

136 Mile Blueway Trail Project

Tradewater River

Canoe, Kayak, & Boat Ramp Access



Tradewater River Blue Way Project

Canoe, Kayak, & Boat Ramp Access.

Mission

*Development of Tradewater River for the purpose of
Economic Development, and to promote Tourism through
Recreational Opportunities*

Partners

- National Parks Service
- Pennyrile Area Development District
- Hopkins County Fiscal Court
- Caldwell County Fiscal Court
- Crittenden County Fiscal Court
- City of Dawson Springs

Tradewater River Trail Master Plan

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1.1 History of the Tradewater River

The Tradewater River is a tributary of the Ohio River, approximately 136 miles long. It lies in Western Kentucky and drains an area of 932 square miles in the limestone hills south of Evansville, Indiana and North of Hopkinsville, Kentucky. It falls between the basins of the Cumberland River to the West and the Green River to the East.

Dawson Springs and the Tradewater River

The earliest known documented reference to the location where Dawson Springs now stands is in a catalog of Indian sites and monuments, prepared in 1924 by Professor C.S. Rafuneque of Transylvania University. It lists an Indian monument site on the Tradewater River in Caldwell County. The Tradewater River, which partly surrounds Dawson Springs, seems to have been neutral ground, or rather neutral water, where the tribes and white settlers went for the barter of skins and other goods. It was this trade that gave the name to the stream, "The Tradewater River." There once was an Indian village where Dawson Springs is now located, known as "The Big Bend in the Tradewater River," evidenced by flint chips, spear heads, pestles, mounds and forts found in the area. The Big Bend village was a trading post. Other tribes living north of the Ohio River would come up the Tradewater River to trade blankets, lariat ropes, and shell beads for other articles of trade goods. A little more than a mile away from town, on the summit of a loft cliff, are the remains of an Indian fort built of rocks, one of a chain of forts that reached across Western Kentucky.

The earliest known white settlers came to the area around 1808, and the earliest reference to a white settlement where Dawson Springs now stands is given in the first edition of Collin's History of Kentucky. The village was called Chalklevel. The origin of the name is unknown. In October 1872 the Elizabethtown and Paducah Railroad opened a depot, Tradewater Station, on the land owned by Patton Alexander and Bryan Dawson. In 1874 the railroad company changed the depot's name to Dawson. The same year, "Dawson" was listed as the name of the post office in Hopkins County, Kentucky. It is that day in 1874 that is considered to be the birth date of Dawson Springs, Kentucky.

In 1877 Washington I. Hamby moved to Dawson from Christian County and engaged in merchandising, and running a railroad and eating house. He built a new house, and in the process of digging a well he struck a strong vein of chalybeate, iron impregnated water, and digging stopped. The date was July 2, 1881. He had just about decided to fill the well back in and dig a cistern, when several Irish laborers, who had been drinking the well water, expressed the belief that the water had pronounced medicinal value. They convinced Mr. Hamby to leave the well and helped him to dig a cistern. Thus came into being Dawson's first mineral "spring," the famous Bhalibeate Well No. 1, on June 7, 1893. Later, while boring for water for a hotel he had built, Mr. Hamby again accidentally struck an inexhaustible stream of water. The famous

well became known as Hamby's Salts, Iron and Lithia Well. The discoveries of these two well would change the course of history for the city.

Dawson exploded onto the scene as a leading health resort in the South. In 1898, "Springs" was added to the name of the town in recognition of its mineral water. The most likely name for the town was "Dawson Wells," however to many citizens that name just didn't sound right. At the time there was a beautiful bubbling spring in Sandusky Park near the center of town. With that spring in mind, someone suggested that "Dawson Springs" was a more attractive name, and the name was adopted. To this day many people mistakenly think that the mineral water the town is known for came from springs instead of wells.

At the turn of the century, Dawson Springs was in a "golden era." This year culminated with the construction of the modern, 150-room, New Century Hotel. The grand hotel became a landmark, and its guests would come from far and wide, stay at the hotel, and partake of the many mineral waters.

(Source: <http://dawsonspringsky.com/tourism/mastertourismplan.htm>)

Blackford and the Tradewater River

Blackford lies on KY 143, across the Tradewater River from Crittenden County and 13 ½ miles West Southwest of Dixon. It was first called Blackford for a river crossing on the farm owned by Rich Black. In 1887, a station on the just-completed Ohio Valley (later Illinois Central Gulf) Railroad was established here. Likewise, a post office opened on August 29, 1887, with James M. Clement, postmaster.

The Tradewater River railroad bridge at Blackford was a vital link for the Ohio Valley Railroad that ran from Henderson to Princeton, KY. The bridge was the heartbeat of the small community of Blackford, Kentucky. The first bridge to be constructed was a Draw Bridge. It was shortly after 1886 when the Draw Bridge was constructed. At that time the Tradewater River was also a vital river route for small steam-boats traveling from the Ohio River at Stugis, Kentucky up the Tradewater to what is called T's Landing.

T's Landing was a frontier trading post for local residents and native people who still lived in that area in the late 1880s. These folk were the main stay of the trading business on the Tradewater River. In turn it was their life line to the products moving down the Ohio River to the mouth of the Tradewater River. The area around T's Landing is now called Enon. All that remains are a few scattered new homes and Enon Baptist Church. The hand cut stone piers of the original draw bridge are still in place underneath the newly renovated railroad bridge.

In 1892, the "Ohio Valley Railroad" sold the railroad line to "Chesapeake Ohio Southwestern." In the same year it again was sold to the "Illinois Central Railroad." In 1914, a new 528 foot long bridge was built by the Illinois Central Railroad with help from the U.S. Government that included a pedestrian walking bridge. The Illinois Central Railroad design was an upgrade in structure. The IC wanted to run larger and heavier classes of locomotives to pull coal trains from Union and Webster counties to the Illinois Central Kentucky division's main line at Princeton,

KY. This main line ran from Paducah to Louisville, KY. Today this main line is operated by the (PAL) Paducah and Louisville Railroad.

The residents of Blackford in Webster County and the people in Crittenden County just on the west side of the river always wanted a bridge to carry wagons and buggies across the Tradewater River. Many of the people on the Crittenden County side carried on their business in Blackford because it was much closer than Marion. Blackford was only a little over a mile from the excellent road of Hwy. 60 in Crittenden County which lead to Marion, KY. Getting to Marion required the people of Blackford to travel 20 miles out of their way, which could take as many as 3 days.

