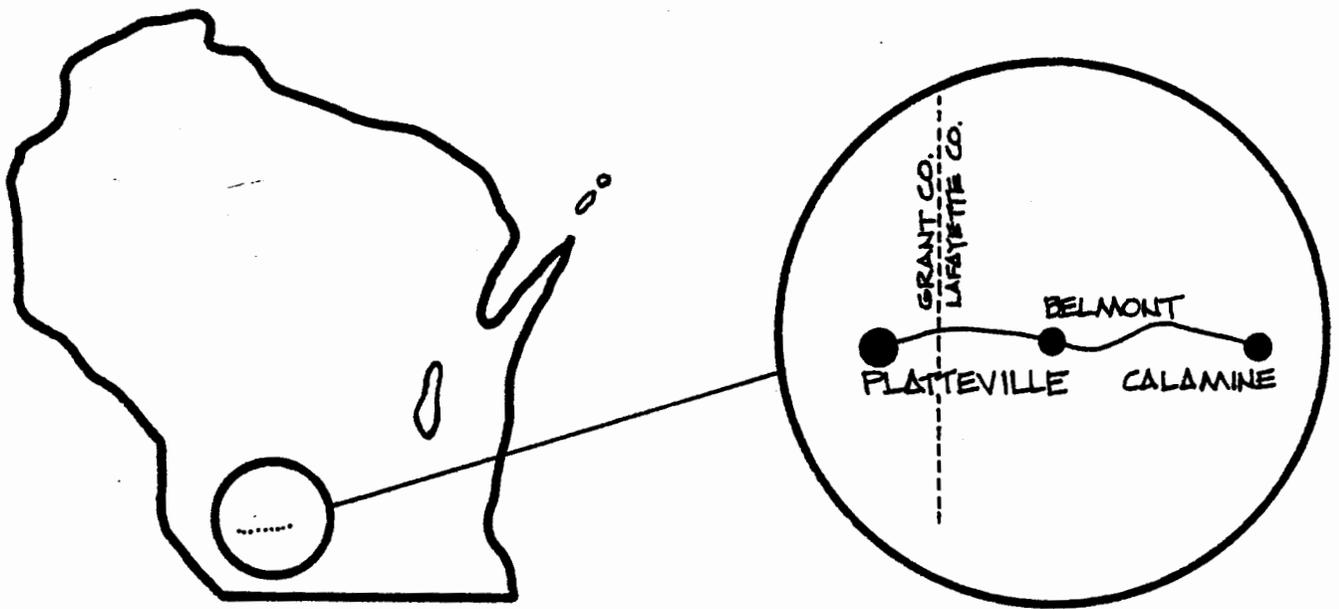


Master Plan
Pecatonica State Park Trail



Date Conceptual Plan Approved:

Master Plan
Pecatonica
State Park Trail

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State of Wisconsin
Department of Natural Resources

Pecatonica
Master Plan

I. Background

- A. Location - The trail is the former Chicago, Milwaukee, St. Paul and Pacific Railroad Company (CMSP&P) branch line between Calamine in Lafayette County and Platteville in Grant County. It is approximately 16.5 miles in length. (See Map #1, location)

Platteville is a picturesque historic town of 9,599 population. It is the home of the University of Wisconsin-Platteville which includes the Platteville School of Mines. Calamine has a population of 35. Belmont, the only other town on the trail, is located approximately midway and has a population of 688. All population figures are from the 1970 census.

Approximately three miles north of Belmont is First Capitol State Park (the site of Belmont Village before the railroad was built) and Belmont Mound State Park.

1. Relationship to Major Highways

The main access to the trail from population centers both east and west of it is by U.S. Highway 151. State Highways 81 and 80 also feed into Platteville, the western terminus of the trail and State Highway 23 plus three miles on CT. "G" give access to its eastern terminus, Calamine, from both north and south.

2. Relationship to Population Centers

<u>From</u>	<u>To Trail</u>
Dubuque	25 miles
Madison	70 miles
Beloit-Janesville	104 miles
Rockford	116 miles
Milwaukee	147 miles
Chicago	213 miles

B. Record of Trail Establishment

1. Chronology of Pertinent Events

December 21, 1971 The Chicago, Milwaukee, St. Paul and Pacific Railroad (CMSP&P) petitioned the Interstate Commerce Commission (ICC) to abandon this branch line.

December, 1971 The DNR contacts railroad asking for copies of ownership plats.

July 31, 1974 The ICC approves abandonment.

August, 1974 The Natural Resources Board (NRB) authorized the Department of Natural Resources to conduct a feasibility study on the grade as to its suitability for a state park trail.

October 2, 1974 The DNR learns that the railroad has solicited bids for bridge salvage with bids due October 11.

October 15, 1974 DNR finally receives ownership plats and title information from railroad after repeated unsuccessful tries.

October 18, 1974 The NRB approves the feasibility study, establishes this grade as the Calamine-Platteville State Park Trail, approves a resolution of necessity and authorizes the DNR to initiate Eminent Domain proceedings against the railroad.

October, 1974 Contact is established with salvage contractor to purchase his interest in the bridges on the grade.

February 18, 1975 Public information meeting held in Platteville.

August 7, 1975 Award made in Eminent Domain proceedings for grade in Lafayette County.

September 22, 1975 Award made in Eminent Domain proceedings for grade in Grant County.

See Appendix A for minutes of Natural Resources Board action relative to trail.

2. Public and Agency Reaction to Trail Establishment

- a. A public informational meeting was held on February 18, 1975 at Platteville. DNR representatives explained the state's experience with state trails on other railroad grades which they acquired such as the Elroy-Sparta and Sugar River Trails. Hollis Meechum, President of the Village of Wilton along the Elroy-Sparta Trail; and Bruce Timm and Art Riemer representing the Sugar River Trail Corporation, attended the meeting and spoke as to the general lack of conflict between the communities, landowners and trail users. They also testified as to the economic returns to business, etc., because of the establishment of the aforementioned trails. Also explained by DNR representatives was the expected yearly use of the trail, recreational activities that would probably be allowed on the trail, and probable facilities that would be provided.

C. Current Management

To date trail management has consisted of procuring fencing agreements with adjacent landowners, implementing these agreements, policing the trail, riprapping of the shores of Bonners Branch (a stream paralleling the eastern part of the grade) where needed and the repair of a partially dismantled bridge crossing this stream. The manager of Yellowstone Lake work unit is responsible for managing the trail.

D. Description of Trail Area

1. Geology - The area of the grade lies on the backslope of the Galena-Blackriver Cuesta. Its name is derived from the resistant dolomite limestones that were instrumental in forming this cuesta. It is in the Galena limestone formation that contain the lead ores the search of which led to the settlement of this region. This resistant dolomite has restrained the meandering of streams and so retained broad uplands. Typically the valleys are narrow with round shouldered side slopes and ridges. Cliffling is rare. Elevation differences between ridges and valleys range only between 100 and 250 feet.

There still remains on the cuesta, outliers of the Niagra Limestone formation that once covered this area. Notable among these outliers are Blue Mounds, Platteville, Belmont, and Sinsinawa Mounds. The Belmont and Platteville Mounds are clearly visible from parts of the trail and not far distant from it.

2. Scenic Quality - The western one-half of the trail except for a few scattered groves of bur oak is an almost treeless upland. Farm fields mostly in corn are extensive. Here and there are pasture or paddocks of fine beef cattle. It is a rich tapestry of agriculture that meets the eye.

Beginning at Belmont the trail following Bonners Branch become more enclosed by a deepening valley, and views are, therefore, limited to the valley confines. As one proceeds eastward the valley becomes more steep sided and wooded. Bonners Branch follows the trail closely and swings from side to side of it. There are as a consequence numerous bridge crossings. It is quite pleasant here, where one gets a view beyond the brush and weeds that encloses much of the trail, and it is particularly pleasant where streamside pastures occur. These places have an almost park-like appearance with their carpet of grazed green grass, scattered trees, and a sparkling stream in their midst. Hawthorn thickets grace old pastures and edges of the woods. Here and there is a valley bottom field of corn, and an occasional cliff is evident cut by Bonners Branch in its meandering. About three miles west of Calamine the bottoms commence to become wetter. There is more brush and marsh and less pasture and fields. Emerging into the valley of the Pecatonica near the trail's end one gets a splendid view of the little Village of Calamine situated on and about a wooded knoll. The steeple of St. Michael Catholic Church raises above it and gives an accent to the countryside.

