

W. Konkol (8)

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Form 1100-1

Item _____ Minutes of _____

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STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY: L. P. Voigt Date July 2, 1974

FROM: D. L. Weizenicker Bearskin

SUBJECT: Approval of final master plan of Heafford Junction-Minocqua State Park Trail.
Increase acreage goal by 34 acres - from 350 to 384 acres

1. To be presented at July Board meeting by D. L. Weizenicker

2. Appearances requested by the public:
Name _____ Representing whom? _____

3. Reference materials to be used:
Memorandum; map; master plan

4. Summary: Board approval is requested for the final master plan of the Heafford Junction - Minocqua State Park Trail and to increase the acreage goal by 34 acres, from 350 acres to 384 acres.

The proposed new boundary will encompass 384 acres. The present state ownership within this proposed boundary is 347.25 acres (about 90% complete). Acquisition costs are estimated at \$50,000.

The proposed boundary expansion for recreational support facilities are needed to complete the project to maximize public use.

5. Recommendation: That the Board approve the project master plan and an increase in acreage goal of the Heafford Junction - Minocqua State Park Trail by 34 acres, APPROVED: from 350 acres to 384 acres.

W. Konkol 7/2/74
Mr. Welsh Administrator Date

Mr. _____ Administrator _____
Secretary L. P. Voigt 7/3 Date

- cc: L. Korn
- D. L. Weizenicker
- John G. Brasch - Rhinelander
- E. J. Faber
- D. W. Konkol

Signed: D. L. Weizenicker
D. L. Weizenicker, Assoc. Director
Bureau of Parks & Recreation

Department of Natural Resources

INTRA-DEPARTMENT

MEMORANDUM

.....Madison.....
Station

July 2, 1974

2200

Date

IN REPLY REFER TO: _____

TO: L. P. Voigt

FROM: D. L. Weizenicker

SUBJECT: Heafford Junction - Minocqua State Park Trail - Approval of Final Master Plan and Acreage Goal Revision

Board approval is requested for the final master plan and acreage goal revision for the Heafford Junction - Minocqua State Park Trail.

History - The Heafford Junction - Minocqua State Park Trail was established in 1973 with an acreage goal of 350 acres. A total of 316 acres was purchased from the Milwaukee Road and, at the June, 1974 meeting, the Natural Resources Board accepted a donation of 31.25 acres or approximately three and one-quarter miles of the abandoned railroad grade. State ownership presently comprises a total of 347.25 acres.

Trail Purpose: The 25-mile Heafford Junction Minocqua State Trail is the fifth trail of its kind established as segments of Wisconsin's state park system. The trails were established as multi-purpose projects to provide much needed recreational facilities for hiking, bicycling and snowmobiling.

Acreage Goal Revision: In view of the anticipated public use of the Heafford Junction - Minocqua Trail, additional lands are required to provide for trail-user support facilities. The proposed new boundary will encompass a total of 384 acres which is an increase of 34 acres in the project acreage goal. Present state ownership consists of 347.25 acres or about 90% complete.

The additional lands to be acquired consist of eight sites located along the trail as identified on the attached map:

Site #1 - North Easement Area - 1 acre

This parcel is located at the northern terminus of the trail in Minocqua. The purpose of the easement is to provide public access to the trail from a public street. The conveyance of this easement to the state is part of the original transaction with the Milwaukee Road.

Site #2 - North Parking Lot - 4 acres

The four-acre tract at this location is designated as a future parking area to provide trail access. The parcel has good town road access.

✓ Site #3 - South Blue Lake Rest Area - 5 acres

This parcel is located approximately eight miles south of the northern trail terminus and is planned as a rest stop area. Facilities provided will consist of a few picnic tables, pit-toilets and a well. The site is scenic with an overlook and frontage on South Blue Lake.

✓ Site #4 - Parking Lot - 4 acres

This parcel is designated as a future parking area to provide trail access. It is located in the Village of Goodnow.

✓ Site #5 - Rest Area - 5 acres

This parcel is designated as a future trail rest area. It is located just north of the Village of Harshaw and at the approximate midpoint of the trail. Facility development will consist of a few picnic tables, pit-toilets and a well. The site is situated on Bearskin Creek.

✓ Site #6 - Parking Lot - 4 acres

This parcel is designated as a future parking lot for trail access. It is located on County Highway "K".

✓ Site #7 - South Parking Lot and Island - 10 acres

The 10-acre tract is located near the southern terminus of the trail. The land is needed to provide road and parking access and future recreational facilities for trail users. It includes a small peninsula or "island" in Lake Nakomis with the only access to the peninsula from the former right-of-way. The site is scenic and will also provide lakeshore fishing opportunities. The acquisition will provide for a needed trail access and remove a private inholding that is inconsistent with project objectives.

✓ Site #8 - South Easement or Purchase Area - 3.75 acres

This parcel is located immediately south of the present state ownership and is part of the abandoned railroad grade. Acquisition will provide town road access and link the trail with a highly used existing snowmobile trail.

The proposed boundary revision and project acreage goal are in accordance with the project master plan. The cost to complete the acquisition of all project lands is estimated to be \$50,000.

Current Status: The final project Environmental Impact Statement will be published in July, 1974 and the final master plan for the Heafford Junction - Minocqua State Park Trail has been completed.

The rails and crossties have been removed and Department personnel are presently cleaning up debris and grading the track bed. The facility is closed to public use at this time.

TO: L. P. Voigt - July 2, 1974

4.

It is planned to have the trail open for public use in 1975. Expected visitations for the first year of operation are 15,000+ and it is estimated that 50,000+ people will be using the trail within five years.

The acreage goal expansion and recreational support facilities are needed in order to complete the project for full public utilization.

Recommendation: It is recommended that the Natural Resources Board approve the project master plan and increase the acreage goal of the Heafford Junction - Minoqua State Park Trail by 34 acres, from 350 acres to 384 acres.


D. L. Weizenicker

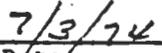
DWK:jm

cc: L. Korn
D. L. Weizenicker
E. J. Faber
John Brasch - Rhinelander
D. W. Konkol

RECOMMENDED:



S. W. Welsh

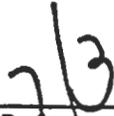


Date

APPROVED:



L. P. Voigt



Date

~~Every~~ ~~Project~~
HARRISON JCT.

