

Form 1100-1
Rev. 5-91

NATURAL RESOURCES BOARD AGENDA ITEM

SUBJECT: MASTER PLANNING - Approval of the master plan for the Mountain Bay State Trail, Brown, Shawano and Marathon Counties.

FOR: JUNE 1998 BOARD MEETING

TO BE PRESENTED BY: Doug Fendry

SUMMARY: The establishment of the Mountain Bay State Trail is the result of a partnership with Brown, Shawano, and Marathon counties, and the Department of Natural Resources. Under the Memorandum of Agreement signed by the three counties and the Department in 1994, the Department is responsible for the purchase of the 83.4 mile abandoned rail corridor as well as land that may be needed for trailheads and rest areas. With Board approval, the Department purchased the entire corridor at a cost of \$222,000. Each county is responsible for the development, operation and maintenance of the trail.

Each county has completed a master plan for their segment of the trail. The counties plan to surface the trail with limestone screenings or crusher dust, and deck and rail the bridges. Uses on the trail will be consistent with other state trails, such as hiking and biking. Each county will allow other uses on their segment of the trail, such as snowmobiling and cross country skiing. The county's development costs are estimated at \$1,664,000. They will apply for federal and state grants to help pay for the development of the trail.

The public was involved in developing the master plans, and there is no known controversy.

RECOMMENDATION:

Approve the master plans for the Mountain Bay State Trail.

LIST OF ATTACHED MATERIALS:

- | | | | |
|--|---|---|----------|
| No <input checked="" type="checkbox"/> | Fiscal Estimate Required | Yes <input type="checkbox"/> | Attached |
| No <input checked="" type="checkbox"/> | Environmental Assessment or Impact Statement Required | Yes <input type="checkbox"/> | Attached |
| No <input type="checkbox"/> | Background Memo | Yes <input checked="" type="checkbox"/> | Attached |

APPROVED:

Robert W. Roden
Bureau Director, Robert W. Roden

5/15/98
Date

Steve W. Miller
Administrator, Steve W. Miller

5/18/98
Date

George E. Meyer
Secretary, George E. Meyer

5/24/98
Date

cc: Sue Black - PR/1, Dave Morehouse - LF/4 , Doug Fendry - LF/4
William Selbig - NER (w/attachment)

DATE: May 14, 1998

TO: Natural Resources Board

FROM: George E. Meyer *George*

SUBJECT: Mountain Bay State Trail Master Plans

The Mountain Bay State Trail is the result of a partnership with Brown, Shawano, and Marathon counties, and the Wisconsin Department of Natural Resources. Under the Memorandum of Agreement (M.O.A.) signed by the three counties and the Department in 1994, the Department is responsible for the purchase of the 83.4 mile abandoned rail corridor as well as land that may be needed for trailheads and rest areas. With Board approval, the Department purchased the entire corridor at a cost of \$222,000. Each county is responsible for the development, operation and maintenance of the trail.

According to the M.O.A., each county must prepare a master plan for their segment of the trail corridor. The plans have been completed, and each county master plan recommends that the trail be classified as a recreation trail.

The three counties have planned to phase their trail development over the next five years contingent on available funding. They will work in harmony to complete the proposed development, estimated at a cost of \$1,664,000. The following is a summary of each county's master plan for the Mountain Bay Trail:

Brown County

Brown County's master planning process involved the local units of government within the northwestern portion of the county, various trail advocates and user groups, and the Department of Natural Resources. The county provided opportunity for public input by holding two informational meetings, discussion with staff and officials of the Village of Howard and the Village of Pulaski, and a public hearing on the draft master plan held February 24, 1994.

The plan recommends that Brown County's 11-mile section be developed and used for bicycling and hiking. Additional uses may be added at a later date. Pets will not be allowed.

Development will include surfacing with crushed stone such as limestone screenings or crusher dust as well as decking and railing the bridges. Trail support facilities such as parking lots, picnic areas, restrooms, and shelters will be developed as needed depending upon what is available to trail users in the local communities. The development cost for Brown County is estimated at \$400,000. The private sector will be encouraged to provide campgrounds, hostels, and other support facilities.

Shawano County

Shawano County held a series of community meetings in Bowler, Bonduel and Shawano in January and February of 1994. Concerns expressed by adjoining landowners centered mainly upon farm crossings, fences, drainage ditch maintenance, and weed/brush control.

Trail uses on the 50-mile segment in Shawano County were also determined through citizen input. In the summer, the trail will provide walking, hiking, jogging, and biking opportunities. A second parallel trail on the Shawano/Pulaski segment is recommended for horses and buggies. Winter uses proposed are snowmobiling and cross-country skiing.

Development recommended in the master plan includes the customary limestone screenings surface as well as decking and railing of bridges. Parking, drinking water, toilets, telephones, and information kiosks will be provided at designated sites in the trail communities. Other trail amenities recommended are an interpretive center, lighting, benches, picnic tables, and a walkway along an easement in the City of Shawano.

Vegetative management will consist of selective herbicide treatment (or cutting) of exotic/noxious weed species, tree and shrub trimming for proper clearance for trail users, opening vistas at selected sites, and tree and shrub planting in designated areas.

Shawano County will seek state and federal grants to help defray the development cost of the trail estimated at \$974,000.

Marathon County

Two public meetings (September, 1994 and January, 1995) were held by Marathon County to gather citizen input for their trail master plan. According to the plan, allowed uses of the County's 18-mile segment of the Mountain Bay Trail will include bicycling, hiking, motorized conveyance of the disabled, snowmobiling, and ATVs (snow cover period only). Secondary uses encouraged are jogging, cross-country skiing, and snow shoeing. Horseback riding will not be allowed.

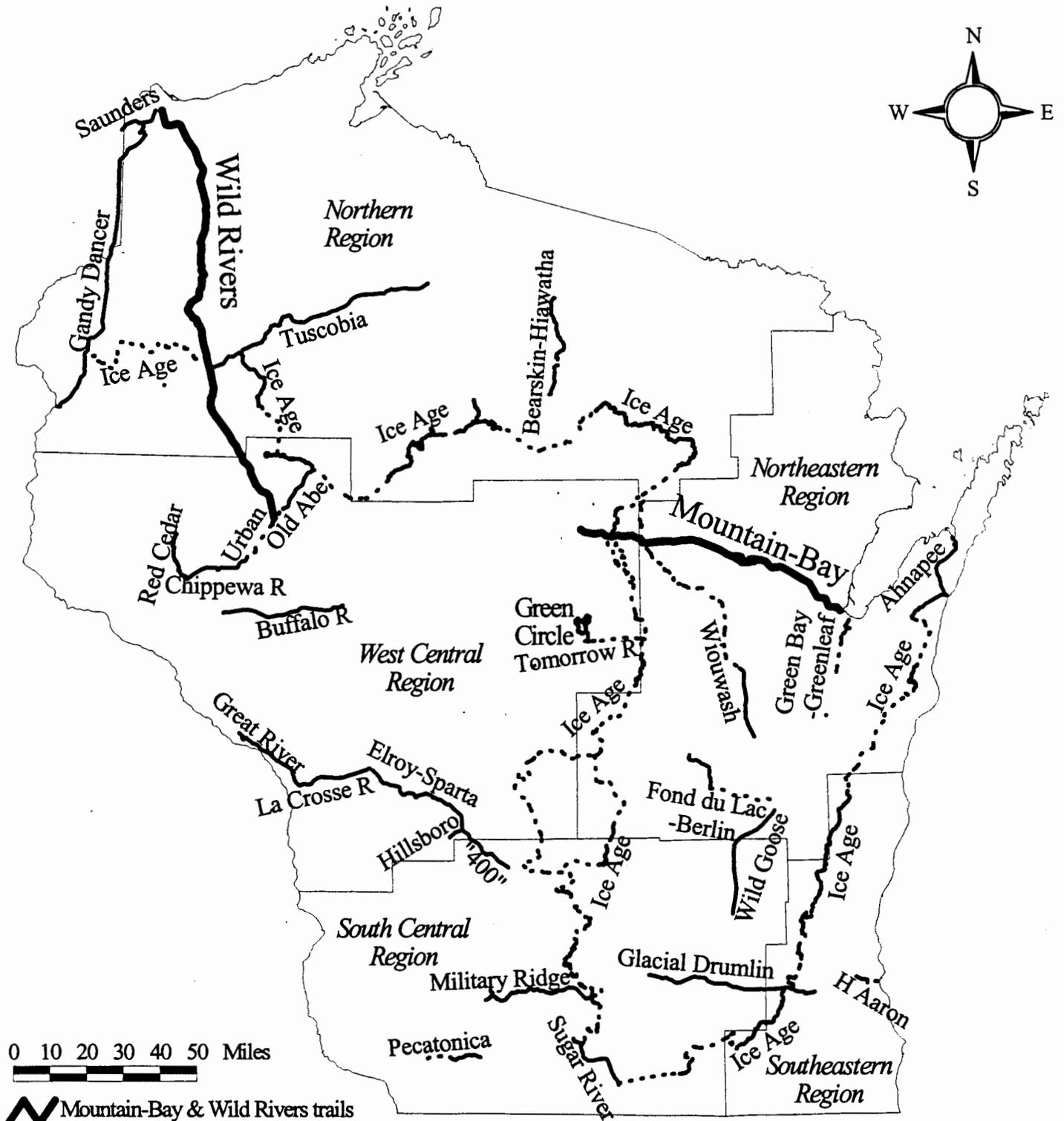
The first stage of trail development will consist of compacted crushed rock surfacing, bridge decking and railing, signage, gates and fences at public road crossings to control motorized uses, trail heads with parking and telephones or directions to a public phone. The County will cooperate on providing boundary fencing as needed.

As demand, opportunity and funding allow, the second phase of development will consist of drinking water at all trailhead locations and restroom facilities for at least two trailheads. Other trail amenities such as rest and picnic areas will be provided at seven specified sites.

Trail maintenance is the responsibility of the Wausau/Marathon County Park Department and its contractors and cooperators. As a cooperator, the Marathon County Snowmobile Coordinator will oversee trail maintenance and grooming for snowmobile and ATV use.

Marathon County's current cost estimates are \$290,000 for the initial phase of construction.

Mountain-Bay, Wild Rivers, and other Wisconsin State Trails



0 10 20 30 40 50 Miles

- Mountain-Bay & Wild Rivers trails
- Other state trail
- Open
- Not open
- DNR region

Map prepared by Wisconsin Department of Natural Resources
Bureau of Parks and Recreation
May 15, 1998

**MOUNTAIN-BAY
WISCONSIN STATE PARK TRAIL
(AKA: DELLY TRAIL,
KELLY TO DUCK CREEK TRAIL)**

MARATHON COUNTY SEGMENT

**MASTER PLAN
JANUARY 1995**

**PREPARED BY: WAUSAU/MARATHON COUNTY PARK DEPARTMENT
WILLIAM DUNCANSON, PARK DIRECTOR**

**WAUSAU/MARATHON COUNTY PARK COMMISSION
DON CHRISTIANSON - PRESIDENT
KEITH LANGENHAHN - VICE PRESIDENT
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JUDITH PAETZOLD
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**MARATHON COUNTY FORESTRY, RECREATION & ZONING COMMITTEE
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GINGER ALDEN - SECRETARY
MARTIN GLATCZAK
ELROY KOSKEY**

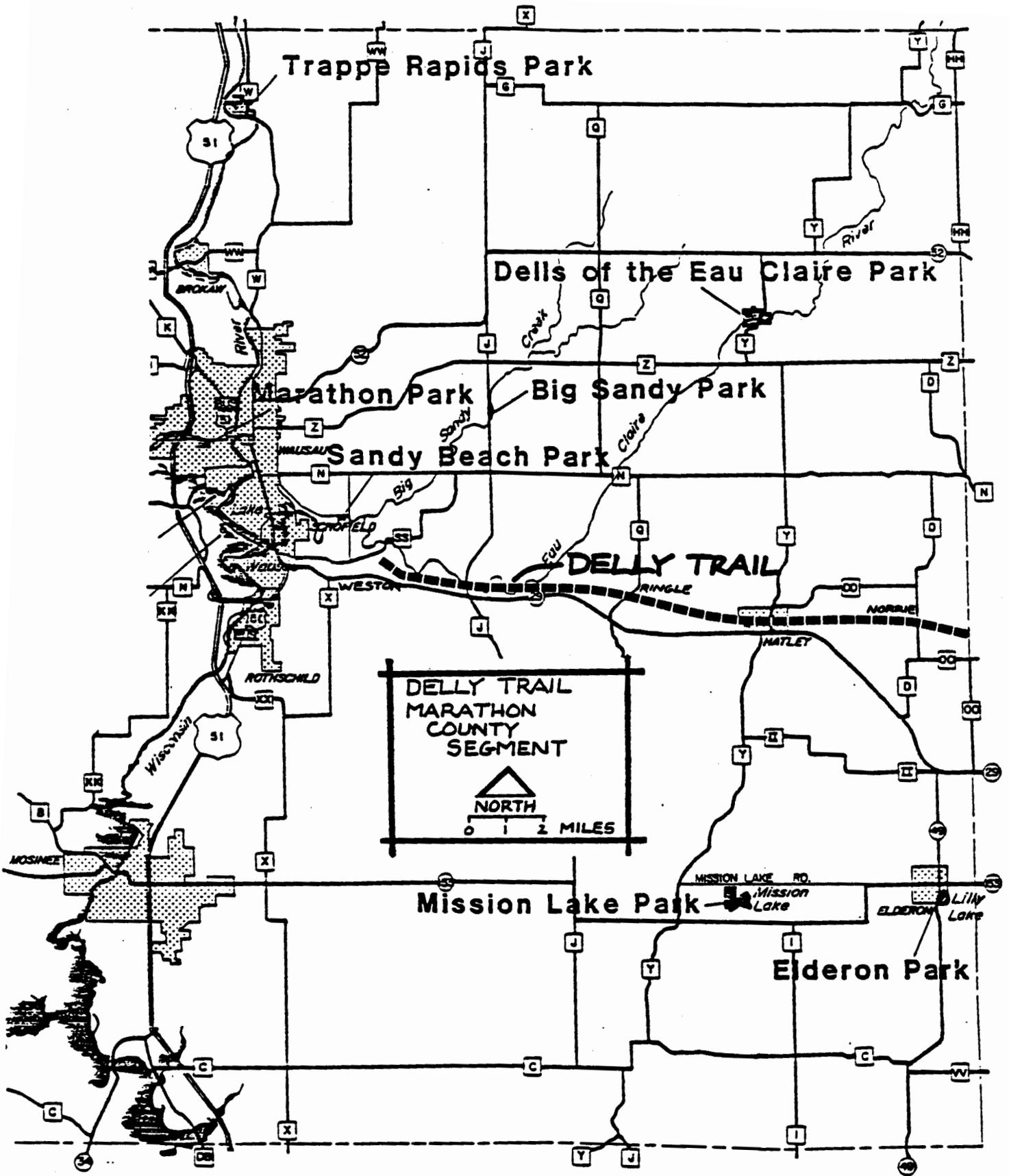
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I. INTRODUCTION AND EXECUTIVE SUMMARY

This Master Plan represents the strategy of Marathon County, Wisconsin, the Town of Weston, other local units of government in the eastern portion of the county, various trail advocates and user groups, and the Wisconsin Department of Natural Resources (WDNR) for the development, operation, and maintenance of the Marathon County share of the 83.4-mile Wisconsin state park trail presently known as the DELLY TRAIL. The trail is located on a former Chicago and Northwestern Railroad right-of-way and lies between the Town of Weston, just east of Wausau, and the Village of Howard, just west of Green Bay. The trail roughly parallels State Highway 29 lying north of the highway and passes through Shawano. Approximately 18 miles of trail lie within Marathon County. In addition to the trail starting in the urban portion of Weston, it passes through Ringle, Hatley and Norrie before entering Shawano County near Eland (see map next page).

The trail right-of-way was acquired from the Chicago Northwestern Railroad in 1994 by the WDNR under the federal Rails to Trails Program. Subsequently, the WDNR sold the western 2.91 miles of right-of-way to the Town of Weston for potential rail freight service in the future with the understanding that the trail will occupy the edge of the right-of-way in this area. Marathon County and the Town of Weston will develop, operate, and maintain the 18 miles of trail in Marathon County in accordance with a Memorandum of Agreement (MOA) developed with the WDNR in 1994 (see Appendix B). Marathon County and the Town of Weston will cooperatively manage the 2.91 miles of trail owned by the Town of Weston in accordance with a joint agreement.



MARATHON COUNTY

The trail will be managed primarily for hiking and bicycling in the summer and snowmobile and ATV use in the winter. Limited opportunities for cross-country skiing, snowshoeing, and horseback riding may be available.

The trail will be developed in phases. The initial development will include crushed rock surfacing, bridge decking and railings, primary and secondary trailhead development, signing, fencing and access control and is anticipated to be completed in 1995. Subsequent phases will include extending the trail into the City of Wausau, trailhead improvements, interpretive signing, improved informational signing, development of complementary recreation facilities such as picnic areas, and potentially the development of additional trail tread within the R.O.W. and land acquisition for complementary recreation uses. Accomplishment of future phases will depend on trail usage and funding availability.

II. GOALS AND OBJECTIVES

A. Goals

Provide and preserve a corridor for two purposes:

- 1.) A multi-use, multi-season trail at least 18 miles in length to be part of a trail at least 83 miles in length stretching from Wausau through Shawano to Green Bay.
- 2.) A bank for future railroad transportation.

B. Objectives

- To provide year-round recreation trail opportunities to as many different trail interests as possible.
- To provide an alternative transportation mode for commuters and recreationists.

- To preserve a corridor for future transportation needs such as light rail.
- To provide a trail with the necessary improvements to accommodate 50,000 bicyclists, 5,000 hikers, 40,000 snowmobilers, and 10,000 ATV users annually.
- To provide trail access and rest areas in each community along the way and to provide rest, picnic and other recreation opportunities along the corridor.
- To coordinate with other complimentary trail uses and recreation opportunities such as horseback riding, cross-country skiing, snowshoeing, picnicking, nature study, etc.
- To coordinate the management of the trail corridor to enhance vegetation, wildlife, and wetland management where feasible.
- To provide information and interpretation of the natural and cultural features along the trail corridor.
- To permit compatible non-recreation uses such as farm crossings where feasible.
- To establish a "Friends" group to assist in the operation and future development of the trail, particularly in the provision of services and amenities.
- To utilize user fees to offset operation and maintenance costs.
- To finance development of the trail to the extent possible through Federal and State grants and programs and other private funding sources.
- To focus initial development on providing a basic trail facility to support the primary uses of summer bicycling and hiking and winter snowmobiling and ATV use.
- To encourage the provision of associated user services and facilities such as food and lodging by the private sector or local units of government.

- To provide reasonable accommodation for disabled individuals.
- To coordinate with the Wisconsin Department of Natural Resources, the Town of Weston, Shawano County, and Brown County in the development and operation of the trail.
- To extend the trail to connect with City of Wausau bicycle paths and routes.

III. PROPOSED MANAGEMENT AND LAND DEVELOPMENT

A. Land Acquisition and Ownership

- The Wisconsin Department of Natural Resources (WDNR) acquired the rail grade right-of-way from the Chicago and Northwestern Railroad by means of the Federal Rails to Trails Act in 1994. The WDNR has paid all costs to acquire the property and will maintain ownership of the entire right-of-way with the exception of 2.91 miles of R.O.W. which was sold to the Town of Weston in 1994. The Town of Weston will maintain ownership over this segment of the R.O.W. and has the right to maintain the railroad tracks in this segment until 2004. If no railroad activity is occurring on this segment of tracks in 2004, the tracks will be removed and the entire R.O.W. will be available for trail and other compatible uses set forth herein. Public ownership of the continuous R.O.W. originally obtained from the Chicago and Northwestern Railroad will not be relinquished.
- Additional property may be acquired to support trail functions and unique ecosystems. (One priority would be to provide a rest/picnic opportunity along the Eau Claire River between Weston and Ringle). Such additional

acquisitions can be held by any associated governmental unit and would not be subject to reversion under the Rails to Trails Act.

B. Uses of the Trail Corridor

The "Delly" trail is classified as a Wisconsin state park trail. Under this classification and by the language of the MOA, State Park statutes (Chap. NR 45) provide the overall direction of activities in the trail corridor and are supplemented by Marathon County Park Ordinances. Within this framework, numerous uses are either encouraged, allowed, or prohibited within the Delly Trail corridor. Following is a discussion of the encouraged primary and secondary uses, allowed uses, and prohibited uses of the Delly Trail.

1. Encouraged Primary Uses

Bicycling: Snow-free periods. Restricted to surfaced areas.

Hiking: Snow-free periods.

Snowmobiling: Snow-cover periods. Restricted to published trail use periods. Only groomed areas may be traveled.

ATV Use: Snow-cover periods. Restricted to published trail use periods. Only groomed areas may be traveled.

Connecting Trails

Trailheads: Includes access roads, parking, restrooms, water, informational signing, picnic facilities.

Rest Areas: Includes picnic facilities and informational signing.

2. Encouraged Secondary Uses

Jogging.

Cross-Country Skiing and Snowshoeing: Utilizing portions of the trail corridor other than the snowmobile/ATV trail tread.

Horseback Riding: Utilizing a stabilized trail tread other than the bicycling/hiking trail tread. (Due to extensive wetland crossings and topographic changes, a continuous separate trail tread on the entire Marathon County segment appears infeasible at present.)

Community Based Recreation Facilities: Utilizing areas other than trail treads. Examples include swimming and picnicking at Norrie, an ice skating rink at Ringle, etc.

Fishing.

Study of Natural and Cultural Features.

3. Allowed Uses

Pets: With restrictions including leashes, feces disposal and closed areas.

Public Road Crossings: As needed to railroad standards.

Private Residential Crossings: On a limited basis by lease to railroad standards.

Private Farm and Recreation Crossings: On a limited basis by short-term lease.

Other Crossings: Non-driveway use on a limited basis by short-term lease (example: recreation, logging).

Utilities: May cross or potentially occupy portions of the corridor subject to railroad standards and overall trail management objectives and guidelines.

4. Prohibited Uses

Motorized Vehicles: Other than snowmobiles and ATV's operating as permitted during snow-cover periods, only administrative and maintenance vehicles, small electric carts

used by disabled individuals during snow-free periods, and vehicles on designated roadways and parking areas may operate within the trail corridor.

Hunting and Trapping.

Camping: Within the trail corridor except in designated campsites.

Private Occupancy.

Conducting Business, Promotions or Advertising: Within the trail corridor without the express consent of the Wausau/Marathon County Park Commission and the WDNR and/or the Town of Weston.

C. Development Program

The MOA specifies that the development of the trail is the responsibility of Marathon County and that the trail will be developed and operational within five years after the completion of the master plan. Development of the Marathon County segment of the Delly Trail is planned in initial and long-term phases.