3. Soils - The main soils of the area in which the grade lies are the Tama-Ashdale, Dodgeville-Sogn, Fayette-Palsgrove, and Dubuque-Sogn associations on the uplands and side slopes, and the Arenzville-Huntville Sable Benche associations in the valley's bottoms. These are all good to excellent agricultural soils. They are silt loams with a generous proportion of wind laid silt in their composition. The Tama-Ashdale and Dodgeville-Sogn are dark colored upland soils formed under prairie grasses and are found mostly in the western part of the trail area. The Fayette-Palsgrove and Dubuque-Sogn were formed under hardwood cover and predominate in the eastern part of the trail area. The Arenzville-Huntville Sable Benches are soils of the stream and river bottom lands.

Historically the distribution of these soil association conforms well with old maps of the area delineating the distribution of prairie and woodlands in settlement days.

4. Vegetation - As the area bordering the trail is intensely utilized for agriculture very little prairie remnants remain. Some scattered prairie species are found along the trail, as railroad grades have given some sanctuary to these species. Early

descriptions of the area describe it as oak opening. Bur oak was the common tree of these openings and it is still an important element in the landscape.

Most of the woods which now border the trail would be classified as Southern Xeric to Mesic and southern bottomland. The oaks white, bur, black, and red oak along with shagbark hickory, bigtooth aspen, black cherry, some basswood and red and hard maple (and elm on more moist sites) are the important upland trees. Willow, cottonwood, soft maple, elm are the common tree members of the bottomlands.

Upland shrubs are grey dogwood, American hazelnut, nannyberry, the various rubus, wild plum and hawthorn. In short the vegetative cover of land bordering the trail are typical southern hardwood plant communities.

The trail mount itself has extensive areas of box elder, sumac, willow, and aspen thickets with some bur oak scattered along it. Tall weeds are present such as cowparsnip and nettles. The old railroad right-of-way, now DNR ownership, for the most part has in much of its length become a dense unattractive area of weed trees, shrubs and herbaceous plants. No rare or exotic species are known to exist within the trail ownership.

5. Animal Life - The trail with its area of unmowed grasses and forbs extensive areas of brush is essentially a hedgerow through the countryside, and as it traverses for the most part open country it constitutes a double line of edge of about sixteen miles in length. It, therefore, offers good cover and habitat for a variety of birds and mammals.

Upland birds such as quail and pheasant use it for cover and nesting. A host of song sparrows and other interesting birds feed and nest in its cover. Mammals found along the grade are raccoon, fox, woodchuck, squirrels, mink and muskrat. A list of animals and birds apt to be found along the trail is found in Appendix B.

6. Water Resources and Fish Summary - Two streams which parallel the grade are:

Roundtree Branch which the grade follows in its western portion for 3¼ miles is a small stream and does not contain a significant fishery. Some smallmouth bass, white suckers and creek chubs are present plus interesting small fish such as Brook, Stickleback and Darters.

Bonnors Branch which the trail follows for approximately 9½ miles is a sizeable stream and has good fishery potential. Smallmouth bass, largemouth bass, northern pike, channel catfish, bluegill, white crappie are present to abundant in the stream plus many interesting small fish such as the darters, stonecate and horneyhead chub. The slender madtom is also found here and is considered a "threatened species".

A more complete listing of fish species for both Roundtree Branch and Bonnors Branch is found in Appendix C.

E. History of Trail Region

1. Presettlement and Archaeology - This region of the state was not significant as regards Indian history in Wisconsin. The food rich lakes, marshes and generally more navigable stream and river of the glaciated portions of Wisconsin were apparently more in harmony with Indian needs. However, it is thought clans of the Winnebago were once located here because of the type of burial mounds that are found in southwestern Wisconsin. A group of Indian mounds is recorded to have existed north of Belmont but may now have been obliterated by agricultural practices. At the time of settlement the Sac and Fox Indians had migrated into the area in response to conflict with Europeans and other tribes.
2. History of Settlement - It was the quest for lead ore that led to settlement of this portion of the state. Nicolas Perrot a French explorer and statesman knew of lead deposits in this area as early as 1690. He and LeSuer mined lead at Potosi, Wisconsin that year. Indians apparently had been mining lead in this area for sometime. Father Marquette reports in the account of his voyage down the Wisconsin in 1673, of a mining operation seen in the hills bordering the river. Jonathan Carver a New England school teacher and cartographer accompanying an expedition initiated by the commander of Mackinac relates in 1766 of a number of lead articles found among the Indians in the Blue Mound area.

In 1788 Julian Dubuque obtained permission from the Sac and Fox Indian leaders in full council to carry on lead mining operations in the Dubuque area, and was active as a lead broker in this area until his death in 1810. The Sac and Fox Indians were hostile to attempts by other whites to mine or serve as brokers for lead in this portion of the state.

Although Wisconsin was originally under control of the French it passed to British rule in 1760 at the cessation of the French-Indian War and remained so until 1816 when the

peace terms of the War of 1812 was enforced by the American capture of the British fort at Prairie du Chien. In this year construction and garrisoning of Forts Crawford and Howard made southern Wisconsin fairly secure against Indian attack, and in 1819 lead mining started in southern Wisconsin. Most of these early miners migrated up from lead mining areas in Missouri and were of Yankee stock. In the 1820-30 there was an influx of Irish and Welch immigrants. In 1830-1850 Cornish miners came to southwestern Wisconsin and settled mostly in the Mineral Point area.

In 1832 the defeat of Blackhawk and his band eliminated the last major Indian threat to the area and the rate of settlement increased so that in 1836 Wisconsin qualified for and attained territorial status.

With settlement agriculture became more important; in fact it rapidly assumed economic dominance over mining. This process was much aided by government lands being brought into the market in 1846. In 1848 Wisconsin became the twenty-eighth state.

Platteville was platted in 1835 by Major John Hawkins Roundtree. In 1840 an Academy of Secondary Education was founded here which evolved into Wisconsin's first normal school and then into the University of Wisconsin-Platteville. A gunpowder plant was once located here. Calamine came into being as a result of the building of the Mineral Point Railroad. In 1856 the village was platted and the railroad depot built. In 1873 the Platteville Branch was constructed.

With the coming of the railroad the frontier scene rapidly evolved into patterns of settlement as we see today. From Indian country under British rule to train stations and a countryside checkered with farm fields took place all in a matter of about fifty years.

II. Resource Capability and Potential Use

Because of the property's configuration, one hundred feet in width and sixteen miles long, it is in fact a corridor. At the time of abandonment the Wisconsin Department of Transportation (DOT) had no interest in acquiring it. Apparently existing roads in the area satisfy the needs for transportation corridors in the area.

There are various options for potential use of this grade. Because of the property's length with bridges intact, stretches of Bonners Branch within and adjacent to grade, and the unmowed, brushy nature of this property the following activities could reasonably take place on it.

A. Recreation

During the Snow-free Season

Bicycling
Hiking
Horseback Riding
Off-Road Recreational Vehicles
Fisherman Access to Bonners Branch
Trailside Picnicking
Trailside Camping

When Snow is Present

All of the above activities (except bicycling). Snowmobiling and cross-country skiing are possible uses.

Some uses would exclude all or some of the other potential uses because of the conflicts they create. Particularly, horseback riding, off-road vehicles and snowmobiling are in conflict with any other trail use in the season they take place. For example, horseback riding and bicycling and hiking when mixed create a hazard to all involved. So would off-road vehicles mixed with other uses as bicycling, horseback riding, and hiking. Snowmobiles would be both hazardous and incompatible with cross-country skiers.

- B. Game Management Potential - The brush present along this former grade plus the fact that it is not mowed make it potential wildlife habitat even though no special game management techniques have been recommended. A list of species is likely to be found on the trail is given in Appendix B.

