnesota’s historic and natural resources. **Support for managing and maintaining these resources and improved management of resources to accommodate visitors as well as more careful stewardship of the Byway corridors, appropriate signage incorporation of design features are all important in keeping with the attributes of a Scenic Byway.***

*On average, byways have been functioning for over 20 years, long enough to have established a significant presence in the communities they pass through. Minnesota’s 22 byways total 2,948 miles throughout the state. The byways wind through a variety of topographies — from waterfalls and woods in northern Minnesota to prairies and plains in the southwestern part of the state to panoramic views in southeastern Minnesota. These byways offer a variety of opportunities to see the best that Minnesota has to offer — by bike, car or foot.”*

Above information is taken from the Minnesota Department of Transportation Website.



**GLACIAL RIDGE SCENIC BYWAY ROUTE THROUGH DOVRE TOWNSHIP**  
Approximately 10 miles



**GLACIAL RIDGE BYWAY ROUTE THROUGH DOVRE TOWNSHIP ROAD SURFACE**

- State/Federal Highway** —
- County Road Paved** —
- Township Gravel Road** —
- Township Paved Road** —





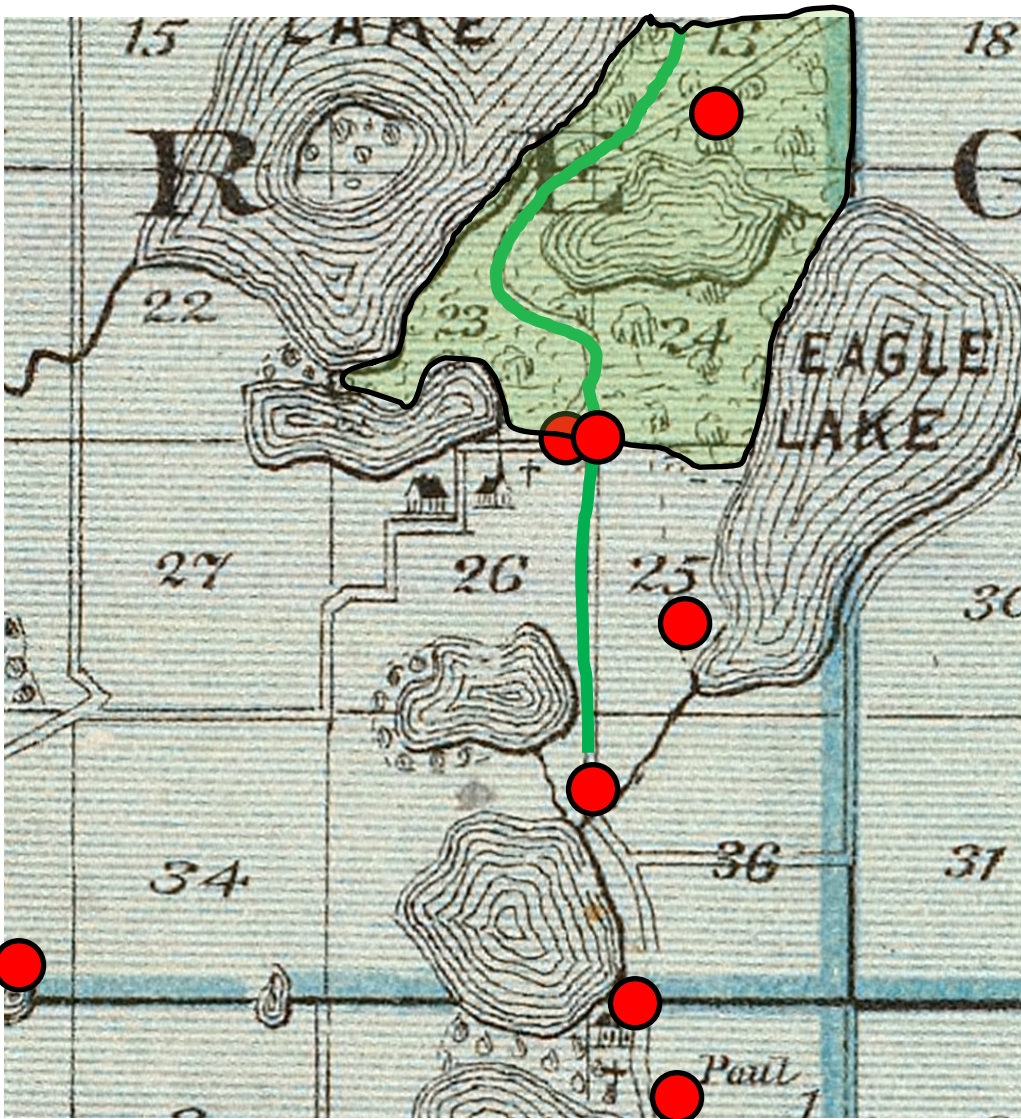
## PHASE 1

- Proposed Multimodal Trail along existing Dovre Township ROW—Long Lake Road
- Proposed Multimodal Trail along existing Kandiyohi County ROW—County Rd 25
- DNR maintained Public Water Access