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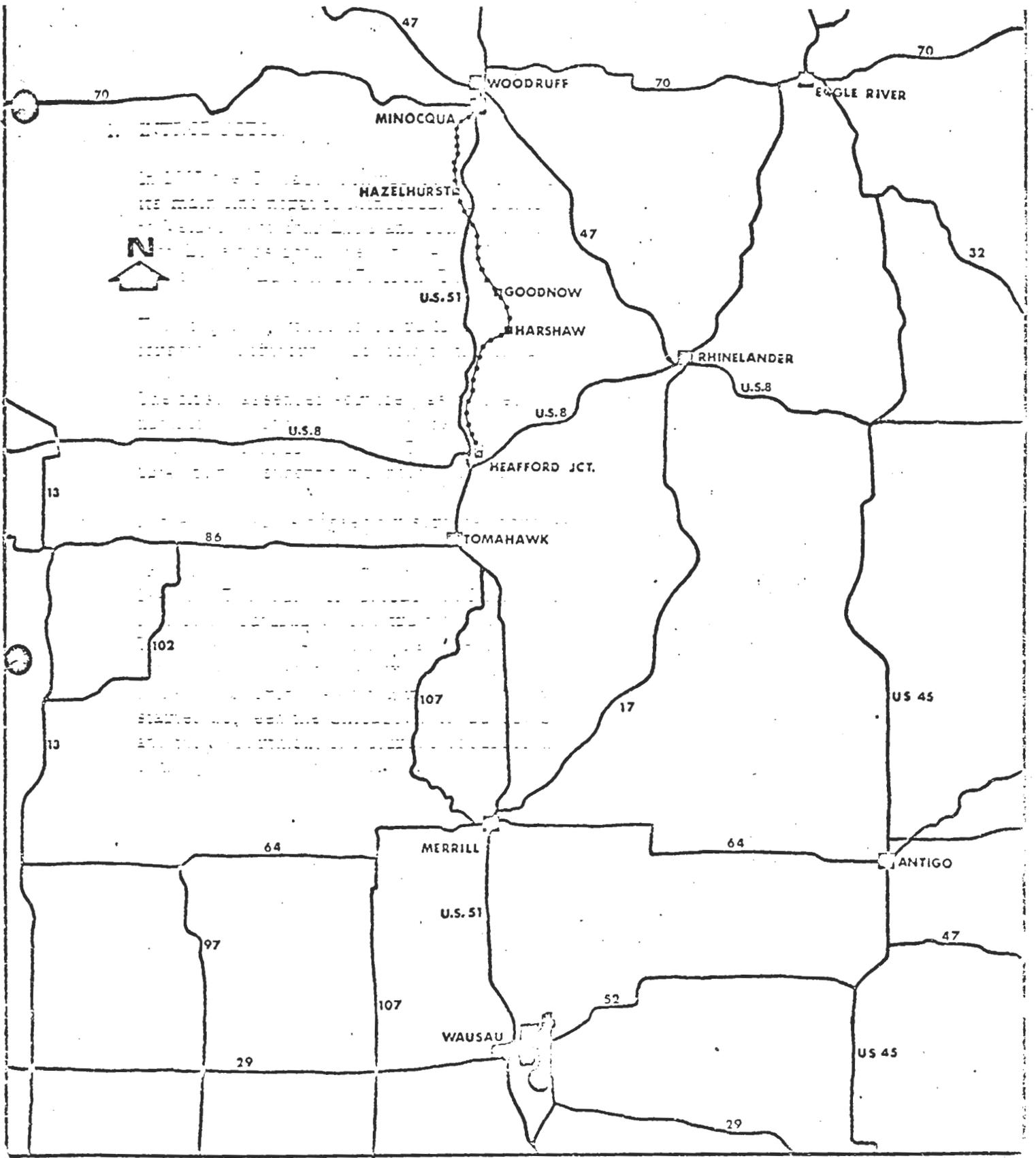
I. INTRODUCTION

In 1887 the Chicago, Milwaukee, St. Paul and Pacific Railway Company completed its main line north to Minocqua. The line was then extended from Minocqua north to Velasco and Star Lake and completed in 1895. The section from Minocqua to Star Lake was abandoned in 1944. The Milwaukee Road began to build its main line toward Star Lake in 1873 from Tomah.

The original purpose of the railroad was to export pine logs and lumber from the forests of northern Wisconsin to the urban and industrial areas of the midwest.

The first passenger service was started on January 29, 1888, when train number 13 was placed in service to leave Merrill daily at 7:00 a. m. and arrive in Minocqua at 12:05 p. m. The service from Minocqua southward left daily at 12:48 p. m., except for Sundays, and arrived in Merrill at 6:25 p. m.

In the late 1920's passenger service increased considerably with tourists and recreationists travelling the railroad from Chicago and Milwaukee. The "Fisherman's Special" ran on weekends during the late 1920's to the early 1940's. The train left Chicago on Friday, arriving in Minocqua at about 3:00 a. m. Saturday. The train was equipped with sleeping and dining cars. The "Fisherman's Special" returned to Chicago on Sunday evening. After the early 1940's passenger service declined, until it was completely discontinued in 1955. Operations on the grade ceased completely in 1972. Negotiations were started between the Chicago, Milwaukee, St. Paul and Pacific Railway Company and the Department of Natural Resources in 1973 for acquisition of 24.9 miles of the grade as a state park trail.



PROXIMITY MAP

Figure I

II. SUMMARY OF THE PROJECT

The Wisconsin Department of Natural Resources acquired a 24.9-mile long segment of abandoned railroad grade from the Chicago, Milwaukee, St. Paul and Pacific Railway Company in 1973 for a cost of \$150,000. The 347.25 acres of grade acquired extend from a point one-quarter mile north of the Oneida-Lincoln County line to the east end of the trestle which crosses Lake Minocqua. An additional 36.75 acres of land will have to be acquired for support facilities for the trail. This would result in a total acquisition of 384 acres of land needed for the project.

The purpose of developing the grade is to provide a scenic public trail in an area which has traditionally received heavy recreational usage. The trail will accommodate year-round use with two-way traffic for bicycling, hiking and snowmobiling or cross-country skiing. Developments will be minimal. A tread seven feet wide will be constructed for bicycling and hiking. A path twelve feet wide will be maintained for snowmobiling. The construction of two small parking lots and a small rest area is planned. Two additional parking lots and one additional rest area may be constructed in the future if demand warrants.

The value of a recreational trail is effectively summarized in the following statement concerning the trail program in Ontario, Canada:

"The linear nature of trails is such that they can and do traverse a variety of natural and cultural landscapes offering the user a range of experiences on a social, aesthetic, intellectual, educational and emotional level."

It is anticipated that the trail will have a considerable economic impact on the surrounding area. In addition to the cost of development, expenditures for goods and services by trail users would supplement the incomes of local business establishments.

Should the availability of gasoline become a primary factor limiting snowmobile utilization, the trail would readily serve for non-motorized winter sports such as cross-country skiing.

III. CONCEPTS OF THE PROJECT

The concepts presented will serve as an aid in developing the trail and also as guidelines for future development.

- 1. The history of the railroad will be presented at developed parking areas at either end of the trail. Emphasis will not be put on elaborate displays. The idea is to present a synopsis of early logging railroad history and let the trail exist on its present merits.
- 2. Aesthetic quality along the trail is excellent. The need for screening of undesirable views is minimal. The greatest percentage of land adjoining the trail is forested.
- 3. A great amount of use pressure will be generated from persons using the trail during the winter as a link with other "private snowmobile" trails. At present there are ten intersecting private snowmobile trails. Signed access from intersecting trails will be limited to only those trails which are open for public use and maintained to state standards by other units of government, clubs or other responsible businesses or organizations. Signs will be limited to the name of the trail only, e.g. "Winter Wonderland Trail". Private signs stating the name, direction and miles of travel from a marked intersection as previously described will be allowed on the state park property if the sign conforms to state standards of size, color, material, etc., as stated in M.C. 8672. These private signs will be provided, maintained and erected by the club, governmental agency or business sponsoring the intersecting trail after obtaining a permit from the Department of Natural Resources. Where two or more signs are erected, they will be consolidated on a common post. No signs will be affixed to trees. All trail signs and associated private signs will be removed from state park property by the person or agency erecting the sign during seasons in which the intersecting trail is not open for public use.
- 4. No camping facilities will be developed by the Department of Natural Resources.
- 5. Development along the trail will be minimal. The trail itself provides recreation. Extensive day use facilities are not needed. Private enterprise presently provides facilities in the vicinity of the trail including restaurants, taverns, resorts, campgrounds and motels. Private enterprise will be encouraged to expand their facilities to meet any new demands generated by the state trail. It is anticipated that existing, privately owned commercial facilities along the trail may provide a limited amount of parking for trail users. Trail users could create a safety problem by parking on the shoulders of public roads that intersect the grade. If this should develop into a serious problem, parking would be prohibited at some intersections and additional off-the-road parking facilities would be provided at other intersections. The

- location of two additional, future parking lots will be dictated by use patterns as they develop.
6. The trail is intended for snowmobiling, bicycling and hiking. No other motor vehicles (except service vehicles) will be allowed, nor will horses.
 7. Rest stops for snowmobilers are presently being provided by taverns and resorts near the trail. It is anticipated that some of these same establishments will serve as rest stops for summer use as well. It is recognized that many trail visitors will not desire to leave the trail to use commercial rest stop facilities. Therefore, one rest stop will be developed along the trail route accessible by trail users only. Facilities to be provided include a set of single-unit, sealed vault, pit toilets, a well, two grills and five picnic tables. One additional rest area may be constructed in the future, if demand warrants. It is anticipated that informal picnic use will take place along the trail corridor, especially near water crossings.
 8. Section 29.57 (4) of the Wisconsin Statutes prohibits small game hunting on state park lands. Deer hunting could be permitted; however, Section NR 10.27 of the Wisconsin Administrative Code would have to be amended before gun and bow and arrow hunting for deer could be allowed.
 9. The grade provides unique opportunities for fishing access. The grade crosses Bearskin Creek ten times and provides walk-in access to this excellent trout stream. In addition the grade provides fishing access to Lake Minocqua, Lake Kawaguesaga, Rocky Run Creek, Horsehead Creek, South Blue Lake and Lake Nokomis. Access may also be available to Baker Lake, but this will have to be determined by a land survey. Access to creeks for fishing will be via the state park trail.
 10. Drainage patterns on the railroad grade will not be changed; they will remain as they have existed since 1887. Deviation from this guideline will occur only if specific problems should become evident.
 11. Roads presently crossing the railroad grade will not be closed by the Department of Natural Resources.
 12. Additional access across the grade will be granted to individuals owning property adjoining the grade or to other units of government.
 13. Fencing and vegetative screenings will be installed at specific locations along the trail route if requested by adjacent property owners. The Department of Natural Resources would allow the adjacent property owner to select one of the following methods of installing fence:

Available to the public for use as a trail

(a) The Department of Natural Resources will pay the entire installation cost of the fence and the adjacent land owner requesting the fence will be responsible for its maintenance over a twenty-year period.