- C. Fish Management Potential - Only limited reaches of Bonners Branch are located within the trail ownership and it is, therefore, not feasible to carry out fish management techniques on short segments of this stream. Riprapping by the DNR has already been installed along Bonners Branch within the ownership where bank cutting was taking place and this has, of course, reduced siltation and thus aided the fishery. Fishery information on this stream is found in Appendix C.

III. Recreational Needs of Region

The Wisconsin Outdoor Recreation Plan 1977 gives the following information on recreational trail use and needs for Planning District #3 (which is comprised of Sauk, Richland, Grant, Iowa and Lafayette Counties):

Activity	Supply 1975	Participation 1975	Additional Need By 1995	Projected Participation 1995
Bicycling	43.4 Km (27 mi)	664	60 Km (37 mi)	3,400
Hiking	37 Km (23 mi)	1,763	380 Km (235 mi)	2,100
Snowmobiling	197.6 Km (123 mi)	2,605	540 Km (335 mi)	NA
Ski Touring	39.4 Km (24.5 mi)	NA	NA	NA
Horseback Riding	66.8 Km (41.5 mi)	3,035	60 Km (37 mi)	NA
Pleasure Walking	211 Km (133 mi)	17,200	430 Km (270 mi)	17,200

Participation = Number of recreation occasions per average weekend day.
NA = Information not available.

Criteria for trail use developed by the DNR Bureau of Planning indicate that for bicycling, hiking, and ski touring, scenic quality and points of interest including historical features are important.

IV. Management Problems

- A. Physical problems associated with the maintenance of the property if it is to be used as a continuous trail are:
1. Maintaining a firm smooth trail surface for bicycling and hiking.
 2. Bridge maintenance.
 3. Possible rerouting trail in those places where it presently is located very close to a private residence.
 4. Control of brush and weeds will be a major physical management problem.
 5. Flood damage to trail and bridges.

6. Fencing will have to be installed and maintained.
7. Encroachment on the trail by adjacent landowners.
8. Possible hunting conflicts.

V. Management and Development Alternatives

A. Management

1. Designate as a state park trail.

As a state park, the entire 16.5 mile trail could be managed to allow a wide variety of recreational activities. However, hunting and trapping would be prohibited in conformance with section 29.57(4) of the Wisconsin Statutes.

2. Designate as a state recreation area trail.

As a state recreation area, the trail could be managed to provide a full range of recreational uses, including hunting and trapping. In addition, use zones could be established with rules adopted to control activities within the zones as well as limit the number of people using any particular zone.

B. Development and Acquisition

1. Leave the trail in an undeveloped condition.

Although most of the right-of-way has been acquired, this alternative would provide for no further acquisition and no development. The department would merely retain the right-of-way for future use. The alternative is not viable since the grade was acquired for recreational purposes. Further, such an approach would lead to safety and encroachment problems.

2. Limited trail development

By acquiring the remaining land within the grade right-of-way, the department could provide a 16.5 mile corridor for limited recreational use. Such activities as hiking and snowshoeing in winter could be enjoyed with trail surfacing.

A decision to provide only parking and rest areas at major access points could also be made. Toilets, water and picnic tables would be provided at these locations. Planking and railing of bridges would also occur.

3. Full trail development

a. Trail facilities

This alternative would provide for the full complement of trail facilities and use by bikers, hikers and snowmobilers. The trail would be surfaced, the bridges planked and railed, rest stops would be provided at major access points as well as at the communities along the trail. Toilets, water and picnic tables would be provided at all rest stops. Where possible, local facilities would be used.

b. Campground development

Although it would be desirable to locate a campground on the trail due to the growing popularity of backpack and bicycle camping, present campsite availability and economic considerations make it impractical. State campground facilities should not be developed until such time as existing public and private campground facilities are fully utilized.

c. Other development and use

Cross-country ski trail guidelines recommend that one-third of the trail be uphill, one-third downhill and one-third level. The proposed trail is entirely level and would be suitable but not ideal for cross-country skiing. If the popularity or feasibility of snowmobiling diminishes in the future due to the scarcity and high cost of petroleum products, the trail could be converted to cross-country skiing use without incurring any additional development costs. Both snowmobiling and cross-country skiing should not be designated on the same trail due to obvious user conflicts.

Horseback riding is not compatible with bicycling and hiking. Horses create a maintenance and potential erosion problem to the trail surface because of the natural gouging rotation of the animal's hooves. This action destroys the smooth surface needed for bicycle tires and for hiking.

Recreational vehicles such as motorcycles, minibikes, 4-wheel drive vehicles, all-terrain vehicles, etc., are incompatible with bicycling and hiking during the snow free seasons for safety reasons. Furthermore, constant use of some off-the-road recreational vehicles could cause plant and animal damage and destruction of the trail tread. Since the trail crosses waterways, it is of concern that erosion of disturbed trail tread could cause siltation and turbidity of surface waters. In addition, the use of motorized recreational vehicles on the trail could increase air and noise pollution.

A final trail use consideration is that of hunting and trapping. As stated earlier, section 29.57(4) of the Wisconsin Statutes prohibits small game hunting and trapping on state park lands. Deer hunting could be permitted if NR 10.27, Wisconsin Administrative Code, was amended. Because this trail could be classified as a recreation trail and because of potential use and safety conflicts between the bikers, hikers, snowmobilers, and the hunters along certain segments of the trail, appropriate measures should be made to reduce or eliminate conflicts if they develop. Such measures might include closing the trail to bicycling, hiking and snowmobiling during the hunting seasons such as is done on the Sugar River Trail.

VI. Recommended Alternatives

It is recommended that the grade be classified as a state park trail with a full complement of trail facilities. Surfacing, planking and railing bridges, and rest stops at major access points should be included. The state park trail classification will prohibit hunting in accordance with state statutes.

The trail should be developed for bicycling, hiking and snowmobiling in the winter. However, parking lots at access points should not be designed to accommodate cars with trailers since it is expected most snowmobilers will be of local origin. Facilities other than basic rest-starting facilities such as trail user camping areas and services such as bike rental and pick up will not be provided at this time. Needs for these facilities and services will be reevaluated in the future as needs that arise may be provided by the private sector or by other local units of government. Cross-country skiing and horseback riding should not be permitted for reasons stated in the previous section. No motor vehicles other than snowmobiles and service vehicles should be allowed.

VII. Goals and Objectives

A. Goal

The goal is to provide a public year-round two-way recreational trail to accommodate an annual visitation of 45,000 for biking, hiking and snowmobiling.

B. Objectives

1. Render the trail usable and safe by providing and maintaining a firm durable trail surface, planking and adding railings to bridges, and provide fences in accord with agreements with adjacent landowners where necessary to keep farm animals off the trail.
2. Provide the necessary support facilities for an average peak season weekend day use of approximately 600 persons. This figure is predicated on attendance characteristics of other state trails and an estimated annual use of 40,000-45,000. Support facilities will include parking, water, toilets, and picnic areas located at trail start facilities and along trail.
3. Selectively remove brush, trees, and cut weeds to render the trail more aesthetically pleasing by opening views to the surrounding landscape and so add to users enjoyment and to prevent the encroachment of brush and weeds onto the trail.
4. To provide fishing spots on Bonners Branch within DNR ownership.
5. Provide maintenance and patrol to keep trail free of trash and enforce regulations as to trail use.
6. Sign trail at road crossings and solicit the cooperation of township and county in signing roads at trail crossings.
7. Identify areas of special interest on and adjacent to the trail such as sites of historic, geological or other natural interest.
8. Preserve prairie remnants where they exist on trail.

9. Promote and encourage development of services and amenities useful to trail use in communities along it. This would include bicycle rental and pick up service.
10. Maintain good public relations, particularly with adjacent landowners and communities.

VIII. Proposed Action

A. Land Control

1. Acquisition

The Pecos Trail will have a project acreage goal of 201.29 acres. Of this, 196.29 acres are presently state-owned. It is proposed that five acres be acquired for support facilities at sites yet to be selected.