**Phase 1** of the project would reconstruct approximately 2.75 miles of paved road (Long Lake Road). Long Lake Road is included in its entirety in the Glacial Ridge Scenic Byway. It would also include construction of 26th St NE located along NE Point Lake approximately 0.25 miles. Long Lake Road is a beautiful winding bucolic rural drive along Long Lake and through woods used by pioneers for building materials and heating. There are 2 large undeveloped tracts that are currently being actively farmed. Phase 1 would also provide an opportunity to resurface Kings Drive, Horseshoe Drive, DeCathelon Drive, Oak Ridge Drive, 88th Ave NE, 78th Ave NE, 68th Ave NE and 66th Ave NE. Long Lake Road is part of the original Yellow Medicine Trail utilized by Native Americans and earlier settlers. As the areas that surround this “road” developed in the 1970’s and 1980’s the road was improved and paved by Dovre Township.

## HISTORICAL IMPACT

Long Lake Road (the 4 mile section of the Glacial Ridge Scenic Byway) was originally a part of the Yellow Medicine Trail utilized by the Lower Sioux Native Americans to travel between the Minnesota River Valley near Redwood Falls and the hunting and fishing grounds in the area. When the northern European immigrants and Eastern US speculators arrived this trail was heavily utilized for access to wood lots along the lakes and as a route connecting the early settlements in Willmar and Spicer.



**1874 MAP**

Location of first church in Kandiyohi County. Andrew Holes abandoned cabin.

Eagle Lake Church and First school in Dovre Township

Fullervile townshite (1858). Site of first sawmill in Kandiyohi County.

Erickson Cabin –site of Conflict between immigrants and members of the Lower Sioux tribe.

Solomon Foote homestead and historic cemetery for the Willmar State hospital.

Haugen homestead.

Grasshopper Plague

There are numerous historically significant locations along the route that are a part of the immigrant development of the area as well as locations that depict the interaction and conflict that resulted from the loss of the Sioux hunting and fishing grounds to immigrant settlement.

**HAUGEN HOMESTEAD:** In May 1859, Olof Olson Haugen, his wife Bergeret, and son Frederick homesteaded here in section 32, Dovre Township. Over the next three years, the Haugen family diligently worked to establish their new life; building shelter, raising crops and animals, and developing relationships with people who came before them.

Dakota people had hunting and fishing camps in Kandiyohi County before the American and European immigrants came. These immigrants had to learn how to co-exist with the Dakota. Many settlers had good relationships with the Dakota and would trade goods and food with them, thus it was a surprise when 25-30 warriors attacked them in August 1862.

On August 21, 1862, Olof Haugen had gone to Green Lake to get the mail and do trading. A Dakota war party came upon their homestead and killed both Bergeret and Frederick. Their bodies were later discovered by a burial party and buried at this site

**SOLOMON FOOTE HOMESTEAD:** Solomon and Adaline (Stocking) Foot, with their four children, were the first settlers in Willmar Township, at this site in 1857. (Nearby Foot Lake was named after them.) Ground was broken in the spring. Vegetables, grain, and corn were planted. At harvest time, they used all types of noises to rescue their crops from hordes of blackbirds.

The Foots learned of approaching Indians on August 20, 1862, and went to the Oscar and Gertrude Erickson home. Oscar and Solomon were injured during a gun battle with the Dakota. Their families went for help. Guri Endreson, with her son, Ole, rescued the two wounded men and brought them to Forest City, where the families were reunited.

**Erected 2002 by Austin F. Hanscom Legion Post 167 of Willmar, the Federal Highway Administration, and Kandiyohi County, for the Glacial Ridge Scenic Byway Project.**

**KANDIYOHI COUNTYS FIRST CHURCH:** once stood near here. Housed in an abandoned log cabin, the first congregation gathered in 1859 to hold its services. The congregation was called New Sweden and later became known as the Lebanon Lutheran Church of New London.

A man by the name of Andrew Jackson served as the congregation's pastor. His tenure lasted from 1861 to 1865 and it witnessed great tragedy. On August 20, 1862, settlers belonging to his congregation were faced with grave danger as a result of the U.S.-Dakota Conflict. Two of Jackson's services were interrupted by warnings of violence and news of death. Heeding calls of what was to become known as the West Lake Massacre, Jackson disregarded personal safety and rode to warn all of his parishioners of the impending attacks. Twenty members of Jackson's New Sweden congregation were killed in the conflict. As a result, many surviving settlers chose to leave the township of New London - never to return. The remaining congregation continued to use the old log cabin until 1866.

The former church site is located 1.3 miles north of this sign on Long Lake Road.