The railroad bridge across the Tradewater marked the rise and fall of the community of Blackford, KY. During its more prosperous times there were six doctors, a livery stable, two blacksmiths, five hotels, drugstore, dry goods store, five grocery stores, hardware store, courthouse, millenary shop, flour mill, theater, four churches, and one of the strongest banks in the state. This town's heartbeat was truly the Tradewater River railroad bridge. As the railroad business declined in small towns so did the business in the town of Blackford.

Today, the rails have been removed from Henderson to Fredonia, Kentucky. The rails from Sturgis through Marion to Fredonia were removed in 1999. From Fredonia to Princeton the track is owned by the Fredonia Rock Quarry. Special limestone rock is hauled twice daily to Princeton for shipments all over the world.

(Source: <http://www.webstercountyky.com/blackford.php>)

1.2 Brief Description of the Corridor

The Pennyroyal region is drained by the upper Tradewater River. It is mostly a ridge and valley area characterized by long, somewhat steep slopes. The northeastern side of this plateau is drained by the tributaries of the Tradewater River Basin while the drainage from the southwestern side flows into the Lower Cumberland. The Tradewater River originates in northwestern Christian County and flows northwest for 132 miles to the Ohio River. The basin includes 520 miles of streams draining an area of 943 square miles. Major tributaries important to the development of this plan include Piney Creek, Donaldson Creek, and Clear Creek. Lake Beshear is the largest impoundment (reservoir) in the basin.

1.3 Purpose

The Tradewater River is a complex area in an agriculturally and environmentally rich location in Western Kentucky. As more people discover the Tradewater River's unique attributes and recreational opportunities a plan must be made to find balance between encouraging people to interact with the river in a variety of positive ways, while at the same time preserving its remaining valued qualities. The trail plan must make connections, eliminate barriers, close gaps, and provide a framework for implementation.

The intent of this plan is to provide comprehensive information to jurisdictional agencies to assist in their recreation planning and trails implementation efforts within the Tradewater River Corridor.

1.4 Planning Process

Analysis of Existing Conditions

The results of the existing conditions analysis is documented in Chapters 2 and 3. It includes mapping of all the elements and features along the river corridor such as width of trails, locations of benches, interpretive signing, launch ramps, and bridges, and any other fixed features on or adjacent to trails and the river. Photographs support the text and help establish a “snap shot” of conditions along the corridor.

Analysis of Existing Information

Several other planning studies and documents relating to the Tradewater River were consulted and reviewed, and all the cities along the river corridor will be contacted and interviewed. Of particular interest and value will be any previous trail studies that have been completed in the Tradewater region.

Public Involvement in the Plan Process

The Tradewater River Trail Master Plan Advisory Committee invited groups of representatives from all the areas around the Tradewater River. These included special interest groups who are surface and water trail users, and representatives for city and county agencies, as well as the general public. Two public meeting were held prior to the development of the master plan and were a valuable source of first-hand information on trail conditions, issues, and concerns. They were also an enthusiastic group of individuals concerned about the river and its environment.

The Tradewater River Advisory Committee has promulgated (through regular committee meetings and upon advice provided at public meetings) a Vision Statement (below) that includes a list of goals, desired outcomes, and considerations that the plan should address.

1. Close the gaps and provide a continuous trail system.
2. Provide adequate public access to the Tradewater River Trail, both surface and water.
3. Connect to other trail facilities and maximize shared use with other facilities.
4. Prioritize trail development and land acquisition.
5. Achieve a balance between recreation needs and natural environment.
6. Preserve open spaces and natural lands.

Public Meetings

Once the Draft plan has been developed, it will be presented at two separate regional meetings; one to be held around the lower Tradewater River and one around the Upper Tradewater River. Comments and ideas will be taken into consideration and be placed in an appendix to this document.

Project Web Page

An interactive web page will be established and be linked to various Tradewater River Stakeholder group web pages. It will contain up-to-date information about the project including notes from meetings, maps, meeting announcements, and the master plan. The website will allow for numerous users to comment on aspects of the plan, provide valuable information about specific segments or issues related to the plan, and stay informed about the process.

Coordinating with other Groups

The administrators of this plan should work toward coordinating efforts with other groups aligned with the Tradewater River. Specifically, the plan administrators should work with RC&D, Lower and Upper Tradewater Authorities, Friends groups, state agencies, and local professionals.

The administrators of this plan should work toward forming a partnership to create a Water Quality Stewardship Plan, implement a total daily maximum load study (total amount of pollution that the river can receive on a daily basis and still meet water quality standards).

1.5 About this Document

The layout of this master plan was designed to be easily used, allowing everyone, from government employees to interested individual citizens, to learn more about the Tradewater River System and encourage active participation in the current and future planning, restoration, and access development efforts in the corridor.

Following the brief overall background provided above, Section 2.0 provides greater detail on the principles that guided the decision-making process. Each one of the Vision Statements developed by the committee is discussed, and strategies for implementation are provided.

The Tradewater River Trail facilities are examined in Section 3.0. Information on existing conditions, summaries of issues and opportunities, and recommendations are included for each of the twelve project segments, along with associated maps and photos.

Implementation measures, policies, responsibilities, costs, and funding methods are explored in Section 4.0, in general. Conceptual Maps are provided to make recommendations of possible improvements to consider as this project develops.

2.0 Guiding Principles for the Trail Master Plan

2.1 Overview

In developing the Master Plan Recommendations, several guiding principles form the framework for decision-making.

- The Vision Statements developed by the Tradewater Advisory Committee, state in Chapter 1.
- The desire to identify a clearly-defined Tradewater River Trail, and to distinguish it from other trails and recreation opportunities in the river corridor.
- The desire to protect sensitive environments in the corridor from human impacts, and not to “over-build” trails and other facilities.
- The need to locate the trails outside or to the edge of the Tradewater River meander corridor to avoid future trail damage caused by the shifting river.
- The exact alignment cannot always be determined in this master plan, therefore it will need to be determined and refined when development occurs.
- Connections to other city/county trails to locations east and west of the river are shown when known; major on-street bicycle lanes and routes need to be identified.

