



RECREATION TRAIL MASTER PLAN for Lake Madison, South Dakota

April 2025

DGR
ENGINEERING



Lake Madison Development Association
PO Box 296
Madison, SD 57042

RE: Recreation Trail Master Plan
Lake Madison, South Dakota

Dear LMDA members and Lake Madison trail system advocates,

We are thrilled to share this master plan with you to kickstart the development of a recreational trail system around Lake Madison. The plan covers various topics related to the development of the new trail system, including:

- Review of the existing trails near Lake Madison;
- Benefits of a new trail system;
- Key points of interest around the lake;
- Proposed trail routes and potential phasing;
- Preliminary cost estimates for construction of the trail;
- Long-term maintenance responsibilities and considerations;
- Potential funding sources and opportunities; and
- The anticipated timeline for implementation of the plan.

We hope this plan will help guide future policies and decision-making regarding the proposed trail system. The plan will also serve as documentation of the initial efforts and support of the plan, which will be beneficial to showcase when pursuing funding for design and construction of the new trail system.

It has been a pleasure working with the stakeholders and community members that helped to create this plan and vision. Their passion and excitement for future recreational opportunities around Lake Madison was evident during our planning sessions. With great leadership and support already in place, we feel confident the plan will be successfully implemented!

We appreciate the opportunity to help create this plan and vision for the future, and we look forward to collaborating further to make it a reality.

Sincerely,

DGR Engineering

A handwritten signature in blue ink, appearing to read 'Trent Bruce'.

Trent Bruce, PE

TABLE OF CONTENTS

Introduction.....	5
Acknowledgments	6
Background, Purpose, & Goals	7
Existing Trails	7
Primary Benefits.....	7
Health and Recreation.....	7
Economic Growth	7
Key Stakeholders.....	8
Points of Interest.....	8
Proposed Trail System.....	9
General Information	9
Design Features	9
Trail Surfacing	9
Trail Dimensions.....	10
Accessibility.....	11
Route Considerations	11
Land Availability	11
Existing Trail Connections	11
Potential Phasing.....	12
Phase 1	12
Phase 2	12
Phase 3	12
Phase 4	13
Phase 5	13

Table of Contents

Project Cost Estimate	13
Ownership and Maintenance	14
General Information	14
Maintenance Responsibilities.....	14
Maintenance Costs	14
Funding Sources.....	15
Grant Programs	15
Other Funding Sources.....	16
Fundraising Efforts	16
Private Sector Investments.....	16
Revenue-Generating Activities	16
Long-Term Maintenance.....	16
Conclusion	17

LIST OF APPENDICES

- Appendix A – Trail Master Plan Poster**
- Appendix B – Proposed Trail Route Maps**
- Appendix C – Potential Street Connection Trails Maps**
- Appendix D – Potential Trail Phasing Map**
- Appendix E – Preliminary Project Cost Estimate**

Introduction

The Lake Madison Development Association has entrusted DGR Engineering with the task of developing a comprehensive planning document for future recreational trail systems around Lake Madison. The primary objective of this report is to produce a comprehensive Recreational Trail Master Plan that emphasizes safety, accessibility, connectivity, points of interest, economic benefits, potential funding sources, environmental impacts, traffic impacts, and parking availability.

The envisioned 15-mile recreation trail loop will connect key points of interest such as Walker's Point Recreation Area, Scott Pedersen Memorial Park, and the surrounding businesses and scenic destinations. This ambitious project is driven by a coalition of dedicated stakeholders aiming to provide residents and visitors with a safe, accessible, and picturesque route for walking, cycling, and enjoying nature.

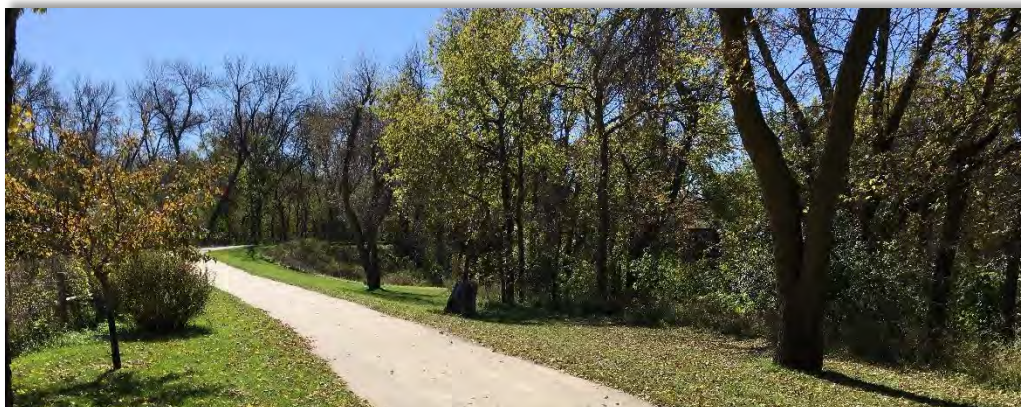
Collaboration among various entities, including trail system advocates, landowners, and local businesses, will ensure that this trail system highlights the area's natural beauty while promoting healthy lifestyles, environmental stewardship, and economic growth.



Acknowledgments

The following individuals contributed to the creation of this master plan through their involvement in the various planning sessions that were held between October 2024 and March 2025:

- Elaine Garry | LMDA Trail Committee Co-Chair and Lake Madison Area Resident
- Gary Fikse | LMDA Trail Committee Co-Chair and Lake Madison Area Resident
- Murray Driggs | LMDA Board Member and Lake Madison Area Resident
- Adam Leighton | County Commissioner
- Dennis Slaughter | County Commissioner
- Tim Tolley | Lake County Highway Superintendent
- Eric Hortness | Executive Director of Greater Madison Area Chamber of Commerce
- Brooke Rollag | Executive Director of Lake Area Improvement Corporation
- Roy Lindsay | Mayor of Madison
- John Bame | South Dakota Game, Fish, & Parks Staff
- Bryce Ahlers | U.S. Fish and Wildlife Service Staff
- John Berry | Madison Area Resident and Owner of Berry Fast Bicycles
- Gene Wockenfuss | Lake Madison Area Resident
- Troy Larson | Round Lake Area Resident
- Jane Heinemeyer | Lake Madison Area Resident
- Kevin Jaspers | Lake Herman Resident



Background, Purpose, & Goals

Existing Trails

There is an existing asphalt paved trail along SD Highway 34 between the City of Madison and the north end of Lake Madison. The trail ends near Johnson's Point lakeside use area. The asphalt paved trail also extends south of SD Highway 34, along SD Highway 19, to Scott Pederson Memorial Park. The existing paved trail covers approximately 4 miles of the perimeter of the northwest corner of Lake Madison. The existing paved trail extends into the City of Madison, where the City intends to further develop the trail system within city limits.

The only other existing defined trails around the perimeter of Lake Madison are isolated unpaved nature trails. These nature trails can be found at Walker's Point Recreation Area and on the federally owned land between Lake Madison and Long Lake. Most of the bicycling, walking, and running that occurs around Lake Madison is on the existing street network. Many of the streets around the lake are disconnected from each other, and some are unpaved. Some of the streets are privately owned and maintained. There are no defined bike lanes or sidewalks for recreational use.

Primary Benefits

Health and Recreation

Recreational trails enhance active transportation and outdoor recreation opportunities, promoting healthier lifestyles and community well-being. They offer year-round activities such as walking, hiking, cycling, and running, ensuring inclusive access for residents of all ages and fitness levels.