(b) The Department of Natural Resources and the adjacent land owner will each be responsible for erecting one-half the fencing required and will each be responsible for maintaining the segment of fence that they erect.

14. Adjacent property owners will be responsible for the cost of any trail relocations which are approved in order to site the trail farther away from private dwellings.

15. In instances where specific problems exist between the trail right-of-way and adjoining land owners, efforts will be made to reduce or resolve these problems while still retaining the integrity of the trail corridor.

III. DE A third private campground, Oak Ridge, is located on the west side of Little Bearskin Lake. This campground does not have direct access to the trail.

A State Forest campground containing eighteen sites is located on the east side of Bearskin Lake and is approximately two miles from the trail.

Within a five-mile radius from Minocqua and Woodruff there are many private and public campgrounds.

4. Parking

The need for parking lots is readily apparent, as there are no existing facilities on the trail. However, it is expected that private enterprise will provide a limited amount of parking at their facilities in the vicinity of the trail. Parking is planned for the following locations:

(a) South end

The parking lot for the southern end of the trail as planned is recommended in T36N, R6E, Section 35. Ten acres of land will have to be acquired, including a small island that will be used as an informal recreation area with no developments. The parking lot will accommodate twenty car/trailer units and will have a gravel surface. Toilets are not planned at this time, but a set of pit-type toilets may have to be considered in the future.

(b) North end

Some public parking is available at the north end of the trail in the city of Minocqua at Torpy Park. If this park does not provide sufficient parking capacity, an additional parking lot may have to be constructed near the north end of the trail. The area recommended is in T39N, R6E, Section 27. This lot would accommodate twenty car/trailer units and would have a gravel surface. Four acres of land would have to be purchased.

(c) Intermediate parking lots

If demand warrants in the future, two additional parking lots are recommended along the trail right-of-way. The final location of these lots will depend to some extent on the use patterns that develop on the trail. These lots would each accommodate ten car/trailer units. However, for the present the following two locations are recommended:

T37N, R7E, Section 18 - Construct a ten-car gravel-surfaced parking lot.

T36N, R6E, Section 1 - Construct a ten-car gravel surfaced parking lot.

Snowmobile use will be generated by private trails from taverns and resorts which intersect the state trail. Parking lots at such business places may provide a limited amount of parking. Connecting snowmobile trails may eventually be converted to year-round use for hiking and bicycling.

5. Trestles

There are fourteen trestles on the grade, most in excellent condition. Five of the trestles were scheduled for renewal of piling and bulkheads within the next few years to meet railroad standards. For a hiking, snowmobile trail using relatively light maintenance equipment, upkeep costs of the trestles will be almost nil. The only major expense to improve the trestles for trail use will be planking over the ties and installing side rails that are 42 inches high. A plan has been drawn for planking and installing railings on the trestles. The fourteen trestles total 2,871 feet in length.

In four instances the sand ballast under the trestles is eroding badly from both drainage and pedestrian traffic. The ballast should be terraced and sodded. The Department of Natural Resources will work with the Soil Conservation Service to determine the most practical method of correcting these erosion problems. The four trestles where stabilization is needed are:

G458 - T36N, R6E, Section 26. The trestle crosses Lake Nokomis and is 3'-4" high.

G464 - T36N, R6E, Section 2. The trestle crosses Bearskin Creek and is 15'-8" high.

G466 - T37N, R6E, Section 36. The trestle crosses Bearskin Creek and is 9'-4" high.

G472 - T37N, R7E, Section 30. The trestle crosses Bearskin Creek and is 14'-9" high.

The railroad grade crosses water courses seventeen times. Fourteen of the crossings are on established railroad trestles and three are over culverts. The sites of the trestles and culverts are identified below from south to north:

T36N, R6E, Section 26 - A 75-foot railroad trestle crosses Lake Nokomis. During normal water level there is a 3'-4" clearance under the structure. This trestle would be raised to facilitate navigation by water craft. The existing ballast is eroding and would be stabilized.

T36N, R6E, Section 22 - A small, unnamed stream is crossed by the grade. A concrete culvert three feet in diameter provides passage for water under the grade. The present culvert should be adequate.

T36N, R6E, Section 2 - A 90-foot long trestle crosses Bearskin Creek. During normal water level there is 15'-8" clearance. Erosion of the existing ballast is occurring and would be corrected.

T37N, R6E, Section 36 - A 60-foot long trestle crosses Bearskin Creek. During normal water level there is a 9'-4" clearance. Erosion of the existing ballast is occurring and would be corrected.

T37N, R7E, Section 31 - The grade crosses Bearskin Creek at this point on three culverts. The culverts vary in size; one is 6'-0" in diameter, one is 4'-4" in diameter and one is 3'-9" in diameter.

T37N, R7E, Section 30, SW 1/4 SE 1/4 - A 90-foot long trestle crosses Bearskin Creek. During normal water levels there is 14'-9" clearance. Erosion of the existing ballast is occurring and would be corrected.

T37N, R7E, Section 30, SE 1/4 NE 1/4 - A 705-foot long trestle crosses Bearskin Creek. During normal water levels there is a 4'-11-1/2" clearance.

T37N, R7E, Section 30, NE 1/4 NE 1/4 - A 150-foot long trestle crosses Bearskin Creek. During normal water levels there is a 4'-9" clearance. Planks on the sides of the trestle that presently impede navigation and collect debris would be removed.

T37N, R7E, Section 19, SW 1/4 NE 1/4 - A 150-foot long trestle crosses Bearskin Creek. During normal water levels there is a 4'-11" clearance.

T37N, R7E, Section 19, NW 1/4 NE 1/4 - A 30-foot long trestle crosses Horsehead Creek. During normal water levels there is a 2'-0" clearance. A well-marked portage trail would be maintained across the proposed trail right-of-way. At such time that this structure needs replacing, a new bridge with a five-foot clearance would be installed.

T37N, R7E, Section 18, SW 1/4 NW 1/4 - A 45-foot long trestle crosses Bearskin Creek. During normal water levels there is a 6'-0" clearance.

T37N, R6E, Section 13, SE 1/4 NE 1/4 - A 270-foot long trestle crosses Bearskin Creek. During normal water levels there is a 4'-4" clearance.

T37N, R6E, Section 12, NW 1/4 NW 1/4 - A 60-foot long wooden bridge crosses Bearskin Creek. During normal water levels there is a 10" clearance. A portage trail would be maintained across the proposed trail right-of-way. At such time that this structure needs replacing a new bridge with a five-foot clearance would be installed.

T38N, R6E, Section 26, SW 1/4 SE 1/4 - A 690-foot long trestle crosses a drainage from Scott Springs which drains into Rocky Run Creek. During normal water levels a 4'-10" clearance exists.

T38N, R6E, Section 23, SW 1/4 NE 1/4 - The grade crosses the north branch of Rocky Run Creek on a culvert 3' to 4' in diameter.

T39N, R6E, Section 15, NE 1/4 SE 1/4 - A 108-foot long combination bridge and trestle crosses the channel between Lake Kawaguesaga and Lake Minocqua. During normal water levels a 12'-0" clearance exists.

T39N, R6E, Section 14, SW 1/4 NW 1/4 - A 308-foot long combination bridge and trestle crosses Minocqua Lake. During normal water levels a 12'-6" clearance exists.