2. Acquisition costs

Land acquisition costs to date have totalled \$147,635.00. Of this expenditure \$85,905 has been financed through Wisconsin's Outdoor Recreation Aid Program (ORAP) and \$61,730 through the Federal Land and Water Conservation Program (LAWCON). Application for 50% of the remaining acquisition costs will be made to the federal government through the LAWCON program.

B. Development

Development will be phased in accordance with available funding. The first phase of development will focus on making the trail safe for public use. Railings, curbing and planking will be placed on the existing railroad trestles. In addition, the trail will be marked with stop signs alerting users of public road crossings. Caution signs will also be erected on public roadways to alert motorists of the trail's crossing. Rocks, old ties, diseased and dead trees as well as any remaining hazards will be removed.

The second and third phase of development will make the trail more convenient and enjoyable for public use. A trail tread will be constructed with limestone screenings. Parking for approximately 40 cars will be provided at two locations. The Platteville trail start facility will have a 30 car capacity lot. Calamine will have a 10 car lot. Rest stops and terminus developments will be located in conjunction with the parking lots. Each facility will contain restrooms, drinking water, bike racks, picnic tables, grills, waste receptacles and trail information.

Fencing and/or vegetative screenings will be installed at specific locations along the trail route if requested by adjacent property owners. The Department of Natural Resources and the property owner may select one of the following methods for installing fencing:

- a. The DNR would pay the entire installation cost of the fence, and the adjacent property owner requesting the fence would be responsible for its maintenance over a 20-year period.
- b. The DNR and the adjacent property owner would each be responsible for erecting one-half of the fencing required, and each would be responsible for maintaining the segment of fence that they erect.

All 32 bridges will be retained for trail crossings with no major structural changes that might affect stream flow. The bridges are in good condition and should need no major maintenance for at least 10 years. In addition, the culverts on the trail should last at least 20 years before major maintenance is required.

1. Development schedule

a. Phase I

(1) Trail clean up	\$ 10,000
(2) Brushing (1.5 miles @ \$4,500/mi)	7,000
(3) Planking and railing (1731 LF. @ 35/LF.)	60,000
(4) Fencing (80% of trail or 24 miles @ 2,000/mi)	48,000
(5) Signing	<u>5,000</u>
	\$130,000

b. Phase II

(1) Surfacing (16.5 miles @ \$3,000/mi)	\$50,000
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c. Phase III

(1) Trail start rest areas	\$42,000
(2) Trail side rest areas	<u>24,000</u>
	\$66,000

The total cost of Phase I, II & III development is \$246,000 plus 15 percent for engineering and contingency, for a grand total of \$282,900.

C. Management

The entire grade from Calamine to Platteville will be classified as a state park trail. As such, it will be managed for bicycling and hiking in the summer and snowmobiling in the winter. Hunting and use of all terrain vehicles and horses will not be allowed.

1. Facility management

Management of the trail and implementing of the master plan is the responsibility of the supervisor of the Yellowstone Lake work unit. Maintenance responsibilities include trail grooming, trash pick up, tree and bursh removal, bridge, sign and fence repair, erosion control and other work as needed to ensure a safe and enjoyable trail experience. Primary maintenance and law enforcement responsibilities will be borne by the property superintendent and other DNR personnel.

2. Vegetative management

Landscape management techniques will be used to ensure an aesthetically pleasing trail. Vistas will be created and maintained with a minor amount of pruning and thinning in most areas along the right-of-way. In other areas where good potential for vistas exist and brush has grown up thick adjacent to the trail, more extensive pruning and thinning will occur. Creation of vistas in scenic areas will add to the aesthetic appeal of the trail.

A narrow strip of vegetation on each side of the tread will be controlled by mowing. Other vegetated areas along the right-of-way may be managed to assure the trail user views and vistas of the river and other points of scenic interest.

If developments within sight of the trail occur which reduce aesthetic appeal, vegetative plantings of natural species would be used on the trail right-of-way to screen them from view.

D. Administration and Operations

1. 1977-79 Biennium

The property will be administered by personnel from Yellowstone Lake State Park. During the biennium the property should be staffed with 1 L.T.E. at a cost of \$1,800. Supplies and services during this time span will cost \$2,400. Equipment and personnel available at Yellowstone Lake State Park will be utilized to complete most of the maintenance presently required on the trail.

2. 1979-81 Biennium

Limited development will allow continued administration and supervision by personnel from Yellowstone State Park.

Travel and equipment rental costs will increase as development is initiated in 1979-80. Maintenance requirements will also increase in the second fiscal year of the biennium as development is completed and users begin to take advantage of available facilities.

	<u>1979-80</u>	<u>1980-81</u>
Perm. Ranger I	\$ 8,400	\$11,200
LTE Salaries	5,000	2,100
2-3000 - Supplies & services	2,000	2,200
4,000 - Capital Purchase	<u>500</u>	<u>5,000(1)</u>
	\$15,900	\$20,500

(1) One time purchase of vehicle.

Pecatonica Master Plan

Appendix A

**Prior Natural Resources Board
Discussion and Actions**

8/23/74
6.C-4

Authorization to conduct feasibility study on 17-mile Calamine to Platteville railroad right-of-way for possible consideration as state park trail-- Grant and Lafayette Counties.

Mr. Minahan reported that the Calamine to Platteville Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way is going to be abandoned - ICC approval was given on July 31, 1974 -- and the Department is requesting authorization to conduct a feasibility study of the area for possible consideration as a state park trail. Mr. Minahan noted that as the Department of Transportation is also interested in the right-of-way for highway use, the study will be coordinated with DOT to ascertain the best use of the land.

The Land and Business Committee recommended and Mr. Minahan moved that the Department be authorized to conduct the feasibility study specified, and that upon completion of the study a report be made to the Board.

The motion was seconded by Mr. Dahl.

Mr. Stearn asked that the feasibility study include an estimate of the cost of acquisition and also an estimate of the operating and maintenance costs.

Mr. Minahan mentioned that this right-of-way connects with the 101-mile right-of-way, which was considered for a feasibility study at the August meeting.

Mr. Dahl said that during his recent land inspection tour there was a discussion regarding the costs involved in surfacing trails for bicycles. He said he felt the Board should be aware of what the costs will be.

Mr. Weizenicker said that normally, over the last few years, the cost for surfacing has been from \$1,500 to \$2,500 per mile in the southern part of the state where transportation for materials poses no difficulties. He said Mr. Dahl was referring to a discussion indicating that the cost for surfacing the Tuscobia-Park Falls trail may run as high as \$6,000 a mile. Mr. Weizenicker said this matter is being carefully reviewed by the staff at this time.

Chairman Jordahl noted that the cost analysis has to be related to use. He suggested that projections be made on anticipated use to determine the unit costs over a period of the life of the investment. Mr. Weizenicker stated the study would include all of the facets discussed and will be as comprehensive as possible.

When put to a vote, motion was carried unanimously.

10/18/74
6.C-8

Approval of feasibility study. Authorization to appraise, order a title report and negotiate with Milwaukee Road for purchase of Calamine-Platteville abandoned railroad grade.

Mr. Weizenicker, Asst. Director, Bureau of Parks and Recreation stated that the Department, as authorized by the Board at its meeting on August 23, 1974, conducted a feasibility study of the 16.8-mile Calamine-Platteville abandoned railroad grade and found that it qualifies for an addition to the state park trail system. He said the grade was authorized for abandonment by the Interstate Commerce Commission in July of 1974.

Mr. Weizenicker said the Milwaukee Road did not respond to the Department's letter of September 3 seeking information which would permit the Department to proceed with the title work. Mr. Minahan then discussed the situation with the railroad company which resulted in a meeting of the railroad company with the Department on Wednesday, October 16, 1974. At that meeting, the railroad company emphatically stated that they had no intention of negotiating the sale of the bridges. The company is now in the process of arranging for contracts with salvage operators to remove the bridges, the rails and ties and some of the other physical property.

Mr. Weizenicker said the Department is now asking for approval of the feasibility study so that it can proceed to initiate the appraisal and the title work. He said more information to enable the Board to make a more definite decision, will be available for discussion at the interim meeting to be held on Thursday, October 24, 1974.