Economic Growth

A well-designed recreational trail system would elevate Lake Madison as a premier tourist destination in eastern South Dakota, drawing bicycling and outdoor enthusiasts and boosting tourism revenue. This trail system would stimulate local businesses by increasing foot traffic to dining, retail, and lodging establishments, fostering economic resilience and growth. Additionally, the trail would complement the region's water-based tourism, providing alternative outdoor experiences.

Background, Purpose, & Goals

Key Stakeholders

The following entities and groups were identified as key stakeholders throughout the development of this master plan:

- Lake Madison Development Association
- Lake Madison Area Developers
- Lake Madison Area Businesses
- Lake Madison Area Road Districts
- Lake County Commission
- Lake County Highway Department
- City of Madison
- Greater Madison Area Chamber of Commerce
- Lake Area Improvement Corporation
- South Dakota Department of Transportation
- South Dakota Game, Fish & Parks
- US Fish and Wildlife Service



Points of Interest

The following locations were identified as points of interest around Lake Madison that could be desirable destinations for those using the proposed recreational trail system:

- Scott Pederson Memorial Park
- Walker's Point Recreation Area
- The Hillside Resort
- The Lakes Golf Course
- Lakes Bar & Grill
- The Broadwater Resort
- Fisher's/Hare's Point
- Johnson's Point Lakeside Use Area
- Payne's Landing Fishing Pier
- Trail around Highway 19 Slough
- Long Lake Nature Trails

Proposed Trail System

General Information

The primary objective of the proposed trail system is to provide a safe pedestrian route for users at any location around the lake. By creating engaging and inclusive public spaces, the trail will reflect the unique character of Lake

Madison. The trail will provide pedestrian connectivity to popular points of interest around the lake, such as parks, local businesses, and nature areas. The pedestrian connectivity will lead to greater trail use, as residents and visitors may use the path to get to various locations around the lake, promoting a healthier and more active lifestyle.



With a hard surfaced trail system, users are provided with a reliable area for transportation and recreation. The smooth surfacing will allow for inclusion for all individuals, regardless of differing interests, activities, and lifestyles. This reliability encourages consistent use of the trails throughout the year, making the trail a valuable community asset.

Design Features

Trail Surfacing

Asphalt pavement is generally the preferred surface type for relatively long regional-type trails. Asphalt provides a smooth and durable surface for recreational activities that will take place on the trail. The existing trail from the northwest corner of the lake into the City of Madison is paved asphalt. Most of the proposed trail is anticipated to be surfaced with asphalt, ensuring a smooth finished surface and material consistency for user experience and ease of maintenance.

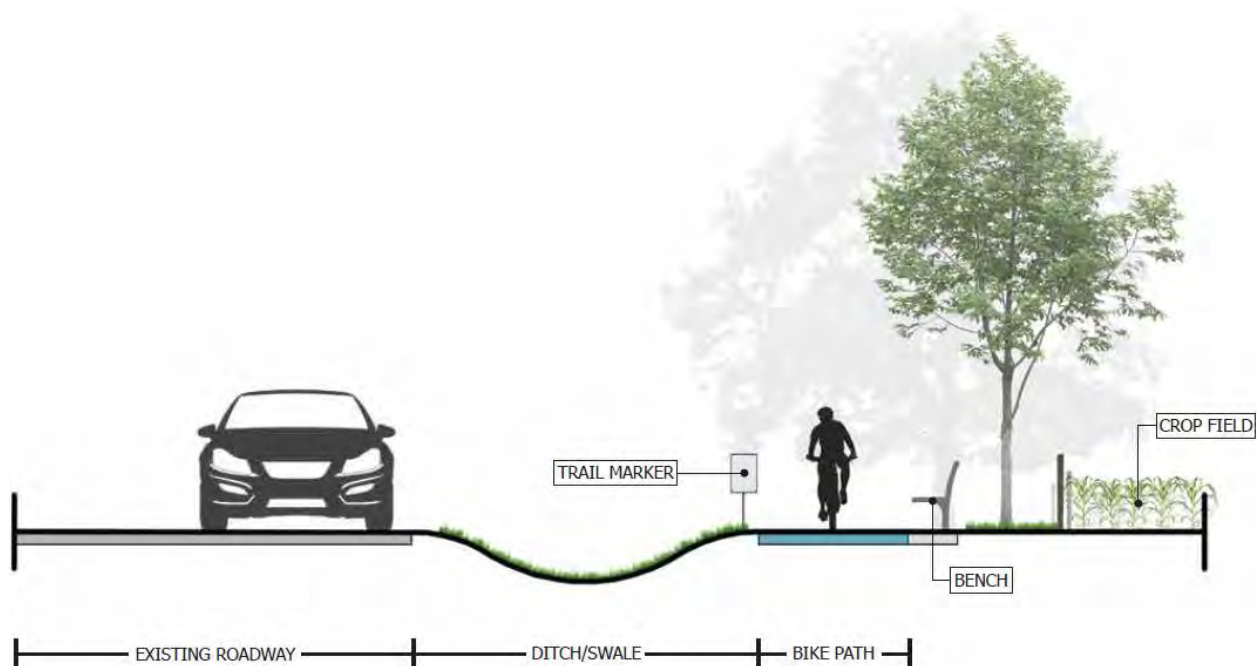
At crossings and intersections, sections of concrete surfacing may be considered. Concrete will give the trail higher durability in locations where heavier loads are expected, such as road crossings and high-traffic areas. The up-front cost of concrete is typically higher than asphalt and must be weighed against the improved longevity in these areas.

Proposed Trail System

Other trail surfacing alternatives such as gravel or crusher fines may be considered on either a temporary or permanent basis for segments of the trail system. If used on a temporary basis, the gravel will act as a trail route until hard surfacing installation is planned. At that time, the gravel in place may be cut and shaped to use as a base for the surfacing. This approach allows for phased trail development based on budget, timelines, or other project constraints. Segments of the trail may be left with gravel surfacing permanently to function as a pristine nature-type trail. These paths provide clear space for pedestrian travel while avoiding disturbance to the surrounding area. These natural walkways promote users to spend time with nature, providing a quiet experience off the beaten path.

Trail Dimensions

The existing asphalt paved trail segments are 10 feet wide. A trail width of 10 feet would comfortably accommodate all trail users, including cyclists, foot travelers, and individuals with mobility aids. The 10-foot width allows for safe and comfortable passage, accommodating both single users and groups, and reducing congestions and accidents. A narrow width, or wider width, could be considered where conditions warrant a different width, or where land is not available for the desired width.



Accessibility

The standards set forth by the Americans with Disability Act of 1990, including changes made by the ADA Amendments Act, should be considered during construction of the trail to accommodate potential trail users with disabilities. Compliance with ADA guidelines will ensure all residents, regardless of physical ability, can safely access and travel the pedestrian path.

Route Considerations

A poster showing the proposed trail system is included as Appendix A, and maps showing the proposed trail route in greater detail are included as Appendix B.

Land Availability

The proposed trail route was carefully laid out to minimize the required land acquisition. Land availability is a consideration that can significantly impact the feasibility and success of the project. The proposed trail route will navigate through various types of terrain, including existing farmlands, nature areas, lakeside accesses, and residential spaces.

In some areas of the proposed route, land acquisition is anticipated to be particularly difficult. Land acquisition difficulties are anticipated due to high property values in the area, existing land use, and potential resistance from landowners. These challenges necessitate careful planning, negotiation, and alternative route considerations to ensure the trail satisfies the interests of stakeholders and future users.

Existing Trail Connections

The roadways around the lake are currently used by many pedestrians to travel by bicycle or foot around and near the lake. Many of the roads near the lake are disconnected from each other as a result of different neighborhoods and HOA's that were established as development has occurred around the lake over the years. Establishing connections between existing roadways would be a relatively simple way to improve pedestrian connectivity around the lake; however, land and/or easements may be difficult to acquire in some areas.