**Erected by the Federal Highway Administration; Glacial Ridge Trail Scenic Byway.**

**THE ERICKSON CABIN:** was the site of a battle during the U.S.-Dakota Conflict in 1862. This outbreak of violence occurred at a time when tension between Dakota tribal members and the U. S. Government had reached a tipping point.

Oscar and Gertrude Endreson Erickson settled in Kandiyohi County in 1859, and the following year, moved into a cabin once located here. On August 20, 1862, the Erickson's, Solomon Foot, Mr. Swanson, Charles Carlson and their families all gathered at the Erickson cabin before heading out to seek refuge in nearby Forest City. That same night, a Dakota hunting party camped nearby without incident. Yet in the morning a battle took place leaving Charles Carlson dead, at least one Dakota man dead, and Solomon Foot, Oscar Erickson and Adeline Foot injured. Mr. Swanson and family sought refuge on the island at Foot Lake. Adeline Foot, Gertrude Erickson and children left for Forest City. Solomon Foot and Oscar Erickson stayed, driving off a second attack until rescued by Guri and Ole Endreson.

The families were eventually safe, but the conflict continued.

**Erected by the Federal Highway Administration; Glacial Ridge Trail Scenic Byway.**

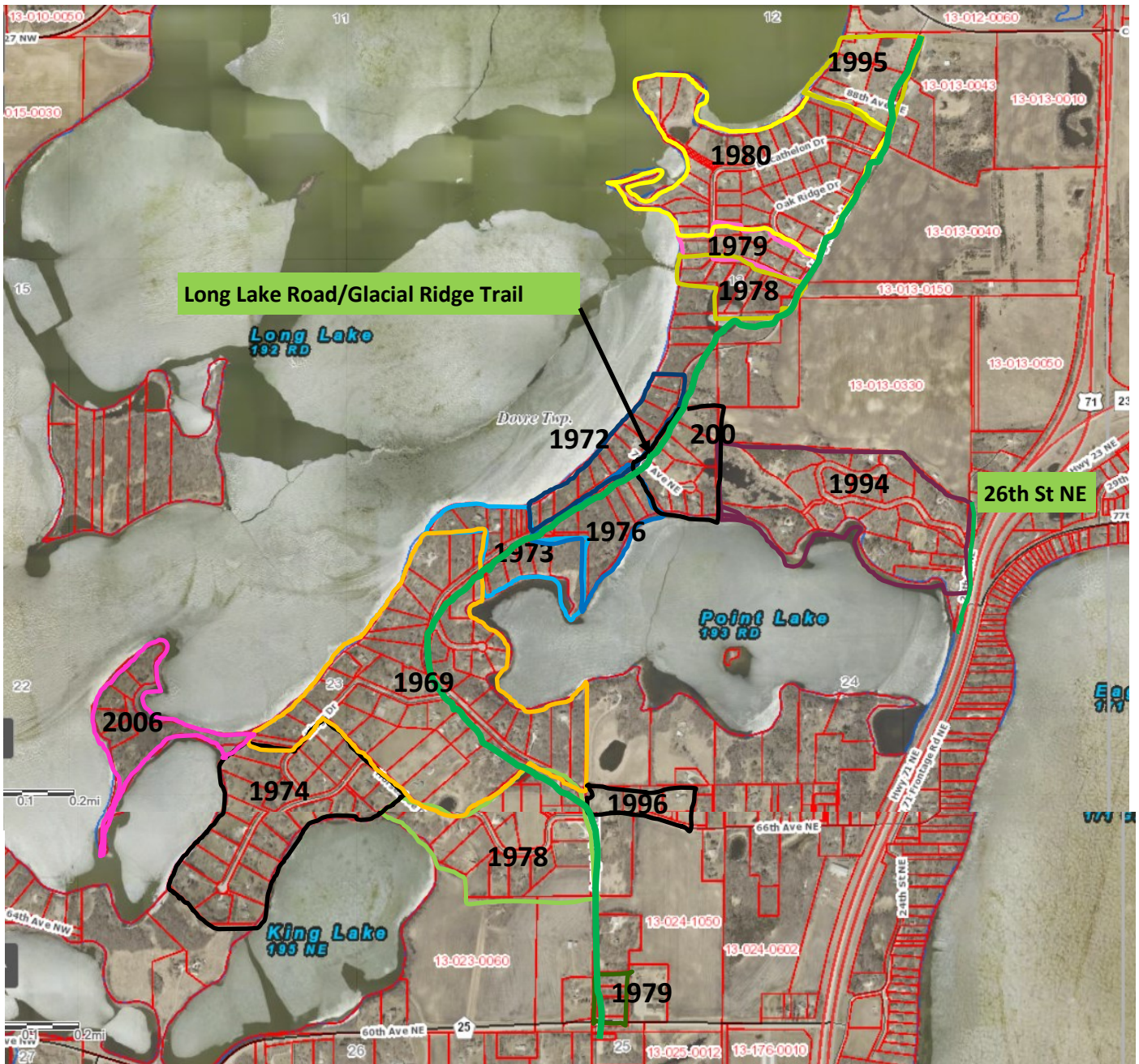
**FULLERVILLE:** The first business firm in Kandiyohi County, a sawmill managed by W. H. Clark, was established at this site in 1858. The townsite of Fullerville was named after Randall Fuller, a partner in the sawmill venture who first came to the Eagle Lake area in 1857. The mill furnished lumber to the earliest settlers in the area, until it was sold and moved to Sauk Rapids in 1861. Although Norwegian immigrants settled in the Eagle Lake area in later years, Fullerville became a "ghost town."