Mr. Fox inquired as to the number of bridges and trestles and their salvage value. He was informed by Mr. Weizenicker that the value of the steel bridges and the rails is very high as is the value of the large timbers in the trestle bridges as the railroad company plans to use them on their other grades. It was pointed out by Mr. Weizenicker that if the timbers and the pile caps are removed, the Department would have second thoughts about recommending the area as a state park trail because of the expense involved in bridging the crossings.

In response to an inquiry by Mr. Fox, Mr. Weizenicker stated the Department has been unable to get definite information as to when the bridges will be taken out, although the Milwaukee Road has indicated the work will be done next spring. However, the Department was told recently that the bids for the work have been opened.

Mr. Dahl moved that the Department be authorized to appraise, initiate a title search and negotiate with the Milwaukee Road for the purchase of the Calamine-Platteville abandoned railroad grade.

The motion was seconded by Mr. Helland.

When put to a vote, motion was carried unanimously.

Mr. Dahl said he would like to see a halt put to the railroad's "public-be-damned attitude" regarding the purchase of abandoned right-of-ways, and moved that the Department develop legislation to provide the right of first refusal for state acquisition of abandoned railroad grades.

The motion was seconded by Mr. Fox.

It was Mr. Jordahl's assumption that the proposal would be considered by the Board for final judgment regarding legislation.

When put to a vote, motion was carried unanimously.

10/24/74

6. Establishment of Calamine-Platteville State Park Trail, Grant and Lafayette Counties.
Resolution of Necessity.

Mr. Reinke stated it is recommended that the Board consider proceeding with eminent domain action to acquire the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's 16.68-mile Calamine-Platteville branch line for addition to Wisconsin's State Park Trail system.

Mr. Reinke said the presentation would be in two parts: (1) he would give the history of and the need for the abandoned railroad grade; and (2) Rick Henneger, Attorney, Bureau of Legal Services, would speak in terms of the Resolution of Necessity and legal actions proposed.

Mr. Reinke stated: The railroad filed a petition for abandonment of the grade on December 21, 1971; final abandonment was held up due to an injunction against the ICC concerning environmental impact statements on abandoned railroad grades. The Department learned of the final abandonment decision by the PSC on August 6, 1974. The effective date of abandonment was September 4, 1974. The Natural Resources Board, at its meeting on August 23, authorized the Department to conduct a feasibility study on the trail. A report was made on October 18, 1974, the feasibility study was approved, and the Department was authorized to secure appraisals, initiate the title search and negotiate with the Milwaukee Road for the acquisition.

The feasibility study showed that it contains excellent qualities for state park trail purposes and has a tremendous potential. Also, the 1972 Wisconsin Outdoor Recreation Plan identified a need in this particular region of the state for additional trails of this nature. The grade can be tied in with the 101-mile Klevenville-Lancaster railroad right-of-way scheduled for abandonment in February 1976. This trail would eventually link Blue Mound, Governor Dodge and First Capitol State Parks.

Negotiation history, railroad right-of-way abandonments. A copy of Mr. Reinke's report, which was circularized to the Board, is incorporated in and made a part of these minutes.

The Department initially contacted the railroad on December 21, 1971, and expressed an interest in the grade. On August 16, 1974, the Department requested by telephone the ownership plats and the microfilms and title information. There was no response. The request was again made by letter dated September 3. Again there was no response.

On October 2, 1974, the Department learned that the railroad had advertised for bids for a submission date back to the railroad by October 11 for a salvage contractor to remove all rails, bridges, ties and timbers from the Calamine to Platteville grade. The contractor, in this instance, was obligated to return all of the bridge timbers to the Milwaukee Road. He was merely removing them but the railroad was to retain the right to the timbers. Removal work must start within 15 days of the time the contract was signed according to the information provided to the Department. With this knowledge, Mr. Minahan contacted the railroad by phone and also by letter dated October 4 with a request that negotiations be carried on

with the Department for the purchase of not only the real estate but the bridges and trestles in place as well. Mr. Minahan requested a firm commitment by October 11 from the railroad that they would defer the removal of the trestles and bridges, otherwise the Board would have little alternative but to consider eminent domain proceedings. Mr. Minahan reiterated his comments in a second letter to the railroad dated October 22, 1974.

On October 15, Department representatives met and negotiated with Mr. B. H. Bobbitt, who said he was acting with the full consent of the Company President for the Milwaukee Road. He stated that the railroad would not sell the wooden timbers and trestles in place, nor would they stop the salvage contract. Mr. Bobbitt indicated the Department could deal with the salvage contractor relative to the purchase of the steel bridges which were his property.

Mr. Reinke said Mr. Bobbitt was informed that the Board would consider eminent domain proceedings at its meeting on October 24, and he was invited to attend the meeting. He stated that was not necessary because the railroad was not ready to open negotiations with the state. He added that the contractor probably would not begin dismantling the bridges until January or February, or possibly next spring. However, the Department learned from the PSC that all the necessary action had been taken and the salvage operations could begin November 1.

By telephone, on Friday, October 11, Mr. Bobbitt advised the Department that the railroad had awarded the salvage contract to the high bidder, but it had been signed and returned to the railroad. While he would not reveal the name of the contractor, he stated he was confident that the state could negotiate with him for the steel bridges. Mr. Reinke stated there are 8 steel bridges and 26 wooden bridges instead of 24 as determined by aerial survey and reported previously.

On October 18, Mr. Bobbitt informed the Department by telephone that the railroad was inserting an escape clause in the salvage contract regarding the timber trestles so that the railroad could negotiate with the state for the wood trestles in place if they wished to. He further stated he did not expect salvage operations to start until possibly July of 1975.

Mr. Reinke said the Department recommends that the Board establish the Calamine-Platteville State Trail as a state park and authorize the Department to proceed in accordance with the recommendations of the Bureau of Legal Services for the acquisition. This action, he said, would be contingent upon presentation of the project to Governor Lucey and the Executive Staff in keeping with the recent procedures on new projects.

Mr. Henneger distributed the revised Resolution of Necessity, the main changes being the dates. He noted that the Department wishes to purchase the real estate with the bridges, trestles and culverts in place as otherwise the development of the trail is questionable. Mr. Henneger said that by condemning the property the Department will acquire a viable interest to secure an injunction to stop any action by the railroad or the salvage company to destroy the integrity of the trail.

Mr. Stearn asked if there had been an estimate of the cost of the trail. Mr. Reinke answered that in the feasibility study, based upon experiences with previous trails, the cost estimate was \$5,000 per mile or approximately \$85,000 for the entire grade. An appraisal will now be made as the ownership plats were received recently.

Mr. Stearn said he was particularly concerned about maintenance of the steel bridges. He was told by Mr. Reinke that the Bureau of Engineering has suggested painting the steel bridges, but has not provided a cost estimate.

In responding to queries by Mr. Jordahl, Mr. Reinke said the appraisal data and the results of the public meeting which, in accordance with Board policy, could not be held until after the Board approved the feasibility study, will be referred to the Board for consideration upon completion.

Mr. Helland questioned why Mr. Bobbitt would try to sell the land without the bridges. Mr. Mackie said big timbers are very scarce at this time and undoubtedly the railroad has need for these timbers.

Mr. Helland mentioned that he did not like Resolutions of Necessity and inquired as to Mr. Dahl's and Mr. Minahan's reaction to proposed condemnation proceedings. Mr. Jordahl stated that Mr. Dahl, in a letter to him, indicated he would support the Resolution of Necessity. Mr. Voigt said he had a number of telephone conversations with Mr. Minahan since he (Mr. Minahan) was serving as negotiator for the Department, and he has indicated his strong support for the Resolution of Necessity because he felt without it, the Department's interest would be thwarted.

Mr. Stearn moved that the Board establish the Calamine-Platteville State Trail as a State Park and approve the Resolution of Necessity initiating eminent domain proceedings in accordance with the statutes.

The motion was seconded by Mrs. McCormick.