1. Initial Development

The initial development of the trail will concentrate on providing the basic facilities that will make the trail useable:

- Regrade roadbed to 14 feet wide and add 4 inches compacted crushed rock surfacing engineered to contain a maximum stone size of 1/2 inch and sufficient binder materials to provide a hard, dense, smooth surface.
- Add wood decking and railings to bridges.
- Provide informational, directional and control signs.
- Install gates and fencing at public road crossings to control motorized uses.

- Provide trailheads with parking and information facilities at Weston, Ringle, Hatley, and Norrie. Public telephones or directions to nearby public telephones will be provided at each trailhead.
- Cooperate on providing boundary fencing as needed.

2. Long Term Development

As use of the trail becomes established we anticipate that both demand and opportunity for additional and higher standard facilities and services will occur. The following items should be among the first improvements to the trail once initial development is completed:

- Drinking water should be made available at all trailhead locations either at the trailhead itself or within close proximity, possibly in cooperation with other public or private entities.
- Restroom facilities should be available at at least two of the trailheads with the first facilities provided at Weston, the primary trailhead. Norrie may be the next best opportunity in conjunction with the township picnic/swimming area on Norrie Lake. Restroom facilities should be in close proximity to the trail and may be in cooperation with other public or private concerns.
- Complementary recreation facilities such as rest and picnic areas that support trail activities should be provided where appropriate natural settings are present and at regular intervals along the trail. Specific opportunities include:
 - Ice Age Trail intersection
 - State Hwy. 29 west wayside near Ringle

- County Landfill X-C Ski Trail
- Eau Claire River potential picnic site west of Ringle
- Plover River crossing at Hatley
- Norrie Lake swimming/picnic site
- Weston parklands

3. Development Schedule

The initial development phase of the trail should be completed in 1995. Basic improvements and safety considerations should be in place so that all 18 miles of trail are open for use in early fall of 1995. Subsequent long-term development activities will occur as demand, opportunity, and funding allow. It would be desirable to provide drinking water and restroom facilities at all four trailheads within five years of completing the initial development.

4. Development Standards

In accordance with the MOA, the trail will be developed in compliance with the WDNR Design Standards Handbook, Chapter 30 - Trails (Appendix C). WDNR "Bridge Guidelines For New and Replacement Structures - Snowmobile and All-Terrain Vehicle" (Publ-CA-005 89), WDNR "Snowmobile Trail Signing Handbook" (Publ-AA-023), and AASHTO "Guide for the Development of Bicycle Facilities" will also be followed.

Associated facilities will be designed and constructed in compliance with state and local building codes and the Americans With Disabilities Act.

D. Operation & Maintenance Program

Marathon County will have the primary responsibility for the operation and maintenance of the trail in Marathon County. The Wausau/Marathon County Park Department under the direction of the Wausau/Marathon County Park Commission will act as the primary agent of the County. The Wausau/Marathon County Park Department will cooperate with the Town of Weston in scheduling and accomplishing operation and maintenance work on those portions of the trail on Town of Weston property as stipulated in their joint agreement. It is the intent of Marathon County to encourage the development of a "Friends" of the trail group to assist in planning and accomplishing the operation and maintenance of the trail.

Trail Operation

The daily operation of the trail will be directed by Chapters NR 45 (State Parks and State Forests), NR 50 (Administration of Outdoor Recreation Program Grants and State Aids), and NR 64 (All-Terrain Vehicles) of the Wis. Admin. Code. These codes will be supplemented by Marathon County ordinances and park directives. Daily operation is directed and performed by the Wausau/Marathon County Park Department and its contractors and cooperators. A major cooperator is the Marathon County Snowmobile Coordinator who oversees snowmobile and ATV operations. Daily routine enforcement is the responsibility of Marathon County.

User fees will not exceed those established in s. 27.01, Stats., and will be subject to written approval by the WDNR. The standard state trail bicycle fees will be charged and State bicycle trail passes will be honored.

User information will include maps, brochures, and signing that will provide facility, service, safety and emergency information, rules, regulations, and advice on a seasonal basis.

Trail Maintenance

Trail maintenance is directed and performed by the Wausau/Marathon County Park Department and its contractors and cooperators. A primary cooperator is the Marathon County Snowmobile Coordinator who oversees trail maintenance and grooming for snowmobile and ATV use.

Annual trail maintenance activities will include:

- Grading and compacting the trail surface and parking lots.
- Maintaining clearing width and height through mowing, brushing and pruning.
- Sign repair and replacement.
- Updating public information.
- Maintaining and repairing bridges, buildings, fences, gates, culverts, etc.
- Grooming trail surface during snow-on periods.
- Remove hazard trees adjacent to trail.

Infrequent recurring maintenance activities will include:

- Engineering assessments of bridges.
- Removal of vegetation from trail tread.
- Supplement crushed rock surfacing.

E. Interpretation

In Marathon County the trail offers many opportunities to make trail users more aware of the landscape they are travelling through. Opportunities exist to provide interpretive information on the geology, the numerous ecosystems, the native wildlife, and the cultural history of the area. Interpretation is a long-term objective that can be accomplished jointly by Marathon County and local interest groups.

F. Wildlife Management

The trail passes through many ecosystems and will provide many opportunities to observe wildlife. Due to the limited land base, many wildlife management opportunities are precluded. Marathon County will cooperate with the WDNR and other groups interested in wildlife management in making the trail corridor available to wildlife management within the overall objectives of the master plan.

G. Timber and Vegetative Management

The vegetation adjacent to the trail is representative of the great natural diversity that occurs in central Wisconsin. Most species are native or are considered to be naturalized thus requiring little vegetative management. It is not economically feasible to commercially harvest timber in the 40-foot strips adjacent to the trail. Consequently, we anticipate harvesting overmature trees and allowing natural succession to longer-lived species with a goal of maintaining diversity and aesthetics. Some management will be practiced to promote aesthetics, enhance wildlife, and protect trail users and facilities.

A narrow strip (2 to 3 feet) of vegetation on both sides of the surfaced trail tread will be controlled by mowing. Periodically, portions of the trail may be treated with an approved herbicide to control noxious weeds and unwanted vegetation when other

control measures are not effective. This procedure will be performed by certified applicators.

Where private developments outside the trail boundary threaten the scenic and aesthetic value, native vegetation will be planted on the trail right-of-way to provide screening.

H. Management Problems

A number of management problems have been identified that will need to be dealt with as they occur.

- Control of non-allowed uses will be achieved through a combination of public information, using Park and Sheriff's Department personnel, and peer pressure as use of the trail increases.
- Vandalism to signs, bridges and the trail surface will be addressed through regular inspections, rapid repair, enforcement, and peer pressure as the use of the trail increases.
- Trail crossings will require much attention. All existing crossing agreements will require review and modification to reflect the present and future uses. Requests for new crossings will be handled on an individual basis in accord with the WDNR "Department Design Standards Handbook (Appendix C). Routine inspection will insure compliance to crossing agreements and will ensure control of unauthorized crossings.
- Trespass, both to and from the trail corridor may require the use of various control options including planting, fencing, signing, surveying, and law enforcement.

I. Recreation Needs and Justification

Wisconsin's 1991-1996 Statewide Compliance Outdoor Recreation Plan (SCORP) identifies need levels for increasing opportunities for various outdoor recreation activities in each of the DNR's management districts.

Marathon County is in the North Central District which also includes Adams, Juneau, Wood, Portage, Lincoln, Langlade, Oneida, Vilas, and Forest counties.

Following is a ranking of the major trail related outdoor recreation activities by need for additional opportunities in the district:

HIGH - Hiking, walking and running, bird and wildlife watching.

MEDIUM - Bicycling, off-road motor vehicles (ORV's).

LOW - Snowmobiling, cross-country skiing, horseback riding.

The Marathon County Comprehensive Outdoor Recreation Plan (CORP), February, 1991, identifies in its action plan the need to "Develop . . . a county-wide trail system plan that optimizes year-around/coordinated multi-purpose trail development and maintenance."

It should be noted that the Dely Trail will not provide new snowmobile opportunities but instead will replace trail segments that will be lost when State Highway 29 is reconstructed in the late 1990's. It will also provide a permanent trail route in place of the series of annual easements that currently exist.

J. Analysis of Alternatives

1.) Trail Development

Alternative a. Leave the Right-of-way in an undeveloped condition.

This alternative would leave the right-of-way in its existing condition with no bridge decking or railings, no tread improvements, no signing, and no maintenance. The right-of-way would be fairly safe for low-speed travel by motorized vehicles and on foot during snow-free periods. During periods of snow cover, snowmobilers, ATV'ers, skiers and snowshoers could utilize the R.O.W. depending on snow conditions. However, the unimproved bridges would pose a liability that would require removing them from public use. In time, vegetation would encroach on the rail bed and safety and trespass problems would likely develop. Use would be limited and mostly very local.

This alternative is not desirable due to not achieving the recreational purpose that the R.O.W. was acquired for and for potentially promoting activities adverse to adjoining land uses.

Alternative b. Limited Trail Development.

This alternative would involve grading the rail bed to a 14-foot width, decking and railing the bridges, limited signing, and winter grooming. This would provide primarily for winter uses including snowmobiling and ATV use with some opportunity for X-C skiing and snowshoeing. During snow-free periods the trail would provide limited hiking and bicycling due to the rough trail surface and lack of other support facilities such as water and restrooms. Use would concentrate on winter activities with only limited summer use primarily by local users.

This alternative was not chosen since it provides limited attainment of the recreation trail needs identified in the State Comprehensive Outdoor Recreation Plan and the Marathon County Comprehensive Outdoor Recreation Plan. Hiking and bicycling opportunities, rated respectively as high and medium needs, would not be significantly improved.

Alternative c. Full Trail Development.

This alternative would involve grading the rail bed to a 14-foot width, surfacing the entire trail surface with 4 inches of compacted crushed rock, bridge decking and railings, directional, control, information and interpretive signing, trailheads with water, restrooms, parking, picnic and information services, (utilizing local facilities where available). Maintenance would cover all seasons. This would provide primary access for hiking and bicycling during snow-free periods, and snowmobiling and ATV use during snow-cover periods. Limited secondary activities might include horseback riding, X-C skiing, and snowshoeing within the R.O.W. but not on the primary trail tread. Use would be year-round and would be local, regional, and potentially state-wide.

This is the recommended alternative since it most completely meets the recreation trail needs identified in both the State and County outdoor recreation plans.

2.) Trail Support Facilities and Services Development

Alternative a. No public participation.

Alternative b. **Public/private cooperative participation.**

Alternative c. **Aggressive public provision.**

The potential need and demand for trail support services and facilities such as equipment rental and service, bicycle pass outlets, food, beverages, lodging, accessories, memorabilia, etc., will occur to some degree in the future. As it is quite difficult to accurately predict either the future use of the trail or the corresponding ability of the public sector to respond to it, the recommended alternative is (b) Public/private cooperation. The public sector will encourage the private sector to provide for trail user needs. When necessary, the public sector will cooperate in the provisions of support facilities and services. The issue of public participation in the provision of the trail support facilities and services should be closely reviewed at least every five years and the trail Master Plan revised accordingly.

IV. Appendix

A. County Board Resolution

RESOLUTION # R-4-95

RE: Approval of a Multiple Use Trail Master Plan and Easement

WHEREAS, the Wisconsin Department of Natural Resources (WDNR) has acquired the 83-mile railroad right-of-way between Kelly and Duck Creek for recreational trail use; and

WHEREAS, pursuant to Resolution R-135-93 adopted by the County Board of Supervisors of the County of Marathon at its meeting of December 21, 1993, Marathon County has entered into a Memorandum of Agreement (MOA) with the WDNR dated July 3, 1994, for the 18 miles of right-of-way in Marathon County under which the DNR grants an easement to the County and the County develops, maintains, and operates the trail; and

WHEREAS, the Wausau/Marathon County Park Commission and the Marathon County Forestry, Recreation, and Zoning Committee have completed, reviewed, and approved the Kelly to Duck Creek Wisconsin State Park Trail, a/k/a Delly Trail, - Marathon County Segment - Master Plan;

NOW, THEREFORE, the County Board of Supervisors of the County of Marathon does ordain and resolve as follows: to adopt and approve the Kelly to Duck Creek Wisconsin State Park Trail, a/k/a Delly Trail, - Marathon County Segment - Master Plan.

BE IT FURTHER RESOLVED, that the County Administrator is authorized to execute the Easement Agreement for said property consistent with the terms of said Master Plan.

Dated this 31st day of January, 1995.

**FORESTRY, RECREATION AND ZONING
COMMITTEE**

**WAUSAU/MARATHON COUNTY PARK
COMMISSION**





Fiscal Impact: These are updated current cost figures and not in addition to the Fiscal Impact Statement for Resolution R-135-93. Construction - Initial Phase - \$290,000 (\$286,000 grant funded, \$4,000 design and construction administration). Maintenance - \$4,000 - \$30,000/year (50% grant funded) Revenues - \$2,000 - \$15,000/year.

**B. Memorandum of Agreement Between Marathon County and
the State of Wisconsin Department of Natural Resources**

MEMORANDUM OF AGREEMENT
BETWEEN MARATHON COUNTY AND
THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

I. Introduction

The purpose of the Memorandum of Agreement (MOA) is to set forth the agreements and understandings which have been reached between Marathon County (hereafter referred to as the County) and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 18 miles of abandoned rail property located in Marathon County. The entire corridor includes approximately 83 miles of abandoned rail property located in Brown, Shawano, and Marathon Counties and is known for the interim as the DELLY Trail. The corridor is presently owned by railroad companies and some private owners.

The DNR is interested in preserving the grade corridor for recreational trail purposes. The Counties are interested in developing, maintaining, and operating a recreational trail on the corridor, provided the DNR acquires same. Marathon County and the DNR agree to work together to achieve their mutual goals as set forth below.

II. Description of the Property

The map attached to this MOA describes in general the recreation corridor. An exact legal description of the property in each county will be agreed upon prior to the execution of trail easements.

III. Consideration

The DNR will acquire the grade from corridor owners, provided a reasonable price can be negotiated. The DNR will execute trail easements with the County for one dollar or other valuable consideration.

IV. Obligations of the DNR

1. The DNR will purchase the DELLY trail corridor from Green Bay to Wausau from willing sellers as the property and funds become available.
2. The DNR will pay all reasonable and allowable costs to acquire the property.
3. The DNR will purchase all parcels (except those lands presently under local public ownership acquired with state or

federal recreation aid grants) which may be necessary to obtain clear title to the property and pay all reasonable and allowable costs associated therewith. DNR will not accept title to or purchase land which has previously been acquired by others, such as a county through eminent domain process.

4. The DNR will convey by easement to the County the right to develop, maintain, repair, and operate a recreation trail on lands within its borders.

5. The DNR agrees to complete the environmental impact process for the purchase of the property pursuant to s.1.11, Stats., and Chapter NR 150, Wis. Adm. Code, and the DNR represents that it has made reasonable inquiry and has no reason to believe that hazardous waste, noxious waste, or any other condition of the land subject to this MOA exists that would inhibit the ability of the County to possess and improve the property as contemplated by this MOA. If, however, such prohibitive conditions are discovered, either the DNR shall take all steps reasonably necessary to remove such conditions or the intent of this MOA being frustrated, the MOA shall terminate.

6. The DNR agrees that the conditions and obligations of the contract governing the salvage and cleanup of the project will be adhered to.

7. The DNR agrees that any advertising or display material relating to the trail shall clearly identify that the property is owned by the DNR and under the management and control of the County.

V. Obligations of the County

1. The County will identify and in cooperation with the DNR make initial contacts with landowners whose property is available for purchase for trail corridor purposes. A description of the property identified for purchase shall be forwarded to the DNR and include the name, address, and phone number of the seller(s). The County may cooperate with other local units of government and organizations in this process.

2. The County shall convey to the DNR all lands within or adjacent to the above described recreation corridor currently owned by the County that are necessary for the establishment or development of the trail project. Further, the County shall convey merchantable title, as demonstrated by title insurance, through quit claim deed. The DNR will pay for such lands at current market value. The DNR will not pay for lands purchased by federal aid grants.

3. The County, with the assistance of the DNR, will prepare a master plan for the project that lies within its borders. Specific

uses will be determined through the master planning process. The master plan is to be completed prior to any trail development that utilizes state or federal grant funding.

4. The County agrees to complete a master plan for the project within two (2) years after acquisition from the DNR. Development of the project will be completed within five (5) years following completion of the master plan.

5. The County will enter into an easement in perpetuity with the DNR to accomplish the purposes contained in paragraph V.4.

6. The County will participate in or conduct public meetings which may be necessary for the establishment and development of the trail project.

7. The County agrees the trail will meet DNR trail standards for public health and safety. The DNR has no obligation to develop and operate the trail at any time.

8. The County agrees that any advertising or display material relating to the trail shall clearly identify that the property is owned by the DNR and under the management and control of the County.

9. The County in connection with this MOA shall open the facilities to the general public subject to reasonable rules and regulations, fees, and charges as the County deems necessary for the management and operation of the trail.

A. Rules and Regulations. The parties agree that the provisions of Chapter NR 45.04(1)(a), Wis. Adm. Code, remain applicable to the premises. Pursuant to NR 45.04, the Department retains management, supervision, and control over the premises for the purpose of enforcing Chapter 45, Wis. Adm. Code, when needed to protect the premises. Daily routine enforcement remains the responsibility of the County.

B. Admission fees, if any, charged by the County shall not exceed those established in s.27.01, Stats. Fees shall be subject to written approval by the DNR. The County shall retain all fees collected as payment for its services under this MOA. If admission fees are charged, the conservation patron licensee and senior citizen card issued by the DNR shall be honored without additional admission charges.

10. Trail development will conform with DNR state trail standards.

11. In the exercise of its rights herein, including but not limited to the operation of the eased property as a recreational trail, the County shall not discriminate against any member of the public on the basis of age, race, creed, color, handicap, sex, marital status, arrest or conviction records, ancestry, sexual orientation or membership in the National Guard, state defense force or any other reserve component of the military forces of the United States Department of Interior or their successors or designees.

VI. General

1. This MOA is subject to all applicable laws and regulations and to the approval of the Natural Resources Board and the Governor of Wisconsin for this project.

2. This MOA may be revised by mutual written agreement of the DNR and the County.

3. An annual meeting between the Counties and DNR will take place to review development and acquisition progress, operations problems and maintenance standards needing attention and to exchange ideas and information for the good of the trail project.

4. The MOA shall not be construed as creating a public debt on the part of the DNR in contravention of Article VIII, Wisconsin

Constitution, and all payments or obligations hereunder are subject to the availability of future appropriations.

5. The MOA may not bind the County Board to future obligations should appropriations not be available.

VII. Termination

1. County. The County may terminate the MOA or the easement from the DNR by providing ninety (90) days written notice of said termination. In the event the County terminates the MOA or the easement from the DNR, the DNR will assume compliance responsibility for the Land and Water Conservation Fund (LAWCON) assisted areas subject to the availability of future appropriations. The County will assume compliance responsibility for any other grants accepted by the County for trail development or maintenance and satisfy those responsibilities to the satisfaction of the grantors.

2. DNR. The DNR may terminate this MOA or the easement with the County in the event that:

A. The County has breached any term or condition in the MOA or the easement and said breach remains uncorrected for a period of sixty (60) days from receipt of the DNR's written notification of said breach by the County. The County will

assume compliance responsibility for any other grants accepted by the County for trail development or maintenance and satisfy those responsibilities to the satisfaction of the grantors.

B. The DNR determines that the continued use of the premises as a recreational trail would be inconsistent with the management needs or objectives of the DNR or the State of Wisconsin. In exercising its termination rights under this provision the DNR shall give the County 180 days notice of termination and reimburse the County for developed improvements on the remaining useful life values of the improvements, subject to the availability of future appropriations.

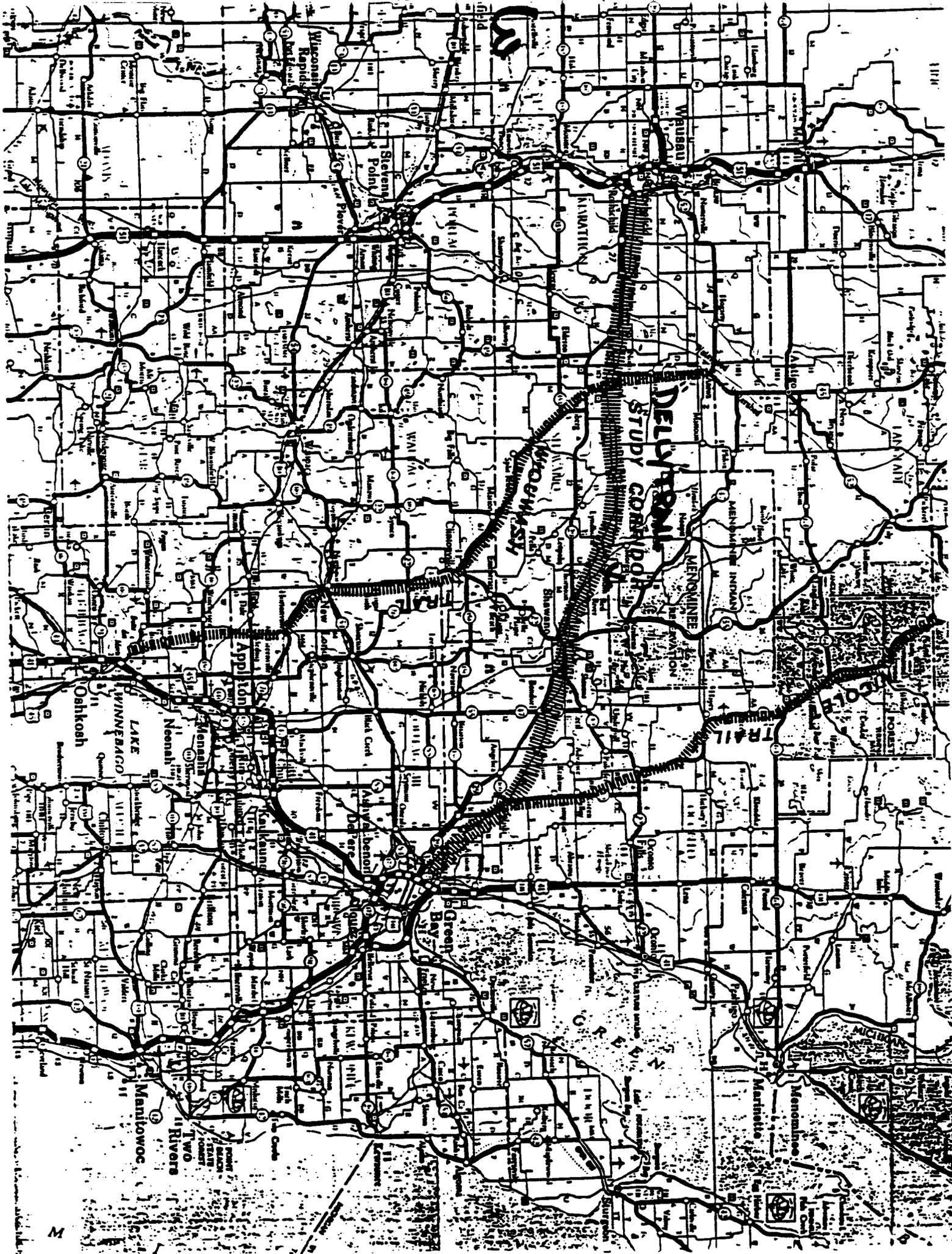
IN WITNESS WHEREOF, DNR and the County have caused this memorandum to be executed in their respective names by the respective duly authorized representatives.