2.2 Vision Statements and Implementation Strategies

Vision Statement 1: Close gaps to provide a continuous water trail system.

Several known gaps in the river trail have been identified. Closing gaps will take coordination and cooperation with several local government agencies, private landowners, and trail users and planners.

Strategies:

- 1.1 Build on the existing relationships already in place to continue to find ways to implement the plan and close gaps.
- 1.2 Develop a continuous river trail that reduces or avoids hazards

Vision Statement 2: Provide adequate public access to the Tradewater River Trail, both surface and water.

Adequate public access is difficult to determine and is a balance between not enough and too much. By developing only official Tradewater River Trail access points at key locations throughout the corridor, it is possible to avoid the clutter of over development.

Strategies:

- 2.1 Develop designated access points that provide direct access to the Tradewater River Water Trail.
- 2.2 Secondary paved access points and trailheads that are outside of and separate from the Tradewater River Trail System, and that include connecting trails to the Tradewater River Trail are not considered part of the trail system, but are valuable neighborhood connections.
- 2.3 Develop designated launches and portages in protected, safe, locations that are accessible by a variety of boaters with differing skill levels.
- 2.4 Discourage private or unofficial water access points.

Vision Statement 3: Connect to other trail facilities and maximize shared use with other facilities.

The Plan strives to establish an official Tradewater River Trail System and to designate it as such with consistent signing and markings. However, there are times when sharing parking, restrooms, and other support facilities with adjacent development in parks and public areas is desirable and cost-effective.

Strategies:

- 3.1 When shared-use opportunities occur, the Tradewater River Trail System components should be clearly identified so that there is no confusion about the location of trails, where users are welcome, or how the system functions.
- 3.2 Develop designed paved trail heads and access points that provide direct access to the Tradewater River Trail System.
- 3.3 Secondary paved access points and trail heads that are outside of and separate from the Tradewater River Trail System are not considered part of the trail system, but are valuable neighborhood connections.

Vision Statement 4: Prioritize trail development and land acquisition

In order to implement the Plan, priorities will need to be established so that resources can be expended where they are needed most. This Tradewater River Trail Master Plan will identify categories of ownership when it is relevant to closing gaps and completing trails. Other on-going plans relating to the Tradewater River will address more specific issues of restoration, open land acquisition, maintaining and improving water quality, and other issues that have an impact on the quality of the experience along the trail system, but are outside the purview of this plan.

Strategies:

- 4.1 The highest priority is on closing gaps in the water trail to achieve the desire for a continuous system, and eliminating or avoiding unsafe conditions.
- 4.2 Other priorities include completing usable, navigable, and enjoyable water facilities, enhancing the environment along the trails; and providing diverse recreation opportunities for residents of the region.

Vision Statement 5: Achieve a balance between recreation needs and the natural environment

This again is an issue of how much to do and when to stop. Some stretches of the river are slightly urbanized where evidence of human interaction is immediate and obvious while other stretches still contain qualities that are natural-appearing. Ideally, the Tradewater River Trail should contain a variety of experiences to appeal to a broad range of interests.

Strategies:

- 5.1 Identify key sections of the river corridor that are currently natural-appearing, and designate that character as the desired future condition.
- 5.2 Refrain from developing facilities that are immediately adjacent to the river, with the exception of the designated river access points.

Vision Statement 6: Preserve open spaces and natural area

Natural area and open spaces provide that provide the variety of experience mentioned before are essential to the ultimate trail system. Important natural areas and open space should be identified. The identification of open spaces for preservation is an element of this plan.

Strategies:

- 6.1 Identify area where a natural-appearing experience is desired and identify land ownership.
- 6.2 Coordinate with other planning efforts to identify and preserve open lands and natural areas along the Tradewater River Trail.

3.0 Tradewater Trail

Attached are specified access points along the Tradewater River. Each possible access point has the following amenities noted: parking, existing launch, carry-in access, restrooms, drinking water availability, picnic facilities, potential camping area, and the number of parking spaces available.

Pictures of each access point are also provided.

Tradewater River Water Trail Project

McKnight Road/Murphy Ford Rd (Point 1)

Ammenities:

Parking:	yes	Number of Spaces: 2 off side of road
Existing Launch:	yes	** 30' Row Total
Carry-in access:	yes	** See Parcel Map for ownership
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	no	



Tradewater River Water Trail Project

KY-109 South @ Dawson Springs City Limits (Point 2)

Ammenities:

Parking:	yes	Number of Spaces: 50
Existing Launch:	yes	
Carry-in access:	yes	
Restrooms:	yes	
Drinking Water Available:	yes	
Picnic Facilities:	yes	(table)
Potential Camping Area:	yes	(4 site w/ grills)



Tradewater River Water Trail Project

Riverside Park (Point 3)

Ammenities:

Parking:	yes	Number of Spaces: 30+
Existing Launch:	yes	
Carry-in access:	yes	
Restrooms:	yes	
Drinking Water Available:	yes	
Picnic Facilities:	yes	
Potential Camping Area:	yes	