A map of potential street connection trails is included as Appendix C.

Potential Phasing

The proposed trail system is expected to be constructed in multiple phases as funding and land are acquired. Maps showing the potential phasing breakout for the proposed trail system is included as Appendix D. The phasing shown is for conceptual purposes only, and the actual order and size of the phases will depend on various factors.

Phase 1

Phase 1 of the proposed trail connects to the existing trail at the Johnson's Point Boat Ramp. The trail weaves along existing rural roadways in the area to Fischer Drive. From Fischer Drive, the trail follows the shoreline of Lake Madison, before heading east along 236th Street. This segment of the route provides pedestrian connection to Fisher's/Hare's Point and the Stratton WAA Game Production Area. The proposed Phase 1 trail route is approximately 3.2 miles in length and is mostly surrounded by nature areas and agricultural land, with some residences alongside the lakefront of Lake Madison.

Phase 2

Phase 2 connects to the first phase of the trail along 236th Street and extends east to 461st Avenue. The trail runs south along 461st Avenue before heading east, through a planned residential development, to 461A Avenue. Phase 2 spans approximately 1.6 miles and ends near the intersection of 461A Avenue and 237th Street. The majority of the trail in this phase is surrounded by agricultural land. The trail in this area will provide improved connectivity to the Broadwater Resort. The timing of this phase will be mostly dependent on the timing of the proposed residential development and golf course expansion that the trail is anticipated to provide connectivity to and from.

Phase 3

Phase 3 of the proposed trail continues south along 461A Avenue, following the road near the Lakes Golf Course, Lakes Bar & Grill, and the Lakes RV Resort. The trail then turns west, following 237th Street, ending near the Hillside Resort. Construction of this phase consists of approximately 2.1 miles of trail and a bridge/culvert crossing near the Lakes RV Resort.

Phase 4

Phase 4 of the proposed trail system follows 237th Street between Long Lake and Lake Madison. This phase is to begin near the Hillside Resort, leading pedestrians west to the Long Lake Waterfowl Production area, nature trails, and boat access. This phase continues west along 237th Street, ending at the intersection with 459th Avenue. Phase 4 construction includes approximately 1.7 miles of trail near the lakefront of both Lake Madison and Long Lake.

Phase 5

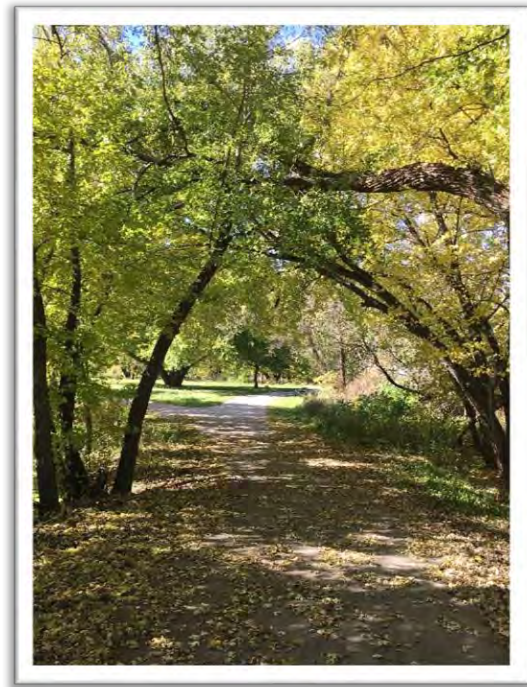
The fifth and final phase of the proposed trail runs along 459th Avenue and Harbor Way. This area of the trail will pass Walker's Point Recreation Area, lakeside residential areas, Woodland Marina, and the Scott Pedersen Memorial Park, before connecting to an existing trail east of SD Highway 19. This phase consists of approximately 2.6 miles of trail.

Project Cost Estimate

The proposed trail routes were analyzed to generate high level budgetary estimates for construction of the trail system. The following factors were considered in the development of the cost estimates:

- Anticipated erosion control measures
- Anticipated traffic control measures
- Required clearing of the trail route
- Wetland avoidance and/or mitigation
- Installation of the trail pavement
- Anticipated road and bridge crossings
- Signage and wayfinding needs
- Engineering expenses
- Testing, legal, and administrative expenses
- Other specific considerations, as appropriate

A full breakout of the anticipated costs for each phase of the proposed trail system is included as Appendix E.



Ownership and Maintenance

General Information

The long-term success of the Lake Madison Trail System is dependent on the proper maintenance and upkeep of the trail system after the initial construction is finished. Proper maintenance of the trail system will maximize the useful life of the trail, preserving the investments in the project. It is important to adequately plan for maintenance expenses to ensure that adequate funds and/or volunteer labor are available when needed. Without proper maintenance, the safety and usability of the trail significantly deteriorate. Neglecting maintenance will lead to a shorter useful life of the trail, create hazardous conditions, and lead to higher long-term repair costs.

Maintenance Responsibilities

Volunteer support can be considered for certain maintenance activities, such as controlling vegetation along the trail, cleaning up trash, and servicing and cleaning rest areas. Other more specialized maintenance activities, such as pavement repairs and snow removal, may require contractor support.

Maintenance Costs

Maintenance expenses will vary from year to year depending on the amount of repair and maintenance work that is needed each year. Typical annual maintenance expenses are anticipated to range from \$4,000 to \$5,000 per mile of trail. Once the full 11 miles of proposed trail is constructed, the anticipated annual maintenance expenses (in today's dollars) are estimated to be \$44,000 to \$55,000. Community engagement, partnerships, endowments, and other tools and strategies should be employed to help generate funds to help with ongoing maintenance expenses.

Funding Sources

Grant Programs

Local, state, and federal grant programs should be considered for the design and construction of the trail system. The following are two commonly used state-level grant programs for recreational trails:

1. Transportation Alternatives (TA) Program administered by the South Dakota Department of Transportation (SDDOT).
 - a. The TA program uses federal transportation funds, designated by Congress, for specific activities that enhance the inter-modal transportation system and provide safe alternative transportation options. TA encompasses a variety of smaller-scale non-motorized transportation projects such as pedestrian and bicycle facilities and recreational trails. The grants are available through a competitive project selection process each year. A minimum local match of 18.05% is required.
2. Recreational Trails Program (RTP) administered by the South Dakota Department of Game, Fish, & Parks (SDGFP)
 - a. The RTP is a federal aid assistance program to help states provide and maintain recreational trails for both motorized and non-motorized use. The program provides up to 80% reimbursement funds (i.e. grants) for all kinds of recreational trail uses including, but not limited to: pedestrian use, bicycling, in-line skating, equestrian use, cross-country skiing, off-road motorcycling, all-terrain vehicle riding, four wheeling, and snowmobiling. The RTP encourages all kinds of trail enthusiasts to work together to provide a variety of recreational trail opportunities.

Grants through local economic development programs and businesses aimed at promoting tourism and regional connectivity should also be explored. The Greater Madison Area Chamber of Commerce is working to establish a nonprofit 501(c)(3) status, which may be helpful in applying for grants on behalf of the proposed trail system. The support from Lake County and the City of Madison is strong, which will also be beneficial when applying for competitive grants.

Other Funding Sources

Fundraising Efforts

Initiate fundraising campaigns on platforms like GoFundMe or Kickstarter to support specific trail segments, events, or amenities. Foster community engagement and ownership by allowing individuals or entities to "adopt" sections of the trail. Promote volunteer participation in trail maintenance to cut labor costs and enhance community involvement. Provide incentives such as branded merchandise or exclusive event access to encourage support.