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

By George E. Meyer 7/3/94
George E. Meyer, Secretary Dated

MARATHON COUNTY

By Mort McBain 5/26/94
Mort McBain,
County Administrator
Attest by Louann Penhaus 5-26-94
Louann Penhaus,
County Clerk Dated



CHAPTER 30

TRAILS

INTRODUCTION

The Department wishes to provide leadership in the statewide trails planning and operation. This chapter provides guidance and standards for acquisition, planning, design, construction, and operations.

More specific updated design standards have been or are being developed by the Division of Resource Management's Design Standards Committee for trails for bicycling, mountain biking, horseback riding, cross-country skiing, snowmobiling, ATVs, and nature study. Input for these standards was provided by interested trail user groups and individuals, and from discussions within the Committee.

There are three classes of trails (A, B, and C) for hiking, bicycling, skiing, and horseback riding. Class A trails are high-use destination, or "attractor" trails with the most amenities. Class B trails are the Department's standard trails most commonly found in the state parks and forests. They meet the needs of the average user but do not have the level of developed amenities available with Class A trails. On Class C or rustic trails, users will be informed not to expect a well-groomed surface or obstruction-free corridor.

Trails, other than those on abandoned railroad corridors, will not be routed through or by areas considered sensitive by the Department. Examples of sensitive areas are plantations, game preserves, eagle or osprey nesting sites, wilderness areas, etc.

Many types of trails can be enjoyed by disabled citizens. Support facilities, such as parking and toilets, are designed to accommodate them.

The standards found in this chapter are intended to be design standards for new trails or trails receiving funding for major renovation. They are not intended as standards for existing trails. There is no requirement that existing trails comply with these standards. Existing trails are to be inspected pursuant to s. 23.115, Wis. Stat., and it is the Department's intent that they remain in operation consistent with Department inspection guidelines.

ALL-TERRAIN VEHICLE TRAILS (NR 64)

Introduction

The following design standards for all-terrain vehicle (ATV) trails are similar to those in Chapter NR 64, Wis. Adm. Code, which establishes standards for the implementation of the ATV program. Also refer to M.C. 2527.9 which prohibits ATVs on Department lands except for certain situations.

Width

The minimum cleared width for one-way trails is 6 feet, and the maximum is 8 feet. For two-way trails the cleared minimum width is 10 feet and the maximum is 12 feet.

Clearing Height

Vegetation will be cleared a minimum of 12 feet above the trail surface.

Bridges

Bridges must have an inside width of at least 10 feet. Fords or ice crossings over shallow streams may be used if environmentally acceptable and meet safety concerns. Refer to Community Assistance's Bridge Guidelines PUBL-CA-005 89.

Routing

Trails will not be routed through or by areas of anticipated conflict that may include, but are not limited to, wilderness areas, game preserves, winter browse areas, experimental stations, nurseries, plantations, eagle or osprey nesting sites, known wolf habitat, residences, or areas considered sensitive by the Department. Winter trail routes will not be located over bodies of water.

Signing

ATV trail signs and placement will conform to the Department's Trail Signing Handbook, PUBL-AA-023 92 Rev.

Parking Area Standards

Refer to Chapter 90 (Roads and Parking) in the Department Design Standards Handbook.

Special Considerations

Support facilities that might accompany ATV trail development are:

- drinking water
- toilets
- informational board and signage
- mileage markers
- warming shelters for winter trail users
- picnic area with shelter
- unloading ramps

BICYCLE TRAILS

Grades

On Class A trails, a 0-5% grade is desirable (on abandoned railroad right-of-ways the grade is set at generally less than 3%). On Class B trails, the grade would range from 0-10%, and on Class C trails, from 0-30%. On short grades of less than 100 feet in length, the slope should not exceed 30%. On sustained grades of more than 500 feet in length, the slope should not exceed 15%.

Tread Widths

ALL Class A trails will be two-way and will have a minimum tread width of 8 feet. Ten feet of width is more desirable and should be used if possible. Class B two-way trails will have the same tread width of 8 to 10 feet minimum. **ALL** Class C trails will be one-way only and will have a tread width of 4 feet with occasional passing zones of two additional feet in width. Class B one-way trails will have a tread width of at least 5 feet.

Clearing Height

Vegetation shall be cleared to a minimum height of 10 feet from tread level.

Clearing Width

Woody vegetation shall be cleared 2 feet on either side of the tread.

Surface Materials

On Class A and B trails, the subsurface should be of a porous granular backfill using materials no larger than 1½ inches in diameter. Surface materials may vary. Generally, along abandoned rail right-of-ways, the materials should consist of crushed limestone or other similar stable aggregates. In park settings, where such trails are found in an around intensive use areas, or to connect intensive use areas, consideration may be given to more hardened surfaces such as asphalt. The Department is conducting studies on various types of erosion control materials and devices on trail slopes. When the study is completed, recommended methods and devices will be incorporated into this design standard especially as it pertains to surface treatment on Class C trails.

Crossing Structures

Bridges. On **ALL** new construction over public roads, bridges shall have a minimum width of 10 feet. Within DNR properties, bridges should have a minimum width of 10 feet on **ALL** Class A trails, on two-way Class B trails and where passage of emergency or maintenance vehicles is necessary. One-way Class B and **ALL** Class C bridges will have a minimum width of 6 feet. Railing heights shall be a minimum of 42 inches. Surface materials on bridges shall be limited to wood planking, asphalt or concrete.

Underpasses. On **ALL** new construction under public roads, underpasses should have a minimum of 12-foot wide, 12-foot high clearance. Existing underpasses below these standards may be used if clearance heights are reasonable to allow for a bicycle to be walked through. Cautionary signage should accompany these underpass crossings. Surface material for **ALL** underpasses should be asphalt or concrete. Underpasses within DNR properties will be discouraged.

Routing

Trails, other than those on abandoned railroad corridors, will not be routed through or by areas of anticipated conflict that may include, but are not limited to, wilderness areas, game preserves, winter browse areas, experimental stations, nurseries, plantations, eagle or osprey nesting sites, known wolf habitat, residences, and other areas considered sensitive by the Department.

Configuration

Almost always, abandoned railroad right-of-ways are two-way and lineal in configuration. On larger block-type properties, looped trails should be used, with the exception being connector links.

Length of Trail

Other than connector trails, short duration rides of less than one-half day should be at least 3 miles in length. Half-day rides should be a minimum of 5 miles in length and a full day's ride at least 10 miles in length.

Parking Area Standards

Refer to Chapter 90 (Roads and Parking) in the Department Design Standards Handbook.

Special Considerations

Development features and services associated with bicycle trails might include:

- Bike racks
- Rest areas along longer trails
- Drinking water
- Picnic facilities
- Camp areas
- Informational board and signage
- Toilets
- Mileage markers
- Bicycle rental and repair
- Pay telephones where practical

At Grade Road and Rail Crossings

Crossings will be located to allow adequate sight distance for oncoming vehicles. Sight distance is measured at eye level (approximately 3.5 feet) from a point on the trail at least 15 feet from the edge of the road to an object height of 4.25 feet on the road. The following are recommended sight distances based on the design speed of the road.

<u>Design Speed</u>	<u>Minimum Sight Distance</u>
15 mph	150 feet
25 mph	250 feet
35 mph	350 feet
45 mph	450 feet
55 mph	550 feet

Proper signage will accompany crossings.

C. Wisconsin DNR Trail Design Standards

SNOWMOBILE TRAILS

Introduction

The following design standards for snowmobile trails are similar to those in Chapter NR 50, Wis. Adm. Code which establishes standards for the implementation of the snowmobile aids program.

Grades

Sustained grades and slopes will be a maximum of 25%.

Trail Widths

For one-way trails the minimum graded width will be 6 feet and the groomed width a minimum of 4 feet. Two-way trails will have a minimum graded width of 10 feet and a groomed width of 8 feet minimum. Grading will be kept minimal and used only for removing roots, stumps, rocks, and other irregularities that project above the tread surface.

Clearing Width

Clearing of vegetation will depend on the width a trail is groomed. Trails groomed a width of 10 feet require a 2-foot buffer on each edge for a total cleared width of 14 feet.

Clearing Height

Vegetation will be cleared 12 feet above the snowfree tread surface.

Turning Radius

Minimum radius will be 25 feet.

Bridges

All bridges will have an inside width of at least 10 feet except those 1,000 feet in length or more should have an inside width of 12 feet if structurally and economically feasible.

If railings are needed (refer to Community Assistance's Bridge Guidelines, PUBL-CA-005 89), they will be a minimum of 42 inches in height.

Routing

Trails will not be routed over bodies of water, nor will they be routed through or by areas of anticipated conflict that may include, but are not limited to, wilderness areas, game preserves, winter browse areas, experimental stations, nurseries, plantations, eagle or osprey nesting sites, known wolf habitat, residences, and other areas considered sensitive by the Department.

Parking Area Standards

Refer to Chapter 90 (Roads and Parking) in the Department Design Standards Handbook.

Signing

Snowmobile trail signs and placement will conform to the Department's Trail Signing Handbook, PUBL-AA-023 92 Rev.

Special Considerations

Support facilities that might accompany snowmobile trail development are:

- Drinking water
- Informational board and signage
- Toilets
- Mileage markers
- Warming shelters

HIKING TRAILS

DEC 23 1993

Grades

On Class A trails a 0-15% slope is desirable. Class B trails would allow slopes of 0-30% and Class C trails from 0-45%. On sustained grades of more than 500 feet in length, the slope should be no more than 15%. On short grades of less than 100 feet in length, the slope should be no more than 30%. On these slopes, surfacing material should be considered to prevent erosion. Switchbacks, perrons and steps and railing at more heavily used sites are desirable on the steeper grades, particularly those closer to or exceeding 30%.

Switchbacks

Switchbacks shall be constructed with a minimum turning radius of 5 feet.

Steps and Railings

Steps shall have a tread width of no less than 12 inches and a riser height of no greater than 6 inches.

There shall be no more than 9 feet vertical between landings.

Step materials may vary greatly but should blend into the landscape, be long-lasting and should be free of uneven surfaces that might cause accidents.

Railings shall be used in stepped areas wherever dropoffs occur and should have a height of 36 to 42 inches.

Tread Widths

All trails will be two-way. Class A trails will have a minimum tread width of 5 feet with the greater width on old railroad right-of-ways and on the more heavily used trails and connectors. Class B trails will have a minimum tread width of 4 feet. Class C trails will have a minimum tread width of 2 feet. Step tread widths will correspond to the trail width of the class in question.

Clearing Height

Vegetation shall be cleared to a minimum height of 10 feet from tread level.

Clearing Width

Trails shall be cleared of woody vegetation 2 feet on either side of the tread.

Surface Materials

On Class A and B trails, improved surfaces should be used. On Class A trails, the surface would range from a more hardened material such as asphalt in more heavily used areas, to a stable aggregate in more lightly used areas. In order to help accessibility, there will be no barriers such as steps and perrons on Class A trails. Class B trails would generally be surfaced in more heavily used areas, with steps, perrons, waterbars or other devices used on steeper or erodible slopes. In more lightly used areas, surface materials could consist of grass on lesser slopes if accompanied by a porous granular backfilled subsurface. Class C trails would generally use existing

subsurface with overlaying grass surfaces except on steeper or erodible slopes where erosion control devices might be necessary. The Department is conducting studies on various types of erosion control materials and devices on trail slopes. When the study is completed, recommended methods and devices will be incorporated into this design standard.

Bridges

On all new construction over public roads, bridges shall have a minimum width of 10 feet. Within DNR properties, bridges may be designed to fit the width of the trail tread, but where passage of emergency or maintenance vehicles is necessary, a bridge width of 10 feet or more is required. Railing heights shall be a minimum of 42 inches on rural bridges. Surface materials on bridges should be limited to wooded planking, asphalt or concrete.

Underpasses

On all new construction under public roads, underpasses should have a minimum of 12-foot wide, 12-foot high clearance. Existing underpasses below these standards may be used if clearance heights are reasonable to allow a hiker to walk through. Cautionary signage should accompany these underpasses crossings. Preferred surface material for all underpasses should be concrete or asphalt. Underpasses within DNR properties will be discouraged.

Boardwalks

Boardwalks are most useful for the protection of fragile areas where controlled access is required or crossing wet areas. They provide a smooth, firm surface for wheelchair users.

Configuration

On block-type properties, a looped trail configuration should be used, with the exception being connector links. All looped trail systems, especially those of more than one mile in length, should have "cut-off" trails within, so that the recreator can shorten the distance of the hike. Almost always, hiking trails on abandoned railroad right-of-ways are lineal in configuration.

Length of Trail

Other than connector trails, short duration hikes of less than 1/2 day in most locations should be at least 1/2 mile in length. One-half day hiking opportunities should have a length of at least 3 miles. One-day lengths should be at least 7 miles, and overnight hiking experiences should have a length exceeding 14 miles.

Parking Area Standards

Refer to Chapter 90 (Roads and Parking) in the Department Design Standards Handbook.

Special Considerations

Development features and services associated with hiking trails might include:

- Rest Areas Along Longer Trails
- Drinking Water
- Toilets
- Picnic Facilities

- Adirondack Type Shelters and/or Camping Areas
- Informational Board and Signage
- Interpretive Information

At Grade Road and Rail Crossings

Crossings will be located to allow adequate sight distance for oncoming vehicles. Sight distance is measured at eye level (approximately 3.5 feet) from a point on the trail at least 15 feet from the edge of the road to an object height of 4.25 feet on the road. The following are recommended sight distances based on the design speed of the road.

<u>Design Speed</u>	<u>Minimum Sight Distance</u>
15 mph	150 feet
25 mph	250 feet
35 mph	350 feet
45 mph	450 feet
55 mph	550 feet

Proper signage will accompany crossings.

MOTOR VEHICLE CROSSINGS OF TRAIL CORRIDORS

Introduction

The Department of Natural Resources is a leader in establishing off-road trails on abandoned railway rights-of-way (ROW). The general purpose of these trails is to provide maximum safety to trail users by giving them the opportunity to pursue a recreational trail activity while avoiding contact with motor vehicles.

Changing uses or new developments of land adjacent to a trail often result in requests for motor vehicle crossings of the trail corridor. Each crossing adds potential for contact or conflict between trail users and motorvehicles.

The purpose of this standard is to establish guidelines to control motor vehicle crossings of trail corridors. It is the Department's desire to not create any new road crossings of trail corridors. Making use of existing road crossings via frontage roads or other methods is preferred.

When new road crossings are unavoidable, the following design criteria shall be used to preserve the integrity of the off-road corridor.

Definitions

Rural - is any area outside the limits of an incorporated village or city.

Urban - is any area inside the limits of an incorporated village or city.

Considerations

Existing Crossings	Whether established by the railroad or through easement from the Department, existing road crossings will be honored. Landowners cannot create a public road crossing from a private driveway, farm or agricultural crossing.
LAWCON Section 6(f)	If a ROW has been acquired with LAWCON funds, any conversion or removal of those lands from recreational use may require the acquisition of replacement funds. The cost of real estate appraisals, the value of the land and administrative costs will be the responsibility of the party requesting the conversion.
Non-Grade Crossings	Non-grade crossings (underpass or overpass) are the preferred choice for all road crossings. The construction of such facilities is the responsibility of the agency requesting the crossing.
Trail Uses	Crossing restrictions/conditions shall meet the needs of the year round uses of the trail.
Other Crossings	Short term, seasonal or sporadic travel across the trail may be permitted by issuing non-transferable use permits under provision of Chapter NR 45, Wis. Adm. Code. These are non-permanent crossings.
Survey and Legal Description	Crossing requestor shall provide a certified survey and legal description of the crossing.

Types of Road Crossing

1. **State and Federal Highway Crossings:** Easements for new or reconstruction of existing highways shall be granted only for non-grade crossing and shall either be over or under the trail.
2. **County, Town Highway or City and Village Street Crossings:** First priority shall be to establish non-grade crossings. Whenever non-grade crossings cannot be achieved, crossings will occur at existing roads or streets. If town, county, or streets are not available, new at-grade road crossings shall be no

closer than 1/2 mile in incorporated areas or one mile in unincorporated areas to any other road crossing. When necessary (heavy traffic), municipalities will be required to install stop lights controlled with a push button for crossing of the road.

3. **Driveways, Commercial and Business Park Crossings:** Any new at-grade driveway or other permanent motor vehicle crossing shall be treated as a county, town, city or village road. Requests for such crossings shall come from the appropriate road authority. These crossings may be accomplished with restrictive easement or term permit. "Stop" and "Yield" signs will be installed on the granted crossing for the users of the crossing. Caution signs will be mounted on the trail for trail users.
4. **Farm Crossings:** To be used for agricultural purposes only. May be accomplished with a restrictive easement or term permit.
5. **Short Term Crossings:** These may be permitted by non-transferable use permits and are non-permanent.

Developers should plan frontage roads that do not cross trails.

Design Requirements of At-Grade Crossings

1. The crossing shall be situated at right angles to the trail.
2. Proper warning signs shall be installed and maintained on the motor vehicle route by the requestor to warn vehicle operators of the recreational trail crossing.
3. A construction plan for the crossing shall be approved by the Department prior to the beginning of construction of the crossing. Design criteria shall include:
 - a. 5% maximum grade for trail users approaching the crossing.
 - b. If motor vehicle route is paved, a 25 foot long approach shall be paved on each side of the crossing to prevent erosion or movement of the gravel trail surface material. This provides a smooth transition for the trail user from the trail surface to the crossing surface and back to the trail surface. The crossing shall be marked and maintained as a crosswalk by the requestor.
 - c. The crossing shall be located where adequate sight distances are available. Clearing for the sight distances shall be provided and maintained by the crossing requestor.

<u>Design Speed of Road</u>	<u>Minimum Sight Distance *</u>
15 mph	150 feet
25 mph	250 feet
35 mph	350 feet
45 mph	450 feet
55 mph	550 feet

*Sight distance is measured from a point on the trail at least 15 feet from the edge of the road, from an eye height of 3.5 feet on the trail to an object height of 4.25 feet on the road.

- d. Crossing requestor shall be responsible for proper drainage to protect the trail surface. Drainage controls, culverts, etc. will be installed as necessary to prevent damage to the trail and to ensure existing drainage patterns are not interrupted.
- e. All costs associated with the new crossings shall be borne by the requestor.

D. Public Input

DELLY TRAIL MASTER PLAN

Public Meeting #1

Date: September 8, 1994

Location: Town of Ringle Town Hall

- **County Representatives**
William Duncanson, Wausau/Marathon County Park Department, Director
Bev Dittmar, Marathon County Snowmobile Coordinator
Peter Knotek, Wausau/Marathon County Park Department, Assistant Director

- **State Representatives**
Lyle Hannahs, Wisconsin Department of Natural Resources
Pat Zatopa, Wisconsin Department of Natural Resources

- **Public**
See attachment "A"

I. Duncanson provided an introduction covering the following topics:

- A. The acquisition process (identifying that the land is state owned).
- B. The "Rails to Trails" concept and guidelines.
- C. A description of the Memorandum of Agreement between the state and the county.
- D. An overview of the trail master plan process.

II. Discussion of Potential Uses

(A handout was distributed indicating uses approved by Brown and Shawano Counties master plans. See attachment "B").

The following potential uses were presented with clarification from county/state representatives and responses from the public:

- A. **Bicycles**
 - 1. Strong support was shown for bicycle use.
- B. **Hiking**
 - 1. Strong support was shown for hiking use.
- C. **Motorized Disabled**
 - 1. Staff indicated ADA may require motorized use by disabled as a reasonable accommodation.
- D. **Horses**
 - 1. No support shown for horseback riding use.
 - 2. Public discussion relating to horse use indicated a strong disfavor.
- E. **Snowmobiles**
 - 1. Strong support shown for snowmobile use.
- F. **All Terrain Vehicles (A.T.V.) - Winter**
 - 1. Some support was shown for A.T.V. use.
 - 2. Approximately 2 out of 3 of the public present did not support A.T.V. use.

Public Meeting #1

Date: September 8, 1994

Location: Town of Ringle Town Hall

- G. All Terrain Vehicles (A.T.V.) - Summer
 - 1. Concerns were raised by the public regarding conflicts with hikers and bikers.
 - 2. Concerns were raised by the public regarding resource protection, esp. wetlands.

- H. Hunting
 - 1. No support for hunting along the trail was shown.
 - 2. DNR representatives indicated that no hunting was allowed on state recreation trails unless specified.

- I. Pets
 - 1. DNR representatives indicated dogs on leash were typically allowed on state park trails.
 - 2. Pets on a leash received some support with no opposition.

- J. Farm Crossings
 - 1. Farm crossings of the trail was supported.

- K. Underground Utilities
 - 1. Concerns about allowing underground utilities relating to what would happen if the rail corridor was returned to the railroad.
 - 2. The possibility of using utility easement fees as a funding source was discussed. DNR indicated that any revenues may belong to the state because the state holds title to the land.

- L. Cross-Country Skiing
 - 1. Potential conflict between snowmobiles and skiers was identified by Dittmar.
 - 2. The possibility of a future separate cross-country ski trail within the corridor was discussed with the conclusion being that it not be ruled out.

- III. Description and Discussion of Materials and Infrastructure was headed Duncanson
 - A. Surfacing
 - 1. Asphalt was presented as a surfacing that would be cost prohibitive and could also pose some problems for maintaining snowmobile surfacing.
 - 2. Crushed limestone was discussed with concerns about stability when wet presented.
 - 3. Crushed gravel was presented as potentially the best surface.
 - 4. Rotten granite surfacing was suggested by one individual with a discussion regarding the long term stability of rotten granite following.
 - 5. The width of the surfacing was indicated to be a minimum 10 feet wide.

Delly Trail
Second Meeting
01/03/95
Ringle Town Hall

Marathon County Representatives

Bill Duncanson, Bev Dittmar, Peter Knotek, Mark Thompson, Town of Weston, Greg Stezenski, Town of Weston, and Barb Weber, M.P.O.

I. Introduction - by Bill Duncanson

- Trail defined as state recreation trail chapter 45 SS
- No hunting or trapping
- Need to maintain corridor as a whole (similar to RR) for possible future return to rail
- Brown County is not allowing snowmobiling at this time - approved?
- Shawano County Board has approved their Master Plan

Timeline - final draft to Park Commission in one week, then County Board and DNR.