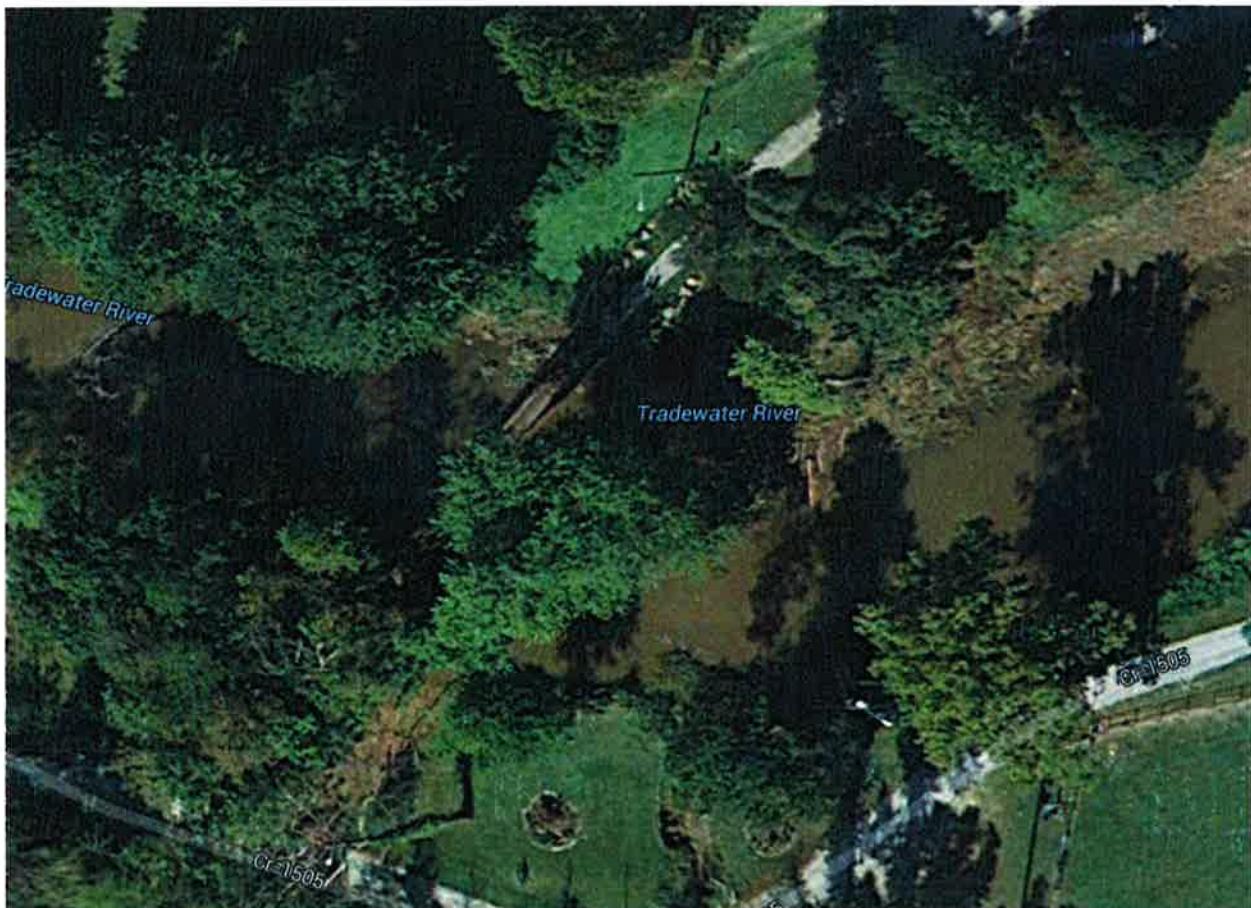


Tradewater River Water Trail Project

Hopkins Park Road Bridge (Point 4)

Ammenities:

Parking:	yes	Number of Spaces: 30 +
Existing Launch:	yes	(Below the Dam)
Carry-in access:	yes	
Restrooms:	yes	
Drinking Water Available:	yes	
Picnic Facilities:	yes	
Potential Camping Area:	yes	



Tradewater River Water Trail Project

Shelly Poe Road Bridge (Point 5)

Ammenities:

Parking:	off road	Number of Spaces: _____
Existing Launch:	no	County easement no enough to
Carry-in access:	private	provide for development
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	no	

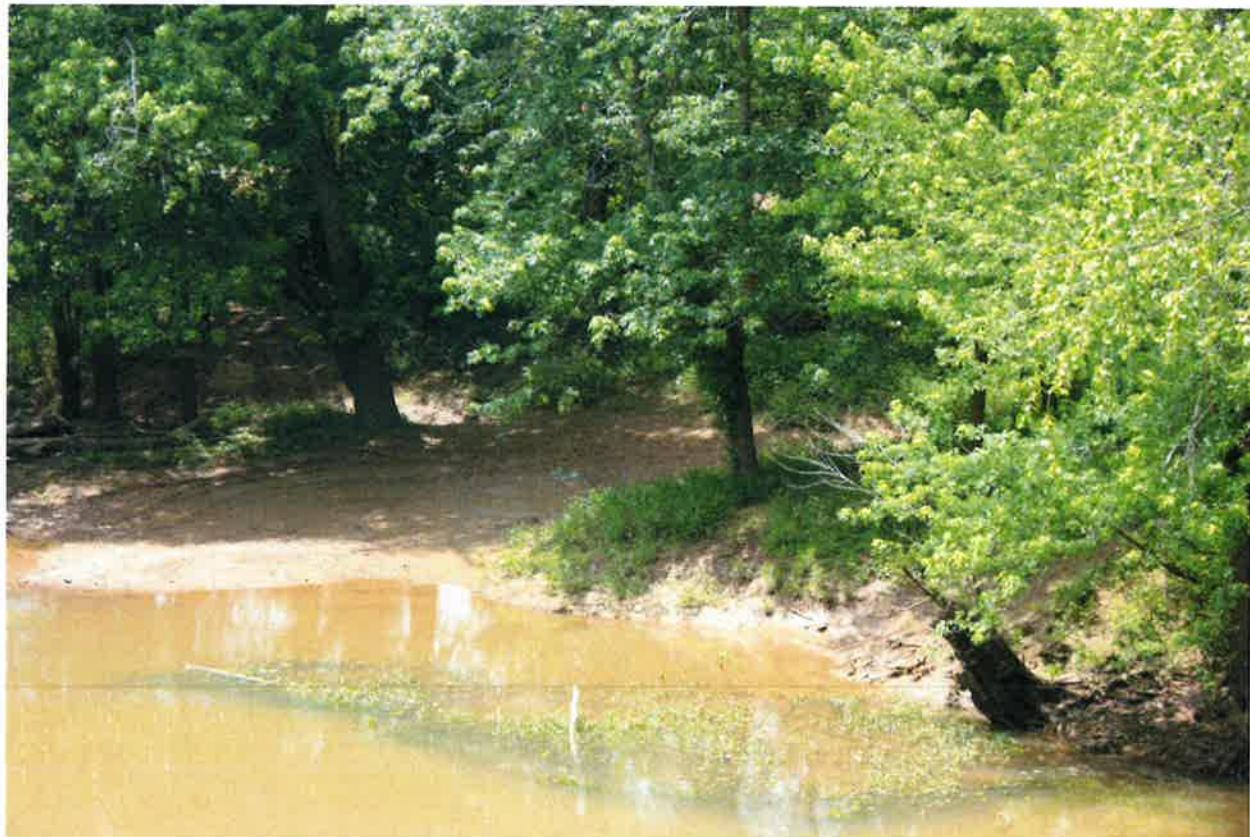


Tradewater River Water Trail Project

Olney Road Interestion (Point 6)