Private Sector Investments

There are many privately owned businesses in the area that would benefit from a regional destination-type trail system and may be willing to contribute toward it. Businesses may be willing to sponsor specific trail sections, signage, and amenities. Recognition could be provided for sponsors in the form of signage at trailheads and rest stops.

Businesses that sell, rent, or repair bicycles and businesses that sell outdoor gear may be especially interested in contributing toward making the trail system a reality. Partnerships should be explored with those types of businesses in the region.

Revenue-Generating Activities

Consider implementing an optional annual trail pass for users who wish to support the trail system on an annual basis. Host annual events such as biking competitions and running events to generate revenue through entry fees and sponsorships. Consider selling merchandise such as cups and t-shirts that promote the trail system.

Long-Term Maintenance

Establish a trail endowment fund to ensure long-term sustainability. This fund could be supported by annual donations from community members and businesses and could help cover ongoing maintenance costs. The South Dakota Community Foundation may be a useful resource for establishing an endowment. Engage local lawn care businesses, pavement repair companies, and snow removal companies on potential partnerships for maintenance of the trail system.

Conclusion

The proposed trail around Lake Madison represents a significant enhancement to the region's recreational infrastructure. By integrating existing trails and opening up previously inaccessible areas, this project will not only promote the natural beauty and public spaces of Lake Madison but also stimulate local economic growth through increased connectivity and tourism. The trail will serve as a vital link between surrounding communities and the lake, fostering a deeper appreciation for the area's scenic landscapes and outdoor activities. This initiative promises to enrich the quality of life for residents and visitors alike, ensuring lasting benefits for the entire region.

Appendix A

Trail Master Plan Poster



LAKE MADISON RECREATION TRAIL

MASTER PLAN

The envisioned 15-mile recreation trail loop around beautiful Lake Madison aims to connect key points of interest such as the captivating Walker's Point Recreation Area, the peaceful Scott Pedersen Memorial Park, and the various bustling businesses and scenic destinations that surround the lake. This ambitious project, driven by a coalition of dedicated stakeholders, seeks to offer residents and visitors a safe, accessible, and picturesque route for walking, cycling, and enjoying nature. Through the collaboration of various entities, trail system advocates, landowners, and local businesses, this trail system will highlight the area's natural beauty while encouraging healthy lifestyles, promoting environmental stewardship, and boosting economic growth.

LEGEND

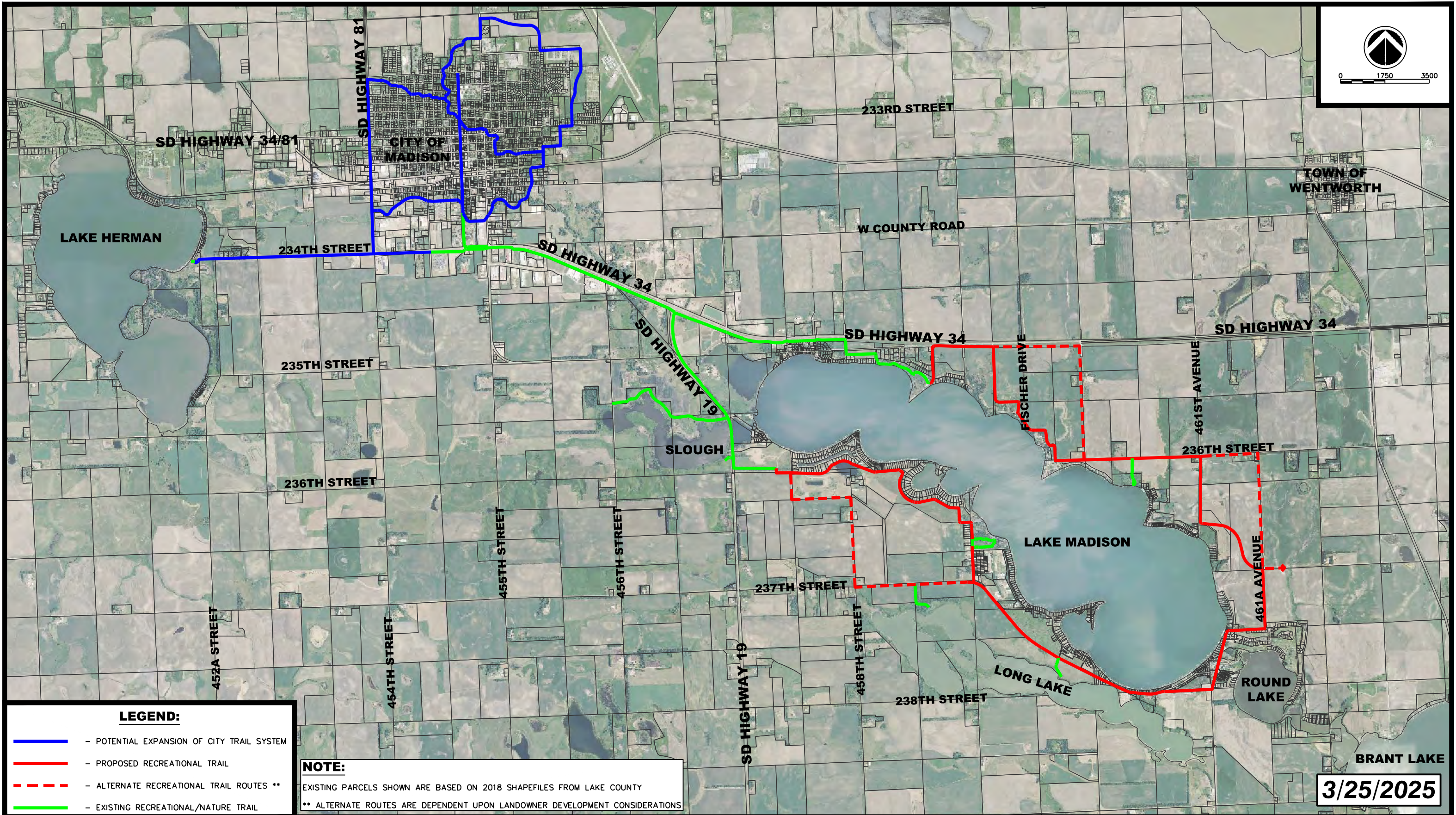
- PROPOSED RECREATIONAL TRAIL
- ALTERNATE RECREATIONAL TRAIL ROUTES
- EXISTING RECREATIONAL TRAIL/NATURE TRAIL

* Alternate trail routes will be considered if land and/or easements are obtainable for the trail system.