II. Review of Master Plan

Winter Use

- Primary - Snowmobile & ATV
- Secondary - Snow Shoe and Cross Country Ski (off rail bed)

Summer Use

- Primary - Hiking and Biking
- Secondary - Horseback riding (off rail bed), potential tie-ins with forest lands
- Problems noted: wetlands
- No motorized use in non-snow seasons

No state trails now mix horses and bikes - we are following that guide.

III. Other Uses

- Public Crossings, as needed
- Private residential crossings - rail road leases to be reworked on case by case with DNR
- Private service and recreational easements- case by case short term

IV. Prohibited Uses as per Master Plan

- Motor vehicles (other than ATV and snowmobiles in winter)
- Hunting and Trapping
- Private Occupancy
- Conducting Business (with Park Commission approval)

Open Discussion on Uses

1. Who's liability at private crossing, trail will have right of way. At public road crossing, road has right of way.
2. Comment: A mixed motor/pedestrian trail exists (starting in Monroe)
3. Question: Will camping be allowed on trail?
Answer: No camping provided at first - letting private sector fill that need
Comment: Would like to see camping at only designated areas (controlled, restrooms, etc.)
4. Question: Parking areas?
Answer: Yes at trail heads, in future water and restrooms.
5. Question: Fencing at private property?
Answer: Case by case, common arrangement, county provide materials, owner installs may differ on need for fencing.
6. Question: Rangers on Trail?
Answer: Yes, rangers primary and Sheriff/local Police Department.
Question: Fee collection monitoring?
Answer: Park Department - Potential future by private fees, pass sellers.
7. Question: Paved surface suitable for bikes?
Answer: Proposed surface should compact to allow normal street tires on bikes.
8. Question: User Fees?
Answer: Winter - no fee - regular registration for snowmobile and ATV.
Answer: Bikes - state bike trail pass or daily fee, hiking no charge.
9. Question: Can owners with land both sides walk across with unloaded guns?
Answer: Yes
10. Question: Fees for horses?
Answer: Would need to look into - common practice
Comment: Horse do damage, so should pay
Comment: Horse trailers pay fees
Comment: Bikes damage also - so not valid
11. Question: Summer Use of the ATVs off rail bed possible?
Answer: Not being recommended due to ATV resource damage.
12. Question: Control of ATVs
Answer: Enforcement and other user pressure.

MOUNTAIN BAY STATE TRAIL MASTER PLAN
SUBMITTED BY SHAWANO COUNTY

The Shawano County portion of the Mountain Bay State Trail Master Plan is found within a Senior Thesis prepared by Laurie Mesenbring as a student in the Department of Landscape Architecture, University of Wisconsin - Madison.

Comment Regarding Conflict

The Elroy-Sparta Bike Trail has been without user conflict since its inception. Since it is primarily a bike trail, potential user conflicts are reduced. However, there has been some vandalism and littering from trail users.

Program for the Kelly to Duck Creek State Recreation Trail

Outdoor Recreation Opportunities

According to the 1991-1996 Department of Natural Resources Wisconsin Statewide Comprehensive Outdoor Recreation Plan (SCORP), outdoor recreation can be described as an activity performed or observed in an outdoor setting. There are approximately 200 different forms of outdoor recreation in Wisconsin which involve participants of every age, physical condition, gender, personal interest, economic resource, and available recreation time.

The 1990 Wisconsin Outdoor Recreation Study, found in SCORP, determined that 54% of Wisconsin residents enjoyed outdoor recreation in the previous year. The most popular activity category was sightseeing and event participation (47%). This included visiting zoos, attending ball games, plus many other activities. More important to the trail project, the next most popular activity category was nature and wildlife observation (46%). These two categories require little participant skill and minimal equipment. The next most popular activity category was attending fairs, festivals, and amusement parks (42%). The next most popular activity category was just being outside without any scheduled or planned activity (40%), followed by scenic and pleasure driving category (38%), pleasure hiking or walking category (37%), and observing birds and wildlife near their homes category (35%). Of the activities that require more skill or equipment, the most popular activities were motorboat cruising, bicycling, fishing, swimming in outdoor pools, and golfing.

Although a majority of Wisconsin residents felt satisfied with their outdoor recreation experience, some reported several problems that affected the

enjoyment of that outdoor recreation. Wisconsin residents reported that many activities were too far away, or that the areas were too crowded. Many residents felt that there were less fish and game available, and that recreation facilities were inadequate. This information strengthens the concept of the recreation trail and encourages development of trail facilities (SCORP 1991-1996).

Determining Trail User Groups

Determining trail user groups requires a thorough understanding of the needs and recreational preferences of the potential user. According to Rossman (1989), a good needs assessment should consider five factors. These five factors can help the counties determine trail user groups needs. The counties should consider that...

- ...determining the meaning of "needs" is a value judgment
- ...more needs will be identified than any county can fulfill
- ...after the assessment process, the best course of action may still be unclear to the counties
- ...data collection, assessment of trail user responses, and establishment of priorities is important in assessing user needs
- ...and needs require continual reassessment.

With the limited time frame to develop this project, I will not address assessment or reassessment of trail user responses.

Since people have a need to participate in activities that are intrinsically rewarding, stimulating, and motivating, they tend to seek out recreational activities that fulfill these desires (Rossman 1989). Likewise, people intentionally select what recreational activity they participate in, when they participate in it, where they participate in it and how long they participate in it. Similarly, people tend to participate in activities they are interested in and those activities they personally enjoy, but their choices are also influenced by the activities other people participate in. For example, in-line skating

(e.g. roller blading) is currently a popular recreation activity, whereas roller skating is currently less popular. People tend to participate in the activity which is the most popular.

Another consideration in assessing user needs is that people of all ages and physical abilities can participate in some way on the recreation trail but the amount of energy expended during the activity varies for each participant. Generally, someone walking with a cane expends more energy than someone walking without a cane. Therefore, this type of user will require more opportunities for rest such as more frequent placement of benches.

Generally, people relate to a trail in a variety of ways. Where the activity takes place alters the experience of the activity participant. People tend to stay near their homes for activities such as swimming, boating, walking, running, riding, and nature and wildlife observation according to SCORP. Walkers, hikers, and bikers tended to use roadways and sidewalks for their activities. Use of roadways and sidewalks may be due to the unavailability of adequate trail system.

Determining Trail Use

The DNR has proposed that the Kelly to Duck Creek State Recreation Trail have multi-recreational use but prefers that the individual counties determine what the type of trail use will be. To help determine the type of trail use for the Kelly to Duck Creek State Recreation Trail, Marathon, Shawano and Brown Counties considered citizen input in the decision-making process. To date, Shawano and Brown counties have held town meetings to obtain citizen input regarding trail use.

Some of the trail uses will vary with the seasons. In summer, the trail provides walking, hiking, jogging, running, biking, equestrian and Amish buggy opportunities. These trail uses provide the trail user opportunities to exercise, to observe nature, to enjoy the weather, to participate in local events, or to reach another destination.

Winter activities such as snowmobiling and cross-country skiing are not only determined by trail surface but by degree of snow cover. There are existing cross country ski trails and snowmobile trails through the counties providing an opportunity to link the Kelly to Duck Creek State Recreation Trail with these trails. Since motorized vehicles create loud sounds, snowmobilers should be considerate of community noise ordinances.

In areas near an Amish community, horse and buggy use may be considered an appropriate trail use. This opportunity for the Amish people to use the trail reduces their reliance on highways, thereby reducing potential conflict between fast-moving motorized vehicles and slow-moving horse and buggies.

There are numerous equestrian trails in the state of Wisconsin, but there are currently no equestrian trails in Marathon, Shawano, or Brown county. During several community meetings in Shawano county, community members requested that an equestrian trail be established along the Kelly to Duck Creek State Recreation Trail. Because of the strong representation of equestrian riders at these meetings, a portion of the Kelly to Duck Creek State Recreation Trail should provide equestrian riding opportunities.

There are many considerations regarding the creation and maintenance of bridle trails. In general, bridle trails that are rarely used require little or no maintenance, while heavily used bridle trails require occasional resurfacing. Horses damage trails because their shod hoofs tend to loosen the soil and move it around rather than flattening and compacting it. While this loosened soil may provide better aeration and permeability, soil loss by run-off quickly erodes the trail surface. This trail surface problem may be avoided by using a limestone-screenings versus bare soil. By allowing the newly-established trail surface to settle and compact for a year before horses are permitted on the trail, the limestone screened trail surface is harder and more durable and erodes more slowly.

There are several trail surfaces that can be selected, however, it is recommended that a limestone-screened trail surface be utilized. A limestone-screened surface compacts readily providing a relatively smooth surface for walking or leisure biking. This type of surface makes the trail accessible to the physically challenged. Despite these benefits, more intensive use such as equestrian riding cause trail erosion and disrupt a limestone-screened surface. Trail erosion can occur if the surface is not compacted well or if horses are allowed on the trail when the surface is unstable. A second, or parallel trail surface is recommended to eliminate the disrupted trail surface for hikers and bikers. The parallel trail surface provides dual use of the trail area in summer. In winter, Amish cutters and equestrian riders could use the second trail surface, while cross-country skiers could use the other trail surface.

An asphalt or concrete trail surface permits other recreational opportunities such as in-line skating (e.g. roller blading) and skateboarding. This type of trail surface is consistent with existing road/street conditions in most communities and may be preferred by them.

In summary, the Kelly to Duck Creek State Recreation Trail should provide diverse recreation opportunities. Trail use can be arranged into many categories according to activity level desired (i.e. walking vs. running), required distance of activity (i.e. bikers travel farther than walkers), and time of year (i.e., snowmobiling only in winter). Ultimately, the trail uses that were selected for the Kelly to Duck Creek State Recreation Trail were based on the recreational needs of Marathon, Shawano, and Brown County residents and on the trail surface recommended.

Determining Behavioral Settings For Trail Users

According to Rossmann (1989), personal preferences help determine what the participant will experience when taking part in an activity. For example, a four-year-old may see walking on the trail as a way to be out of the house while the child's parent may see walking as an opportunity to introduce the

child to the community or to the natural environment. Similarly, the way the environment is viewed varies for each participant. For example, the four-year-old may see the movement of a butterfly as it flies from flower to flower while the child's parent may see the whole scene as beautiful wildflowers, and someone else may not even notice the area.

Rossman (1989) states that personal preferences also help determine what type of environment the participant will select to perform the activity in. For example, I have identified seven Kelly to Duck Creek State Recreation Trail description zones that can provide varied opportunities and experiences for the

trail user:

- open fields
- through forests
- crosses creek/river
- parallels creek/river
- crosses marsh
- parallels road
- through or near communities

Open Fields

The first description zone is open fields. The open fields provide the trail user opportunities to see distant topographic features and view neighboring farms. There are opportunities to learn about rural farm life while enjoying the sunshine and breezes. The openness of the cultivated fields or pastures provides more exposure to the element, while giving the trail user a sense of spaciousness and power.

Through Forests

The second description zone is through forests. This zone provides the trail user opportunities to observe forest qualities and to view or sense the presence of wildlife while providing shade and shelter from the elements. Wooded areas can create a sense of mystery with hidden views and provides

interpretive opportunities for the trail user. A wooded area can create feelings of enclosure and safety.

Crosses creek/river

The third trail description zone is crosses creek/river. Numerous rivers and creeks intersect the trail; many have excellent trout fishing and swimming opportunities. Canoeing and boating on the rivers and the lakes are other recreation opportunities available to the trail user. The sounds of gurgling water; the coolness of the water; the visual aesthetics of the lakes, rivers, and creeks; and the unique bridges provide an array of experiences for the senses.

Parallels creeks

The fourth trail description zone is one that parallels creek/rivers. This zone has similar characteristics of the previous zone except that visual and physical access may be limited due to thick vegetation; however, the sound of the gurgling water can still be heard. There is a possibility that the vegetation may be cleared to provide off trail access to creek, rivers, and lakes.

Crosses marsh

The fifth trail description zone is crossing through a marsh. This zone affords intimate inspection of flora and fauna while arousing the senses of sight, sound, smell and touch within the distinctive microclimatic setting. An interpretative boardwalk into the marsh provides a closer examination of this special setting.

Parallels Creek/river

The sixth description zone is when the trail parallels a road. This may be the least desirable trail description zone because of the view and noise from the vehicles. Proper vegetation plantings can eliminate the view of the vehicles but can not eliminate the noise from them.

Through or near communities

The last trail description zone is when the trail goes through or near a community. Because the Kelly to Duck Creek State Recreation Trail travels through fourteen communities, it provides opportunities for community interaction such as participating or observing local events; exploring historic and cultural features; and enjoying local parks; thus providing the trail user with opportunities to have an emotional connection to the community. The communities could provide trail users with basic needs such as drinking water, toilets, and a place to rest. Trail users would have access to local businesses to satisfy their hunger, to repair or rent a bike, and to explore the uniqueness of each community. (Photographs of trail corridor characteristics, next page.)

Determining Trail Amenities

Because the Ice Age Trail, the Wiowash Trail, and Nicolet Trail intersect the Kelly to Duck Creek State Recreation Trail, there are opportunities for development of joint facilities such as an interpretative center. This interpretative center could be used for education classes (i.e. bicycle safety class). If the facility is used for education classes, the communities can create programs that fulfill their needs. People organizing the classes should consider the skills required, the cost to the participant, the number of participants the class is able to accommodate, the space required for the class activity and the meeting times and dates (Rossman 1989). Because people have very busy lives and have scheduling problems, shorter more intensive classes should be considered. Education programs could be sponsored by the school system encouraging community involvement.

The facility could also be the headquarters for competition events related to the trail such as a marathon or bike race. Likewise, local community events and activities could be centered at the facility as well as providing a place for casual get-togethers. Similarly, performances and special events could be held there, too. The facility should provide interpretative and general

information regarding local and regional natural, historic and cultural features.

Similarly, an open shelter containing trail information and trail guide could be available at all trail access points. Information regarding the communities, and surrounding natural, cultural, and historic features could be made available to trail users in this location, too. Trail amenities such as parking, restrooms, drinking fountains, and telephones should be available for trail users at a specified shelter area or within close proximity to trail access points. Other amenities such as lighting, benches, and picnic tables should be unified throughout the trail corridor (Appendix 19).

Recreational facilities are popular; therefore, counties should consider providing users with opportunities to schedule important events or activities in advance. Rental fees could be charged to help defray maintenance expenses.

Trail Management

Marathon, Shawano, and Brown counties are to develop, manage, and operate the Kelly to Duck Creek State Recreation Trail and are required to follow DNR trail specifications and guidelines. The counties may apply for federal grants, such as ISTEA, to help defray development cost. They may also apply for grants from the DNR.

Tri-county cooperation is desirable to avoid differences in trail appearance. Trail signage, surfaces, and amenities such as lighting, benches, picnic tables, and drinking fountains should be standardized to provide uniformity and visual continuity to the trail.

Management of trail segment through wetlands:

According to the report, Environmental Characteristics of East Central Wisconsin, management of wetlands must follow the Shoreland Zoning Ordinances found in the Wisconsin Statutes, Chapters 59.971 and 144.26. This ordinance applies to "unincorporated areas located within 1,000 feet of a lake, pond, or flowage, or 300 feet from a river or stream or to the outer edge

of the floodplain if that is the greater distance"(ECWRPC, 1978). Local communities are required to adopt similar shoreland zoning ordinances utilizing the minimum state standards.

Trail Opportunities and Constraints

1. The Kelly to Duck Creek State Recreation Trail can provide linear recreation opportunities such as walking and biking but need not provide other activities that require a larger area such as soccer or football.
2. The trail crosses a variety of creeks and rivers, as well as swamps and marshes. Wooded areas are scattered with intermittent open spaces. Rural farmland is more abundant in the eastern half of the site. These areas afford the trail user a variety of experiences. The trail user, however, will not achieve a long term experience for any length of time as the areas are generally small unlike a national forest for which the trail user can travel for hours without a dramatic change in the environment.
3. There are many potential local and regional access points to the Kelly to Duck Creek State Recreation Trail. For the trail to become a viable recreation element, facilities will need to be provided the trail user. People will not use the trail if there isn't any place to go to the bathroom or to get drinking water. Regional users will require a place to park their vehicle. Providing facilities will be beneficial to trail users.
4. The ground grade varies along the trail corridor. At certain points the trail is below grade passing beneath roads. Likewise, there are times when the trail is at grade. Other times the trail passes above grade, passing over the road, creeks and rivers which requires bridges. These bridges will require maintenance and initial renovation costs. However, the grade differences provide for varied experiences for the trail user.

Design Concept

The Kelly to Duck Creek State Recreation Trail provides a variety of recreational activities with opportunities to experience the natural, cultural, and historic features of the land that the trail traverses; and as the trail passes through communities, the trail user has an opportunity to interact socially, physically, and spiritually with community members further enriching the personal experience of the trail user.

Discussion of Master Plan

The Kelly to Duck Creek State Recreation Trail provides a variety of recreational activities with opportunities to experience the natural, cultural, and historic features of the land that the trail traverses; and as the trail passes through communities, the trail user has an opportunity to interact socially, physically, and spiritually with community members further enriching the personal experience of the trail user.

In design, it is important to understand the issues that relate to the design and development of a project. Once the issues are discernable, the guidelines that pertain to the project can influence the project recommendations. The following issues, guidelines and recommendations relate to the KDC State Recreation Trail.

Kelly to Duck Creek State Recreation Trail Issues

Physical/Land Use/Ecological

1. Maintaining the ecological diversity of the trail corridor;
2. Minimizing erosion during construction and trail operation;
3. Minimizing non-point pollution into rivers and creeks that cross the trail;
4. Preserving and maintaining drainage ditches along trail corridor;
5. Controlling invasive/exotic trees, brush and weeds along trail corridor;
6. Maintaining and altering bridges for trail use;
7. Maintaining native trees, shrubs, forbes and grasses along trail corridor;

8. Protecting endangered plant species;
9. Protecting vegetation during trail construction;
10. Protecting river and creek banks at trail intersections;
11. Complying with flood plain regulations and restrictions regarding rivers and creeks that cross the trail;
12. Determining type of trail surface required for recommended trail uses;
13. Protecting trail users from weather elements;
14. Providing legible trail signage;

Social/Aesthetic

1. Providing varied views of the surrounding landscape;
2. Providing interpretative opportunities for trail user regarding natural, cultural, and historic features;
3. Providing opportunities for social interaction along trail corridor and in communities that the trail intersects;
4. Providing access to the trail for the physically challenged;
5. Providing for the basic physical needs of trail users such as drinking water and toilet use;
6. Providing access to all potential trail users;

Guidelines

1. Follow erosion control guidelines as established by individual counties for trail construction;
2. Follow DNR Trail Specification Handbook (2540.5) for development of biking trails, and scenic hiking trails;
3. Comply with zoning ordinances for construction of parking facilities or seek variance from county zoning board;
4. Observe flood plain regulations for county and federal government;
5. Observe non-point pollution guidelines;
6. Comply with A.D.A. Standards for trail and facility development;
7. Comply with A.D.A. Standards for accessibility;

Recommendations

Plant material

1. Identify endangered plant species (acquire botanist/horticulturist services); mark area to protect plant community; avoid use of non-selective herbicides;
2. Prohibit picking of plant species along trail corridor;
3. Remove exotic/invasive plant species by cutting and/or application of selective herbicide;
4. Routinely prune trees and shrubs to maintain proper head and trail clearance;
5. Plant "signature plant species" where designated (Appendix 21);
6. Provide opportunities to view distant terrain by removing vegetation at designated intervals;
7. Allow vegetation to provide canopy coverage over trail at designated intervals to provide shade;

Uses/User group

1. Prohibit watering horses at rivers or creeks; place designated signage at river and creek crossings;
2. Provide drinking water, unisex accessible toilets, and information kiosk at designated comfort stations in communities;
3. Provide trail brochures and local community brochures at information kiosk in communities (Appendix 16-18)
4. Ensure trail and trail access points are accessible to the physically disabled;
5. Prohibit dogs from trail; excrement does not degrade readily; dogs frighten other trail users;
6. Prohibit hunting from trail; follow hunting guidelines for distance requirement from trail area prior to hunting on adjacent lands;
7. Trail Tips to be placed on all signage at comfort stations:
*Stay on trail.

- *No pets allowed on trail.
- *Do not feed wild animals. They have special dietary needs.
- *Do not approach animals that seems tame, they could be rabid, ill, or bite.
- *Do not eat berries or other plant parts unless you know they are safe.
- *Recognize poison ivy by three leaflets and white berries; in fall leaves turn orange-red. The plant is poisonous year-round.
- *Do not pick flowers; let others enjoy their beauty. Take only pictures: leave only footprints.
- *Motorcycles, all-terrain vehicles and other motorized vehicles are not permitted on the trail except for grooming and maintenance vehicles;
- *No alcohol permitted on the trail.
- *No smoking on the trail; is a fire hazard and a litter problem;
- *The trail surface is screened limestone, providing a hard, smooth surface. The trail is not designed for high speed travel. The trail may be closed when weather conditions cause the trail surface too become unstable, too soft, or erodible.
- *During deer hunting season, trail users are required to wear blaze orange clothing.
- *Bridges have planked floors and railings providing a safe creek or river crossing.
- *Walk horses across bridges.
- *Do not water horses in creeks or rivers.
- *Place litter in receptacles at comfort stations.
- *Obey trail signage.
- *Be considerate of other trail users.

Trail Construction (Appendix 20)

1. Evaluate structural integrity of all bridges (acquire structural engineering services); repair structural defects when detected; widen bridges to a minimum of 10', excluding rail dimensions; place handrails on all

- bridges; and place planking perpendicular to handrails;
2. Identify every creek and river with signage; denote its characteristics such as which watershed it belongs to and where the water where ultimately discharge (e.g. Mississippi River, Lake Michigan, etc.), and fish species contained within the creeks and rivers;
 3. Place KDC State Recreation Trail signs at every road intersection and in every community;
 4. Place information kiosk in every community;
 5. Place comfort station in designated locations;
 6. Refrain from placing any structure within flood plain;
 7. Provide rest stop area approximately every three miles; including benches and shade;
 8. Use appropriate erosion control techniques during trail construction;
 9. Create an 10' wide trail with limestone screening surface along entire trail corridor, except where designated;
 10. Regrade road/railroad embankments to permit trail user visibility of road intersections for 50 feet;

Because the Kelly to Duck Creek State Recreation Trail is very long, approximately 83 miles, its various characteristics make it difficult for the trail user to identify specific components of the trail and the trail's character at any given point. It is then desirable to separate the trail into segments, each emphasizing the characteristics generally found in that segment. By dividing the trail into segments, the trail user more clearly visualizes the characteristics of each segment thereby helping the trail user identify which part of the trail they are on.

The Kelly to Duck Creek State Recreation Trail is divided into four distinct trail segments: Ice age Trail Segment, Forest-Marsh Trail Segment, Amish Trail Segment, and the Rural-Urban Segment.