**Erected in 2002 by Austin F. Hanscom Legion Post 167 of Willmar, the Federal Highway Administration, and Kandiyohi County, for the Glacial Ridge Scenic Byway Project**

Swarms of grasshoppers invaded this county in July 1876, destroyed two-thirds of the crop, and laid millions of eggs. A grain farm at this site was owned by Paul Willmar (son of Leon Willmar, after whom the city was named). Willmar and other farmers tried, among other things, digging trenches to bury the hoppers. In 1877 grasshoppers ate the newly emerging grain. Farmers were left destitute, and the State Legislature passed "The Law to Furnish Seed Grain for Grasshopper Sufferers" in 1878. Part of the former Willmar farm eventually became the State Hospital Farm, opened in 1912 and later called the Regional Treatment Center.

**Erected in 2002 by Austin F. Hanscom Legion Post 167 of Willmar, the Federal Highway Administration, and Kandiyohi County, for the Glacial Ridge Scenic Byway Project.**

# CULTURAL IMPACT



Chronological development of Phase 1 area and supporting infrastructure creation and maintenance conducted by Dove Twp.

- Pre 1857**—Trail along lakes for hunting and fishing access by Native Americans.
- 1857-1869**— Utilized by settlers for access to wood lots along Point and Long Lake area.
- 1869**—Dovre Township began maintenance and stability of trail as method of transport transitioned from horse, cart, wagon to automobile. The Dove Township records indicate that it was maintained via a poll tax labor pool using log stabilization in low areas.
- 1869-1969**-Primary use of land in this area was for agriculture and hunting/fishing cabins.
- 1969**—First Residential development was established utilizing Long Lake Road as the collector road. Feeder roads were built, 68th Ave NE, Kings Drive.
- 1969-1978**— Five additional developments were established in the area between Long and Point Lakes. The residential development was driven by Willmar residents looking for easy access to a major road artery (23/71) and the desire to have lake access.
- 1978-1985**-Four additional developments on the northern end of Long Lake Road were established.
- 1984**-Roads were paved either through an assessment or by the developer and included in the lot price.
- 1984-2006**—Auxillary areas were developed that fed into Long Lake Road and 26th Street NE.(Point Lake Estates 1994)
- 2000**-A policy was enacted by Dove Township requiring roads met a 9 ton standard to be accepted as a township road.
- 2000**-Most of the roads in this area were overlaid.
- 2000-2023**— Roads maintained through crack filling, patching and chip sealing as needed.



1955 Aerial view of Long Lake Rd and 26th street prior to MN 71 being built. Gravel surface narrow agricultural and recreational lake access road.