Appendix B

Proposed Trail Route Maps

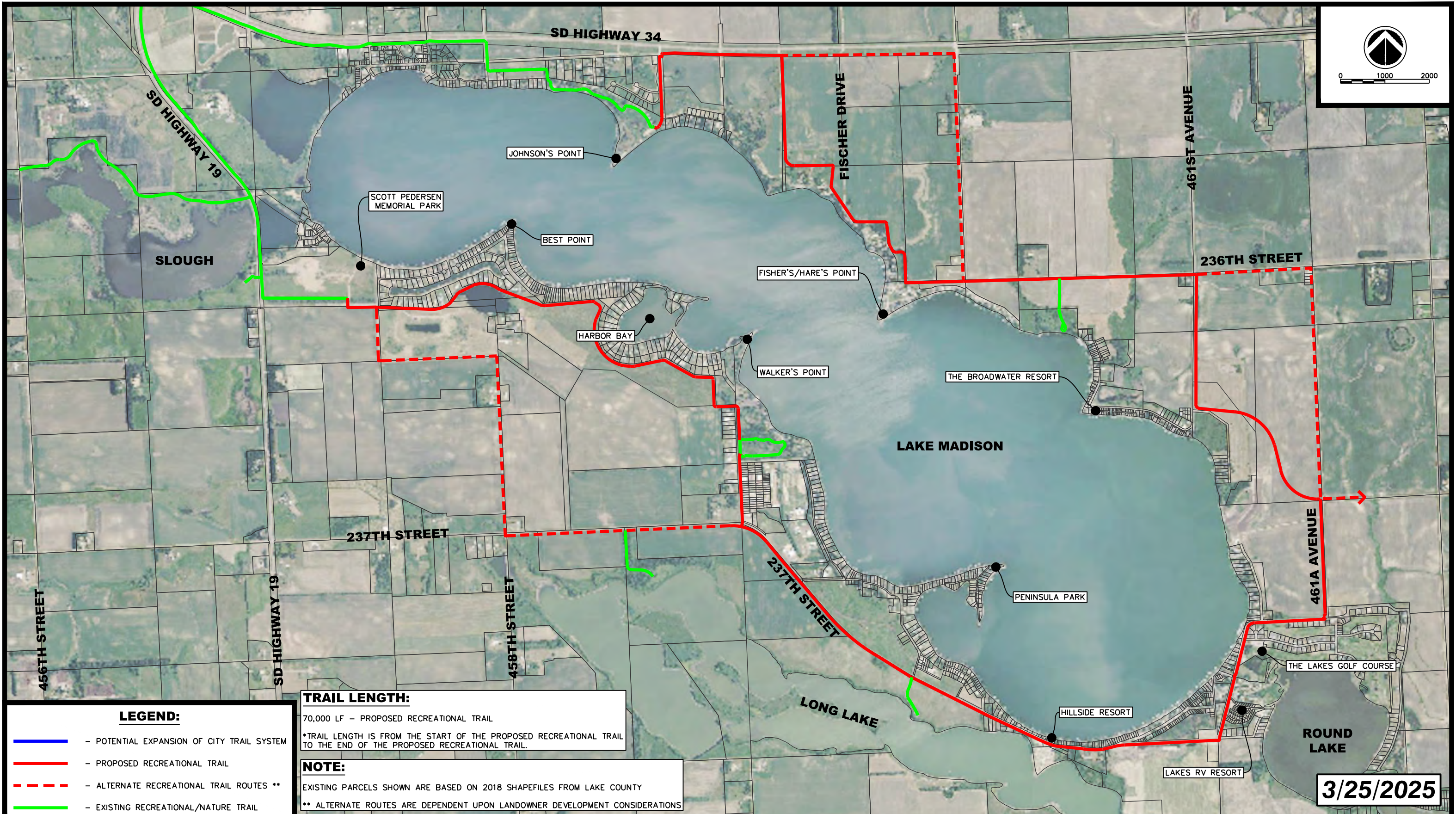


**Lake Madison,
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**Lake Madison
Recreational Trail Master Plan**
SHEET 1 OF 8



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LEGEND:

-  - POTENTIAL EXPANSION OF CITY TRAIL SYSTEM
-  - PROPOSED RECREATIONAL TRAIL
-  - ALTERNATE RECREATIONAL TRAIL ROUTES **
-  - EXISTING RECREATIONAL/NATURE TRAIL

TRAIL LENGTH:

70,000 LF - PROPOSED RECREATIONAL TRAIL

*TRAIL LENGTH IS FROM THE START OF THE PROPOSED RECREATIONAL TRAIL TO THE END OF THE PROPOSED RECREATIONAL TRAIL.

NOTE:

EXISTING PARCELS SHOWN ARE BASED ON 2018 SHAPEFILES FROM LAKE COUNTY

** ALTERNATE ROUTES ARE DEPENDENT UPON LANDOWNER DEVELOPMENT CONSIDERATIONS

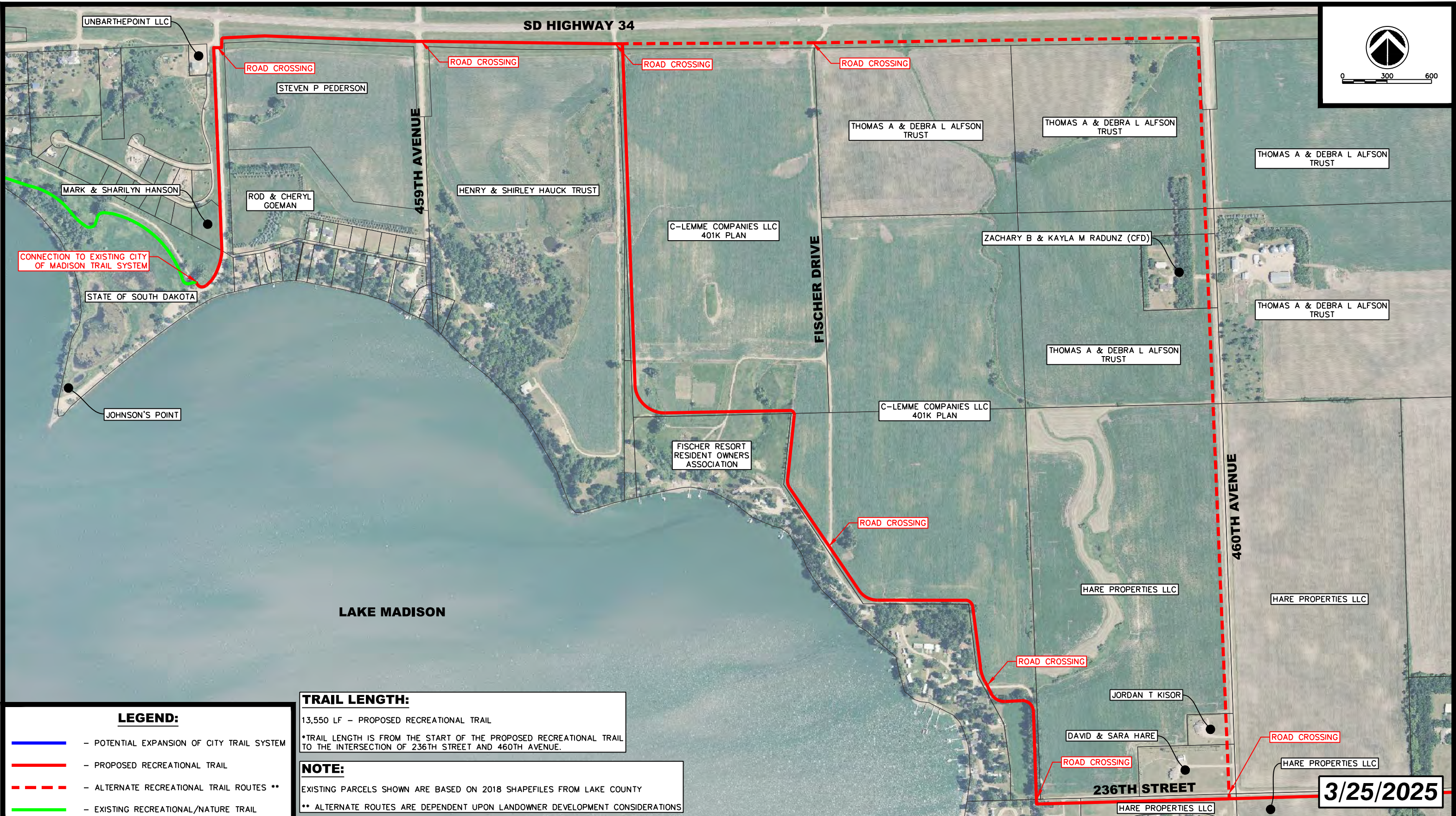
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LEGEND:

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- - - - ALTERNATE RECREATIONAL TRAIL ROUTES **
- - EXISTING RECREATIONAL/NATURE TRAIL

TRAIL LENGTH:

13,550 LF - PROPOSED RECREATIONAL TRAIL

*TRAIL LENGTH IS FROM THE START OF THE PROPOSED RECREATIONAL TRAIL TO THE INTERSECTION OF 236TH STREET AND 460TH AVENUE.