In situations where present trestles do not provide the required clearance of five feet the problem would be corrected when the trestles are replaced.

In addition several culverts exist beneath the existing grade to provide drainage.

The Division of Highways of the Wisconsin Department of Transportation has pointed out that the concrete abutments on the existing railroad bridge overpass on U. S. Highway 51 south of Hazelhurst are too close to the highway for safety. The existing structure would have to be removed and a new structure installed to handle trail traffic. Proposed new U. S. Highway 51 is now being planned by the Division of Highways as far north as County Trunk Highway "K". The new highway will cross the trail right-of-way and is tentatively scheduled for construction in 1978. In preliminary meetings between the Department of Natural Resources and the Division of Highways it appears as if with some minor rerouting on a short portion of the trail it can pass underneath a proposed highway bridge across Bearskin Creek. The cost of lengthening the proposed highway bridge to accommodate the trail is estimated at \$30,000. The costs involved in both of the above-mentioned "trail-highway crossings" will be applied for under the Federal Aid Highway Act of 1973.

6. Rest Areas

Rest stop facilities are available at many taverns and resorts that are presently existing along U. S. Highway 51, which parallels the trail. These facilities are well spread out along the route of the state trail and out of sight distance of the trail. Many of these businesses already have snowmobile trails linking into the Heafford Junction-Minocqua grade, which is presently being used heavily for snowmobiling. Many of the trails leading from the grade to business establishments will in all likelihood become year-round trails to accommodate bikers and hikers as well.

For those people desiring not to stop at commercial facilities near the state trail, one rest area will be developed immediately, and an additional rest area will be developed in the future if demand warrants. The first rest area to be developed will be located on South Blue Lake [T38N, R6E, Section 26, W 1/2]. Five acres of land will have to be purchased. Facilities to be provided include a set of single unit sealed vault pit toilets, five picnic tables, two grills and a well.

The second rest area would be located between Goodnow and Harshaw, if demand warrants. The exact location has not yet been chosen. Five acres of land will have to be acquired.

7. Trail Tread

Limestone screenings or a similar material will be placed on the trail tread for a width of seven feet to provide a suitable path for bicycling and hiking. A total of 24.9 miles of trail will have to be surfaced.

8. Interpretation

Interpretation of the natural and historic features of the trail can be handled by signing and brochures. The interpretive program will be handled as follows:

- (a) South and north end parking lots - Historical type marker depicting the general history of the grade.
- (b) Interpretive signs, similar to those used on self-guiding nature trails, located along the trail route pointing out specific natural or historic features.
- (c) Complete history of the Heafford Junction Grade at trail headquarters.
- (d) A brochure will be made available with a map of the trail and highlights and historic information. The brochure will be made available to the public through DNR installations in the area.

9. Signing

The trail will be signed in accordance with the recommended state signing procedures for snowmobile routes. In addition mileposts, informational signs, entrance signs, interpretive signs and regulatory signs will be needed. A complete sign plan will be prepared by the property manager in charge of the trail.

10. Navigation

Trestles on the trail cross Lake Minocqua, Lake Kawaguesaga and Lake Nokomis, which all receive heavy boating use. A study will be made to determine what safety devices are needed such as buoys and lights to make the trestles safer for navigation.

11. Landscape Management and Maintenance

The following management techniques are important to the assurance of an aesthetically pleasing trail:

(a) Panoramas and Vistas

In certain areas with a minor amount of pruning and thinning vistas can be maintained. Maintenance of vistas is very important and can add greatly to the aesthetic appeal of the trail.

(b) Diversity

A great deal of diversity naturally exists on the Heafford Junction grade. In a few instances the trail is flanked by long stretches of vegetation of the same type and size. In such places the tunnel effect may be altered by thinning and leaving specimen trees or creating small openings.

(c) Screening

If undesirable developments should occur within site distance of the trail, planting may have to be considered to screen these blemishes. Imagination should be used in vegetative screenings. Mechanical spacing should be avoided, and species and size classes should be varied.

Vegetative screening may also have to be considered to provide privacy to existing residences located adjacent to the grade. Only plant materials native to the area and site will be used.

(d) Vegetative Control

To maintain a trail surface suitable for bicycling it will be necessary to keep the seven-foot wide trail tread free of vegetative growth. On most of the trail vegetation on the seven-foot wide trail tread will be controlled with a broadcast spray of Simazine 80W at a rate of 2-1/2 to 4 pounds per acre. For control of sweet fern [*Comptonia peregrina*] 2,4,5-TP will be used at a rate of 2 pounds per acre. This material can be combined with Simazine where broadcast spraying is done. At all water crossings the broadcast spray would stop 200 feet on each side of the body of water. Treatment within 200 feet of water would be selective, using Fenavar granules. A few grains of Fenavar would be scattered at the base of individual plants. In areas where the right-of-way passes within 200 feet of wetlands, streams or lakes, individual treatment with Fenavar granules would be the prescribed treatment. The chemicals and application rates for control of vegetation on the trail tread have been approved by the Division of Environmental Protection, Laboratory Services Section, of the Department of Natural Resources. Simazine is a herbicide with low toxicity for mammals, birds and fishes. It is nonpersistent in animals but has been known to remain intact in the soil for up to two years when applied in large doses. Silvex [2,4,5-TP] also has a low level of toxicity to animals and is nonpersistent in both animals and the soil. Fenavar is a herbicide which is not toxic to fish or wildlife at the dosage level to be used. Fenavar is moderately persistent in the soil. When used as recommended the herbicides should have a minimal effect on the environment. Vegetative plant growth outside the seven-foot wide trail tread and within the right-of-way will be controlled by mechanical means.

(e) Trail Grooming

During the snowmobile season a twelve-foot wide path will be groomed for snowmobiling. The trail will be groomed with a SkiDozer, manufactured by Bombardier Limited, Quebec, Canada. This unit is stationed on the Northern Highland-American Legion State Forest. The power unit is 7'-4" wide on the tracks and is 8'-5" high. It has an 8' blade on the front end that can be angled. In the future other types of equipment may be utilized for trail grooming.

V. ACQUISITION

An acreage goal of 384 acres is proposed for the project. The acreages to be considered for acquisition or easement are itemized as follows:

1. Railroad Grade - 347.25 acres

The Chicago, Milwaukee, St. Paul and Pacific Railway grade from a point one-quarter mile north of the Oneida-Lincoln County line northward to the east end of the trestle over Lake Minocqua for a distance of 24.9 miles.

2. North End Easement - 1 acre

An easement has been obtained from the Chicago, Milwaukee, St. Paul and Pacific Railway Company to connect the north end of the trail to a city street in Minocqua.

3. North End Parking Lot - 4 acres

A parking lot may eventually be needed on the north end of the trail to supplement public parking facilities presently existing in Minocqua. [T39N, R6E, Section 27]

4. South End Parking Lot - 10 acres

A parking area and an island connected to the mainland by the railroad grade are recommended for purchase. Parking will be needed at the southern end of the trail and the island will be used as an informal recreation area. [T36N, R6E, Section 35]

5. Rest Area - South Blue Lake - 5 acres

A small rest area is recommended adjacent to South Blue Lake, accessible to trail users only. [T38N, R6E, Section 26]

6. Future Rest Area - 5 acres

As use patterns develop and use on the trail increases a second rest area may be needed in the future. An effort should be made to acquire land between Harshaw and Goodnow for this rest area.

7. Future Parking Lots - 8 acres

As use patterns on the trail develop, the need for a couple of intermediate parking lots for trail access may arise. Four acres would have to be

... purchased for each lot, making a total of eight acres. Tentative locations suggested are:

... T37N, R7E, Section 18

... T36N, R6E, Section 1

8. South End Purchase or Easement - 3.75 acres

At the southern end of the trail a trestle across Lake Nokomis exists that was retained by the Chicago, Milwaukee, St. Paul and Pacific Railway Company. The rails have been removed from this 135-foot long trestle. It is recommended that this trestle either be purchased or an easement obtained so that the trestle can be planked and railings installed, making it safe for public use. This trestle would also provide access to the state trail from other snowmobile trails to the south.