Ammenities:

Parking:	yes	Number of Spaces: 20
Existing Launch:	yes (private)	
Carry-in access:	yes (private)	
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	yes, with permission	
Potential Camping Area:	yes, with permission	



Tradewater River Water Trail Project

Buelah Rd/KY-70 (Point 7)

Ammenities:

Parking:	yes	Number of Spaces: 10
Existing Launch:	yes	Ownership in Caldwell
Carry-in access:	yes	Off of Boitnolt Ford Rd
Restrooms:	no	Steep Bank
Drinking Water Available:	no	
Picnic Facilities:	yes	
Potential Camping Area:	yes	



Tradewater River Water Trail Project

KY-293 (Point 8)

Ammenities: **Private**

Parking: _____ Number of Spaces: _____

Existing Launch: _____

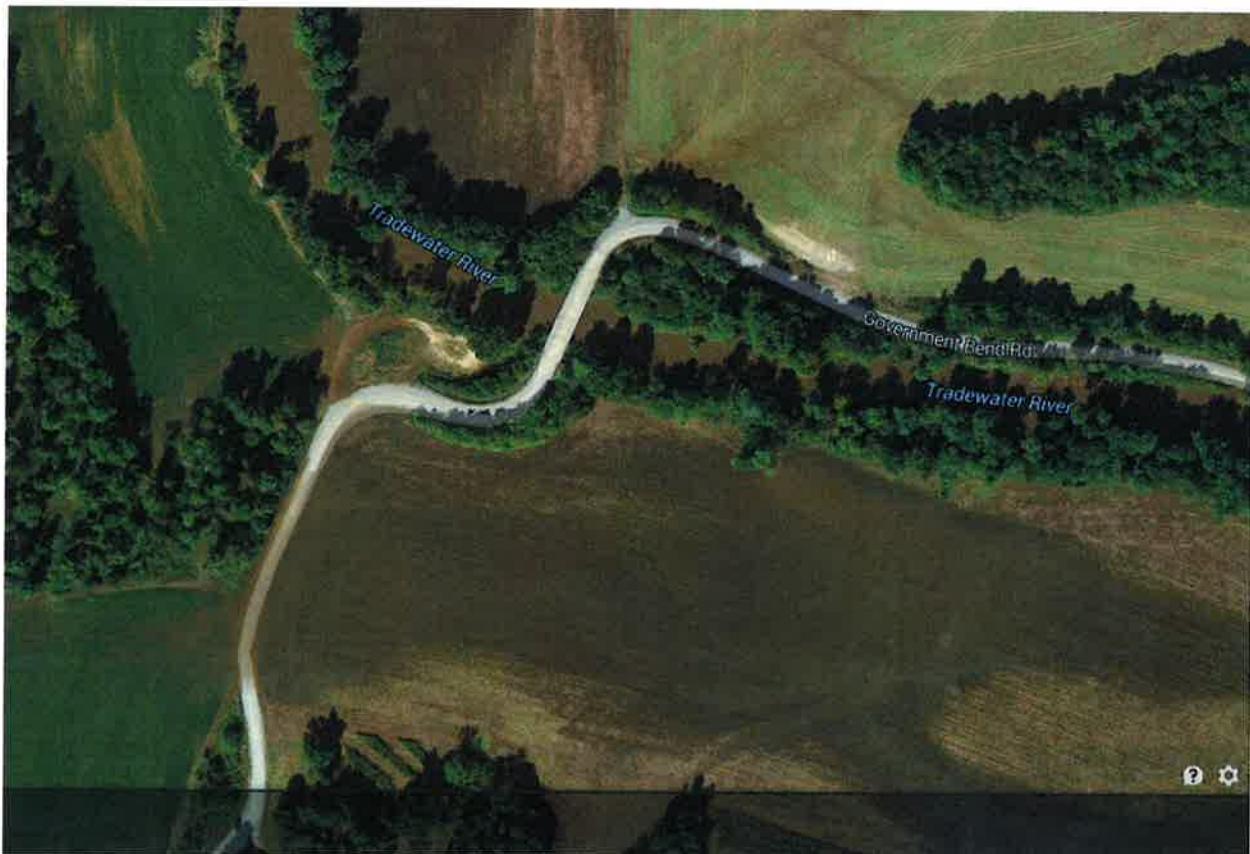
Carry-in access: _____

Restrooms: _____

Drinking Water Available: _____

Picnic Facilities: _____

Potential Camping Area: _____



Tradewater River Water Trail Project

Government Bend Road (Point 9)

Ammenities:

Parking:	yes	Number of Spaces: _____
Existing Launch:	yes	Existing Launch and Parking
Carry-in access:	yes	
Restrooms:	yes	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	no	



Tradewater River Water Trail Project

Baldwin Ford Road (Point 10)

Ammenities:

Parking:	Limited	Number of Spaces: _____
Existing Launch:	no	Good for day trip?
Carry-in access:	yes	Old Road Ends at River
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	possible (private land)	
Potential Camping Area:	possible (private land)	



Tradewater River Water Trail Project

Bellville/Providence Road (Point 11)

Ammenities:

Parking:	yes	Number of Spaces: 20+
Existing Launch:	yes	Webster County/Border on W side by
Carry-in access:	yes	Crittenden
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	yes	



Tradewater River Water Trail Project

KY 120 Bridge (Point 12)

Ammenities:

Parking:	yes	Number of Spaces: _____
Existing Launch:	yes	Webster County
Carry-in access:	yes	
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	yes	
Potential Camping Area:	yes	



Tradewater River Water Trail Project

KY 132 Bridge (Point 13)

Ammenities:

Parking:	yes	Number of Spaces: _____
Existing Launch:	yes	Crittenden
Carry-in access:	yes	Ownded by Crittenden Fiscal Court
Restrooms:	no	Parcel # 100-00-00-007.01
Drinking Water Available:	no	
Picnic Facilities:	yes	
Potential Camping Area:	yes	



Tradewater River Water Trail Project

Blackford (Point 14)

Public Ownership?