Mr. Helland asked that the record show that he does not like Resolutions of Necessity. Mrs. McCormick asked if Mr. Fox had been contacted for his reaction. Mr. Jordahl said he visited with Mr. Fox on a series of items but that he would be reluctant to attempt to paraphrase the conversation as it related to the trail.

It was Mr. Helland's opinion that every avenue of negotiation should be exhausted. Mr. Reinke said he was hopeful that the Department would be successful through normal negotiation methods.

The vote: Affirmative: Mrs. McCormick, Jordahl and Stearn
Abstaining: Mr. Helland.
The motion was carried.

11/20-21/74

6.C-13 Status report - Calamine-Platteville State Park Trail.

(Item 6.C-8, Minutes of October 17-18, 1974. Item 6, Minutes of Interim Meet. October 24, 1974.)

In presenting these items Mr. Minahan stated that the Department is requesting authorization to conduct a feasibility study of the 9.2-mile Calamine-Mineral Point railroad right-of-way located in south central Iowa County and north central Lafayette County, for possible consideration as a state park trail. He said this line will tie in with the Calamine-Platteville grade which was recently established as a state park trail, and which the Department is in the process of attempting to acquire from the Milwaukee Road. Mr. Minahan said it is expected that the problem with respect to the trestles and bridges will be negotiated in December.

The Land and Business Committee recommended and Mr. Minahan moved that the Department be authorized to conduct a feasibility study of the right-of-way. Upon completion of the study a report would be made to the Board for future consideration; further that neither the Board nor the Department is taking any position, for or against, with respect to the question of abandonment.

The motion was seconded by Mr. Dahl.

Mr. Dahl noted that the rails are being removed on the Calamine-Platteville grade. Mr. Minahan concurred but added that the bridges and trestles are not being removed. He said the Department was mostly concerned about the wooden bridges because the railroad company is desirous of taking the timbers from them. Mr. Minahan said the trestles have supporting members that far exceed requirements for the trail. Therefore, the Department may negotiate with the railroad to permit them to take out those support members and replace them with lessor supports. This matter will be negotiated.

Mr. Minahan further noted that a Resolution of Necessity was adopted by the Board at its interim meeting on Thursday, October 24, 1974, which enables the Department to prevent the railroad from removing the bridges and trestles. The property is under daily surveillance by the Department to see that no such work is done.

Mr. Fox stated that until the Board adopts a well developed policy relating to the abandonment of railroad grades, he will continue to vote "no" on the feasibility studies prior to the abandonment. Mr. Voigt informed him that this matter has been discussed with the Department of Transportation and it is hoped that within a short time a proposed policy will be prepared for presentation to the Board for consideration.

The vote: Affirmative: Mrs. McCormick, Messrs. Dahl, Helland, Jordahl, Minahan
and Stearn.
Negative: Mr. Fox.
The motion was carried.

Mrs. McCormick stated she had received a number of telephone calls from persons who had traveled the Sugar River Trail stating they had spotted a number of rattle snakes. She asked if signs would be posted indicating this possible danger since many children use the trail. Mr. Weizenicker said he had no indication that there were rattle snakes in the area. He wondered if people were mistaking the large pine snakes for rattle snakes. Mr. Weizenicker agreed to check into the matter.

Mr. Stearn asked how long a time it took for the fine stone used as a covering on the trails to settle. Mr. Weizenicker replied that it usually takes a year.

12/19-20/74

6.C-9 Pending Land and Business Matters.

(a) Progress report - Calamine-Platteville State Park Trail.

(Item 6.C-8, Minutes of Oct. 17-18, 1974. Item 6, Minutes of Interim meeting of Oct. 24, 1974. Item 6.C-13, Minutes of November 20-21, 1974.)

Mr. Minahan said the Department reported that negotiations are continuing on the establishment of the Calamine-Platteville State Park Trail. He noted that surveillance continues with respect to the salvage operations to assure the Department that the bridges and trestles will not be removed.

Mr. Minahan explained that investigation of the title indicates that there are no apparent reversions. There are some doubts and questions of title as to about 10 to 15% of the project, which will be pursued and further investigated.

It was agreed that a further report will be made to the Board at the January meeting.

1/23-24/75

6.C-13(b) Progress Report - Calamine-Platteville State Park Trail.

(Item 6.C-8, Minutes of Oct. 17-18, 1974. Item 6, Minutes of Interim Meet., Oct. 24, 1974. Item 6.C-13, Minutes of Nov. 20-21, 1974. Item 6.C-9(a), Minutes of Dec. 19-20, 1974.)

(This item was discussed by the Land and Business Committee in Executive Session.)

Mr. Minahan stated that the proposed trail runs from Platteville to Calamine through Belmont. There are 201.5 acres involved and the railroad has no title to 52.2 acres. There are no reversions or easement -- just a lack of any deed or record title.

Mr. Minahan said the Department has had two appraisals made. One involves land and improvements without the rail and without the people's property and is in the amount of \$115,210; and one is of the land with the bridges and the salvage of the bridges at \$19,500. The property along the rail line has generated some interest by adjoining landowners who are offering to buy the abandoned right-of-way from the railroad.

Mr. Minahan informed the Board that in view of the state of the title and the current position of the railroad on it, it is recommended that the DNR make an offer to the railroad of the appraised value of the property; that DNR may ultimately be faced with the necessity, because of lack of agreement, with a Resolution of Necessity. At this point, Mr. Minahan said, DNR wants to make an offer of the appraised value of the parcel to which the railroad holds title.

The Land and Business Committee recommended, and Mr. Minahan moved that the Department be authorized to make an offer to the Chicago, Milwaukee and St. Paul Railroad Company at the appraised value of the parcels to which the railroad holds good title; if the offer is rejected, the Department offer to negotiate further with the railroad; and if the railroad refuses to negotiate further that the Department then proceed with condemnation, which would be a matter of subject to be presented to this Board as soon as those steps have been taken.

The motion was seconded by Mr. Dahl.

Mr. Fox inquired as to the status of the track at present and was told the line has been abandoned and the rails have been taken out.

When put to a vote, motion was carried unanimously.

3/19-20/75

6.C-13(c) Progress Report - Calamine-Platteville State Park Trail

(Item 6.C-8, Minutes of Oct. 17-18, 1974. Item 6, Minutes of Interim Meeting of Oct. 24, 1974. Item 6.C-13, Minutes of Nov. 20-21, 1974. Item 6.C-9(a), Minutes of Dec. 19-20, 1974. Item 6.C-13(b), Minutes of Jan. 23-24, 1975. Item 6.C-8(e) Minutes of Feb. 20-21, 1975.)

Mr. Minahan reported there are now 32 acres on which there are title problems rather than the 52 acres originally thought to be involved. With respect to the 32 acres, there are eight owners. All of the eight owners have indicated they are ready to negotiate with the Department so that the DNR will have clear title to the whole trail area.

Board action on this progress report is not required. The Land and Business Committee will present a further progress report to the Board at a future meeting.

5/21-22/75

3.1(e) Progress report - Calamine-Platteville State Park Trail.

Mr. Voigt reported that negotiations in connection with acquisition of the Calamine-Platteville State Park Trail were not successful and it was necessary for the Department to institute eminent domain proceedings.

Mr. Voigt said the Department kept the property under surveillance by air and noted that the Railroad Company had commenced dismantling one of the bridges. He commended Mr. Beale, Deputy Secretary, and Mr. Ehly, Director, Southern District, for the speed with which they secured approval of the legislative committees and the Governor, as required, to stop the removal operation.

Mr. Voigt said that to his knowledge this is the first instance, under the new law, where the Department has successfully exercised eminent domain.

6/25-26/75

6.C-13 Progress Report - Calamine-Platteville State Park Trail.

(6.C-8, Minutes of Oct. 17-18, 1974. Item 6, Minutes of Interim Meeting of Oct. 24, 1974. Item 6.C-13, Minutes of Nov. 20-21, 1974. Item 6.C-9(a), Minutes of Dec. 19-20, 1974. Item 6.C-13(b), Minutes of Jan. 23-24, 1975. Item 6.C-8(e), Minutes of Feb. 20-21, 1975. Item 6.C-13(c), Minutes of March 19-20, 1975.)