VI. PROTECTION OF THE TRAIL

As stated previously, the trail will provide recreation by itself. The quality of the recreational experience will be influenced to some degree by the aesthetic quality of the adjacent land areas to the trail. If the aesthetic quality of the surrounding land areas declines due to developments initiated adjacent to the trail, Oneida County may want to provide additional zoning protection to retain the aesthetic quality of this state park trail.

X

VII. DEVELOPMENT SCHEDULE AND COSTS

The development of the state park trail will be divided into three phases. Phase I is development work that is necessary to make the trail safe to use. Phase II is the development work that is necessary to make the trail more convenient and enjoyable for the trail user and development that is necessary to resolve problems associated with adjacent landowners. Phase III would consist of presently un-scheduled development that may become necessary in the future.

Tentative Development Schedule

Phase I [To be started in 1974]

Railings, curbing and planking for 14 trestles [2,871 feet] and railings along steep embankments	\$80,000	10,000 70,000 BASIC	
Signing	4,000	BASIC	
Stabilize trestle embankments	2,000		
Remove hazards along the trail such as trees, telegraph poles, wire, regrade, etc.	6,000	BASIC	
Construct right angle trail crossings at county and town road intersections	1,500	BASIC	
Devices to increase safety of navigation under trestles on Lake Minocqua, Lake Kawaguesaga and Lake Nokomis	2,000		
Land survey	1,500		
Ten emergency turnarounds for fire control and enforcement vehicles	<u>6,500</u>		
		\$103,500	

Phase II [To be started in 1975]

Surface 24.9 miles of trail grade for bicycling and hiking	\$60,000	BASIC	
Construct two 20-car/trailer parking lots	5,500		
Planting of vegetative screens	1,500		
Fencing as needed or requested	8,000	BASIC	

H 10/1/74

Rest area	\$ 7,500
Raise trestle on Lake Nokomis	<u>3,000</u>
	\$85,500
Total Phases I and II	\$189,000

Phase III

Trail crossing on proposed new U. S. Highway 51, tentatively scheduled for 1978	\$30,000
Trail crossing on existing U. S. Highway 51	Cost unknown
Additional fencing or vegetative screening as requested or needed	Cost unknown
Two additional parking lots and one additional rest area, if needed	15,000

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APPENDIX

ONEIDA COUNTY ZONING

	District #1	Forestry
	District #2	Single Family Residential
	District #3	Multiple Family Residential
	District #4	Residential Farming
	District #5	Recreational
	District #6	Business OFFICE
	District #7	Manufacturing Industrial
	Map Land Protection Ordinance	

plats, or along any recognizable or clearly definable line. The boundaries of the use districts are established by the official maps of Oneida County, being designated as the Oneida County Zoning Map, Oneida County, Wisconsin, dated April 20, 1960. Said map and all notations, references and other things shown or attached to said zoning map showing use districts shall be as much a part of this ordinance as if the matter and things set forth by said map were fully described herein.

9.04 USE OF PREMISES

(1) No land or premises shall be used except in conformity with the regulations herein prescribed.

(2) No building or structure shall be erected or structurally altered or used except in conformity with the regulations herein prescribed for the use districts in which such building or structure is located.

9.05 DISTRICT NO. 1 - FORESTRY DISTRICT

Since forest, wildlife, water and minerals are the chief resources to be developed in this Forestry District, no building, land or premises shall be used except for one or more of the following specified uses:

- (1) The production of forest products
- (2) Forest industries
- (3) Public and private parks, playgrounds, camp grounds and golf grounds
- (4) Recreational camps
- (5) Cottages
- (6) Hunting and fishing cabins
- (7) Trappers cabins
- (8) Licensed fur farms, deer farms, fish hatcheries and fisheries
- (9) Boat liveries and sale of bait
- (10) Hydro-electric dams, power plants, flowage areas, transmission lines and substations
- (11) Telephone and telegraph line rights-of-way and structures used in communications
- (12) Airplane landing strips
- (13) Fire detection and control structures
- (14) Religious shrines and historical markers
- (15) Directional signs and signs incidental to uses permitted in this section
- (16) Any other seasonal land uses not requiring year-long residence such as mines, quarries, gravel pits, water development, wilderness areas, recreational or wildlife uses including the harvesting of any wild crop such as ferns, mosses, berries, tree fruits and tree seeds and agricultural crops
- (17) Mobile homes for seasonal use are permitted except in the restricted areas that are listed in Section 9.165

Any of the above uses are permitted in the Forestry District and all other uses including family dwellings or uses requiring family dwellings shall be prohibited. The naming of these specific uses in no way limits the generality of this section.

9.06 DISTRICT #2 - SINGLE FAMILY RESIDENTIAL DISTRICT

In the Single Family Residential District the following uses are permitted:

- (1) Single Family detached dwellings
- (2) Accessory buildings incidental to the residential use not for hire such as, guest cottages and quarters, garages and boat houses
- (3) Customary home occupations provided the space requirements do not exceed that which is customary for a family dwelling and accessory buildings
- (4) Professional and service offices such as doctor, dentist, lawyer, insurance, artist and musician when situated in dwelling
- (5) Churches, public and parochial schools, libraries, community buildings, museums and historical markers
- (6) Signs pertaining to the advertising of home occupation and to the identification, lease, hire or sale of premises on which they are located
- (7) Community signs for two or more establishments providing that the portion of such sign devoted to a single establishment shall conform to the specifications of the Wisconsin Highway Administrative Code
- (8) Telephone exchanges and rights-of-way for transmission facilities, telephone, telegraph, power and utility lines and structures used for communications.
- (9) Forest tree planting
- (10) Gardens and greenhouses for home use
- (11) Cemeteries
- (12) Mobile homes are permitted except in the restricted areas that are listed in Section 9.165

All other uses shall be prohibited in this district. The naming of these specific uses in no way limits the generality of this section.

9.07 DISTRICT #3 - MULTIPLE FAMILY RESIDENTIAL DISTRICT

In the multiple family residential district the following uses are permitted:

- (1) All the uses permitted in District #2, the Single Family Residential District
- (2) Multiple family dwellings
- (3) Single family detached dwellings for rent or lease, (rented cottages)
- (4) Boarding and lodging houses
- (5) Hospitals, sanitariums, clinics, convalescent and nursing homes but not including correctional institutions
- (6) Public parks, children's playgrounds and tennis courts and golf grounds

All other uses shall be prohibited. The naming of specific permitted uses in no way limits the generality of this section.

9.08 DISTRICT #4 - RESIDENTIAL AND FARMING DISTRICT

In the Residential and Farming District the following uses shall be permitted:

- (1) All of the uses of District #1 - The Forestry District
- (2) All of the uses of District #3 - Multiple Family Residential District
- (3) All types of agriculture, horticulture and farming including fur and game farms, kennels, and fisheries
- (4) Greenhouses
- (5) Commercial stables or riding academies
- (6) Airports and landing fields
- (7) Drive-in theaters, amusement and recreational parks
- (8) Mobile home parks
- (9) Hotels, motels and resorts
- (10) Signs and billboards for hire
- (11) Sale of farm produce only when raised or produced on the same premises and the erection of structures required in connection therewith
- (12) Institutions of an educational or philanthropic nature
- (13) Trap and skeet shooting and rifle ranges
- (14) Penal and correctional institutions and insane asylums
- (15) Slaughterhouses and contractor's storage yards
- (16) Junk and salvage yards
- (17) Industry
- (18) Manufacture and processing of mineral resources indigenous to Oneida County including the erection of buildings and installation of machinery and equipment incidental thereto.

All other uses shall be prohibited. The naming of specific permitted uses in no way limits the generality of this section.

9.09 DISTRICT #5 - RECREATIONAL DISTRICT

The following uses shall be permitted within the Recreational District:

- (1) All the uses permitted in District #3 - The Multiple Family Residential District
- (2) Hotels, resorts, motels, and mobile home parks
- (3) Recreational camps and camp grounds
- (4) Restaurants, dinner clubs, taverns and other private clubs
- (5) General stores, service business, gift and specialty shops customary in a recreation district
- (6) Amusement parks and drive-in theaters
- (7) Riding academies, providing they are a part of a primary use, such as, resort, hotel, recreational camp or amusement park
- (8) Boat storage, boat liveries, and sale of bait
- (9) Institutions of a philanthropic or educational nature
- (10) Buildings and structures and uses of land customarily incidental to the above permitted uses, but only on the same premises with the primary permitted use.