Ammenities:

Parking:	yes	Number of Spaces: 18
Existing Launch:	yes	Silts in Quickly
Carry-in access:	yes	
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	no	



Tradewater River Water Trail Project

Blackford/Sullivan Road (Point 15) NO Good Access/PASS

Ammenities:

Parking: _____ Number of Spaces: _____

Existing Launch: _____

Carry-in access: _____

Restrooms: _____

Drinking Water Available: _____

Picnic Facilities: _____

Potential Camping Area: _____



Tradewater River Water Trail Project

U.S. 60 Bridge (Point 16)

Ammenities:

Parking:	yes	Number of Spaces: 50+
Existing Launch:	yes	Ownership: VFW?
Carry-in access:	yes	
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	yes	
Potential Camping Area:	yes	

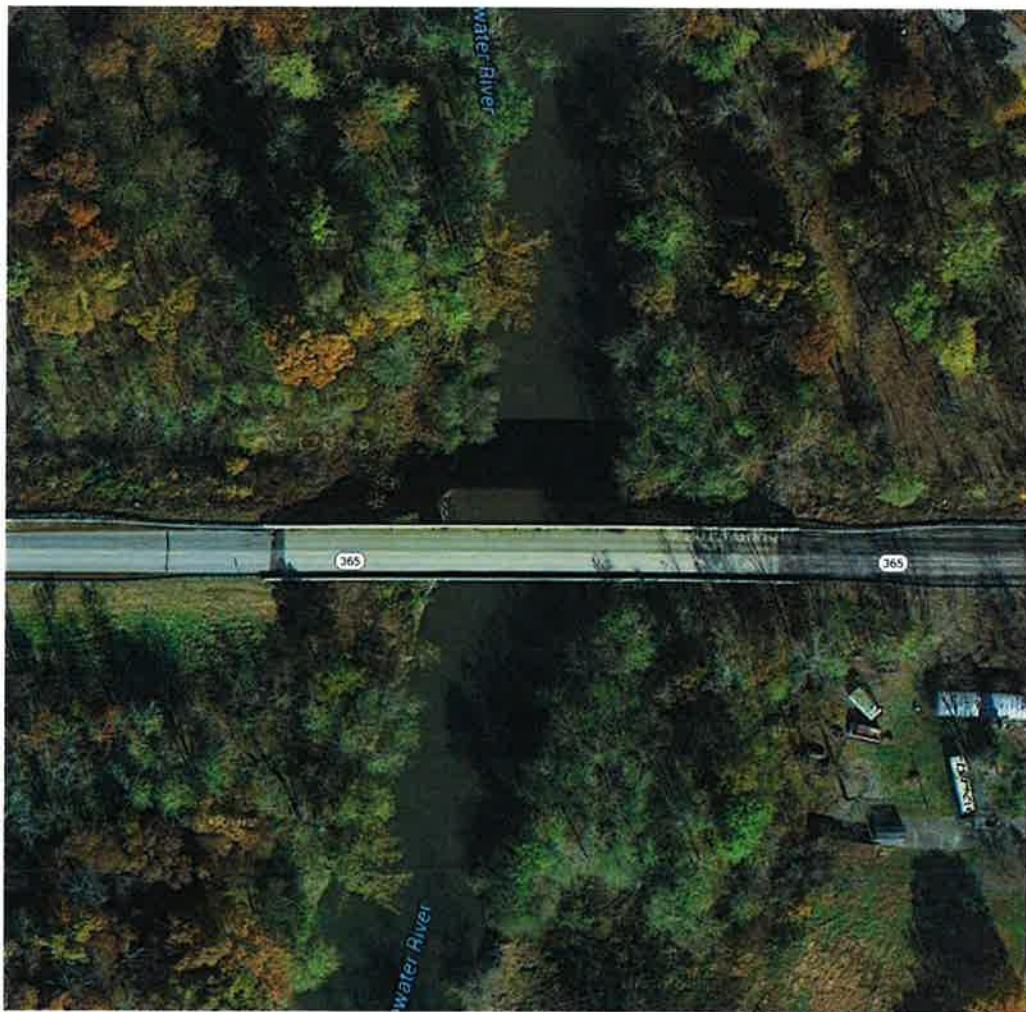


Tradewater River Water Trail Project

KY – 365 @ Sturgis (Point 17)

Ammenities:

Parking:	yes	Number of Spaces: _____
Existing Launch:	yes	Old Road Bed Access
Carry-in access:	yes	
Restrooms:	no	
Drinking Water Available:	no	
Picnic Facilities:	no	
Potential Camping Area:	no	



4.0 Implementation

4.1 Environmental Guidelines

The environmental review process determines the effect a project may have on the people in and the natural environmental features of a project area. Such rules may apply when utilizing federal or state funding. The HUD rules and regulations that govern the environmental review process can be found at 24 CFR Part 58. The provisions of the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations in 40 CFR Parts 1500 through 1508, and a myriad of other state and federal laws and regulations (some of which are enforced by state agencies) also may apply depending upon the type of project and the level of review required. These laws and authorities are referenced in the HUD and NEPA regulations.

(Source: Department of Local Government Community Development Block Grant Handbook 1)

4.2 Potential Grant Funding Opportunities

Land & Water Conservation Fund

The Land & Water Conservation Fund provides federal grant funds to protect important natural areas, acquire land for outdoor recreation and to develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports and playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas and passive parks. Cities, counties, state and federal agencies are eligible to apply for funding. All recreational facilities which receive Land & Water Conservation Fund assistance must stay outdoor recreational for perpetuity. The minimum amount is \$5,000. The maximum grant amount is \$75,000. This is a matching reimbursement program. Applications are typically accepted from December thru the following April.

Recreational Trails Program

Recreational Trails Program provides assistance for acquisition of easements, development and/or maintenance of recreational trails and trailhead facilities for both motorized and non-motorized use. Cities, counties, state and federal agencies are all eligible applicants. Non-profit organizations must partner with a government entity to apply. The Recreational Trails Program is funded by the Federal Highway Administration. All trails that have received Recreational Trails funding must remain open to the public and maintained for perpetuity. The minimum grant request is \$5,000. The maximum grant request is \$100,000. Applications are typically accepted from December thru the following March.