Mr. Nelson reported that on May 20, 1975, Mr. Voigt sent to the Board a summary of activities concerning the Calamine-Platteville grade. On May 22 a hearing was scheduled for the purpose of the Department's requesting an injunction to prevent the salvage company from removing steel bridges from the railroad grade; however, the hearing was postponed until June 5 at which time the injunction was continued, not having been debated by the railroad company or the salvage company. Since that time appraisals have been made on ten tracts of land where not title was vested in the railroad company, and just compensation set. Six owners were contacted and offers were made to purchase seven parcels of land. One owner was contacted by telephone, and two owners of very small parcels remain to be contacted.

On June 16 the salvage company offered to sell the Department its equity in the remaining steel bridges. The Department has asked the appraisers to establish a value for these bridges. If additional value is placed on the bridges the Department will try to negotiate.

Mr. Nelson also reported that the Attorney General is going forward with condemnation proceedings.

Mr. Nelson concluded his report by stating that the Department has taken every possible step, including offers to individuals with reversionary titles.

Board action on this informational item is not required.

7/23/75

6.C-14 Calamine-Platteville State Park Trail.

Mr. Nelson reported that the first meeting of the Condemnation Commission in Grant County in connection with the small portion of the Calamine-Platteville grade is being held today. He said the lawyers seemed to be interested in further negotiations but so far had not made an offer to the Department.

Mr. Nelson said it is expected that meetings will be held in Lafayette County next week which involves the portion of the trail from which the bridges were removed.

8/20-21/75

6.C-14b Calamine-Platteville State Park Trail.

Mr. Dahl stated that on Friday, August 15, 1975, the Attorney General notified the Department that the Lafayette County Condemnation Commission had made an award of \$123,460 for that portion of the Calamine-Platteville railroad grade in Lafayette County.

The Land and Business Committee recommended and Mr. Dahl moved confirmation of the interim action of the Board for the issuance of a check in the amount of \$123,460 payable to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and other property owners, which is in excess of the jurisdictional offer; and, secondly, to appeal the case to Circuit Court.

The motion was seconded by Mr. Messinger.

When put to a vote, motion was carried unanimously.

A copy of the general summary of progress on the Calamine-Platteville railroad grade condemnation proceedings and the recommendation is incorporated in and made a part of these minutes.

8/20-21/75

6.C-19 Maintenance of and potential liabilities in connection with State Park Trails.

With regard to state park trails, Mr. Brogan raised questions regarding maintenance and potential liabilities. Mr. Weizenicker recalled that Richard Stearn, a former Board member, had raised similar questions, particularly in connection with feasibility studies. Since that time, Mr. Weizenicker said, it has been the modus operandi of the Department to have its Bureau of Engineering inspect the trestles and render a professional opinion.

Mr. Weizenicker stated that the general opinion is that the trestles are so massive and so well constructed with treated timbers that in the foreseeable future no structural deficiency problems are anticipated. It has been indicated that these trestles have at least a 20 to 30-year life span in their present condition. Mr. Weizenicker emphasized that the trestles are constructed far beyond the needs for purposes of state trails; therefore, when the time comes for replacement the Department will not propose that they be replaced with similar structures. Mr. Brogan's concerns related to normal weathering and deterioration and ice back-ups in the spring.

Mr. Weizenicker noted that on the Tuscobia-Park Falls Trail where trestles were removed, the Department replaced them with smaller bridges and in some instances with large culverts. On this Trail the Department has been doing the work with force account and county crews. These smaller structures, Mr. Weizenicker said, will fill the needs of snowmobiles and maintenance vehicles.

Mr. Brogan pointed out that financially weak railroad companies may have deferred maintenance work and consequently the Department may be faced with problems of natural deterioration. Mr. Weizenicker agreed that the railroad companies have scrimped on trackage and ties, most of which are not salvageable, but the trestles have been inspected by engineers and are not of concern at this time.

Mr. Dahl commented that he considered the trail system one of the high-priority items of the Land and Business Committee.

Board action on this item is not required.

9/17-18/75

6.C-15 Progress Report - Calamine-Platteville State Park Trail.

(Item 6.C-14b, Minutes of August 20-21, 1975.)

Mr. Dahl stated the Department was unable to report on this matter as information relative to the condemnation award on the portion of the Calamine-Platteville State Park Trail in Grant County has not been released as yet.

10/22-23/75

7.4 Confirmations.

- (a) Calamine-Platteville State Trail land acquisition -
Grant County. Order No. M-39-75 - closed hunting season
on state trails.

Mr. Voigt stated that the Board was polled by telephone on September 30, 1975, and gave interim approval for the Department to submit a request for Governor's approval to deposit a check for \$38,338 with the Grant County Clerk of Courts with the option

to either accept or appeal the award of September 22, 1975, by the Grant County Condemnation Commissioners for \$38,338 for the 29.55 acres of land being acquired in Grant County for the Calamine-Platteville State Trail from the Chicago, Milwaukee, St. Paul and Pacific Railroad. Mr. Voigt asked confirmation of the action.

Mr. Brogan moved that interim approval (telephone poll) by the Board, as indicated be confirmed.

The motion was seconded by Mr. Messinger.

When put to a vote, motion was carried unanimously.

June 28-29, 1978

6.C-5 Approval to rename the Tuscobia-Park Falls State Trail to "Tuscobia State Park Trail" and the Calamine-Platteville State Trail to the "Pecatonica State Park Trail."

A copy of an explanatory memorandum dated June 9, 1978, to Secretary Earl from Mr. Mackie, Director, Bureau of Parks and Recreation, is incorporated in and made a part of these minutes.

Mr. Mackie's memorandum indicates that the media, the public, and others associated with this trail have shortened the trail name from "Tuscobia-Park Falls" to "Tuscobia." Since this usage is now common, the requested change would bring the trail name into conformity with the prevailing practice.

With regard to the Calamine-Platteville State Park Trail, Mr. Mackie's memorandum stated that "The Southern District has been talking with local townspeople regarding the recommended name "Pecatonica State Park Trail." The unique sounding name appears to be well accepted by the residents of Grant and Lafayette Counties. The Pecatonica River runs adjacent to the community of Calamine. The name Pecatonica is an Indian name meaning 'crooked river'."

The Land and Business Committee recommended and Mr. Lawton MOVED that (a) the Park Falls-Tuscobia Trail be renamed the "Tuscobia State Park Trail," and (b) the Calamine-Platteville Trail be renamed the "Pecatonica State Park Trail."

The motion was seconded by Ms. Conroy.

When put to a vote, motion was carried unanimously.

Pecatonica Master Plan
Appendix B
Fauna Likely to be Found on Trail

Pecatonica Trail

A complete field survey of the fauna present in the vicinity of this railroad grade has not been made. Species lists based on information contained in A field Guide to the mammals by William Burt and Richard Grossenheider (1964), A Field Guide to Reptiles and Amphibians by Roger Carant (1958), Birds of Wisconsin by Owen Gromme (1963), Mammals of Wisconsin by Hartley Jackson (1961), and Wildlife, People and the Land, Wisconsin Conservation Department Publication No. 621 (1961), Ruth L. Hine, Editor, have been compiled. The lists include those species of wildlife which are generally or occasionally found in the habitat types along this railroad right-of-way.

Because of the variety of cover types from heavily wooded to open prairie, the wildlife distribution and numbers will vary according to those differences.