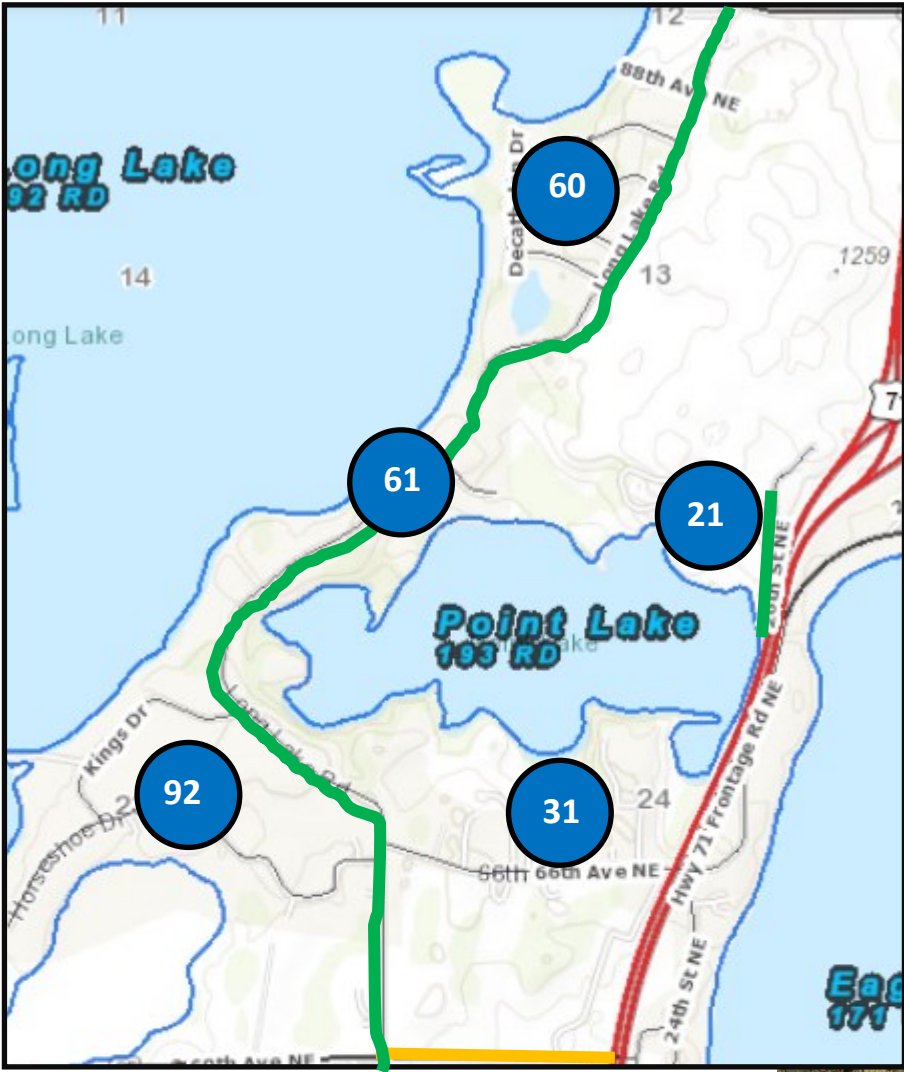




**1990 Aerial view of Long Lake Rd and 26th street after MN 71 is built. Paved surfaces with extensive residential development.**



**2019 Aerial view of Long Lake Rd and 26th street after MN 23/71 bypass is built. Paved surfaces with increasing residential development.**



**PHASE 1**

**247 AFFECTED PARCELS**

- 60** Decathlon Drive/Oak Ridge Drive/88th Ave NE
- 21** Point Lake Estates/26th St NE
- 43** Marcus Addition, Long Lake Rd—DeCathelon to Kings Drive
- 92** Kings Drive/Horseshoe Dr, Long Lake Rd Kings Drive-Cty Rd 25
- 31** Harrison Garage Rd, 66th Ave NE







**PHASE 1  
PROJECT SCOPE**

**Widen & Rebuild Long Lake Road, resurface auxillary roads and create bike trail loop.**

1. Rebuild Long Lake Road (2.5 miles)
2. Microsurface 88th St. NE (0.1 mi with cul-de-sac)
3. Microsurface Decathelon Dr and Oak Ridge Drive (1.0 mi)
4. Microsurface 78th Ave NE (0.13 mi with cul-de-sac)
5. Microsurface 68th Ave NE (0.12 mi with cul-de-sac)
6. Microsurface Kings Drive and Horseshoe Dr (1.5 mi with cul-de-sac)
7. Microsurface 66th Ave NE (0.55 mi)
8. Rebuild 26th Ave NE (0.2 mi)
9. Build bike trail along Long Lake Road ROW.

Rebuild of approximately 2.75 miles of road including Long Lake Road (1) and 26th Street NE (8) \$2,750,000.00