As I eluded to before, it is important to understand the issues that relate to the design and development of a project. Once the issues are discernable, the

guidelines that pertain to the project can influence the project recommendations. Subsequent to each of the individual trail segment descriptions the issues, guidelines and recommendations pertaining to that trail segment are specified.

Ice Age Trail Segment

The Ice Age Trail Segment, includes Kelly, the western trailhead of the Kelly to Duck Creek State Recreation Trail, through Ringle, and to Hatley, approximately 10.5 miles. The Ice Age Trail Segment is entirely in Marathon county. The Ice Age Trail Segment traverses the glacial moraines of the last glaciation period of Wisconsin, in particular, the Green Bay lobe. The Ice Age Trail Segment contains the high point of the trail at 1355' above sea level. East of Ringle, the Ice Age Trail intersects the Kelly to Duck Creek State Recreation Trail near the trail high point. From this high point, distant views of the landscape are visible. Most of the area is open fields with scattered woods. The Kelly to Duck Creek State Trail user crosses several creeks along the way and the Plover River in Hatley. The Ice Age Trail Segment will be available for hiking, biking, and snowmobiling.

In Kelly, the eastern trailhead, it is recommended that a trailhead facility be located in the vacant field north of the Town of Weston municipal building. This facility should include drinking water, unisex accessible toilets, information kiosk, telephone, Kelly to Duck Creek State Recreation Trail Brochures, Kelly (Town of Weston) Brochures, Wausau Brochures, and Ringle Brochures, all contained within an open shelter. Because the site is the trailhead and near a large city, a large parking area should be provided for trail users. The parking area should have an appropriate turning radius to accommodate snowmobile trailers. A picnic area should be established containing grills and picnic tables. It is also recommended that the Town of Weston connect the Kelly to Duck Creek State Recreation Trail with Kellyland Park and provide connection to the City of Wausau, possibly along the Eau Claire River.

It is recommended that Ringle provide a medium parking facility adjacent to a comfort station. The comfort station should include drinking water, unisex accessible toilets, and information kiosk. The information kiosk should contain Kelly to Duck Creek State Recreation Trail brochures, as well as brochures for Kelly, Ringle, and Hatley. Ringle is easily accessible from State Highway 29 and is near the Ice Age Trail. An information kiosk should be located at the intersection of the Ice Age Trail and the Kelly to Duck Creek State Recreation Trail. This information kiosk should contain brochures for both trails as well as a history of each of the trails.

Ice Age Trail Segment Issues

Physical/Land use/Ecological

1. Accessing the potential linkages of the KDC State Recreation Trail to Kellyland Park in Town of Weston as well as providing access to City of Wausau;
2. Determining appropriate linkages of trail to other established trails;
3. During trail construction, determining erosion control methods especially on steep moraine slopes;
4. Determining opportunities for distant views of the landscape;

Social/Aesthetic

1. Determining need for interpretative facilities at trailhead and at intersection of the KDC State Recreation Trail with the Ice Age Trail;

Guidelines

1. Follow DNR standards and guidelines for wetlands and riparian edges to ascertain appropriate linkage to Wausau when following the Eau Claire River edge;
2. Follow DNR, county and town erosion control methods to avoid soil loss;

Recommendations

1. On slopes greater than 12%, create a switchback with level landings every 20 feet to provide for accessibility for all trail users;
2. Remove trees and tall shrubs intermittently to provide trail user with distant views of the landscape;
3. Create a trailhead facility in Kelly for local and regional trail users that provides interpretative information about the KDC State Recreation Trail;
4. Build an accessible ramp in Hatley from the rail bridge over the Plover River;

Forest-Marsh Segment

The Forest-Marsh Trail Segment includes east of Hatley, through Norrie, Eland, Bowler, Lyndhurst, Thornton, and to the Wolf River, west of Shawano, approximately 40 miles long. The Forest-Marsh Trail Segment contains numerous forests and marshes.

The forests contain deciduous upland tree species with varied plant understory. Spring brings forth a multitude of spring ephemerals arising from the ground layer of the forests. In summer, forest microclimates provide cooling relief from the intense summer heat. Summer plant species are visible in the tree understory, especially where there is an opening in the tree canopy. In fall, the deciduous trees and shrubs display their beautiful autumnal coats as the weather turns colder and the days grow shorter. In winter, the forest sheds its colorful coat of leaves for a white coat of snow. It is during this time of the year that tree form, bark characteristics, and plant fruit are visible. The forests also provide valuable wildlife habitat for numerous species.

Cedar marshes dominate the marsh areas. These marshes provide valuable wildlife habitat for animals. Marshes also collect and filter water runoff providing cleaner ground water. Marshes have a distinctive microclimate which caters to a variety of plant and animal species.

The Kelly to Duck Creek State Recreation Trail passes within five feet of the

northern shore of Norrie Lake in Norrie. The southern and western shores of Norrie Lake are bordered by Tamarack-Cedar marshes. A swimming beach, picnic area, and bath house are currently available at the site. It is recommended that drinking water, unisex accessible toilets and an information kiosk be added to this location. The information kiosk should contain Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Hatley, Norrie, and Eland. A boardwalk into a small section of the Tamarack-Cedar marsh should be developed to provide access to this type of plant community. Interpretative information regarding the marsh flora and fauna should be displayed along the boardwalk.

In Eland, the Kelly to Duck Creek State Recreation Trail intersects the Wiowash Trail. An historic railroad depot is located at this intersection. It is recommended that this building be developed into as Historic Railroad Interpretative Facility depicting information about the railroads in this region as well as both the Kelly to Duck Creek State Recreation Trail and the Wiowash Trail. This facility should provide drinking water and unisex accessible toilets. The Historic Railroad Interpretative Facility could provide refreshments to trail users as well as provide a youth hostel lodging opportunity. A camping area should be established nearby since there are no camping facilities within 13 miles. A large parking facility should be developed at this location to accommodate regional and local trail users for both trails.

It is recommended that a small parking area be located in Bowler. A comfort station containing drinking water, unisex accessible toilet and information kiosk should be located adjacent to the parking area. Part of Bowler is located in the Stockbridge-Munsee tribe of the Mohican Indians reservation. The information kiosk should contain information regarding this ethnic community. Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Eland, Bowler, and Lyndhurst should available on the information kiosk.

A small parking area should be located in Lyndhurst. A comfort station

should be located adjacent to the parking area. A local tavern could provide refreshments to trail users. The information kiosk should contain brochures for Bowler, Lyndhurst, Thornton, and the Kelly to Duck Creek State Recreation Trail.

In Thornton, a small parking area should be created in the railroad right-of-way at the intersection of the trail and Oak Ave. before the Kelly to Duck Creek State Recreation Trail deviates from its original course. It is recommended that the Kelly to Duck Creek State Recreation Trail depart from its original course east of Thornton at Oak Ave. It is necessary to digress from the original corridor of the Kelly to Duck Creek State Recreation Trail because the railroad line will remain active from Maple Ave. eastward to the western banks of the Wolf River to serve Shawano Paper Company. The railroad company prohibits usage to the active railroad line right-of-way for trail purposes due to the liability risk.

Forest-Marsh Trail Segment Issues

Physical/Land use/Ecological

1. Assessing degree of vegetation coverage permitted along trail edge in forested areas;
2. Providing accessibility into marsh area with least negative impact to flora and fauna;
3. Controlling erosion into marsh area during trail construction and use;
4. Ascertaining drainage alterations due to trail construction;
5. Determining potential impact of alkaline trail surface to marsh community, as well as to other plant communities;

Social/Aesthetic

1. Providing interpretive opportunities for forest and marsh areas;
2. Providing accessibility into marsh area with least negative impact to flora and fauna;

Guidelines

1. Follow DNR guidelines and A.D.A. Standards for boardwalk construction into marsh area;
2. Follow county and DNR guidelines for construction within a marsh area;

Recommendations

1. Create a boardwalk in the marsh area west of Norrie;
2. Provide interpretive information along marsh boardwalk;
3. Develop interpretive section along forested trail section that identifies tree, shrub, and forbs;
4. Evaluate if drainage pattern in marsh area was altered during trail construction; reestablish correct drainage patterns;
5. Evaluate effect of alkaline trail surface to marsh community and other plant communities; consider alternate trail surface, such as rotten granite, where plant communities have deteriorated due to increased alkalinity;
6. Provide intermittent canopy coverage and areas open to the sky along trail;

The trail user will travel east onto Oak Ave., cross Maple Ave., then follow Locust Rd. south, turning east onto Wolf River Rd., and south onto Poplar Rd. and then to State Highway 29. Vehicular caution lights should be erected at this location as well as yellow pavement stripping to as signals to vehicle drivers where the trail crossing is located. The trail user will be required to stop before crossing STH 29. At this point, the trail splits into two sections: the Northern Trail Loop follows STH 29 into Shawano and the Southern Trail Loop crosses STH 29 and continues southward reconnecting to the existing rail corridor at the Wolf River.

Trail Routes through Shawano

Northern Trail Route Through Shawano:

The Northern Trail Route follows the existing STH 29 into the city of Shawano. Upon completion of the new STH 29 bypass, the Kelly to Duck Creek State Recreation Trail should proceed eastward to the Wolf River from Poplar Rd. The trail along the existing STH 29 section should be created on the north side of STH 29 along the asphalt pavement. There should be a 6' yellow striped asphalt strip between STH 29 and the trail. The trail segment should be 10' wide with designated hiking and biking lanes. The trail surface should be asphalt.

A new bridge over the Wolf River will replace the existing STH 29 bridge by 2001. It is recommended that an 10' wide hiking/biking lane be created on the new bridge on the north side. This 10' width allows for separate hiking and biking lanes. It is recommended that this lane be physically separated from the vehicular traffic.

The trail user then will follow sidewalks to the intersection of STH 47/55 and STH 29. The sidewalks should be widened wherever possible to accommodate the trail traffic. The intersection of STH 47/55 and STH 29 has pedestrian crossing lights. Once across the intersection, the trail user travels north to Fifth St., then eastward along Fifth St. Trail markers should be positioned along Fifth St. to direct the trail user through the residential areas. At the intersection of Fifth St. and Fairview Ave., the trail user follows Fairview Ave. north to Fairview Way and then to Arlington St.

It is recommended that the Northern Trail Route parallel the Shawano Lake Channel, north of Forest Lawn Cemetery. The trail route should then travel eastward behind Shawano Plaza. East of Shawano Plaza, a new park will be created, Eberlein Park. Eberlein Park's southern edge borders the original railroad corridor. The Northern Trail Route will meander through Eberlein Park and reconnect to the original railroad corridor along Eberlein Park's southern border. The trail then follows the original railroad corridor eastward. Amish

buggies will be able to reach the civic areas of the city via the northern trail route at the intersection of STH 47/55 and 5th Street.

Southern Trail Route Through Shawano:

By 2001, STH 29 will be rerouted south of Shawano, crossing STH 22 south of the STH 22/Wolf River bridge. The new STH 29 bypass will cross CTH M west of Rose Brook Rd/ CTH MM. The Department of Transportation (D.O.T.) plans to provide an overpass crossing for CTH M over the new STH 29. However, this will not be an interchange location. Construction plans for the overpass call for 12' wide traffic lanes with 4' concrete shoulders. The railing will be solid concrete. No specific pedestrian lanes are planned. The 4' shoulder width is too narrow to permit pedestrian/biking traffic to use the overpass safely. The pedestrian/biker has no escape route if traffic comes too close to the shoulder.

The D.O.T. plans to provide an overpass crossing for Maple Ave. over the new STH 29. The construction specifications parallel those of CTH M. The Southern Trail Route crosses STH 29 at Poplar Rd. Vehicular caution lights should be erected at STH 29 as well as yellow pavement striping to signal to vehicle drivers where the trail crossing is located. The trail user will be required to stop before crossing STH 29. The trail user follows Poplar RD. south and then east where Poplar Rd. intersects with Rose Brook Rd./CTH MM. The trail user then follows Rose Brook Rd./CTH MM south and then west where the road intersects with CTH M. The trail user then follows CTH M eastward to the CTH M bridge that spans the Wolf River.

It is recommended that the Kelly to Duck Creek State Recreation Trail follow the west banks of the Wolf River to the existing railroad trestle over the Wolf River. An easement from a private landowner will need to be obtained to allow the trail to follow the banks of the Wolf River. The trail will then follow the original railroad corridor.

If the easement is not obtainable, then the trail user will cross the Wolf River on the County Trunk M bridge. The trail then follows Water St. north to the original railroad corridor. The trail user then follows the original railroad corridor to the McDonald's property where an easement should be obtained to allow the trail to converge at the intersection of STH 29 and Woodlawn Drive. This intersection contains traffic signals which provides a safe crossing point for the trail user. It is recommended that a 10' wide sidewalk parallel the northern edge of STH 29, east of Woodlawn Drive, between the bank property and STH 29. This sidewalk would then continue eastward connecting to Eberlein Park. The 10' sidewalk would allow the Amish buggies to reach the Shawano Plaza complex.

The Northern and Southern Trail Route meet along the southern border of Eberlein Park. These two trail routes allow the trail user to make a loop around and within the city of Shawano. The trail user who wishes to interact within Shawano can choose the Northern Trail Route; the trail user who wishes to avoid the center of the city can follow the Southern Trail Route.

Eberlein Park

The master plan for Eberlein Park should be altered to allow for a bridle trailhead as well as Amish buggy, hiking and biking access for local and regional trail users. The master plan for Eberlein Park should provide access from the Northern Trail Route and the Southern Trail Route.

These two trail routes allow the trail user to make a 6.6 mile loop around and within the City of Shawano. The 6.6 mile loop provides local residents with a specific physical fitness distance. A physical fitness course should be established along the trail loop providing periodic conditioning stations. The trail user who wishes to interact within the City of Shawano can choose the Northern Trail Route.

City of Shawano

The Department of Transportation (D.O.T.) plans to reroute STH 29 south of Bonduel, south of Shawano and around Wittenberg. This rerouting affects the Kelly to Duck Creek State Recreation Trail only in Shawano. The D.O.T. plans to reroute STH 29 south of the STH 22 bridge over the Wolf River, crossing CTH M west of Rose Brook Rd./CTH MM, and reconnecting to the existing STH 29 east of Maple Ave. The new STH 29 will then divert off the existing STH 29 one half mile east of Thornton bypassing Thornton to the south, and reconnecting to the existing STH 29 west of Thornton.

Upon completion of the new STH 29 bypass, the existing STH 29 west of Shawano will be converted in name to Business STH 29 or a new CTH as far as the location of the proposed interchange with the new STH 29. This interchange will occur east of Maple Ave. where the new STH 29 reconnects to the existing STH 29. The D.O.T. plans to create an "at grade" interchange at this location. The existing STH 29 from the new STH 29 interchange west to Shawano will not be altered except where the existing STH 29 intersects with the active railroad line.

Currently, existing STH 29 passes over the railroad line. This overpass will be removed during the construction of the new STH 29. The existing STH 29 will then cross the railroad line at grade level. According to the D.O.T., traffic count projections for the existing STH 29 west of Shawano is approximately 10,000 vehicles daily. After completion of the new STH 29 bypass, traffic counts along the existing STH 29 section west of Shawano to the new STH 29 interchange will drop to 2000 vehicles daily. This is a dramatic decrease in traffic along this road section. Truck traffic will be required to use the new STH 29 bypass.

The trail user who wishes to avoid the center of the City of Shawano can follow the Southern Trail Route. Trail users who wish to spend time in the commercial and business areas along STH 47/55 and STH 29 will be required to use the sidewalks due to the high traffic volume on these streets. Bike

racks will be provided periodically along these streets wherever space permits. Bicycles users are to yield to pedestrians.

City of Shawano Issues

Physical/Land use/Ecological

1. Need for diverting trail from original railroad corridor;
2. Determining appropriate trail crossings on STH 29;
3. Determining need for alternative traffic routing on local streets;
4. Determining if easement is obtainable;
5. Determining condition of railroad bridge over wolf river;

Social/Aesthetic

1. Providing safe trail routing through Shawano for hikers and bikers;
2. Determining "best" trail route through Shawano, socially and aesthetically;
3. Providing access for local and regional trail users;
4. Providing access for equestrian and Amish trail users;

Guidelines

1. Comply with local zoning restriction or regulations, or request a variance;
2. Follow department of transportation (D.O.T.) Regulations for STH crossings;
3. Acquire proposed D.O.T plans for STH 29 re-routing that denotes future road alignment, interchange locations, and overpass information;
4. Comply with existing ordinances for equestrian use within city limits or request a variance;

Recommendations

1. Acquire easement from CTH M north along the western banks of the Wolf River to connect to the railroad bridge;
2. Establish a walkway along the easement;

It is recommended that Shawano and Pulaski serve as bridle trailheads. In Shawano, the Kelly to Duck Creek State Recreation Trail borders the entire south side of Eberlein Park which will be located east of the K-Mart shopping complex on the east side of Shawano. The comfort facilities at Eberlein Park could serve the park users as well as the trail users if appropriately cited. Likewise, the parking area could be altered to accommodate horse trailers and Amish buggies. A large parking area is necessary to accommodate the required turning radius of horse trailers. Eberlein Park is in the planning phase, so construction has not yet begun on this park site. It is recommended that the site plan be altered to accommodate trail users especially for equestrian riders and Amish buggies. Water and hitching posts should be available for the horses. The parking surface should be coarse gravel to provide a non-slip surface for shod horses. An information kiosk should provide Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Thornton, Shawano, and Bonduel.

Dual trails are recommended for the Amish Trail Segment. The equestrian and Amish trail should be a minimum of 10' wide. Amish buggies are 6' wide, so there would be 2' on each side to allow for the natural meander of the horses. The trail should be gently graded so that a buggy could temporarily pull off the trail to let another buggy pass. The trail surface should be limestone screenings which has been compacted. Manure degraded readily within three days and can be left on the trail surface. Wind blows the dried particles into the vegetation bordering the trail. The hiking/biking/cross country ski trail should be a minimum of 10' wide with a limestone screenings surface.

In Bonduel, an accessible ramp will need to be constructed to access the trail for equestrian and Amish buggies as well as for other trail users. The medium parking area at Equity Livestock Sales and Service could be utilized with permission on weekends and holidays for equestrian and Amish buggies. The parking area at Cedar Park could be utilized for non-horse users. Access to the trail from Cedar Park could be obtained via an easement west of Equity

Livestock Sales and Service. A long ramp without switchbacks is required for the Amish buggies as they are unable to negotiate a sharp turn. The parking facility for horses and Amish buggies should be linked to Cedar Park by providing access between the Kelly to Duck Creek State Recreation Trail and Equity Livestock Sales and Service west where it will link to the easement from the trail to Cedar Park. Restrooms, shelter, picnic facilities, ball diamond, swimming area, and fitness course are currently available at Cedar Park. Drinking water should be available to trail users as well as an information kiosk. KDC State Recreation Trail brochures as well as brochures for Shawano, Bonduel, and Zachow should be available on the kiosk.

A small parking area and comfort station should be available in Zachow. The comfort station should provide drinking water, unisex accessible toilets and an information kiosk. Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Bonduel, Zachow, and Pulaski should be available on the kiosk.

An east bridle trailhead is recommended in Pulaski. The horse trailers require large turning radius thereby dictating a large parking area. The parking area is currently available at the Pulaski Polka Days Park. It is recommended that drinking water, unisex accessible toilets, and an information kiosk be located at the site. Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Bonduel, Pulaski and Anston should be located on the information kiosk. Pulaski Polka Days Park is adjacent to a small grocery store. A picnic area should be established in the right-of-way between the grocery store and the park. The grocery store could provide trail users with refreshments.

Dual Trails

In the Amish segment, dual trails will be developed to provide paired recreation opportunities. Each trail surface will be screened limestone to afford a firm surface for hiking/biking and equestrian/Amish buggies. The

hiking/biking trail will be a minimum of 10' wide to accommodate hiking and biking simultaneously. The equestrian/Amish buggy trail will be 10' wide to accommodate the 6' wide Amish buggies. The 10' width provides 2' on each side of the buggy to allow for the natural wander of horses as they pull a buggy. Minimum trail width for equestrian riding is 5'. Therefore, dual direction equestrian riding is possible along the 10' wide trail. The dual trails should be separated by a vegetative border. Signage should clearly denote the recreation type permitted on each trail.

Amish Trail Segment Issues

Physical/Land use/Ecological

1. Accessing need for dual trails: (1) for Amish buggies/cutters and equestrian riding; and (2) for hiking, biking, and cross country skiing
2. Determining trail width required for Amish buggies/cutters and horses;
3. Determining effects of horse manure on trail;

Social/Aesthetic

1. Providing interpretative opportunities for Amish lifestyle and farming practices;
2. Protecting privacy of Amish people;

Guidelines

1. Follow established horseback riding trail specifications from DNR Trail Specification Handbook (2540.5) modified to accommodate Amish buggies/cutters;
2. Follow DNR Trail Specification Handbook (2540.5) for development of cross country ski trails, biking trails, and scenic hiking trails.
3. Follow current methods for handling horse manure as established at other state recreation trails;

Recommendations

1. Provide a 10' width for Amish buggies/cutter and horse trail; 10' width for hiking, biking, cross country skiing;

2. For 10' wide Amish buggies/cutter and horse trail:
 - a. Allow manure to naturally degrade on trail surface;
 - b. Provide water for horses at bridle trailheads;
 - c. Provide hitching posts at bridle trailheads and in Bonduel;
 - d. Provide ample parking at bridle trailheads for horse trailers and vehicles with appropriate turning radius;
 - e. In winter, use snowmobile groomers to provide a compacted, smooth surface after snowfall greater than three inches;
3. For 10' wide hiking, biking, and cross country skiing trail:
 - a. In winter, use cross country ski groomer to provide adequate skiing surface after snowfall greater than three inches;
4. Place interpretative information regarding Amish lifestyle and farming practices at bridle trailheads and in Bonduel on information kiosks; and encourage mutual respect for all trail users;
5. Provide solid bridge railing over rail bridge that crosses STH 117; to decrease horse's fear of heights;

Rural-Urban Trail Segment

The Rural-Urban Trail Segment begins in Pulaski, goes through Anston and Howard, and ends at the trailhead in Duck Creek. The Rural-Urban Trail Segment begins at Pulaski, goes through Anston and Howard, and ends at the eastern trailhead, Duck Creek, approximately 11.5 miles long. This trail segment is entirely in Brown county. The Rural-Urban Trail Segment traverses mainly rural farmland with sparse forests. Cropland and pastures dominate the landscape. Private residences and subdivisions begin to dominate the landscape the closer you get to Howard. The Kelly to Duck Creek State Recreation Trail has it lowest point of 587.38' in the Rural-Urban Trail Segment This low point is at the trailhead in Duck Creek.

It is recommended that a small parking area with an adjacent comfort station be located in Anston. The comfort station should include drinking

water, unisex accessible toilets and an information kiosk which contains Kelly to Duck Creek State Recreation Trail brochures as well as brochures for Pulaski , Anston, and Howard.