All other uses shall be prohibited. The naming of these specific permitted uses in no way limits the generality of this section.

9.10 DISTRICT #6 - MARINA DISTRICT

The following uses shall be permitted in the Marina District:

- (1) Single and multiple family dwellings

- (2) Boat launching areas
- (3) Boat livery, storage, sales, service of all marine equipment but not boat manufacture
- (4) Restaurants, retail sales of sporting goods, groceries and gifts
- (5) Automobile service stations
- (6) Buildings and structures, and uses of land customarily incidental to the above permitted uses, but only on the same premises with the primary permitted use
- (7) Other marine oriented business
- (8) Telephone exchanges and rights-of-way for transmission facilities, telephone, telegraph, power, utility lines and structures used in communications
- (9) Mobile homes are permitted except in the restricted areas that are listed in Section 9.165

All other uses shall be prohibited. The naming of the above specific permitted uses in no way limits the generality of this section.

9.11 DISTRICT #7 - BUSINESS DISTRICT

In the Business District the following uses shall be permitted:

- (1) All the uses permitted in District #3 - The Multiple Family Residential District
- (2) Hotels, motels, resorts and mobile home parks
- (3) Any retail business
- (4) Offices, professional and service establishments customary in a business district
- (5) Amusement enterprises such as theaters, bowling and amusement parlors
- (6) Signs and billboards for hire
- (7) Warehouse accessory to retail or service establishments

All other uses shall be prohibited including auto wrecking and dismantling and the storage of machinery or equipment used in a business not permitted this district. The naming of the above specific permitted uses in no way limits the generality of this section.

9.12 DISTRICT #8 - MANUFACTURING AND INDUSTRIAL DISTRICT

In the Manufacturing and Industrial District the following uses shall be permitted:

- (1) Any use permitted in District #1 - The Forestry District
- (2) All types of agriculture and horticulture
- (3) Wholesale business, warehouses, storage yards
- (4) Any trade or industry

All other uses shall be prohibited. The naming of the above specific permitted uses in no way limits the generality of this section.

9.125 DISTRICT #9 - ALL PURPOSE DISTRICT

In the All Purpose District any use not in conflict with the law or county or town ordinances shall be permitted. Section 9.14 Minimum Building Site Area; Section 9.15 - Setback Lines and Sideyards and Section 9.16 - Off-Street Parking of this ordinance shall not apply in this district.

9.126 DISTRICT #10 - GENERAL USE DISTRICT

In the General Use District all uses shall be permitted that are permitted in Districts #1, #2, #3, #4, #5, #6, #7, and #8.

9.165 MOBILE HOMES

- (1) DEFINITION: For the purpose of this ordinance a Mobile Home is any vehicle, house car, camp car, bus, truck, automobile, or any portable or mobile vehicle on wheels which either is or was originally designed to be either self-propelled or propelled by any other means and which is used, intended to be used or was designed to be used for residential, living or sleeping purposes.
- (2) PROHIBITED AREAS - Mobile Homes are prohibited in the following listed areas except that one unoccupied travel trailer may be permitted on the premises if it is fully enclosed within a building provided that such travel trailer shall have a currently valid state license, shall be completely mobile and roadworthy, and shall not be connected to any water supply, sewer or waste system, electrical source, telephone, gas supply, or other utility, and provided further that it shall not be occupied by any person or persons while it is parked in the restricted area.

AREA 1 - Woodruff - In Section 1 and 2, T39N R6E, more specifically from the line between Woodruff Town Line Road to the Milwaukee and St. Paul Railroad right-of-way, northerly easterly along the Railroad right-of-way, then West along the Chicago and North Western Railroad right-of-way, to the Vilas County Line, then East along County Line

Road (Johnson Lake Road) to Basswood Street, then West on Second Avenue, then South on Beech Street to the Minocqua - Woodruff Town Line Road to the place of beginning.

AREA 2 - Woodruff - The area North of the Chicago and North Western Railroad right-of-way then along U.S. Highway 51 to the Town Line Road and West along the County Line Road to the Arbor Vitae Township Line.

AREA 3 - Woodruff - All of Section 3 and part of Section 2, T39N R6E along the Johnson Lake Road from Highway 47 to the end of the East Line of Section 3, a distance of 500 feet on the South side of the road and on the North side the same distance or the lake shore line.

AREA 4 - Woodruff - along State Highway J to the Blue Island Road a depth of 500 feet on each side.

AREA 5 - Woodruff - All of Sections 29, 30, 33 and 34 of T39N R7E.

AREA 6 - Woodruff - All of the Mid Lake Forest Sub-division and all of the area surrounding Mid Lake within a distance of 500 feet from the shore line.

AREA 7 - Hazelhurst - All of the Single Family Residential District within the Town of Hazelhurst and all of the Multiple Family Residential District within the Town of Hazelhurst.

AREA 8 - Minocqua - Franklin Lake, Government Lots 2 and 3, Section 15 T39N R5E and Government Lots 1, 2, 3, 4, 5, 6, and 7, Section 16 T39N R5E.

AREA 9 - Minocqua - Government Lot 9, Section 14 and NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and SW $\frac{1}{4}$ of NE $\frac{1}{4}$ Section 23 all in T39N R6E.

AREA 10 - Minocqua - That part of Government Lot 8, Section 14 T39N R6E known as the Clausen Hill W. of Highway 51 South of Minocqua Bridge.

AREA 11 - Minocqua - Government Lots 4, 5, 6, and 9 of Section 7 and Government Lots 1, 2, 3, and 4 of Section 18 T39N R5E.

AREA 12 - Newbold - Government Lots 7, 8, 9, NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ and the South $\frac{1}{2}$ of the SW $\frac{1}{4}$ all in Section 36 T37N R8E.

AREA 13 - Newbold - S $\frac{1}{2}$ of Section 19 the N $\frac{1}{2}$ of NW $\frac{1}{4}$ of Section 29 N $\frac{1}{2}$ of the NE $\frac{1}{4}$ Section 29 NE $\frac{1}{4}$ Section 30 all of Section 20 except NE $\frac{1}{4}$ of NE $\frac{1}{4}$ of T37N R8E.

AREA 14 - Three Lakes - Point of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ Government Lot 7, Section 16 T38N R11E.

(3) PROHIBITED AREAS - B

Mobile Homes are prohibited in the following listed areas except that one unoccupied travel trailer may be permitted on the premises, out-of-doors, or within a building provided that such travel trailer shall have a currently valid state license, shall be completely mobile and roadworthy and shall not be connected to any water supply, sewer or waste system, electrical source, telephone, gas supply or other utility, and provided further that it shall not be occupied by any persons while it is parked in the restricted area.

AREA 1 - Three Lakes - All of the land in Section six (6) and the North one-half of Section seven (7) T39N R11E.

AREA 2 - Woodboro - Government Lot 3, Section 33 T36N R7E (Known as Plat of Camp Kausau, Rambling Lane Drive).

AREA 3 - Three Lakes - as listed below:

T38N R10E - All open

T38N R11E

Section 1 Government Lot 1

Section 2 Big Stone Plat

Section 3, 4, 5, 6, 7, 9, 10, 11, 12 All Restricted

Section 13 NE $\frac{1}{4}$

Section 14 NE NE, SE NE, NE SE, SE SE Government Lot 1 Cunningham Plat
Section 14 SW NE

Section 15 Government Lots 1, 2, 3, 8, and 5 West of Road

Section 17 NE SE, SE SE

Section 20 Government Lot 3 and 4
Section 21 Government Lot 7, Kloes Big Lake Recorded Lots
Section 22 Kloes Big Lake Recorded Plat, Musky Bay Plat and Government Lot 1
West of Town Road
Section 27 Government Lot 1
Section 28 Government Lot 1, 2, 3, 4
Section 29 NE NE, SE NE

T19N R10E

Section 36 East of Route #45

T19N R11E

Section 1 Government Lot 1 and 2, Area South of Town Road. All of Government
Lot 3 and 4

Section 5 SE NW East of Town Road, NE SW, SE SW

Section 8 All Restricted

Section 11 Government Lot 12 and 7

Section 12 Government Lot 3 and 4

Section 14 Government Lot 2, 3, 4, and 1 SW NE

Section 15 NE NE

Section 17, 20 All Restricted

Section 22 Government Lot 1 and 2 NW SE, SE SW

Section 23 All Restricted

Section 26 Synott's Plat

Section 27, 28, 29, 30, 31, 32, 33, 34 All Restricted

Section 35 SW NE Mosquito Lake, NE SW, SW NW, NW NW, NE NW

(4) PERMITTED AREAS

A mobile home may be permitted within the areas named in sub (2) and sub (3) of
this section under the following conditions:

(a) If it is within a mobile home park.