NOTE:

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SHEET 3 OF 8



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LEGEND:

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TRAIL LENGTH:

15,705 LF – PROPOSED RECREATIONAL TRAIL

*TRAIL LENGTH IS FROM THE INTERSECTION OF 236TH STREET AND 460TH AVENUE TO THE ROAD CROSSING ON 461A AVENUE.

NOTE:

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LEGEND:

- POTENTIAL EXPANSION OF CITY TRAIL SYSTEM
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TRAIL LENGTH:

11,780 LF – PROPOSED RECREATIONAL TRAIL

*TRAIL LENGTH IS FROM THE ROAD CROSSING ON 461A AVENUE TO 237TH STREET AND LENOLA HEIGHTS ROAD

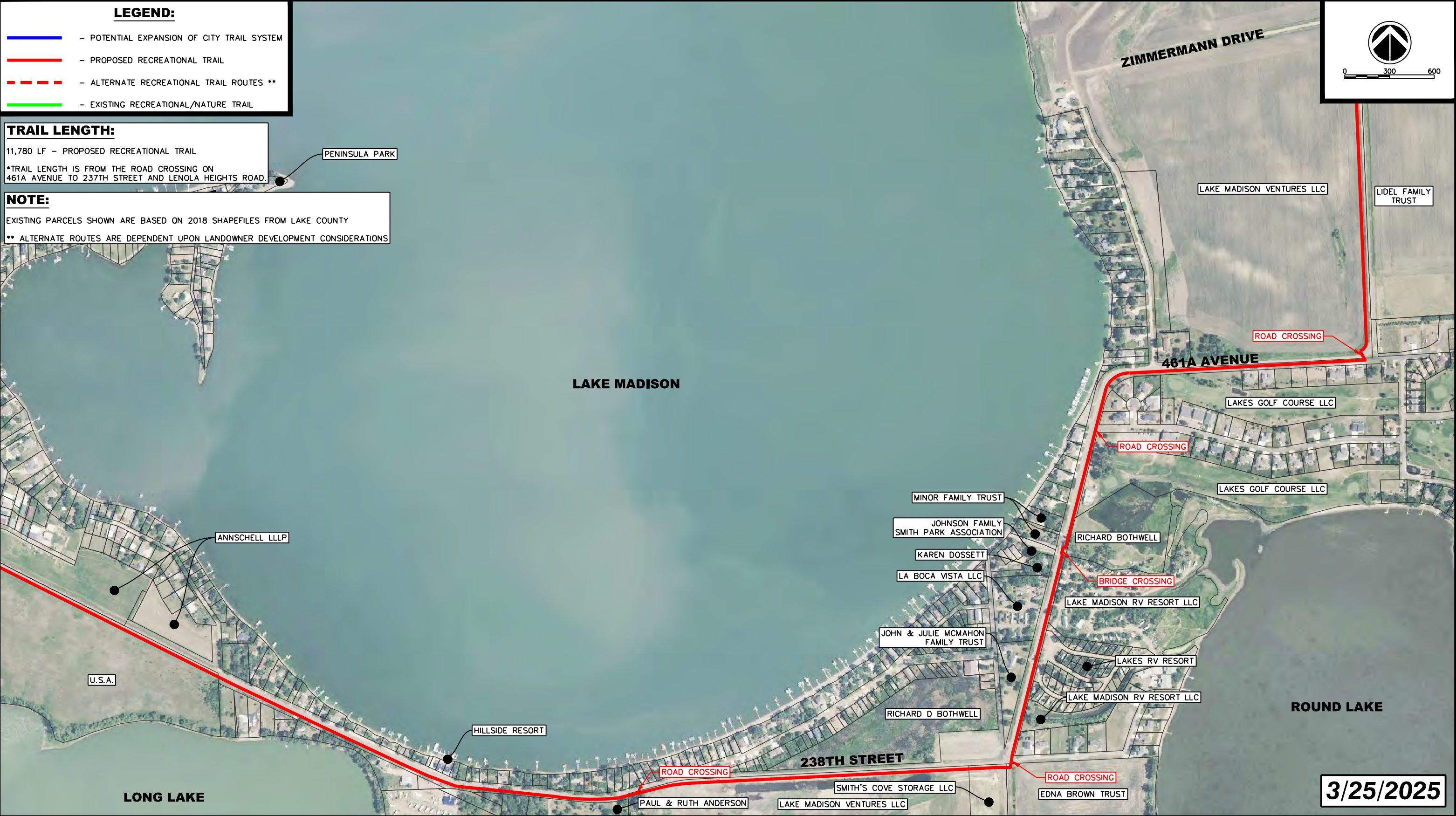
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0 300 600

North arrow pointing up.







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TRAIL LENGTH:

12,170 LF - PROPOSED RECREATIONAL TRAIL

*TRAIL LENGTH IS FROM THE INTERSECTION OF 237TH STREET AND LENOLA HEIGHTS ROAD TO 237TH STREET AND 458TH AVENUE. TRAIL LENGTH INCLUDES THE PROPOSED TRAIL SHOWN ON 459TH AVENUE TO WALKERS POINT RECREATION AREA.

NOTE:

EXISTING PARCELS SHOWN ARE BASED ON 2018 SHAPEFILES FROM LAKE COUNTY

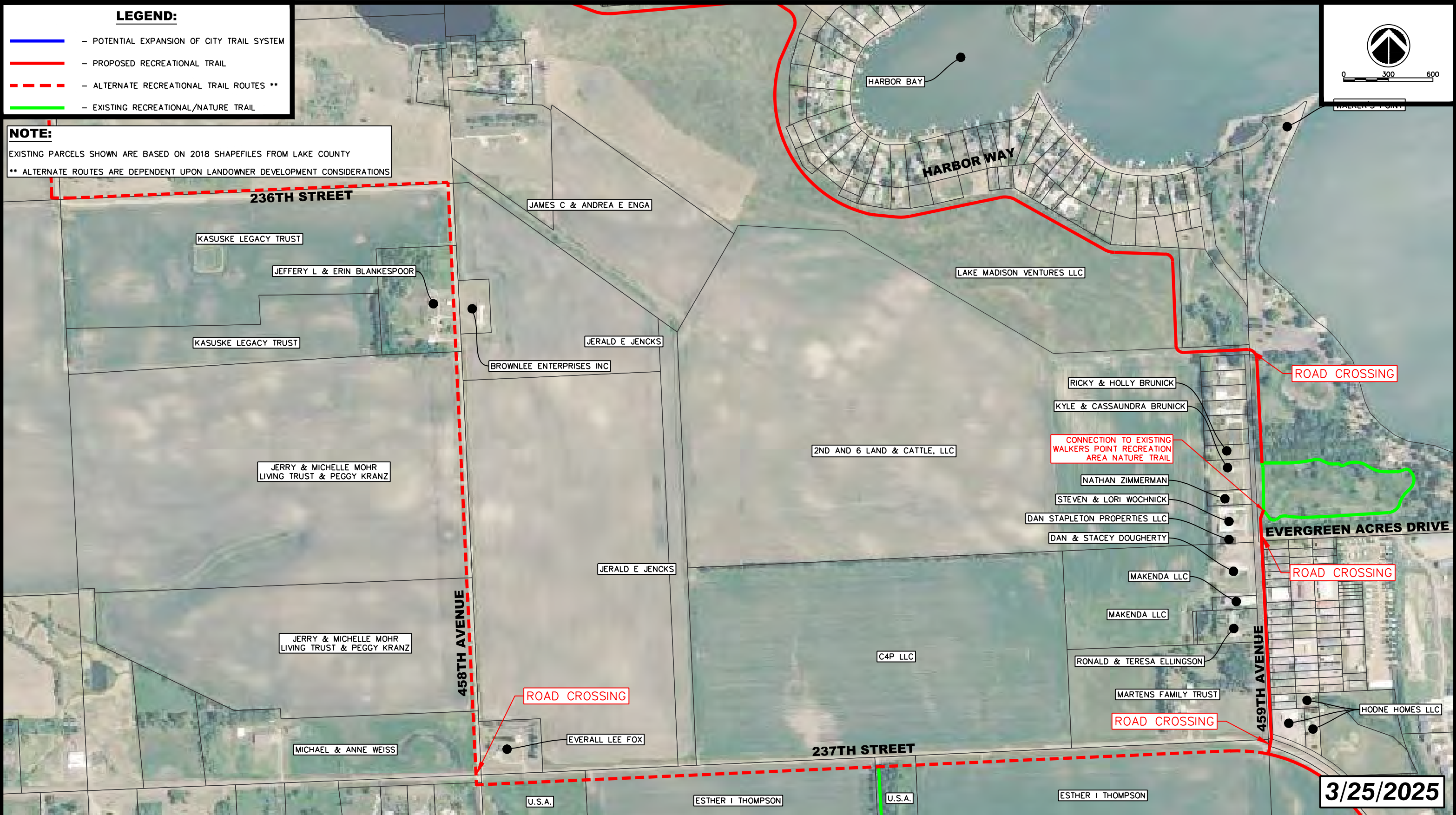
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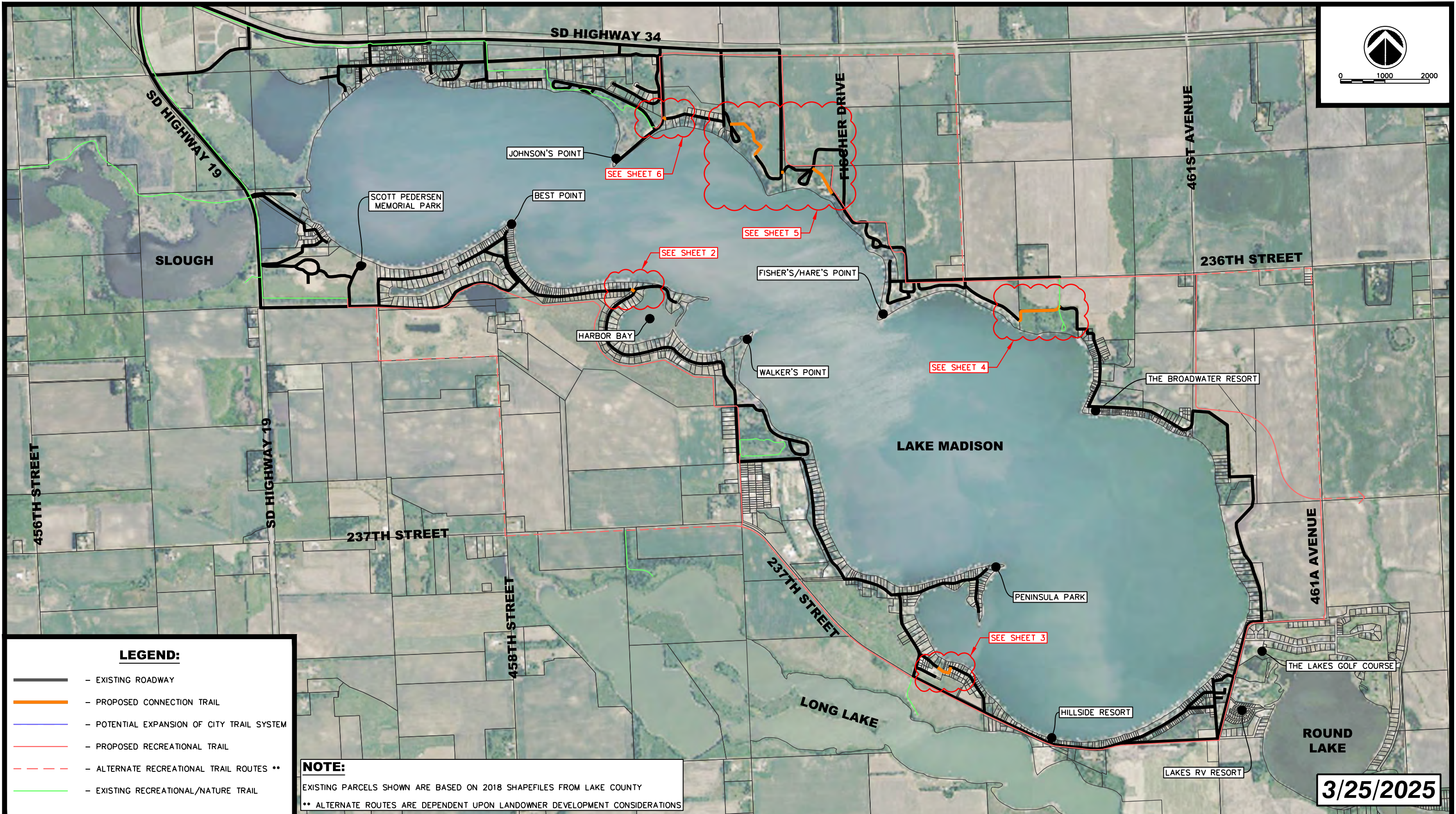
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Appendix C

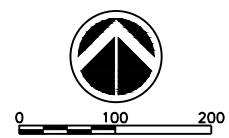
Potential Street Connection Trails Maps



**Lake Madison,
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**Lake Madison
Connection Trails**
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LAKE MADISON



LEGEND:

- EXISTING ROADWAY
- PROPOSED CONNECTION TRAIL
- POTENTIAL EXPANSION OF CITY TRAIL SYSTEM
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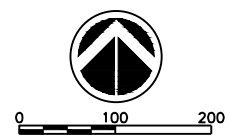
3/25/2025

**Lake Madison,
South Dakota**

**Lake Madison
Connection Trails**
SHEET 2 OF 6



DGR ENGINEERING
1300 S HIGHLINE AVENUE
SIOUX FALLS, SD 57110
(605) 339-4157 office
(605) 339-4175 fax
dgr.com



LEGEND:

- EXISTING ROADWAY
- PROPOSED CONNECTION TRAIL
- POTENTIAL EXPANSION OF CITY TRAIL SYSTEM
- PROPOSED RECREATIONAL TRAIL
- - - ALTERNATE RECREATIONAL TRAIL ROUTES **
- EXISTING RECREATIONAL/NATURE TRAIL

NOTE:

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SHEET 4 OF 6

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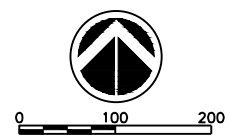


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SHEET 5 OF 6



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LEGEND:

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**Lake Madison,
South Dakota**