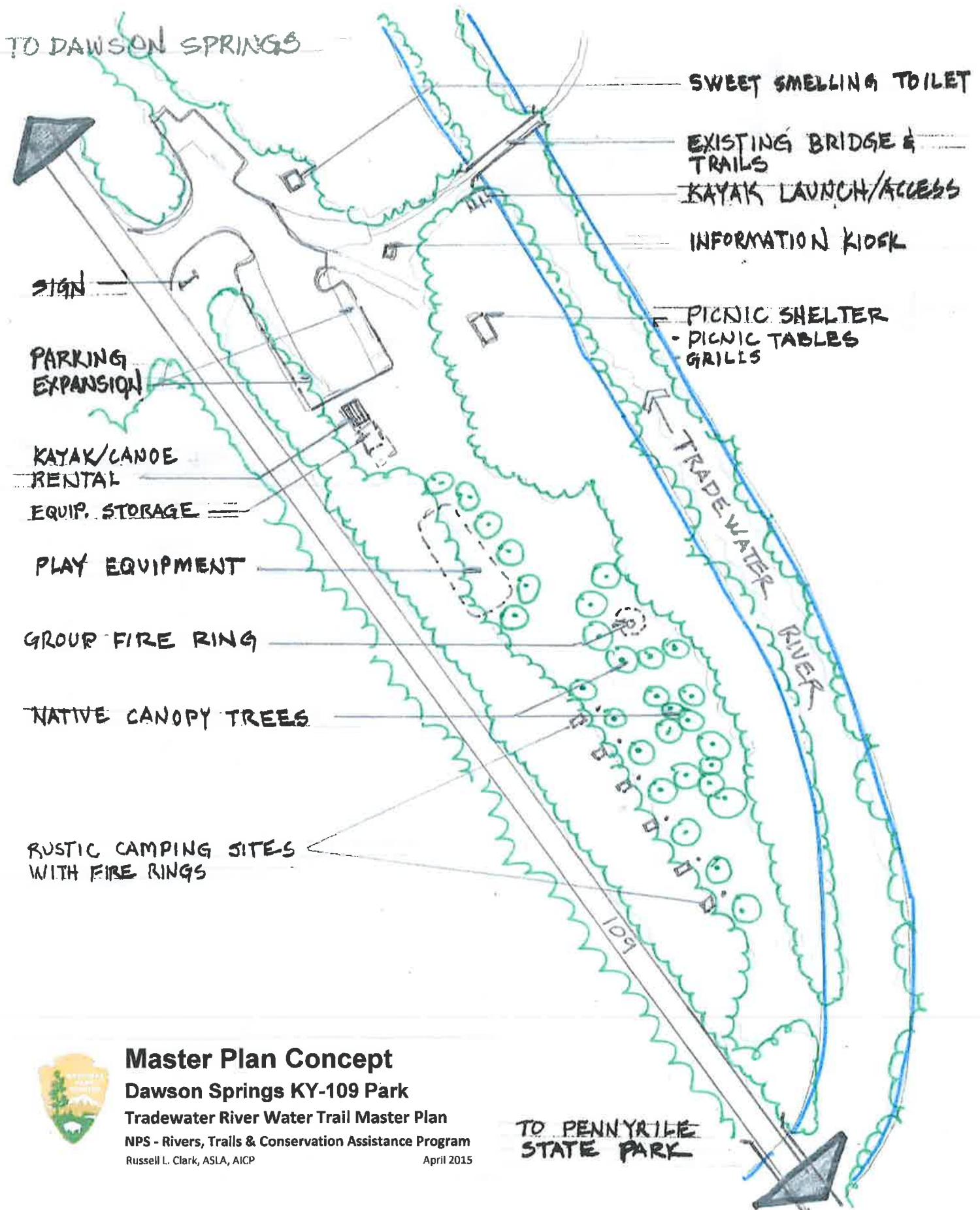
RTP projects will require an ecology survey or a clearance letter from U. S. Fish and Wildlife prior to the construction of the proposed project. Some project on the water may require contact with the U. S. Army Corps of Engineers to determine if the project will require permits.

4.3 Concept Maps of Possible Improvements at Public Access Areas

The following attachments are concept maps prepared by Russell L. Clark, ASLA, AICP from the NPS – Rivers, Trails & Conservation Assistance Program in April 2015. The maps display the possible design and improvement ideas for the following areas:

- Dawson Springs KY – 109 Park
- Dawson Springs Riverside Park
- Crittenden County Blue Springs Road

Such designs are not required, however, suggested improvements that could provide functional and beautiful additions that could be enjoyed as one traveled down the Tradewater River.