(b) If it is within a public campground or in an approved private campground and
is being used for seasonal occupancy only.

(c) Temporary Permit:

A temporary permit may be issued for the parking of a mobile home or house
trailer to be used for temporary occupancy, during the construction of a
home or cottage; provided that it is on the same lot where a permit has been
issued for the building of a home or cottage; provided further that such
permit must be approved by the Town Board as well as the Zoning Administrator
and may be issued for a period of no longer than one year. No charge will
be made for such temporary permit.

(5) TOWN OF NEWBOLD

SECTION 1

All Mobile Home Parks must comply with State Statutes Section 66.058 and all
other Statutes or Administrative Codes pertaining to Mobile Home Parks.

SECTION 2

The Town Board may issue a special written permit allowing the location of mobile
homes outside of mobile home parks providing the following conditions are met:

- a. That the mobile home be placed on a prepared foundation and have approved
skirting.
- b. That no privies shall be permitted except by permission of Town Board.
- c. That the mobile home comply in all respects with the provisions of any
existing Oneida County Zoning Ordinance.
- d. That the mobile home comply in all respects with the provisions of any
existing Oneida County Sanitary Ordinance and the State Division of Health.
Application for the permit shall be made to the Deputy Zoning Administrator
and shall be accompanied by an inspection fee in accordance with the County
schedule of fees.

SECTION 3-- UNSAFE BUILDINGS:

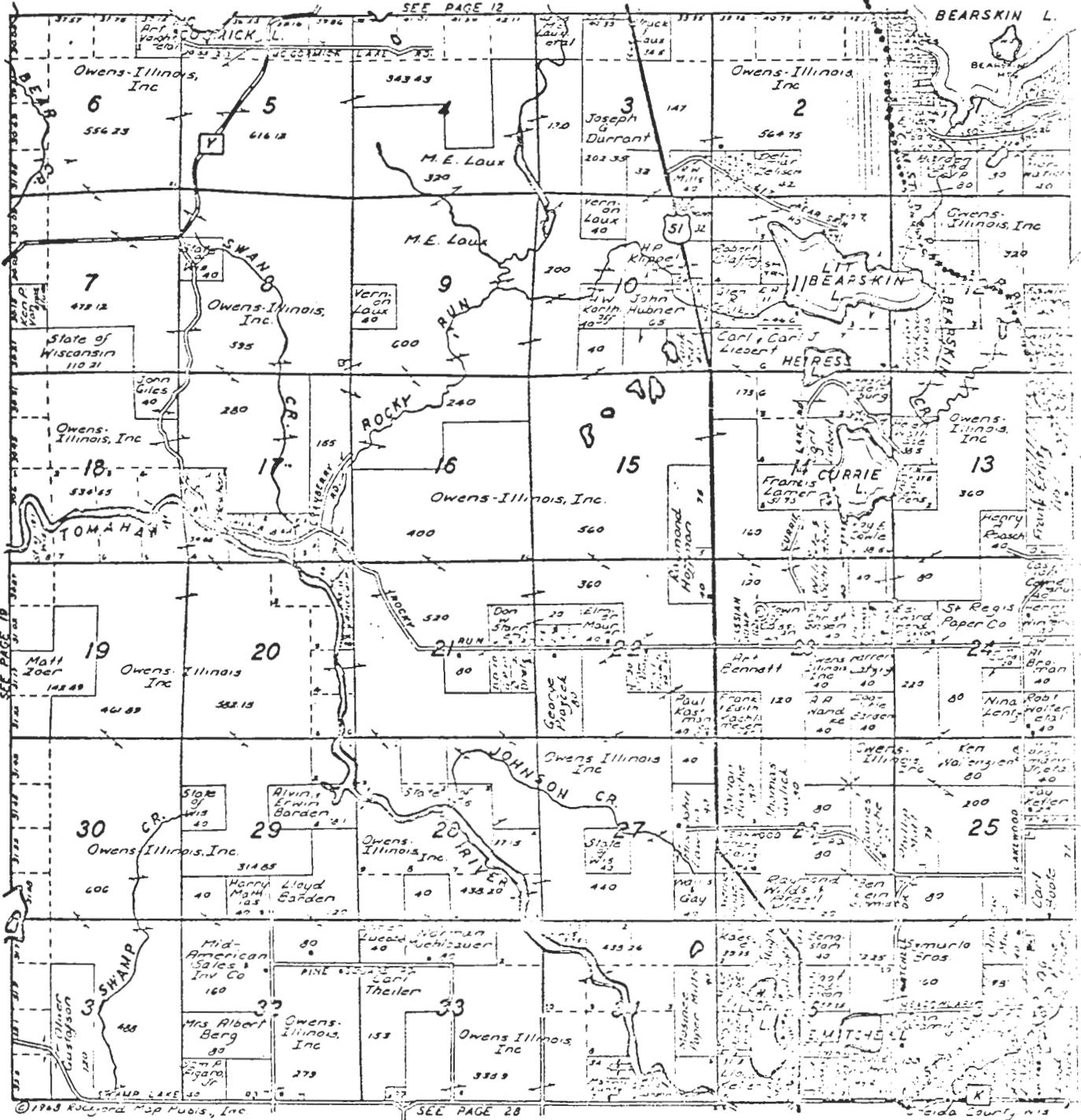
Whenever the Deputy Zoning Administrator shall find any buildings, Mobile homes
or trailers, or part thereof, within the Town of Newbold to be in their judgement,
so old, dilapidated, or out of repair, so as to be dangerous, unsafe, unsanitary,
or otherwise unfit for human habitation, occupancy or use, and so that it would
be unreasonable to repair same, may order the owner to raze or remove at the
owners option. Such order and proceedings shall be carried out as prescribed in
Section 66.05 (5) of the Wisconsin Statutes. Where safety and welfare of the
public requires immediate action, the Deputy Zoning Administrator and Town Board,
shall enter the premises with such assistance as may be necessary and cause such

building to be made safe or removed and the expense of such work shall be recovered by Town action against the owner or tenant.

SECTION 4

Change setback from center of all public roads to 80 feet.