It is recommended that hiking, biking, and snowmobiles be allowed on this trail segment up to Howard. It is recommended that snowmobiles be prohibited in the Village of Howard to Duck Creek. Because snowmobiles are loud and travel at fast speeds, it is not desirable to allow them in residential areas.

A medium parking area should be created at the intersection of the Kelly to Duck Creek State Recreation Trail and County Trunk HS. A ramp should be constructed to access the trail. A comfort station should be available at this location. The comfort station should include drinking water, unisex accessible toilets and an information kiosk containing brochures for the Kelly to Duck Creek State Recreation Trail as well as brochures for Anston, Howard, and Duck Creek.

A trailhead facility should be incorporated with Memorial Park near the Duck Creek River. This park currently has a ball diamond and boat landing. A comfort station should be include in the park upgrade plans. The comfort station should include drinking water, unisex accessible toilets, an information kiosk and shelter. A large parking area is currently available at Memorial Park which could accommodate trailhead parking needs.

Rural-Urban Trail Segment Issues

Physical/Land use/Ecological

1. Maintaining existing fences along trail segment;
2. Maintaining drainage ditches along trail to facilitate field drainage;
3. Determining cattle and/or machinery crossings;
4. Determining effects of wetland area at trailhead;
5. Determining drainage capacity on trail sections below grade;

Social/Aesthetic

1. Providing interpretive information regarding current farming practices and farm life;
2. Providing access to Duck Creek River;
3. Determining snowmobile usage limits;

Guidelines

1. Ascertain previous maintenance agreements between land owners and railroad company;
2. Follow established DNR guidelines regarding rail abandonment-landowner maintenance agreements;
3. Follow DNR wetland policies and standards in accessing wetlands near Duck Creek;
4. Follow A.D.A. Standards for accessibility;
5. Determine soil suitability in poorly drained areas of trail;

Recommendations

1. Create a trailhead facility in Duck Creek near Memorial Park if trail continues to Duck Creek River bridge; if trail section is not obtainable, then create trailhead at intersection of CTH HS and the KDC State Recreation Trail;
2. At CTH HS, provide trail users with a ramp to access the trail;
3. Restrict snowmobiles to the perimeter of the Village of Howard;
4. Develop fence repair schedule with land owners containing railroad maintenance agreements;
5. Develop methods to safely cross the trail with cattle and machinery;
6. Avoid construction in wetland area;
7. Clear scrub brush from drainage ditches to maintain water flow;
8. Prohibit snowmobiles from Village of Howard because snowmobiles are noisy to some village residents;
9. Elevate grade of trail at locations where poor trail drainage occurs; problem exists;

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Trail Amenities

Picnic tables

***heavy-duty construction:**

standard height and width dimensions
6' long
3"x 4" treated wood
galvanized bolts
2³/₈" O.D. galvanized steel tubing
bolt to anchor secured in 4' concrete pilings

***amount:**

3 or more at local comfort stations
6 or more at trailhead and bridle trail head locations
(at least one table with 2' extension for wheelchair approach:

***considerations:**

screened limestone base beneath wheelchair accessible table
provide accessible path to and from trail, parking area, and comfort station
other tables movable to facilitate mowing

***maintenance:**

apply stain when finish fades
repair or replace damaged tables

Benches with or without backs

***construction:**

standard height and width dimensions
6' long
3"x 4" treated wood
galvanized bolts
galvanized steel framing
bolt to anchor in 4' concrete pilings

***amount:**

benches without backs
2 per comfort station
benches with backs
every 2 miles along trail at sites where:
-bench receives shade daily
-to facilitate observation of natural area
or scenic view

***maintenance:**

apply stain when finish fades
repair or replace damaged benches

Trash receptacles

***construction:**

- 1"x 4" treated wood slats attached to galvanized steel ring
- secured with galvanized bolts
- bolt to anchor in 4' concrete pilings
- metal trash cans with covers to fit inside receptacle
- 20 gal. capacity

***amount:**

- 1 per comfort station
- 2 at trailhead or bridle trailhead facilities
- 1 within 25' of each bench

***maintenance:**

- apply stain when finish fades
- repair or replace damaged receptacles
- empty trash cans every two weeks or as needed

Comfort stations

***construction:**

- 6" concrete base on 4' deep concrete pilings
- steel support columns bolted to post anchors (secured to concrete base)
- laminated curved beam (eliminates nesting spots)
- single tongue and groove roof decking
- horizontal lap siding on toilet area
- steel doors
- toilet area must meet ADA accessibility standards
- accessible water fountain
- kiosk area for community and trail information
- benches without backs adjacent to kiosk area

***amount:**

- one unit per community
 - 2 unisex accessible toilets in each comfort station
 - 2 or more unisex accessible toilets at trailhead and bridle trailhead

locations

***maintenance:**

- routine toilet maintenance
- repair damage to comfort station
- clear old information from kiosk every month
- repair or replace damaged benches
- stain structure when finish fades
- apply new roof to structure as needed
- clean comfort station monthly

Bicycle racks

***construction:**

galvanized steel tubing
2' wide x 3' tall
direct bury in 4' concrete pilings

***amount:**

6 per comfort station
6-10 per trailhead or bridle trailhead locations

***maintenance:**

paint as finish wears

Post lighting in communities

***construction:**

14' tall
twin ball globe luminaire
21" O.D. Base
cast iron post
bolted to 4' deep concrete base

***amount:**

one light post every 50' or less to illuminate the immediate surroundings at a vertical light distribution of 7'

***maintenance:**

repair or replace bulbs, globes, or fixtures as needed

Bridge lighting for communities

***construction:**

recessed or under rail
rust-proof exterior
color match to rails

***amount:**

as needed to eliminate glare while providing illuminated bridge floor

***maintenance:**

repair or replace bulbs and/or fixture as needed

Construction Schedule

Phase I

1. Grade rail corridor
2. Apply limestone screening
3. Add signage level I
4. Create parking & picnic areas

Phase II

1. Build kiosks
2. Add trail brochures
3. Add signage level II
4. Place seating along trail

Phase III

1. Build comfort stations
2. Refit rail depots
3. Add signage level III
4. Add community brochures
5. Build trailhead facilities

Maintenance (adapted from DNR Trail Specification Handbook)

Pruning, removing brush, and mowing

1. Periodic maintenance to maintain trail clearing designations for height and width
2. As frequently as required to maintain safe, pleasant passage:
 - a. Remove brush late fall or late winter annually
 - b. Prune trees late fall (end of october) annually
 - c. Clear drainage channels of brush as needed to maintain proper drainage

Erosion repair

1. Patching
2. Erosion control structures or treatments where required
3. Rerouting of trail in problem areas
4. Planting, brush barriers, etc.
5. Seeding and sodding

Surface repair

1. Patching, smoothing
2. Replace materials lost by wear and erosion
3. Root and plant removal

Traffic control- short cuts and unwanted trails

1. Adequate signing
2. Barriers and obstacles
 - a. Brush
 - b. Rocks
 - c. Fences and rails
3. Obliterate old trails

4. Planting

- a. Dense or impassable cover at trouble spots
- b. Seeding of planting old trails

Service of access point and terminal facilities

- 1. Toilet maintenance
- 2. Trash removal
- 3. General cleanup

Signs and markers

- 1. Replace all missing signs and markers
- 2. Replace, paint, or stain any sign as needed so that it is neat and readable

Fences and gates

- 1. Replace or repair fence and gate areas as needed
- 2. Evaluate need for increased fencing requirements

Recommended plant list
for comfort station plantings:
(dry locations)

LARGE TREES:

Acer x freemanii
Acer platanoides
Fraxinus pennsylvanica
Tilia cordata
Tilia x Redmond

Freeman Maple 'Autumn Blaze'
Norway Maple 'Emerald Lustre'
Green Ash 'Patmore'
Littleleaf Linden 'Greenspire'
Redmond Linden

MEDIUM TREES:

Phellodendron amurense 'Macho'
Prunus maackii

Macho Amur Chokecherry
Amur Chokecherry

LOW TREES:

Crataegus crus-galli var. *inermis*
Malus spp. & cvs.

Thornless Cockspur Hawthorn
Ornamental Crabapples
'Donald Wyman'
'Red Barron Crab'
'Indian Summer'
'Ralph Shay'
'White Cascade'
Hophornbeam

Ostrya virginiana

CONIFERS:

Abies concolor
Juniperus chinensis 'Iowa'
Juniperus virginiana
Pinus resinosa
Pinus sylvestris

White Fir
Chinese Juniper

Red Pine
Scots Pine

TALL SHRUBS:

Caragana arborescens
Cornus racemosa
Euonymus europaea
Physocarpus opulifolius
Prunus tomentosa
Shepherdia argentea
Tamarix ramosissima 'Cheyenne Red'
Viburnum lantana 'Mohican'

Siberian Peashrub
Gray Dogwood
Spindletree (European Euonymus)
Common Ninebark
Manchu Cherry
Buffaloberry
Tamarisk
Wayfaringtree Viburnum

MEDIUM SHRUBS:

Cotoneaster lucidus
Prunus x cistena
Rugosa rosa cvs.
Syringa meyeri 'Palibin'
Syringa patula 'Miss Kim'

Hedge Cotoneaster
Purple-leaved Sand Cherry
Rugosa Rose
Palibin Lilac
Miss Kim Lilac

LOW SHRUBS:

Amelanchier stolonifera
Diervilla lonicera

Running Serviceberry
Dwarf Bushhoneysuckle

Hypericum kalmianum
Lonicera x xylostoides
Physocarpus opulifolius 'Nanus'
Potentilla fruticosa

Rhus aromatica
Rhus aromatica 'Gro-low'
Spiraea x bumalda

Symphoricarpos albus
Symphoricarpos orbiculatus

TALL TO MEDIUM EVERGREEN SHRUBS:

Juniperus chinensis

Juniperus communis var. *depressa*
Pinus mugo var. *mugo*

Kalm's St. Johnswort
Clavey's Dwarf Honeysuckle
Dwarf Common Ninebark
Bush Cinquefoil
'Abbotswood'
'Goldfinger'
'McKay's White'
'Primrose Beauty'
Fragrant Sumac
Gro-low Fragrant Sumac
Bumalda Spirea
'Anthony Waterer'
'Froebelli'
'Goldflame'
'Norman'
Snowberry
Indiangurrent Coralberry

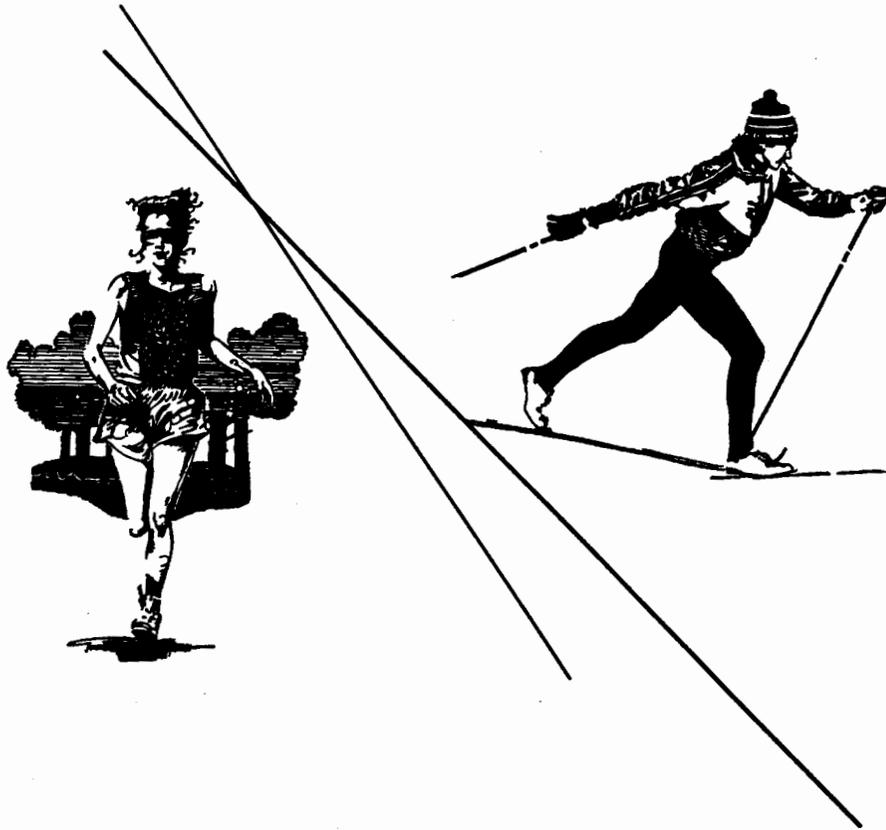
Chinese Juniper
'Hetzii' (Hetz Blue Juniper)
'Maney'
'Mint Julip' (Sea Green)
'Old Gold'
'Pfitzerana' (Pfitzer Juniper)
'Pfitzerana Glauca' (Blue Pfitzer Juniper)
Oldfield Common Juniper
Mugo Pine

LOW GROWING EVERGREEN SHRUBS:

Juniperus horizontalis

Creeping Juniper
'Wiltonii' (Blue Rug Juniper)
'Wisconsin'
'Youngstown' (Youngstown Juniper)

Utilize drought tolerant perennial flowers and ornamental grasses.



KELLY TO HOWARD STATE RECREATION TRAIL

MASTER PLAN

Brown County Planning Commission
Brown County Park Department

Staff Report Number
January 19

Kelly to Howard

State Recreation Trail

Master Plan

Prepared by: Brown County Planning Commission
Brown County Park Department

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Introduction

This Master Plan represents the strategy of Brown County, Wisconsin, the local units of government within the northwestern portion of the county, various trail advocates and user groups and the Wisconsin Department of Natural Resources, (WDNR), for the development, operation and maintenance of the Brown County share of the 83.4 mile KELLY TO HOWARD State Trail. The length of trail in Brown County is approximately 11 miles.

The KELLY TO HOWARD State Recreation Trail Master Plan will be implemented by following in concept the principles agreed to in the mutually signed Memorandum of Agreement, (MOA), in Appendix A.

Under the terms of the MOA, the WDNR is responsible for land acquisition while Brown County is responsible for trail development, operation and maintenance. In addition, the county is charged with coordinating local planning efforts in the various communities to ensure a continuous trail falls into place.

Public Participation Process

Brown County provided opportunity for input by the public in the planning process by means of two informational meetings, discussions with staff and officials of the Village of Howard and the Village of Pulaski, and a public hearing on the draft master plan. Copies of news releases, comment forms for the informational meetings held and are included in Appendix B. It is important to note that in addition to the customary advertisement for the informational meetings, added attempts were made to contact every property owner having property abutting the railroad right-of-way notifying them of the meetings and opportunity to comment. The hearing was held by the Brown County Education and Recreation Committee on February 24, 1994 at 7:30 p.m. in the County Office Building at 111 N. Jefferson Street, during their regular meeting. The Brown County Board of Supervisors adopted the "Kelly to Howard State Recreation Trail Master Plan" as here written on March 16, 1994. Additional information is included in Appendix B.

Biological Inventory

A complete biological inventory has not been completed for the section of trail in Brown County. A vegetation summary was completed by the Brown County Naturalist in 1993. A copy of his summary is included in Appendix C. The only area of special interest based on this inventory is a small section of corridor south of County Trunk "B" near Pulaski characterized by native prairie plants.

The Department of Natural Resources completed an Environmental Assessment in 1993. No areas were significant enough to cause an Environmental Impact Statement be completed.

Brown County will develop a Resource Management Plan after the trail is in county operation. This plan will detail vegetation, facility, development and operations, wildlife, and erosion control management along the length of the trail in Brown County.

Goals and Objectives

GOAL

To provide for an 11 mile long corridor for two purposes: 1. Public Recreation Trail, and 2. A Bank for Future Railroad Transportation. The corridor follows the grade of the abandoned Chicago and Northwestern Railway extending from the Village of Howard on the southeast to the Brown County line at the Village of Pulaski on the northwest. Beyond Brown County the corridor extends through Shawano County to the Town of Kelly in Marathon County. Future potential expansion and linkages include extension of the trail into the City of Wausau, the crossing of the Wiouwash Trail which runs from Langlade County to Oshkosh, and potential linkages to trails south and east of the City of Green Bay should the trail extend through the city.

The state recreation trail will be for bicycling, hiking, and other uses in specific areas as later determined by Brown County and to conserve the resource for present and future generations.

OBJECTIVES

1. To provide facilities to accommodate use by individuals with disabilities through the proper design, construction, and management of the property and its facilities.
2. To study provision of year round recreation trail opportunities to as many different trail interests as possible.

3. To provide economic benefits to Brown County and the local units of government by increasing tourism and trail related services.
4. To provide an alternative transportation mode for commuters and recreationists.
5. To preserve a corridor for future transportation modes, such as light rail, if they are ever needed.
6. To make the trail available for non-obtrusive utilities such as fiber-optic systems.
7. To provide a trail that is multi-use and at a minimum meets standards for bicycles and pedestrians.
8. To provide a mainline corridor within Brown County that local trail systems can tie into for regional coordination and networking.
9. To utilize portions of the trail corridor for wildlife management and observation, prairie restoration and wetland protection where possible.
10. To finance the development and maintenance of the recreation trail by aggressively utilizing State and Federal grant programs and local support from groups which can raise funds and provide volunteer services.

Land Acquisition Plan

The Wisconsin Department of Natural Resources has acquired the grade right-of-way by means of the Rails to Trails Act. The WDNR has paid all costs to acquire the property. According to the MOA, the WDNR has conveyed in Spring of 1994 by easement to Brown County the right to develop, maintain, and operate a recreation trail on lands within the county.

Development Plan Strategy

The Master Plan strategy for the 11 mile trail development within Brown County is to develop the entire length of trail. It is Brown County's, as well as the WDNR's, Master Plan development objective to have development well underway within five years of the date of corridor turn-over to the county.

The ultimate surfacing desire, and Brown County's first desire, is to maintain a surface suitable for bicycling and vehicles for the disabled on all portions of trail. The arrived solution is to provide a crushed, stone surface such as limestone screening or crusher dust on the trail. The trail will be a minimum of ten feet

wide to meet American Association of State Highway and Transportation Officials (AASHTO) requirements, with a fourteen foot clearance for ten feet vertical above the trail. With multi-use being encouraged, a wider trail of crushed stone surfacing will be attempted and constructed where site conditions permit.

The surface discussed above is compatible for wheelchairs, maintenance vehicles, and most other uses. There may be portions of the trail where the right of way is of sufficient width to accommodate multi-pathways.

Bridges will be decked and railings will be extended to 52 inches in height as a standard to provide an added measure of safety for bicyclists.

Trail support facilities such as parking lots, picnic areas, restrooms and shelters will be considered on a case by case basis after first evaluating the existence and availability of support facilities in existing park and recreation areas. Both villages along the trail corridor now have public recreation areas that could support trail users traveling through the area. Additional public support facilities will undergo the same case by case basis requirements. In fact, some of the municipalities may have to take the responsibility to provide access to the trail in locations they want but are not part of the initial trail acquisition.

Private sector provision of campgrounds, hostels, and other support facilities is encouraged.

Municipal or joint venture projects expressed to the county include the following:

Village of Howard

Acquisition of the abandoned railroad corridor from the west side of Velp Avenue to Rivers Bend for non-trail, municipal purposes.

Acquisition or use agreement for the portion of the Escanaba & Lake Superior railroad corridor from its intersection of the trail on the west side of Velp Avenue south to Riverview Drive in downtown Howard.

Acquire a parcel at the southwest corner of the intersection of the trail and Velp Avenue for access/parking lot and trailhead to the trail. A ramp could be constructed to bring trail users to the elevated grade. This property has sewer and water available.

Remove the overhead structure at Velp Avenue.

Remove the bridge over the railroad on Hillcrest Heights.

Acquire a parcel west of Rockwell and east of Pinecrest as a future park.

Village of Pulaski

Donate and develop the north end of village by the old pickle ponds as a State park adjoining the trail.

Also on the northern edge of the village by the fairgrounds allow camping for trail users.

Acquire a parcel or two of property by the gas station near the corner on Pulaski Street for safety/visibility reasons and future trail amenities.

Trail Development Funding Strategies

It is the objective of the trail funding strategy to utilize state and federal grants to achieve a 100% non local grant commitment to a project. (A project is defined as a measurable unit of work that implements a portion of the trail development strategy.)

The WDNR District Trail Coordinator and District Community Service Specialist will coordinate and assist the Counties in grant applications.

Targeted Grant Sources

1. The Federal Intermodal Surface Transportation Efficiency Act of 1991, (ISTEA) fund, (with 80% grants) will be a primary target for development grants. The Wisconsin Aid for the Development of Local Park Aid (ADLP) program will be targeted for the remaining 20% of funds needed to match the ISTEA grant.
2. Other development fund sources include the National Recreational Trails Act (NRTA) and the Federal Land and Water Conservation Fund.
3. Trail maintenance funding opportunities are available from the Federal NRTA program.

At present, there are no other user supported funding sources to specifically maintain trails for bicyclists, pedestrian or disabled uses.

4. At such time as the entire trail (or a significant portion) is in public ownership and fully developed, a trail user fee can be installed. The Wisconsin Department of Natural Resources, Bureau of Parks is currently working on an equitable user fee distribution system for cooperative trail projects such as the KELLY TO HOWARD trail.

County governments will be expected to include the KELLY TO HOWARD trail in

all applicable local planning efforts and promptly and aggressively apply for grants that are available within the established grant application deadlines.

Operation Policy & Maintenance Strategy

There are two possible operation policy alternatives to consider in coordinating the management of the trail among the counties.

One is for each county to manage the trail portion in their respective county. Each county will determine allowable uses, budgeting if needed, law enforcement plans, opening and closing dates, special events or races and other issues.

The other strategy is for Brown County to cooperate with the two other counties by periodically meeting. The three cooperating counties would be responsible jointly to determine trail uses, fees, development priorities, enforcement rules and other management issues.

The strategy for the KELLY TO HOWARD trail will initially be for each county to operate their portion of trail as a county park facility, (within the guidelines of the MOA). As the trail is developed and use increases, the possibility of the tri-county meetings will be re-considered. The MOA calls for annual coordination meetings.

Also, there will be no pets allowed on the Brown County section of trail. This is due to overwhelming comments received about conflicts with adjacent land, i.e. owners, livestock, and the concern about the trail users themselves.

Barriers on the elevated section are a possibility.

Kelly to Howard Trail Standards

Brown County has chosen to construct the trail to 10 feet wide crushed stone for as far as funding permits each year starting at the first available trailhead location nearest the urbanized area and work out from there in segments. Bridging will be constructed as work proceeds along with the laying of stone. Organizations and groups wishing to sponsor other sections before Brown County gets to them will be considered on a case by case basis.