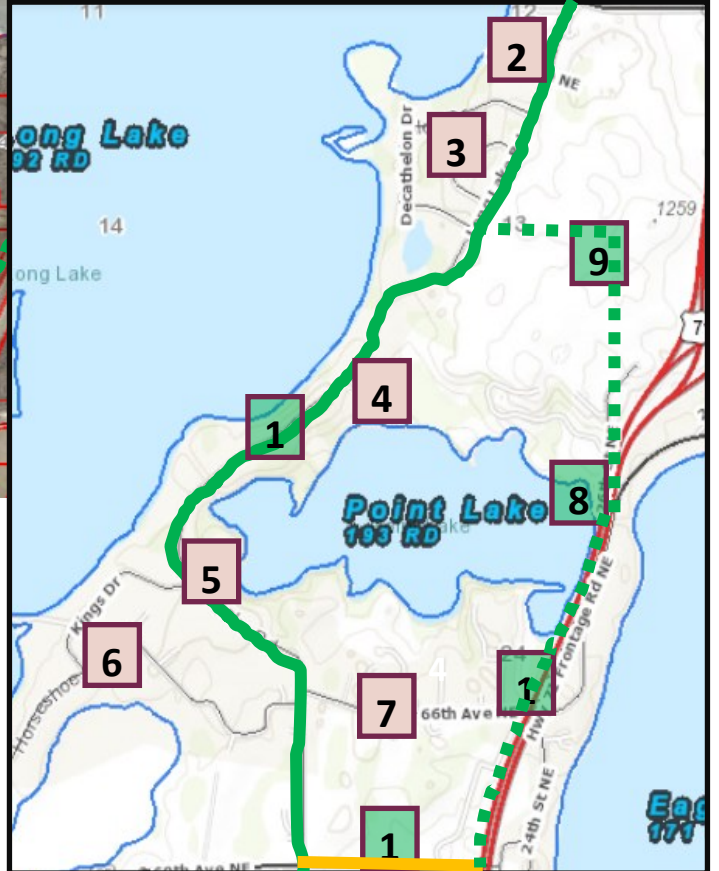
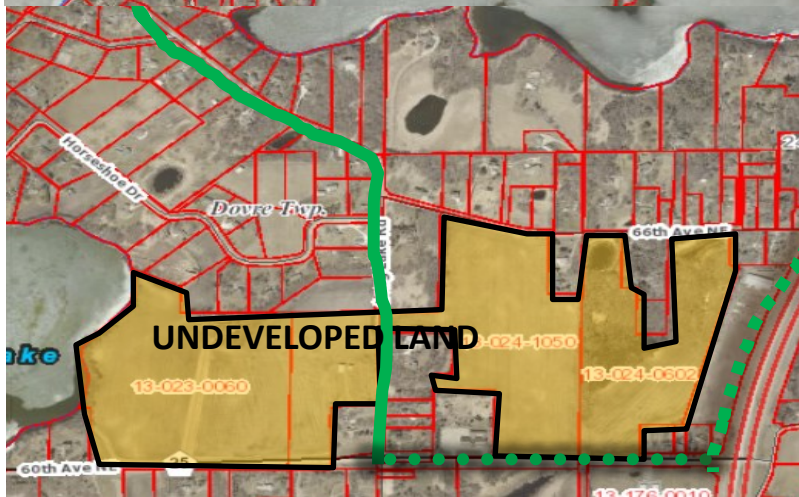
Microsurface & patch approximately 3.5 miles of auxiliary pavement with an estimated cost of \$550,000.00.

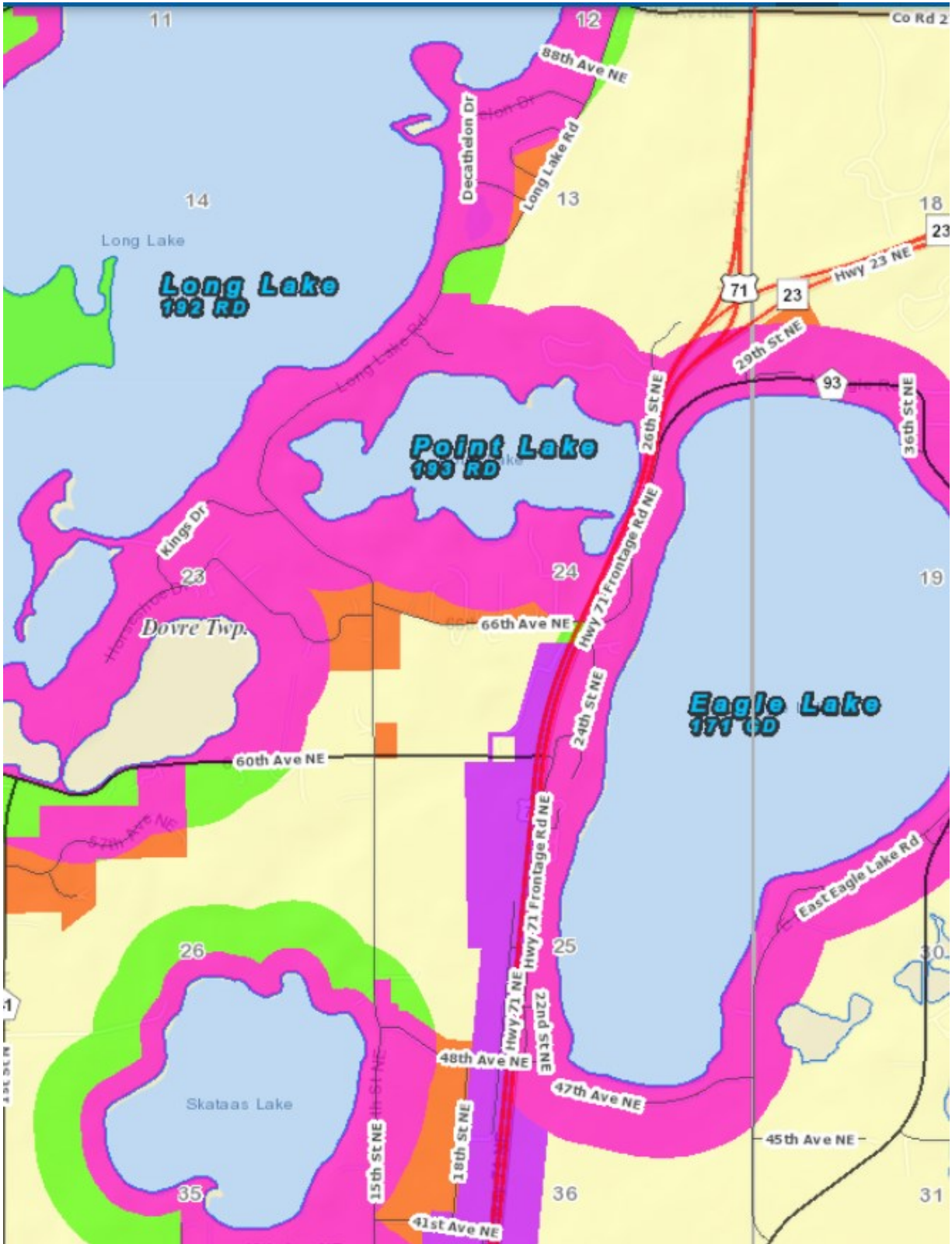
Build approximately 2.75 miles of multimodal trail with an estimated cost of \$550,000.00