MAMMALS

Opossum	Hanson's Harvest Mouse
Cinereous Shrew	Prairie Deer Mouse
Giant Mole Shrew	Northern White-footed Mouse
Indiana Little Short-tailed Shrew	Meadow Vole
Prairie Mole	Prairie Vole
Little Brown Bat	Northern Pine Mouse
Georgian Bat	Common Muskrat
Big Brown Bat	Intermediate Meadow Jumping Mouse
Red Bat	Eastern Red Fox
White-tailed Jackrabbit	Wisconsin Gray Fox
Mearns' Cottontail	Raccoon
Southern Woodchuck	Least Weasel
Striped Ground Squirrel	New York Long Tailed Weasel
Ohio Chipmunk	Mink
Gray Squirrel	Jackson's Badger
Fox Squirrel	Prairie Spotted Skunk
Southern Flying Squirrel	Northern Plains Skunk

BIRDS

Marsh Hawk	Blue Jay
Cooper's Hawk	Common Crow
Red-tailed Hawk	Tufted Titmouse
Red-shouldered Hawk	Black-capped Chickadee
Sparrow Hawk	White-breasted Nuthatch
Ruffed Grouse	Robin
Ring-Necked Pheasant	Cedar Waxwing
Bobwhite Quail	House Sparrow
Mourning Dove	Western Meadowlark
Belted Kingfisher	Eastern Meadowlark
Screech Owl	Redwinged Blackbird
Barred Owl	Brown-headed Cowbird
Great Horned Owl	Starling
Red-Headed Woodpecker	Common Grackle
Red-bellied Woodpecker	Cardinal
Yellow-shafted Flicker	American Goldfinch
Downy Woodpecker	Field Sparrow
Hairy Woodpecker	Song Sparrow
Yellow-bellied Sapsucker	Swamp Sparrow

BIRDS

(Summer Residents)

Black-crowned Night Heron	Long-billed Marsh Wren
Green Heron	Carolina Wren
American Bittern	Brown Thrasher
Least Bittern	Catbird
Black Duck	Mockingbird
Mallard	Eastern Bluebird
Blue-winged Teal	Wood Thrush
Woodduck	Veery
Turkey Vulture	Blue-gray Gnatcatcher
Broad-winged Hawk	Loggerhead Shrike
King Rail	Bell's Vireo
Sora	Red-eyed Vireo
Virginia Rail	Yellow-throated Vireo
American Coot	Blue-winged Warbler
Kildeer	Golden-winged Warbler
Upland Plover	Yellow Warbler
American Woodcock	Nashville Warbler
Common Snipe	Chesnut-sided Warbler
Spotted Sandpiper	Cerulean Warbler
Black Tern	Northern Waterthrush
Yellow-billed Cuckoo	Ovenbird
Black-billed Cuckoo	Yellow-breasted chat
Chimney Swift	Yellowthroat
Whip-poor-will	American Redstart
Common Nighthawk	Dickcissel
Ruby-throated Hummingbird	Bobolink
Great Crested Flycatcher	Orchard Oriole
Eastern Kingbird	Baltimore Oriole
Least Flycatcher	Brewer's Blackbird
Traill's Flycatcher	Scarlet Tanager
Eastern Phoebe	Rose-breasted Grosbeak
Eastern Wood Pewee	Rufous-sided Towhee
Acadian Flycatcher	Indigo Bunting
Bank Swallow	Vesper Sparrow
Rough-winged Swallow	Henslow's Sparrow
Tree Swallow	Grasshopper Sparrow
Cliff Swallow	Savannah Sparrow
Barn Swallow	Chipping Sparrow
Purple Martin	Clay-colored Sparrow
Bewick's Wren	Lark Sparrow
House Wren	
Short-billed Marsh Wren	

BIRDS

(Winter Residents)

Rough-legged Hawk

Sharp-shinned Hawk

Goshawk

Brown Creeper

Red-breasted Nuthatch

Winter Wren

Hermit Thrush

Golden Crowned Kinglet

Bohemian Waxwing

Evening Grosbeak

Pine Siskin

Common Redpoll

Hoary Redpoll

Purple Finch

Tree Sparrow

Slate-colored Junco

Lapland Longspur

Snow Bunting

REPTILES

Turtles:

Common Snapping Turtle
Stinkpot Turtle
*False Map Turtle
Map Turtle
*Painted Turtle
Blandings Turtle
Smooth Softshell
*Spiny Softshell

* - Turtles which have two subspecies listed for this area. Due to frequent cross-breeding, most turtles will have intermediate characteristics and so the two subspecies cannot be distinguished.

Lizards:

Five-lined Skink
Six-lined Racerunner
Western Slender Glass Lizard

Snakes:

Northern Redbellied snake
Texas Brown Snake
Northern Water Snake
Eastern Plains Garter Snakes
Eastern Garter Snake
Western Ribbon Snake
Eastern Hognose Snake
Blue Racer
Western Smooth Green Snake
Bullsnake
Western Fox Snake
Black Rat Snake
Eastern Milk Snake
Timber Rattlesnake

AMPHIBIANS

Mudpuppy Salamander

Central Newts

Spotted Salamander

Eastern Tiger Salamander

Red-backed Salamander

American Toad

Northern Spring Peeper

Eastern Gray Treefrog

Blanchard's Cricket Frog

Western Chorus Frog

Pickerel Frog

Leopard Frog

Green Frog

Wood Frog

Bull Frog

**Pecatonica Master Plan
Appendix C
Fish Species of Bonner and Roundtree Branch**

Bonner Branch

<u>Fish Species</u>	<u>Relative Abundance</u>
Smallmouth Bass	Present to Abundant depending on the year
Largemouth Bass	As above
Rock Bass	Present
Northern Pike	Present
Bluegill	Present
Channel Catfish	Present
White Crappie	Present
Black Bullhead	Present
Green Sunfish	Present
Orange Spotted Sunfish	Present
Redbelly Dace	Common
Quillback Carpsucker	Present
Common Shiner	Abundant
White Sucker	Abundant
Carp	Common
Stonecat	Common
Barred Fantail Darter	Common
Suckermouth Minnow	Common
Bigeye Shiner	Present
Black Redhorse Sucker	Present
Hog Sucker	Present
Blackside Darter	Present
Hornyhead Chub	Common

Creek Chub	Common
Stoneroller	Abundant
Bigmouth Buffalo	Present
Slender Madtom	Present
Bluntnose Minnow	Present
Johnny Darter	Common

Rountree Branch

<u>Fish Species</u>	<u>Relative Abundance</u>
Smallmouth Bass	Common
Johnny Darter	Common
Redbelly Dace	Abundant
Stoneroller	Abundant
White Sucker	Abundant
Creek Chub	Common
Bluntnose Minnow	Present
Blacknose Dace	Present
Common Shiner	Common
Brook Stickleback	Present
Hornyhead Chub	Common

It should be noted that many of the fish species in these streams may be found only in one particular place in the stream. To cite a few examples channel catfish are present only in the lower portion of Bonner Branch and Redbelly Dace are common only in the upper portion. "Stonecats" are found only where rocks are abundant.

Largemouth bass were very abundant in Bonner Branch in 1975, but only a few were found in two surveys of this stream in 1976. The reverse was true for smallmouth bass.

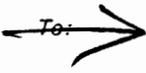
The Slender Madtom which is present in Bonner Branch is considered to be a "threatened species."

CORRESPONDENCE/MEMORANDUM

STATE OF WISCONSIN

Date: November 14, 1978

File Ref: 1430

To:  D. Mackie - 8

From: R. Lindberg - 9

Subject: Pecatonica State Trail Master Plan *RL*

The proposed master plan for this property was acted upon by the Wild Resources Advisory Council at its October, 1978 meeting. By consensus, the Council chose to abstain from comment in lieu of the property's apparent lack of wild resources potential. The Council, in discussion, felt that scientific area interests would be most appropriately cared for by the Scientific Areas Preservation Council.

Thank you for considering the Wild Resources Advisory Council as a review authority for this plan.

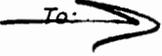
RL:je

CORRESPONDENCE/MEMORANDUM

STATE OF WISCONSIN

Date: November 13, 1978

File Ref: 2800

To:  D. J. Mackie - 8

From: C. Kabat *CK*

Subject: Scientific Areas Preservation Council Review of Pacatonica State Trail
Master Plan

We have reviewed the plan and in general support its recommendations. The Grant and Lafayette County Natural Area Inventories prepared by the Scientific Areas Section indicate no known prairie remnants along the trail, however, there may be areas where prairie plants occur. In this regard, the vegetative management discussion, p. 17, should reflect some flexibility in the mowing plan to insure prairie preservation.

WT:sh

cc: F. Stearns
H. Kolka
C. Germain