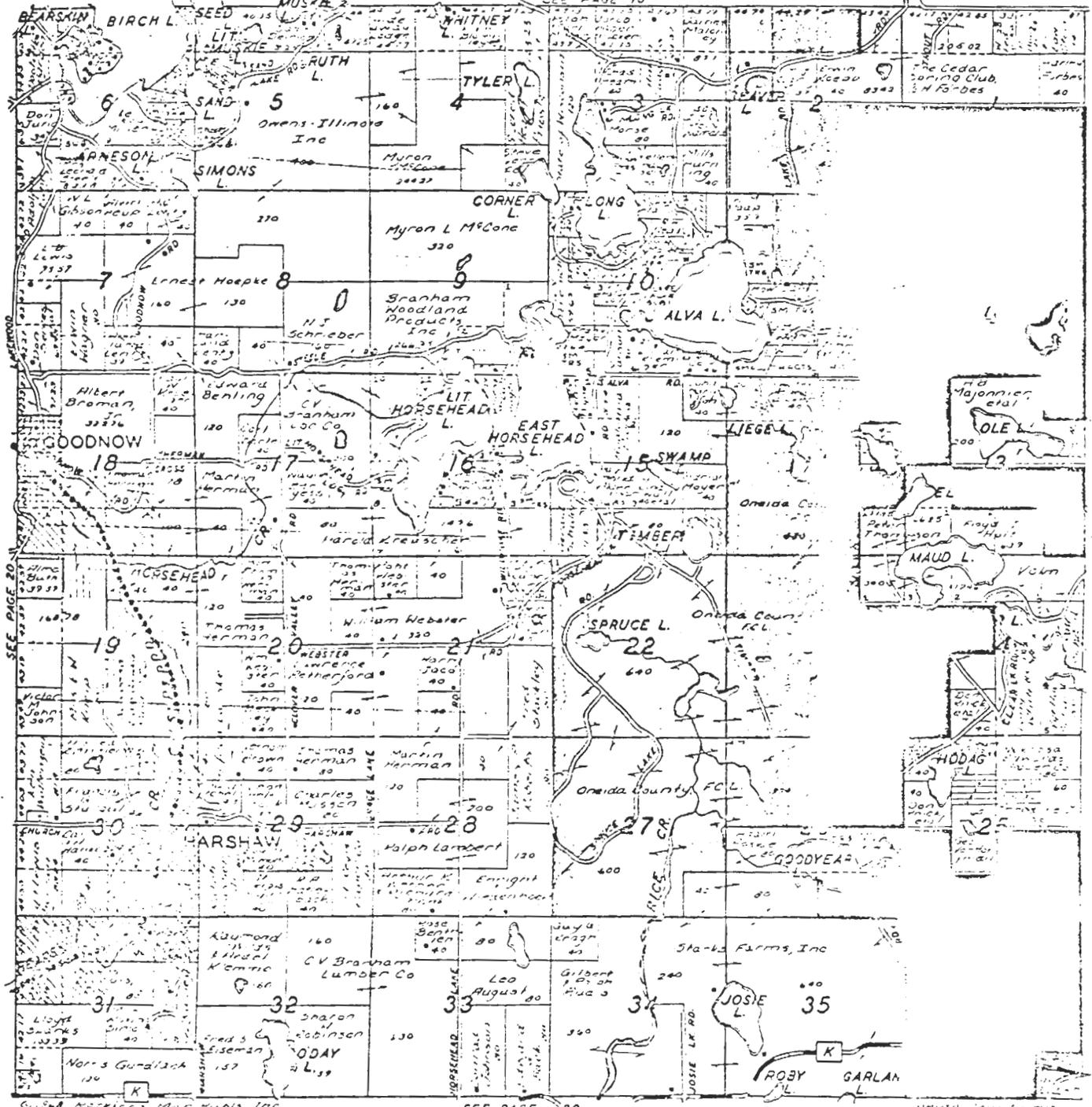
CASSIAN



EAST PART CASSIAN SOUTH PART LAKE TOMAHAWK

T.37 N.-R.7 E.

SEE PAGE 13



SEE PAGE 20

SEE PAGE 29

CASSIAN TWP - LAKE TOMAHAWK TWP

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Onondaga County, N.Y.

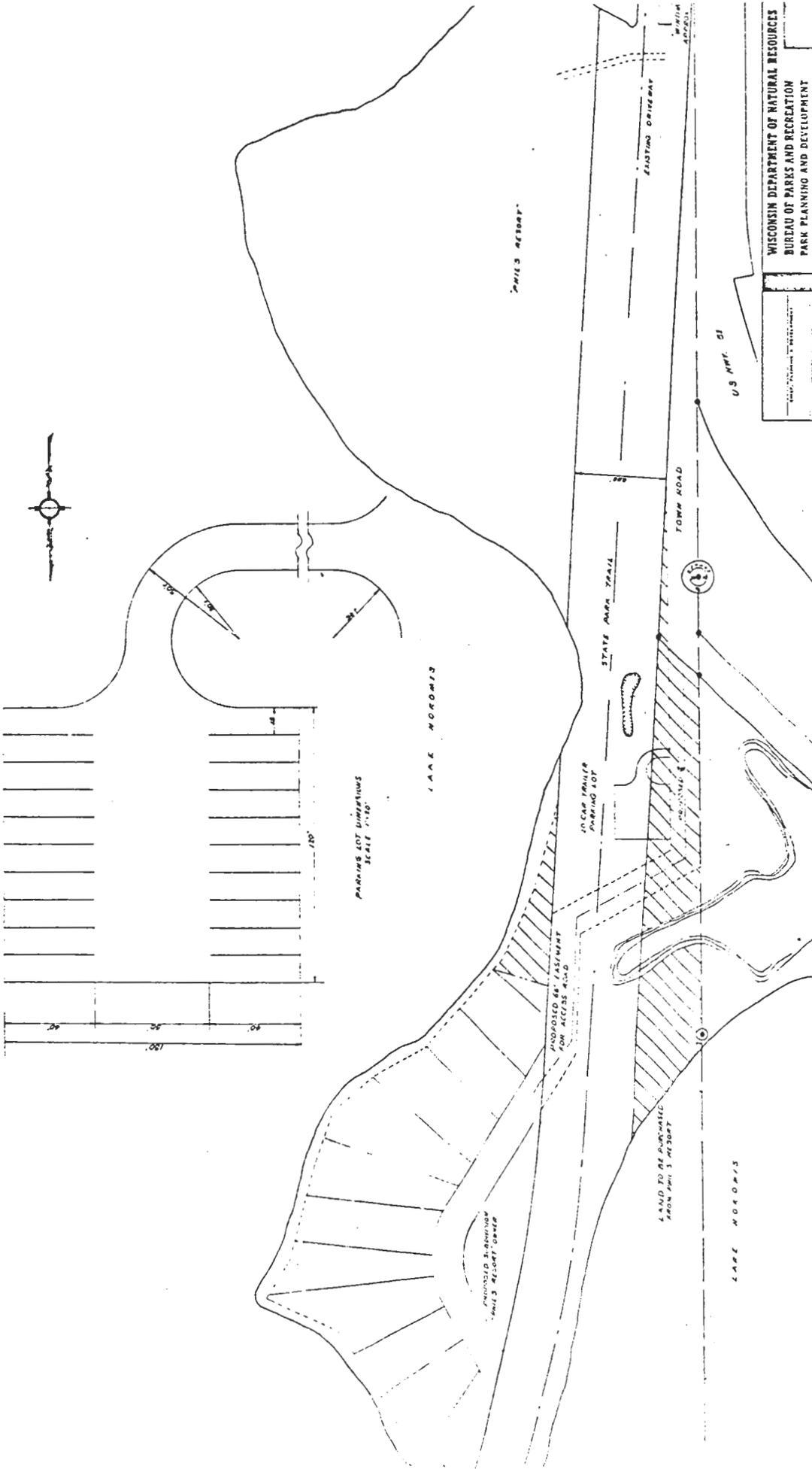
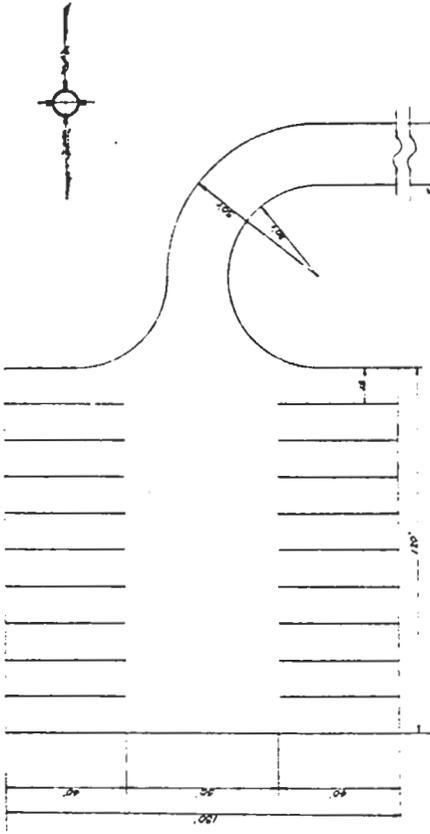
HAZELHURST

T. 38 N. - R. 6 E.



NORTHEAST PART MINOCQUA WEST PART WOODRUFF





WISCONSIN DEPARTMENT OF NATURAL RESOURCES
 BUREAU OF PARKS AND RECREATION
 PARK PLANNING AND DEVELOPMENT

7 ACRES-03-50 PARKING LOT
 HEAFFORD JCT TRAIL
 SEC 35 T36 N R6E

Designed by: [Name] Date: [Date]
 Drawing: [Number]

SITE PLAN SCALE 1"=100'