Proposed Permitted Uses by County

All State recreation trails must allow bicycling and pedestrian/hiking. Similarly, hunting is forbidden on all State recreation trails. The following are what Brown

County has approved as part of this Master Plan. Shawano and Marathon Counties are both undetermined at this point in time.

Brown County
Bicycling
Pedestrian/Hiking
Motorized Disabled
Farm Crossings
Underground Utilities

In addition, Brown County has determined non-permitted uses as of March 16, 1994 to be hunting, pets, snowmobiles, ATVs, horses, and any other uses not listed as permitted.

Trail Expansion Strategy/Policy

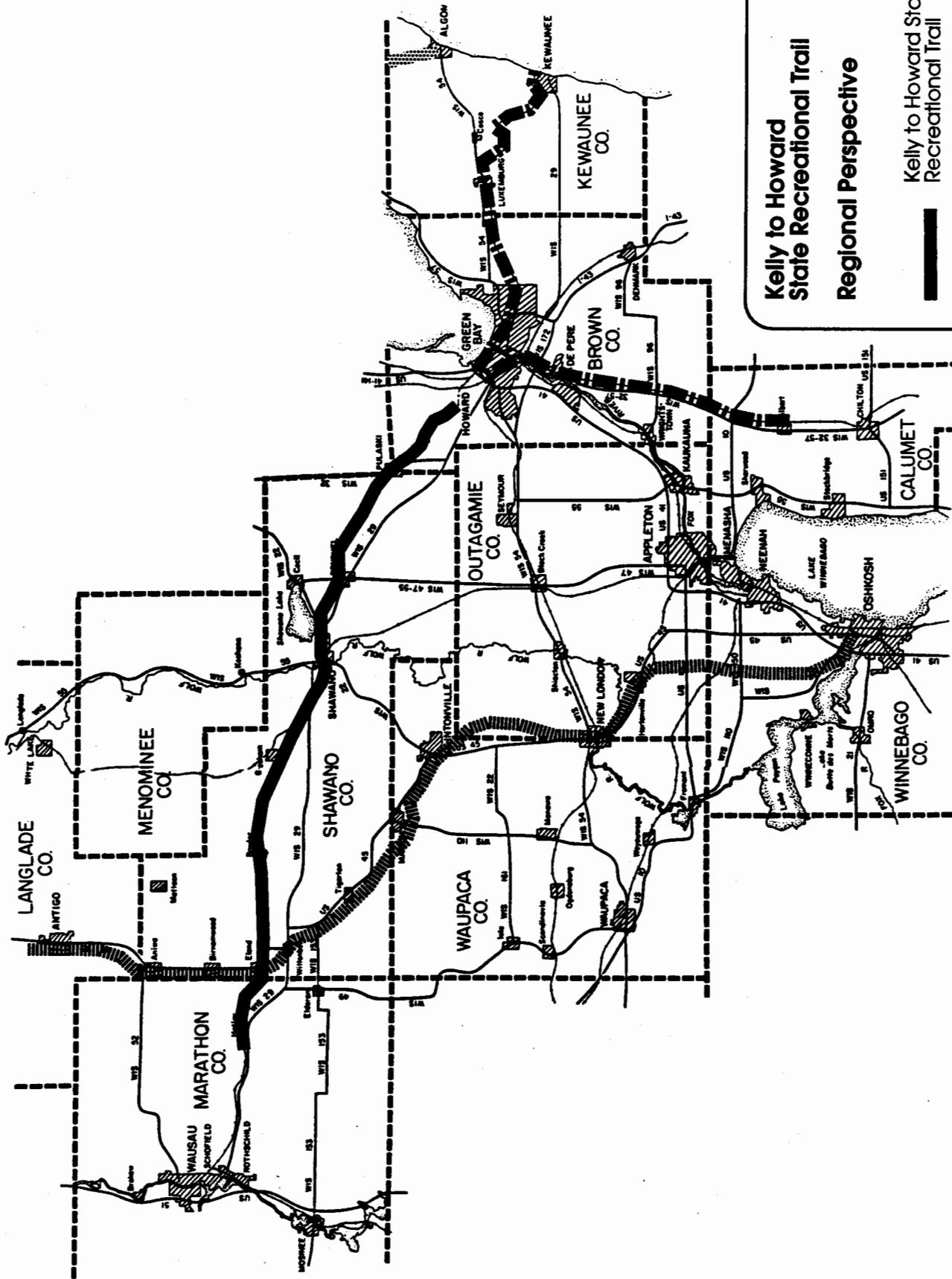
Trail expansions in the WDNR Lake Michigan District (LMD) are covered in the LMD Regional Recreation Trails Feasibility Study and Environmental Analysis, (May, 1993). Expansions of greater than 40 acres of property purchased require a public notification and WDNR Board approval. The portion of KELLY TO HOWARD trail from the Village of Howard south into the City of Green Bay could require such a process.

At present, many abandonments of the Wisconsin Central Fox Valley Western LTD. railroad company are proposed in the City of Green Bay. These abandonments include not only rail corridors but yards and facilities as well. Should the KELLY TO HOWARD trail be able to utilize the Escanaba and Lake Superior Railroad line to Riverside in the Village of Howard, perhaps some linkage into the City of Green Bay can be secured in the future. This would open many possibilities for linking to trails along the Fox River and perhaps to destinations such as Kewaunee and Hilbert.

Trail Corridor Maps

The following section details as much as practical the proposed general location of the corridor through Brown County. The maps show those areas of each community in detail having adjacent park or open space lands.

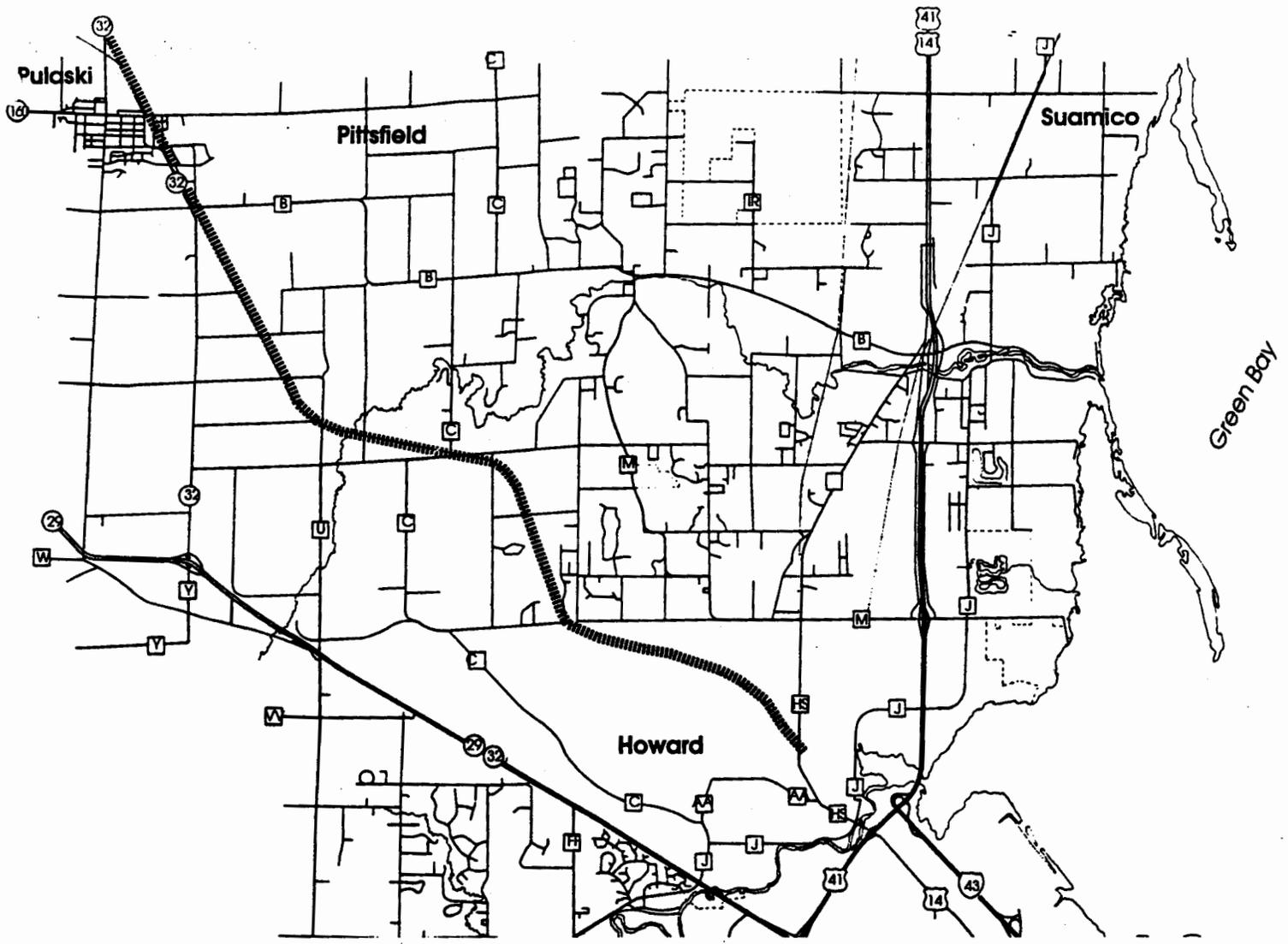
Major public access points include near Cardinal Lane and Spring Green Park in the Village of Howard and near the fairgrounds property in the Village of Pulaski.



Kelly to Howard State Recreational Trail

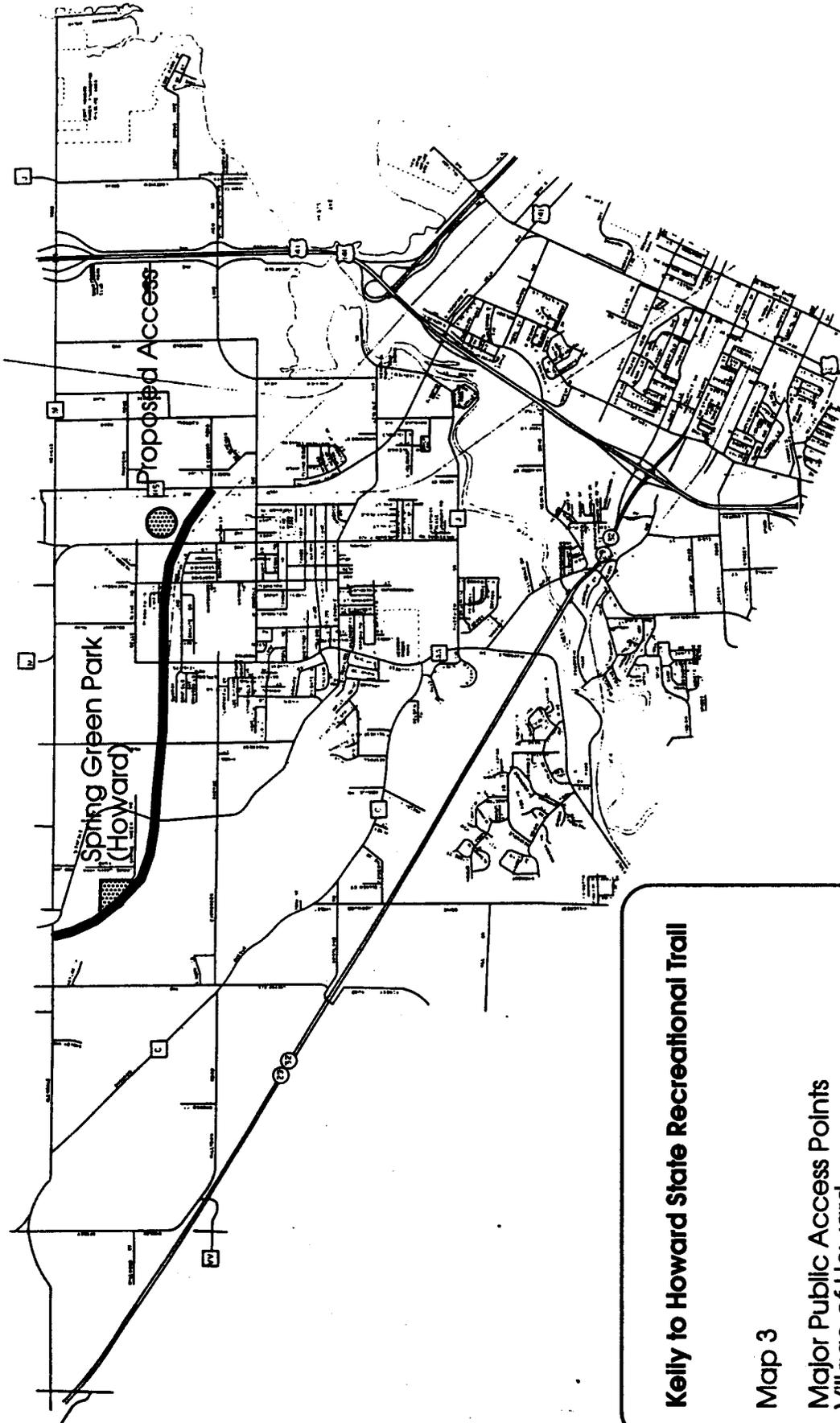
Regional Perspective

-  Kelly to Howard State Recreational Trail
-  Existing Wlouwash State Trail
-  Existing Annapee Trail
-  Proposed Trails



Brown County Section
Kelly to Howard State Recreational Trail

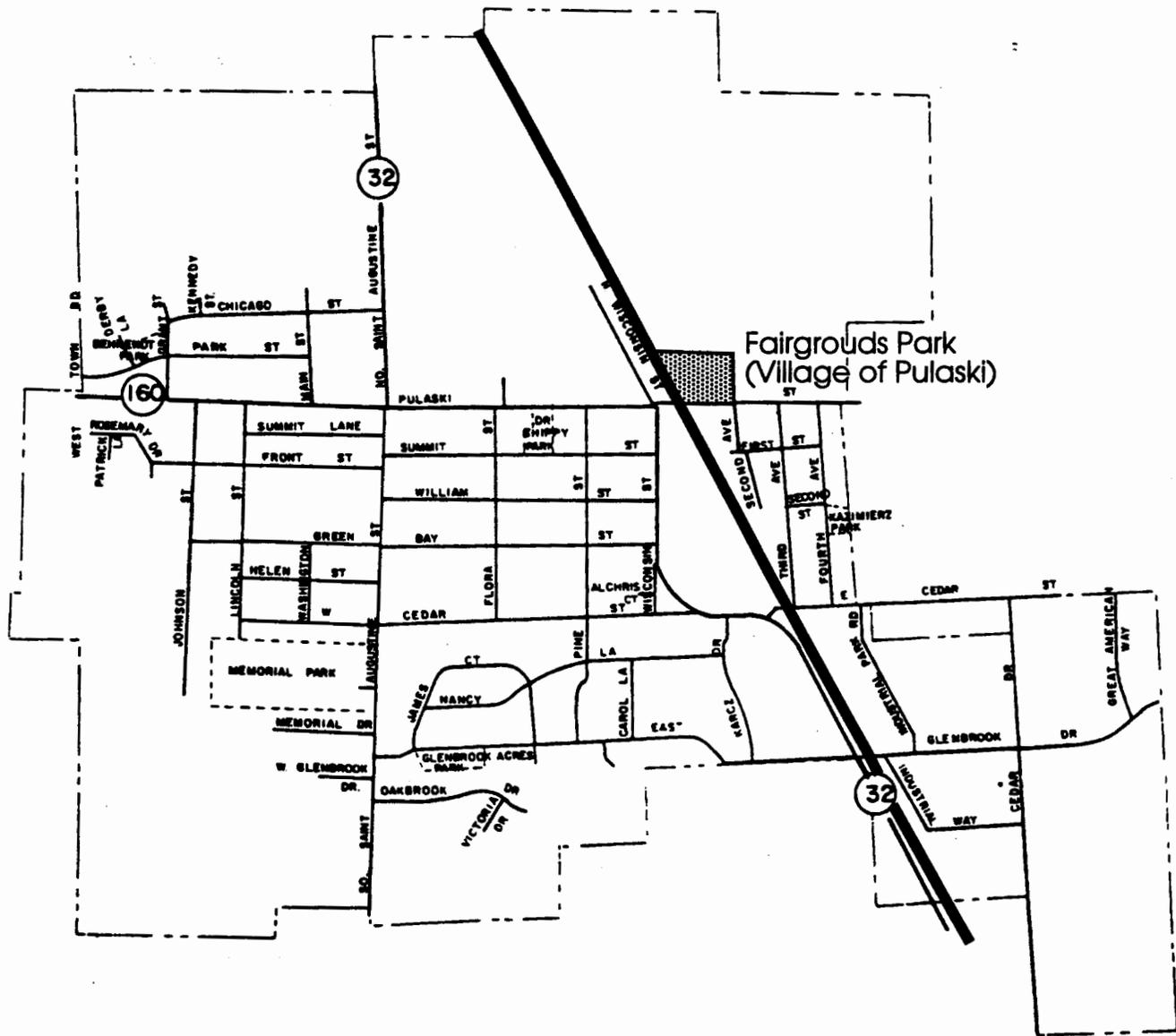
Map2



Kelly to Howard State Recreational Trail

Map 3

Major Public Access Points
Village of Howard



Kelly to Howard State Recreational Trail

Map 4

Major Public Access Point
Village of Pulaski

APPENDIX "A"

KELLY TO HOWARD

MEMORANDUM OF AGREEMENT

**MEMORANDUM OF AGREEMENT
BETWEEN SHAWANO, BROWN AND MARATHON
COUNTIES AND, THE STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES**

I. Introduction

The purpose of this memorandum is to set forth the agreements and understandings which have been reached among Shawano County, Brown County, and Marathon County, (collectively known as the Counties) and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 11 Miles of abandoned rail property located in Shawano, Brown and Marathon Counties known as the SHAWBROMAR trail. The corridor is presently owned partially by the Railroad Companies, and the Wisconsin Department of Transportation and other public and private owners.

The DNR is interested in preserving the grade corridor for recreational trail purposes. The Counties are interested in developing, maintaining, and operating a recreational trail on the corridor provided the DNR acquires same. The Counties and the DNR agree to work together to achieve their mutual goals as set forth below.

II. Description of the Property

The map attached to this MOA describes in general the recreation corridor. An exact legal description of the property in each county will be agreed upon prior to the execution of trail easements.

III. Consideration

The DNR will acquire the grade from corridor owners provided a reasonable price can be negotiated. The DNR will execute trail easements with the Counties for one dollar and other valuable consideration.

IV. Obligations of the DNR

1. The DNR will purchase the SHAWBROMAR trail corridor from Hortonville to Aniwa from willing sellers as the property and funds become available.
2. The DNR will pay all costs to acquire the property.
3. The DNR will purchase all parcels, (except those lands presently under local public ownership acquired with state or federal recreation aid grants) which may be necessary to obtain clear title to the property and pay all costs associated therewith.

DNR will not accept title to or purchase land which has previously been acquired by others such as a County through the eminent domain process.

4. The DNR will convey by easement to the Counties the right to develop, maintain, and operate a recreation trail on lands within their respective counties.
5. The DNR agrees to complete the environmental impact process for the purchase of the property pursuant to s.1.11, Stats., and Chapter NR 150, Wis. Adm. Code.
6. The DNR agrees that any advertising or display material relating to the trail shall clearly identify the property is owned by the DNR and under the management and control of the counties.

V. Obligations of Counties

1. The Counties will identify and in cooperation with the DNR make initial contacts with landowners whose property is available for purchase for trail corridor purposes. A description of the property identified for purchases shall be forwarded to the DNR and include the name, address and phone number of the seller(s). The Counties may cooperate with other local units of government and organizations in this process.
2. The Counties shall convey to the DNR title to all lands within the above described recreation corridor currently owned by the counties. The DNR will pay for such lands at fair market value but not to exceed the original value paid by the County. The DNR will not pay for lands purchased by Federal aid grants.
3. The Counties will develop, maintain, and operate the project lands located within their respective counties for recreational trail purposes. Uses will be determined through the master planning process.
4. The Counties will enter into an easement in perpetuity with the DNR to accomplish the purposes contained in paragraph V.1.
5. The Counties, with the assistance of the East Central Regional Planning Commission will coordinate and prepare a master plan for the project. The master plan is to be completed prior to any trail development that utilizes state or federal grant funding.
6. The Counties will participate in or conduct public meetings which may be necessary for the establishment and development of the trail project.
7. The Counties agree the trail will be open for public use within their respective counties upon signing of the easement with DNR and assuming the trail meets minimum standards for public health and safety. The DNR

has no obligation to develop and operate the trail at any time.

8. The Counties will indemnify and hold harmless the DNR and its employees against all claims, damages, costs and expenses, including reasonable attorney's fees, arising from the performance of this MOA by the Counties or from any act of negligence of the Counties, their agents, contractors, servants, licensees, permittees, or employees. In case any action or proceeding is brought against the DNR or its employees by reason of any such claim, the Counties will upon notice from the DNR, defend such action or proceeding.
9. The Counties agree that any advertising or display material relating to the trail shall clearly identify the property is owned by the DNR and under the management and control of the respective Counties.
10. The Counties in connection with this MOA shall open the facilities to the general public subject of reasonable rules and regulations, fees, charges as the Counties deem necessary for the management and operation of the trail.

A. Rules and Regulations.

The parties agree that the provisions of Chapter NR 45.02, Wisconsin Administrative Code, remain applicable to the Premises. Pursuant to NR 45.04, Wisconsin Administrative Code, the Department retains management, supervision, and control over the Premises for the purpose of enforcing Chapter 45, Wisconsin Administrative Code, when needed to protect the Premises. Daily routine enforcement remains the responsibility of Counties.

B. Admission Fees.

Admission fees, if any, charged by the Counties shall not exceed those established in s. 27.02(7)(10), Stats. Fees shall be subject to written approval by the DNR. The Counties shall retain all fees collected as payment for its services under this MOU. If admission fees are charged, the conservation patron licensee and senior citizen card issued by the DNR shall be honored without additional admission charges.

11. Trail development will conform with DNR state trail standards.
12. In the exercise of its rights herein, but not limited to the operation of the eased property as a recreational trail, the Counties shall not discriminate against any member of the public on the basis of age, race, creed, color, handicap, sex, marital status, arrest of conviction records, ancestry, sexual orientation or membership in the National Guard, state defense force or any other reserve component of the military forces of the United States Department of Interior or their successors or designees.

VI. General

1. This Memorandum of Agreement is subject to all applicable laws and regulations and to the approval of the Natural Resources Board and the Governor of Wisconsin.
2. This Memorandum of Agreement may be revised by mutual written agreement of the DNR and the Counties.
3. An annual meeting between the counties and DNR will take place to review development and acquisition process, operational problems needing attention and to exchange ideas and information for the good of the trail project.