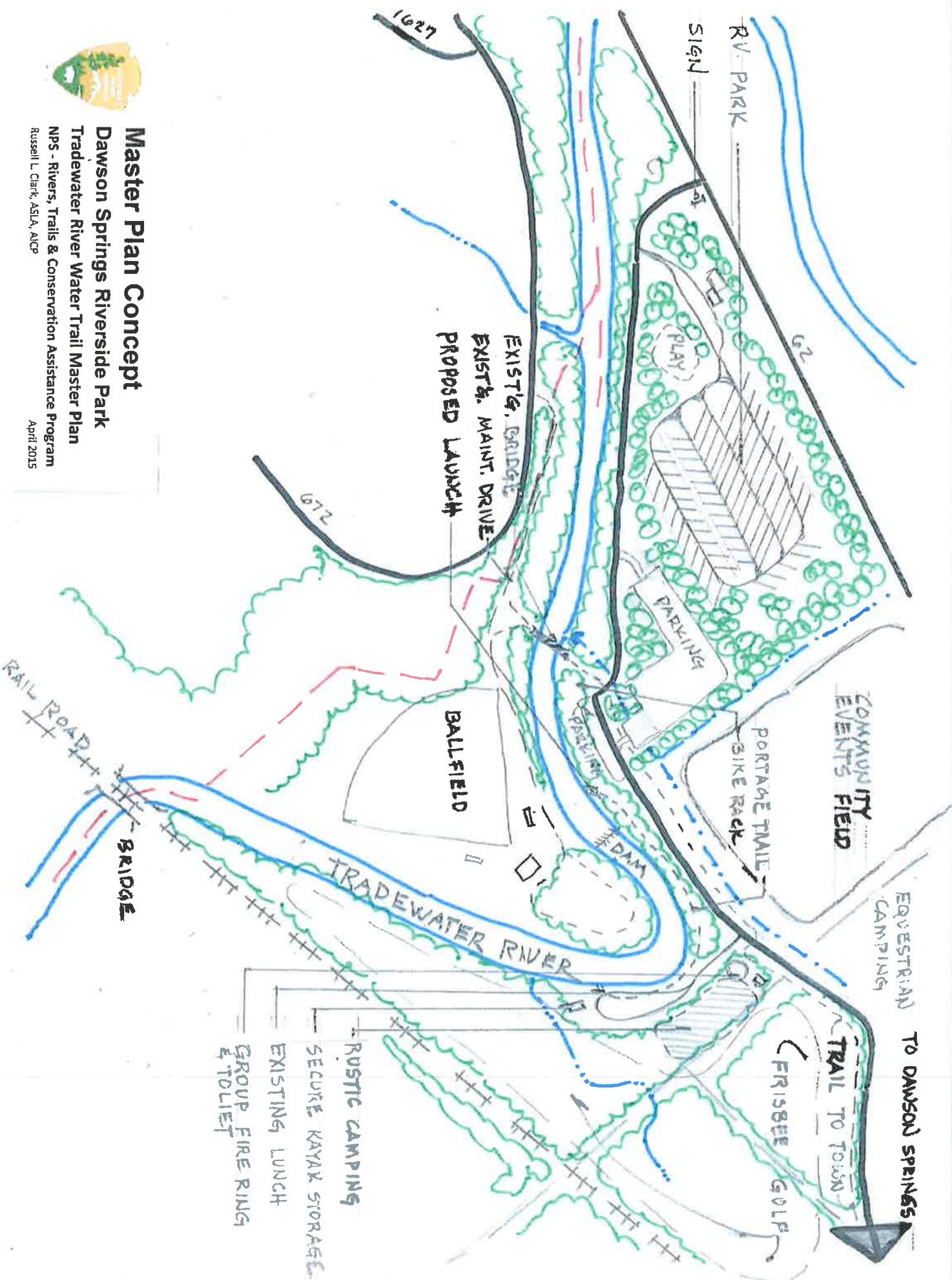
Master Plan Concept

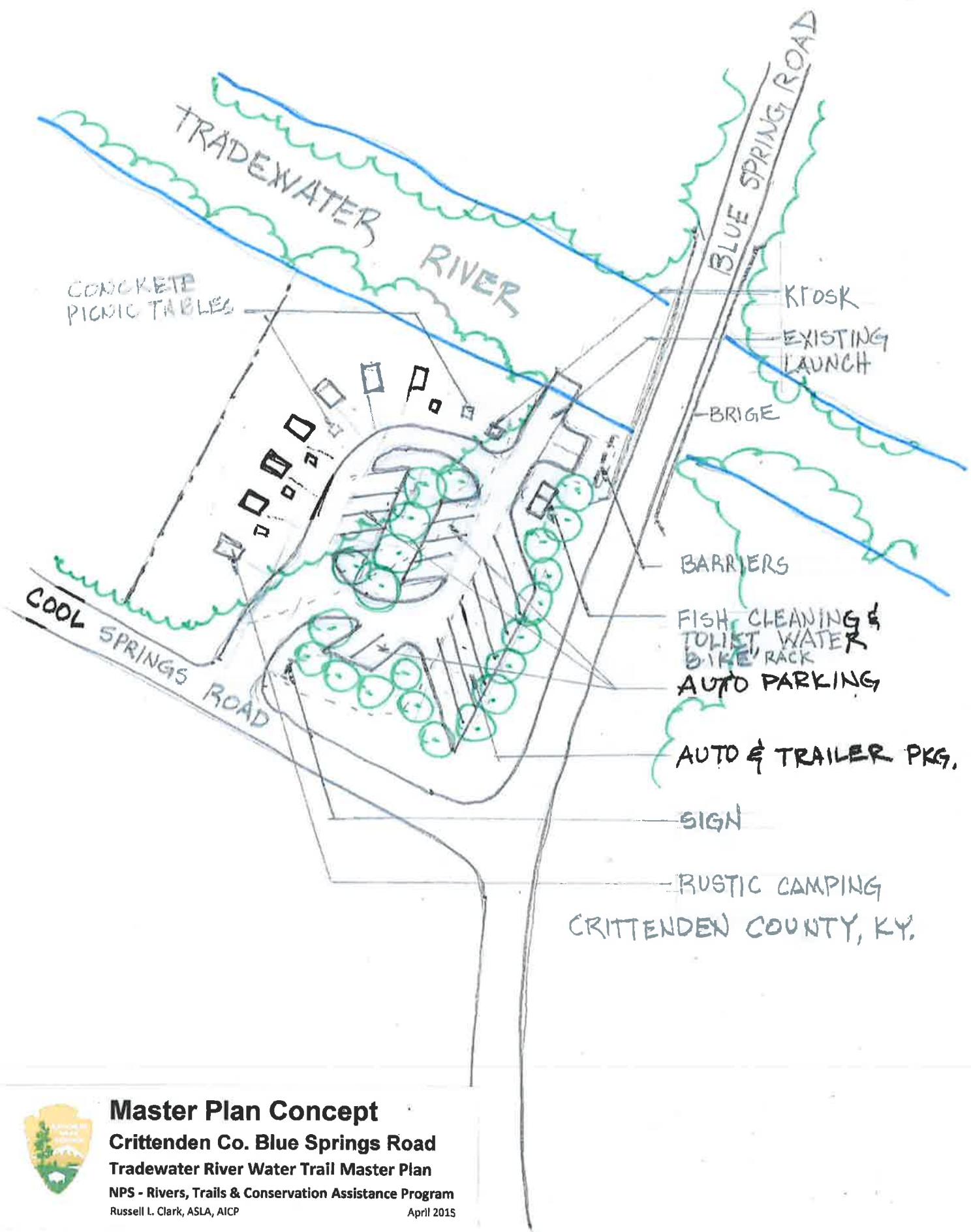
Dawson Springs Riverside Park

NPS - Rivers, Trails & Conservation Assistance Program
Russell L. Clark, ASLA, AICP April 2015

April 2015

Russell L. Clark, ASLA, AICP





Master Plan Concept

Crittenden Co. Blue Springs Road

Tradewater River Water Trail Master Plan

NPS - Rivers, Trails & Conservation Assistance Program

Russell L. Clark, ASLA, AICP

April 2015