**TOTAL ESTIMATED PHASE 1 COST: \$3,850,000.00.**

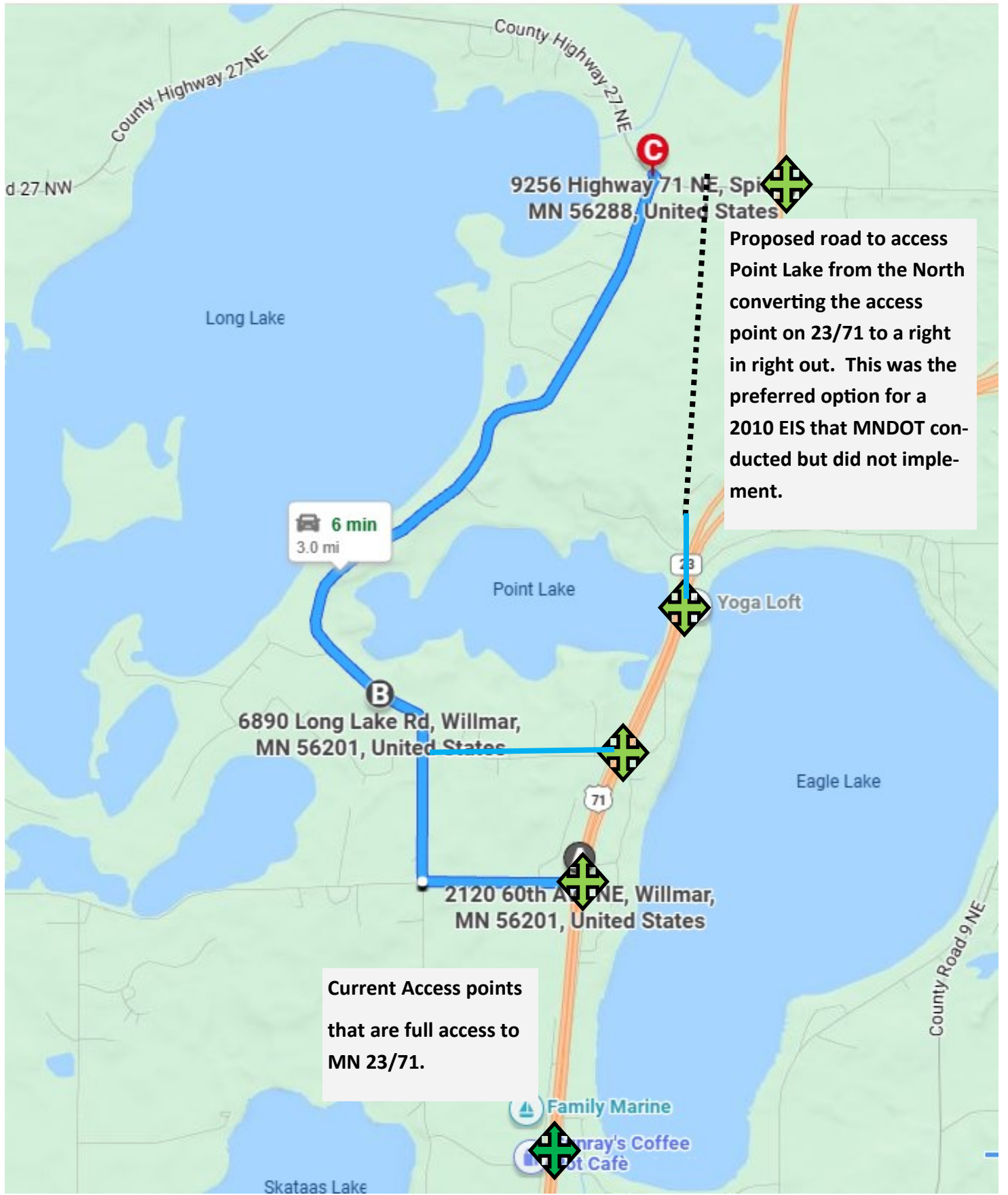
|                  |                |                    |
|------------------|----------------|--------------------|
| FUNDING SOURCES: | \$1,000,000.00 | LRIP GRANT FUNDING |
|                  | \$1,000,000.00 | DOVRE TWP LEVY     |
|                  | \$1,850,000.00 | ASSESSMENTS        |