VII. Termination

1. County. Any or all of the Counties may terminate their Memorandum of Agreement of the easement from the DNR by providing ninety(90) days written notice of said termination. In the event any or all the Counties terminate their Memorandum of Agreement or the easement from the DNR, the DNR will assume compliance responsibility for the land and water conservation fund assisted areas. A payment equal to any land and water conservation grant awarded through the community assistance program for development shall be paid to the DNR by the default counties. A payment equal to any other grant amount awarded through the community assistance program for development shall be paid to the DNR by the defaulting county(s) based on remaining useful life values of the improvements.
2. DNR. The DNR may terminate this Memorandum of Agreement of the easement with the Counties in the event that:
 - A. Any of all the Counties have breached any term or condition in the Memorandum of Agreement or the easement and said breach remains uncorrected for a period of sixty(60) days from receipt of the DNR's written notification of said breach by the County(s).
 - B. The DNR determines that the continued use of the premises as a recreational trail would be inconsistent with the management needs or objectives of the DNR or the State of Wisconsin. In exercising its termination rights under this provision the DNR shall give the County(s) 180 days notice of termination and reimburse the County(s) for developed improvements on the remaining useful life values of the improvements.

IN WITNESS WHEREOF, DNR and the Counties have caused this memorandum to be executed in their respective names by their respective duly authorized representatives.

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

By _____

George E. Meyer, Secretary Dated

SHAWANO COUNTY

By _____

County Board Chairperson Dated

BROWN COUNTY

By _____

County Board Chairperson Dated

MARATHON COUNTY

By _____

County Board Chairperson Dated

NOTE: This agreement was signed by all parties between 11-19-92 and 2-8-93

APPENDIX "B"

PUBLIC INPUT SUMMARY/NOTICES

Public Input Summary

December 7 & 8, 1993

Adjacent Landowners

Activity	Favor	Oppose
Walking/Hiking	12	0
Biking	12	0
Snowmobiling	7	18
ATV'S	0	16
Pets	3	1
Horses	0	0
Other: Cross Country Skiing	1	0
Hunting		

General Public

Activity Favor Oppose

Walking/Hiking	25	0
Biking	25	0
Snowmobiling	341	2
ATV'S	4	16
Pets	2	2
Horses	2	4
Other: Cross Country Skiing	1	1
Rollerblading/skiing		

Comments

All who commented on pets felt they should be on a leash at all times.

Cross Country Skiing should be permitted where snowmobiles are not.

Hours of use for the trail should conform with the hours of operation of the County Park System.

I am opposed to the trail because where the railroad track is still in place there can be an excursion train operated mainly from Green Bay to connect vacationers at Shawano Lake resorts and campgrounds.

My property abuts these lots and I wouldn't want a parking lot behind my house.

Plant more trees near crossing at Rockwell to conceal property on corner of Rockwell and Sunray.

Access points and parking should be had throughout the entire system.

Paving the surface would open the trail to even more users.

There are concerns about smoking on this trail since the adjacent woodland is susceptible to fires during the summer months.

Questions on drainage and the need for culverts.

The railroad company always kept up the fences on both sides of the track if I needed them. I expect whoever buys this property to do the same.

I would like the ditch cleaned and kept up along the trail also a fence along my property.

I am concerned with my driveway being very close to the proposed trail with having my driveway being used as a parking area for people to get onto the trail at the White Pine Drive crossing.

Remove overpasses and level elevated roadways in the village. This will improve future planning for the village. Maintain fencing. Enforcement of trail violations in the village will be a problem.

I would like the optional fencing.

Good idea to link the trail to the parks in the local communities of Howard, Suamico and Pulaski.

Street parking for users in various access areas will be a problem. Policing and/

or ongoing security patrols will be required especially in urban areas. The concern for noise, litter, vandalism and personal safety for adjoining property owners is real!

I oppose use of my property as access points to the trail.

I don't want any more people with access to our property.

I have a concern on vandalism after hours to our business.

The trail should meet or exceed AASHTO and Wisconsin Bicycle Planning Guidance guidelines.

Horses should not be allowed on the trail unless a separate parallel trail can be developed for their use because they do a great deal of damage to a limestone surfaced trail.

Concerned about liability to adjoining property owners when people leave the trail and get hurt on private property. The trail will increase the amount of people which will increase the risk.

I think sight and sound barriers such as a row of mature pines should be provided and placed along our back yard.

Suggest an "Adopt A Trail" segment.

Adjacent landowner does not want fence so he has access onto trail.

We request that you include full fencing through this industrially zoned area to prevent users of the trail from potential injury due to movement of trucks and equipment in the area. In addition, lighting is minimal in the area and curious passers-by face the potential for serious injury if they leave the trail right of way in this location. In addition, the industrial area lacks aesthetic value and some appropriate plantings/shrubbery and fencing would improve the image of the area as well.

I strongly believe the trail should only be open during the same hours as the county park system to protect both trail users as well as trail neighbors.

Comments (motorized vehicles)

10 people felt snowmobiles should be controlled by the use of speed limits.

14 people felt snowmobiles should be allowed in restricted areas only - not in the Village of Howard or in residential areas.

7 people felt the snowmobiles should be allowed throughout the entire trail system but that there should be hours of operation established.

No one wrote in favor of any motorized vehicles during the summer months.

If you own a snowmobile or bike trailer use it elsewhere. Machines have already destroyed peace and quiet on public grounds.

It is imperative that we be permitted to ride snowmobiles on this corridor and it will resolve our immediate problems and maintain an authorized system which in itself will eliminate violators and trouble makers.

Due to new style of mufflers on snowmobiles the noise is very low.

Snowmobilers in Howard and Suamico need a route out of town.

The northeastern part of Wisconsin is lacking in a snowmobile main trail to connect with the trail system north and west of Green Bay.

Snowmobiles should not be allowed any access through private property.

Feel a fence should be provided for noise control if motorized vehicles are allowed.

PARK DEPARTMENT

Brown County

305 EAST WALNUT
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

MICHAEL G. McFARLANE

PHONE (414) 448-4466

PARK DIRECTOR

December 2, 1993

NEWS RELEASE - TO BE RELEASED IMMEDIATELY

Proposed Recreational Trail Howard to Pulaski

A public informational meeting will be held on Tuesday, December 7 at 7:00 p.m. until 10:00 p.m. in the commons at Bay Port High School, 1217 Cardinal Lane, Howard, for the purpose of gathering public input into the development of a recreational trail on an abandoned railroad right-of-way between Howard and Pulaski. A second informational meeting will be held on Wednesday, December 8 in the cafeteria at Glenbrook Elementary School, 145 West Green Bay Street, Pulaski, from 7:00 p.m. until 10:00 p.m.

The proposed trail would be developed on the abandoned Chicago and Northwestern railroad right-of-way and be part of an 83 mile recreational trail beginning in Howard and ending in Kelly located in Marathon County. This trail would become part of the state recreational trail system.

For more information, or if any person wishing to attend, who because of a disability, requires special accommodations, please contact the Brown County Park Department at 448-4466.

Michael G. McFarlane
Director of Parks

MGM/lab

— PUBLIC CLERK —

Proposed Recreational Trail Howard to Pulaski

A public informational meeting will be held on Tuesday, December 7 at 7:00 p.m. until 10:00 p.m. in the commons at Bay Port High School, 1217 Cardinal Lane, Howard, for the purpose of gathering public input into the development of a recreational trail on an abandoned railroad right-of-way between Howard and Pulaski. A second information meeting will be held on Wednesday, December 8 in the cafeteria at Glenbrook Elementary School, 145 West Green Bay Street, Pulaski, from 7:00 p.m. until 10:00 p.m. For more information, or if any person wishing to attend who, because of a disability, requires special accommodations, please contact the Brown County Park Department at 448-4466.

Published by Authority of
Michael G. McFarlane
BROWN COUNTY PARK DIRECTOR

By Randy Johnson,
Brown County Clerk

11-23-93 PG.

COMMENT FORM

**Duck Creek-Kelly Recreation Trail
Public Information Meeting
Glenbrook Elementary School, December 8, 1993**

**Address Comments To: Gary Hanson
District Trails Coordinator
Department of Natural Resources
P.O. Box 10448
Green Bay, WI 54307-0448**

COMMENTS:

OPTIONAL

Name: _____

Address: _____

Phone: _____

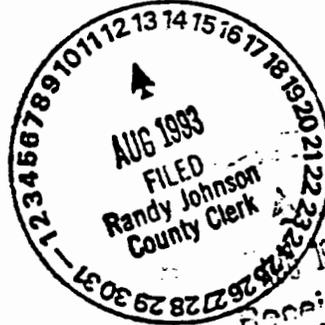


Wisconsin Department of Transportation

BUREAU OF RAILROADS AND HARBORS
4802 Sheboygan Avenue
P. O. Box 7914
Madison, WI 53707-7914

July 30, 1993

Mr. Randy Johnson
Brown County Clerk
4th Floor Northern Building
305 W. Walnut Street
Green Bay, Wisconsin 54301



Telephone (608) 267-7348
FAX (608) 267-6748

COPY FOR YOUR INFORMATION
From
BROWN COUNTY CLERK
RANDY JOHNSON

Dear Mr. Johnson:

The Wisconsin Department of Transportation is currently in the process of soliciting comments about the potential future usage of 83.4 miles of the Chicago and North Western Transportation Company's (CNW) abandoned rail corridor between Duck Creek in Brown County, to Kelly, in Marathon County.

In a June 25, 1993 decision, the Interstate Commerce Commission authorized the abandonment, which will be effective on August 12, 1993. At this time, we are proceeding with the public solicitation to determine whether there are competing public interests/needs to acquire the property.

Under Wisconsin law, WisDOT has the first right to acquire any abandoned rail property or to assign that right to any other state agency or local unit of government. The acquisition can be made for transportation, recreation or scenic purposes.

A public advertisement announcing the solicitation of views about the future of this railroad property will be placed in the appropriate local newspaper. In addition, it is WisDOT practice to send the appropriate forms directly to governmental agencies which may have an interest in the property.

If there is a comment which you wish to have made a part of the record on behalf of Brown County, please submit the enclosed form by September 10, 1993 to:

Vicki L. Schaefer
Wisconsin Department of Transportation
4802 Sheboygan Avenue-Room 701
P. O. Box 7914
Madison, Wisconsin 53707

Sincerely,

Vicki L. Schaefer
Vicki L. Schaefer
Property Management Specialist

VLS:0730
Enclosure
D179

ABANDONED RAIL PROPERTY PROGRAM PUBLIC COMMENT FORM



INTRODUCTION: Under Wisconsin Law, the Wisconsin Department of Transportation (WISDOT) is assigned the responsibility and authority to determine if there is a state interest in abandoned rail property and what that interest is. Based upon that determination the property would be acquired if appropriate.

In order to properly exercise this authority, WISDOT seeks comments from the general public, from local government officials, and from other state agencies. The information obtained through these comments leads to a decision on purchase and on what use the property should be put to if purchased.

Under the law, WISDOT:

- a. may acquire the property and put it to some transportation use or may lease it to some other user for transportation, recreation or scenic purposes; or
- b. may assign the first right to acquire the property to another public agency, county, or municipality for transportation, recreation or scenic purposes.
- c. may release its rights at the outset and the affected public agencies, counties or municipalities can deal directly with the railroad company.

Under a or b, the railroad must work with WISDOT before it may deal with anyone else. Note that under a and b the land must be used for transportation, recreation or scenic purposes. Under c, the railroad may deal directly with any entity or individual, but is under no obligation to do so. There are no use restrictions under c.

If rail service can be continued on the line, the property will be acquired for that purpose. However, other uses are permitted under the law and will be considered if rail service continuation is not possible.

The information on this form will be reviewed by WISDOT, along with information submitted by others, and will become part of the information base upon which a decision concerning acquisition and future public use of the property will be made.

IT IS IMPORTANT THAT RESPONDENTS REPRESENTING LOCAL COMMUNITIES OR STATE AGENCIES COMPLETE ALL OF THE QUESTIONS.

It should be understood by the recipient of this form that at the time this form is provided to you, the Interstate Commerce Commission may not have reached a final decision on the railroad's application for abandonment. That decision may or may not be to deny the abandonment. However, in order to meet the strict and limited time schedule allowed by law for appropriate action IF the line is abandoned, it is necessary to seek your comments at this time. Seeking comments helps evaluate future options and does not change the official department position on this abandonment.

IDENTIFICATION

Name: Thomas Cuene (County Executive) Phone: (414) 448-4001
(Please print or type)

Representing: County of Brown

Address: 305 E. Walnut Street Green Bay WI 54301
Street City State Zip Code

If representing other than self, this comment is: Unofficial _____; Official as documented by: Brown County Board
resolution adopted 6/16/93 (attached) (Attach copy)
(resolution, minutes, etc.)

This comment concerns the Chicago & North Western Transportation Company's rail corridor
between Duck Creek (Brown County) and Kelly (Marathon County) Wisconsin.

INSTRUCTIONS

- 1. This form must be received in WISDOT offices on or before: September 10, 1993
- 2. Send your comments to: Vicki Schaefer
Wis Dept of Transportation
4802 Sheboygan Ave, Rm 701
P. O. Box 7914
Madison, WI 53707
phone 608-267-7346
- 3. Questions concerning this form or the program should be addressed to (reference not available.) Madison, WI 53707
- 4. Any additional material, including expanded responses to the questions may be attached, Please identify each page of attachments with your name, the railroad name, and the terminal cities of the line.

INFORMATION QUESTIONS

- 1. Do you own property adjacent to a portion of the rail corridor? Yes No
- 2. Have or will you notify any of the following of your comments?
 - 2.1 Local Officials (town boards, village or city councils) Yes No
 - 2.2 County Officials (board, recreation/parks, planning) Yes No
 - 2.3 State Officials - Whom Jeff Pagels- Dept. of Natural Resources Yes No
- 3. Do your comments apply to just a portion of the corridor?
If yes, describe the portion using precise land references if possible, as well as general landmarks (railroad milepost, highway crossings, etc.)
NO

If commenting on behalf of yourself or a non-public agency or organization, complete only questions 4 through 9. If commenting on behalf of a public agency, complete all questions.

- 4. If the railroad corridor is abandoned and rail service cannot be continued, do you support preservation of the corridor under public ownership?
 Yes (Continue with question 6) No (Answer question 5, omit the remaining questions)
- 5. What are the reasons for your "NO" response to question 4?

6. What portion of the corridor should be preserved? The entire corridor between Duck Creek and Kelly Wisconsin.

7. If not used for rail, who should the public ownership rest with?

Local Community County State Agency Other: _____
(Specify)

Give the reasons for your selection:

The corridor transverses four counties and is identified in the Department of Natural Resources State Trail Plan (5/93). The State is in a better position to preserve the entire corridor and coordinate it's development as a recreational trail.

8. Describe the proposed use. The description should include, but is not limited to, information describing one or more proposed uses. Describe the type of use, the degree of public access to the corridor under the proposed use, any restrictions required by the proposed use, and significant modification to the corridor for future rail use. (Be as complete and detailed as possible; attach additional sheets as needed.)

Brown County proposes the development of a recreational trail the entire length of the abandoned corridor. This type of trail typically is 10 to 12 feet in width with a compacted trail surface. Recreational trails are used for hiking, bicycling, snowmobiling, and other recreational activities. Trail design and use will be determined through the planning process. Public access will be provided throughout the corridor including at trail/road crossings and trail heads. Restrictions including use, fees, hours, etc. will be identified through the planning process. Recreational trails can be constructed on existing rail beds with no significant modification to the corridor.

9. What source of funding would you recommend be used to achieve this use?

Local County State Agency Private Other: _____

Give the reasons for your selection:

The Wisconsin Department of Natural Resources and Department of Transportation administer several aids programs which can be used for the acquisition and development of the corridor and trail with the local units of government serving as sponsors.

If responding on behalf of a public agency, complete the following questions. USE ADDITIONAL SHEETS AS NECESSARY - Identify them with your agency's name, railroad name, and terminal cities of the line. Also clearly identify the question being answered.

10. Is this proposed usage based upon any studies or analyses performed on the corridor?

Yes No

If "YES", give the title and source of the study. Lake Michigan District
Regional Recreational Trails Feasibility
Study & Environmental Analysis (WDNR 5/93)

Is a copy of the study available?

Yes No

11. Has this proposed usage been reviewed, discussed, or otherwise considered by the board, commission, or other governing body of the agency?

Yes No

If "NO", when will it be considered?

12. Identify the portion of the property required for the proposed use. Note mileposts of property limits, other "landmarks" structures, or facilities, and any other items which will identify the location and types of property (land, buildings, bridges, etc.), covered by the proposal.

Entire rail corridor proposed for use as a recreational trail.

Ballast, all bridges, culverts, and supporting structures, and land to be included in this proposal

13. Describe funding support for the proposed use. (Be complete, be detailed, use additional sheets as necessary.)

13.1 Expected source (snowmobile registrations, LAWCON, etc.).

LAWCON, Stewardship, National Recreational Trails Program, other

13.2 Restrictions imposed by funds source (long term commitment, single purpose use, etc.).

Dependent upon funding source and ownership.

13.3 Funding time period constraints (budget item, grant application periods, etc.).

Dependent upon funding source.

13.4 Mandatory terms required in sale or lease agreement.

N/A

13.5 Status of authorizations to be obtained (list needed approvals and the degree to which these have been obtained - Board, Commission, Referenda, etc.).

See attached County Board resolution dated 6/16/93

14. If responses to 13.1, 13.3, and 13.5 require appropriate action by other agencies than the one you represent, identify the agency, the action and what alternative you propose if these actions are not taken?

If State fails to acquire and develop the corridor as a recreational trail local funding and development will be explored with Brown County, towns, and the Villages of Howard and Pulaski. Brown County would encourage the acquisition and development of the corridor by Oconto, Shawano, and Marathon Counties to keep the corridor intact.

BEFORE THE
INTERSTATE COMMERCE COMMISSION
AB-1 (SUB. NO. 238)

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY
BETWEEN DUCK CREEK AND KELLY MP(4.23 and 17.5A)
IN BROWN, SHAWANO, AND MARATHON COUNTIES
A DISTANCE OF APPROXIMATELY 83.4 MILES

HISTORICAL REPORT IN COMPLIANCE WITH INTERSTATE
COMMERCE COMMISSION REGULATIONS 49 CFR. 1105.8

Applicant, Chicago and North Western Transportation Company ("North Western"), submits the following historical information in compliance with the Commission's environmental regulations contained in 49 CFR Paragraph 1105.8.

DESCRIPTION OF PROPOSED ACTION

The proposed action involves the abandonment of a line between Duck Creek and Kelly (MP 4.23 near Duck Creek to MP 17.5a near Wausau, an 83.4 mile portion of the Wausau Subdivision. Upon abandonment, anticipated plans for the salvage operations include the removal of all ties, bridge materials, rail and track fastenings. Material which cannot be reused elsewhere will be sold for scrap. North Western's policy is to restore the surface under all grade crossings with the same material as contained in the adjacent roadway surface. Bridge structures are normally removed and sold for scrap unless retained for other reasons. The only alternative to the proposed abandonment is denial. Denial would maintain the status quo and avoid any impacts associated with the abandonment. This alternative is not feasible because of the reasons set forth in the main application.

MAP OF LINE

A copy of Chicago and North Western track charts for the line between Duck Creek and Kelly is included and provided to the State Historic Preservation Office as well as the ICC Section of Energy and Environment.

DESCRIPTION OF RIGHT OF WAY AND SURROUNDING AREA

The right of way on this line consists generally of widths of 50 feet on either side of the center line of the track. The topography of the line is predominantly flat. The line passes through predominantly rural areas, passing through several populated areas between Duck Creek and Wausau. The line generally parallels State Highway 29.

STRUCTURES ON THE LINE

There are a total of 20 bridge structures and one building on this line which fall in the over 50 year category. They include through plate girders, deck plate girders, I beams, pile bridges, stone box culverts, a reinforced concrete structure, and the former depot at Shawano. Photos were taken of all of structures listed and are being supplied to the SHPO and ICC with this Historical Document.

DATES OF CONSTRUCTION

A copy of the bridge record book for this portion of the line which lists all bridges on this line, provides the date of construction and alterations, and describes each of them in more detail, is provided to the SHPO and ICC with this report. Dates of construction are also found, where known, on the back of each photograph supplied.

HISTORY OF LINE

This line was a part of two former railroads, the Milwaukee, Lake Shore and Western Railroad and the Manitowoc, Green Bay and North Western. The Milwaukee, Lake Shore and Western was organized under General Laws of Wisconsin on December 11, 1875. The MLS&W undertook construction of a line between Wausau and Eland which was completed in 1880. This company was subsequently sold to the Chicago and North Western on August 19, 1893. The Manitowoc, Green Bay and Western completed the section from Duck Creek, where a connection to the CNW was provided, to Eland in 1907. This line was incorporated, by purchase of the MGB&W, into the Chicago and North Western system on January 30, 1909.

DOCUMENTS IN CARRIER'S POSSESSION

The Chicago and North Western maintains a bridge record book as well as valuation maps for this line.

OPINION AS TO HISTORICITY

It is the opinion of the Chicago and North Western that most if not all of the structures along this line would not meet the criteria for listing in the National Register of Historic Places. This is based on over 10 years experience in filing abandonments in which bridge structures, similar to those found on this line, were found not to be historic by SHPO's.

The following is an excerpt from ICC Document "Assessment of Environmental Impacts Associated with Railroad Abandonment Proposals in which archeological evaluations are discussed:

"...Salvaging an abandoned railroad line is normally confined to the limits of the right of way and rarely involves major excavation work. If the right of way is to be leveled at all, only the roadbed built up during actual construction of the line would be affected. It is unlikely that there are any historic track structures under the roadbed since old rails and ties are salvaged during maintenance and rehabilitation operations. Likewise, there is usually neither significant damage to the vegetation found within the right of way nor any

APPENDIX "C"

VEGETATIVE INVENTORY SUMMARY

PARK DEPARTMENT

Brown County

305 EAST WALNUT
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600 .

MICHAEL G. McFARLANE

PHONE (414) 448-4466

PARK DIRECTOR

VEGETATION SUMMARY
HOWARD TO PULASKI RECREATIONAL TRAIL CORRIDOR

Vegetation along the abandoned railroad corridor from the Village of Howard to the city of Pulaski is dominated by the "old field" type of plant community. Some of the predominant species are brome grass, aster sp., goldenrod sp., Queen Anne's lace, mullein, sweetclover, and raspberries. In wetter soils, cattails are present. Also, in certain scattered areas young deciduous trees are becoming established including quacking aspen, staghorn sumac, and boxelder.

Several portions of the corridor cut through small sections of more mature hardwoods. These hardwood stands are primarily composed of red oak (some white oak), basswood, black cherry, paper birch, green ash, a few sugar maple, and some small white pine. The understory shrubs are witchhazel and hazelnut.

Of special interest is a small section of corridor (approx. 100 yards) just south of County B in Pulaski that is characterized by a number of prairie plants. Species present include prairie dock, gray-headed coneflower, showy and stiff goldenrod, black-eyed Susan, bergamot, and a small stand of switchgrass.

Douglas R. Hartman
Brown County Naturalist