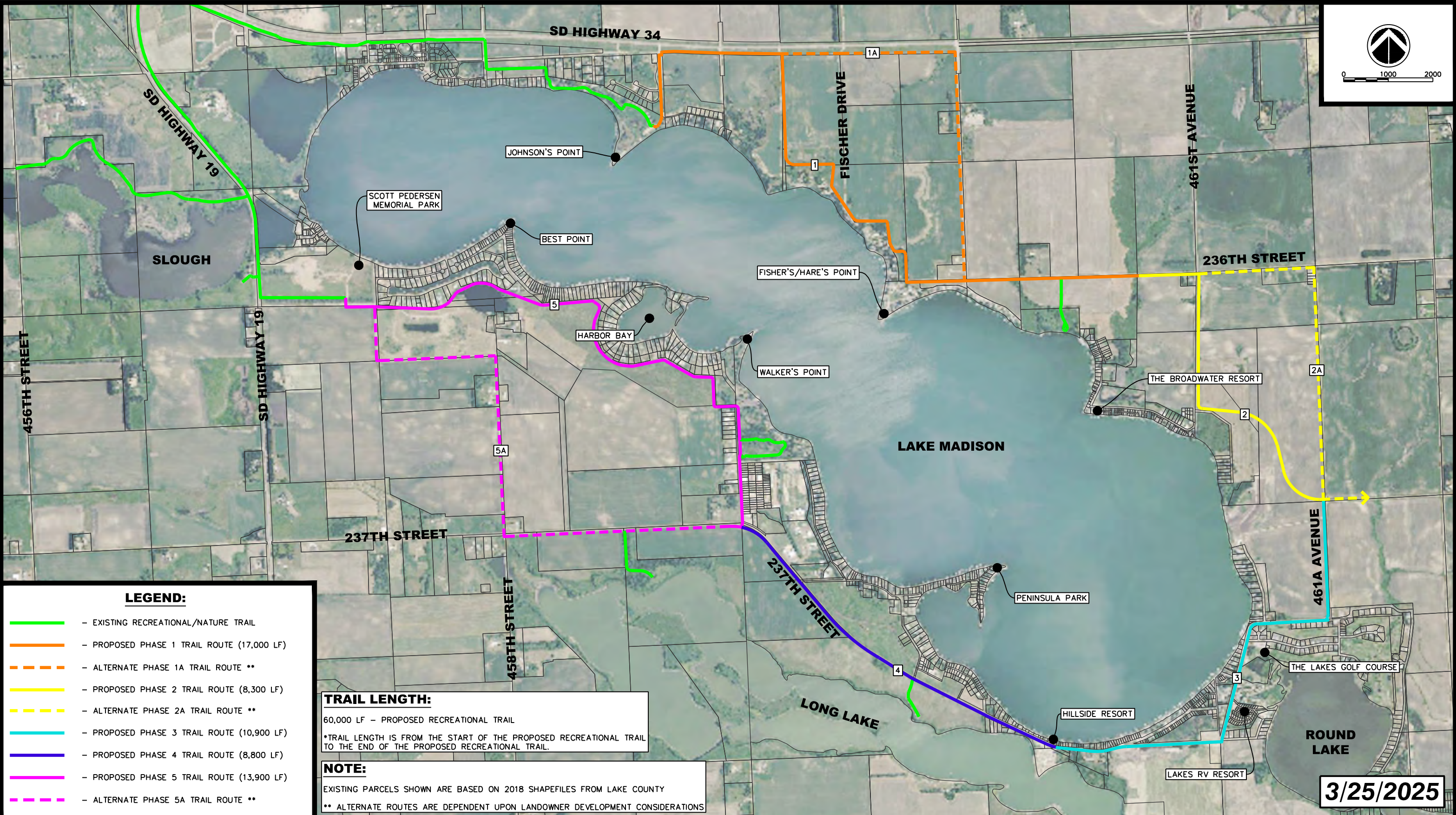
**Lake Madison
Connection Trails**
SHEET 6 OF 6



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Appendix D

Potential Trail Phasing Map



LEGEND:

- EXISTING RECREATIONAL/NATURE TRAIL
- PROPOSED PHASE 1 TRAIL ROUTE (17,000 LF)
- - - ALTERNATE PHASE 1A TRAIL ROUTE **
- PROPOSED PHASE 2 TRAIL ROUTE (8,300 LF)
- - - ALTERNATE PHASE 2A TRAIL ROUTE **
- PROPOSED PHASE 3 TRAIL ROUTE (10,900 LF)
- PROPOSED PHASE 4 TRAIL ROUTE (8,800 LF)
- PROPOSED PHASE 5 TRAIL ROUTE (13,900 LF)
- - - ALTERNATE PHASE 5A TRAIL ROUTE **

TRAIL LENGTH:

60,000 LF – PROPOSED RECREATIONAL TRAIL
*TRAIL LENGTH IS FROM THE START OF THE PROPOSED RECREATIONAL TRAIL TO THE END OF THE PROPOSED RECREATIONAL TRAIL.

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** ALTERNATE ROUTES ARE DEPENDENT UPON LANDOWNER DEVELOPMENT CONSIDERATIONS

**Lake Madison,
South Dakota**

**Lake Madison
Recreational Trail Phasing Plan**

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Appendix D

Preliminary Project Cost Estimate



Preliminary Project Cost Estimate

Lake Madison, SD

Prepared By: DGR Engineering

March 18, 2025

Item	Description	Unit	Unit Cost	Phase 1 Quantity	Phase 1 Cost	Phase 2 Quantity	Phase 2 Cost	Phase 3 Quantity	Phase 3 Cost	Phase 4 Quantity	Phase 4 Cost	Phase 5 Quantity	Phase 5 Cost	Total Quantity	Total Cost
General Items															
1	Mobilization	LS	\$ 930,000	1	\$ 270,000	1	\$ 130,000	1	\$ 190,000	1	\$ 130,000	1	\$ 210,000	1	\$ 930,000
2	Clearing	LS	\$ 250,000	1	\$ 70,000	1	\$ 30,000	1	\$ 50,000	1	\$ 40,000	1	\$ 60,000	1	\$ 250,000
3	Traffic Control, Miscellaneous	LS	\$ 100,000	1	\$ 30,000	1	\$ 10,000	1	\$ 20,000	1	\$ 20,000	1	\$ 20,000	1	\$ 100,000
4	Erosion Control	LS	\$ 600,000	1	\$ 170,000	1	\$ 70,000	1	\$ 120,000	1	\$ 100,000	1	\$ 140,000	1	\$ 600,000
6	Signage & Wayfinding	LS	\$ 50,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 10,000	1	\$ 50,000
5	10' Wide Trail	LF	\$ 75	17,000	\$ 1,275,000	9,000	\$ 675,000	11,000	\$ 825,000	9,000	\$ 675,000	14,000	\$ 1,050,000	60,000	\$ 4,500,000
7	Road Crossing	EA	\$ 30,000	7	\$ 210,000	1	\$ 30,000	5	\$ 150,000	0	\$ -	4	\$ 120,000	17	\$ 510,000
8	Bridge Crossing	EA	\$ 50,000	0	\$ -	0	\$ -	1	\$ 50,000	0	\$ -	0	\$ -	1	\$ 50,000
Subtotal:				\$ 2,035,000		\$ 955,000		\$ 1,415,000		\$ 975,000		\$ 1,610,000		\$ 6,990,000	
Contingencies:				\$ 415,000		\$ 195,000		\$ 285,000		\$ 195,000		\$ 330,000		\$ 1,420,000	
Total Construction Cost:				\$ 2,450,000		\$ 1,150,000		\$ 1,700,000		\$ 1,170,000		\$ 1,940,000		\$ 8,410,000	
Engineering:				\$ 370,000		\$ 180,000		\$ 260,000		\$ 180,000		\$ 300,000		\$ 1,290,000	
Legal, Admin, & Testing:				\$ 50,000		\$ 30,000		\$ 40,000		\$ 30,000		\$ 40,000		\$ 190,000	
Total Project Cost:				\$ 2,870,000		\$ 1,360,000		\$ 2,000,000		\$ 1,380,000		\$ 2,280,000		\$ 9,890,000	