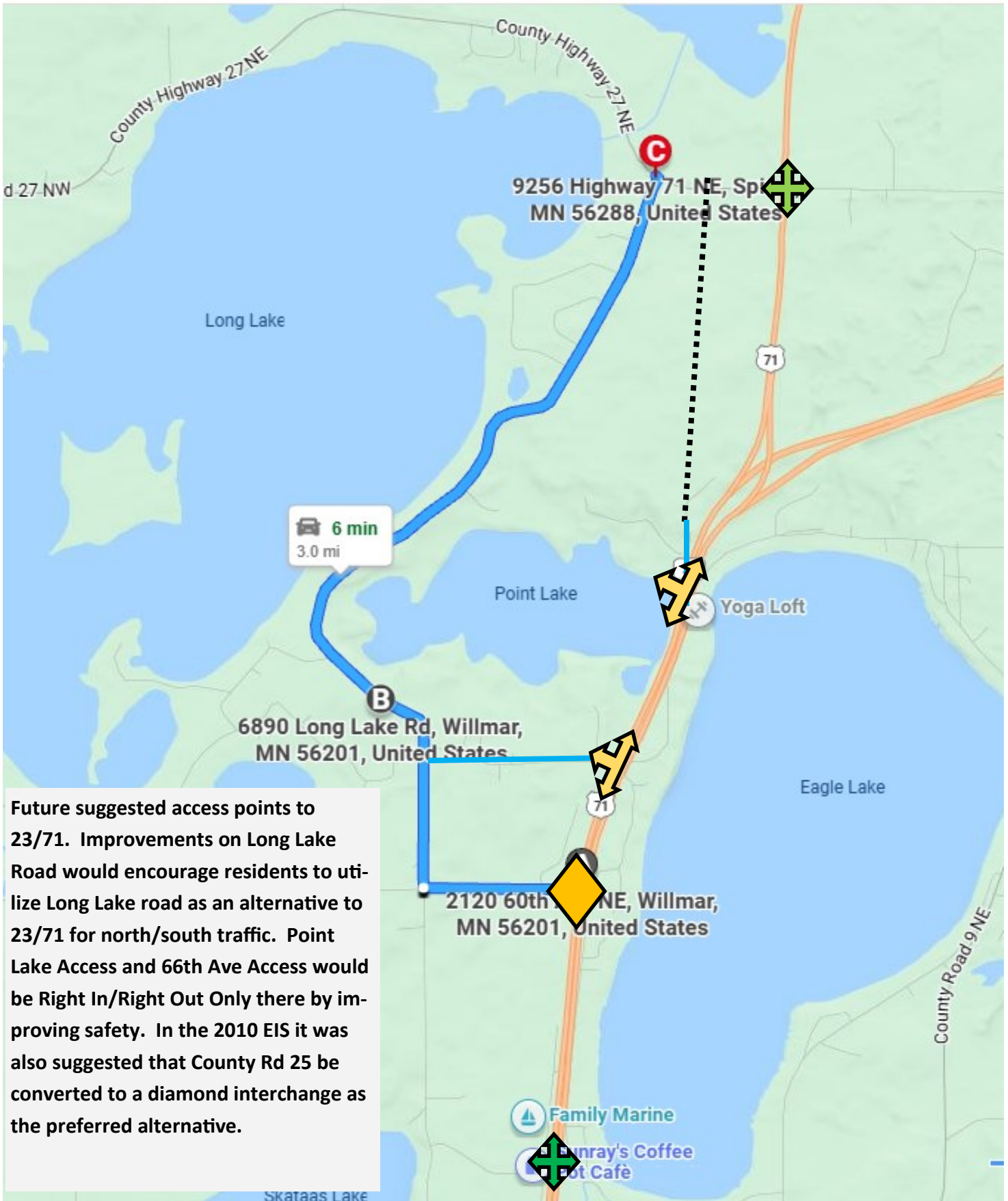
265 affected properties would result in a \$7000.00 assessment per property over a 10 year period.





CURRENT KANDIYOHI COUNTY ZONING MAP OF AREA.





Future suggested access points to 23/71. Improvements on Long Lake Road would encourage residents to utilize Long Lake road as an alternative to 23/71 for north/south traffic. Point Lake Access and 66th Ave Access would be Right In/Right Out Only there by improving safety. In the 2010 EIS it was also suggested that County Rd 25 be converted to a diamond interchange as the preferred alternative.