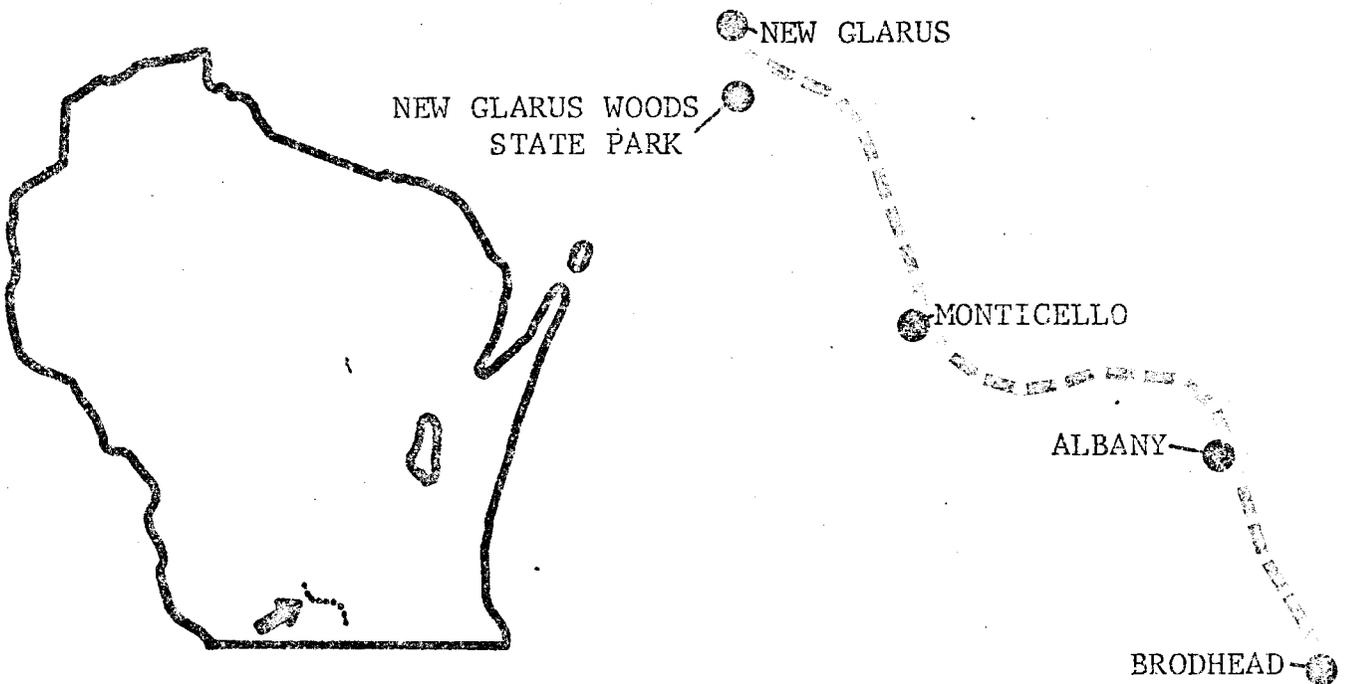


MASTER PLAN

-Sugar River State Park Trail-



Master Plan prepared by: David L. Aslakson

Master Plan completed: May, 1975

Natural Resources Board Approval: May, 1975

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General Description of the Project

A. Management Objectives (Park mission)

1. Provide a multi-use recreational trail with primary emphasis on bicycling and secondary emphasis on hiking, nature lore and winter sports.
2. Provide for 80,000 users annually.
3. Provide comfort facilities, camping and all other necessary support.
4. Encourage citizen participation into the planning and operation of the trail.

B. Development Completed

1. Acquisition of 278.92 acres of Right-of-Way.
2. Railing and planking of bridges.
3. Surfacing of trail.
4. Safety and informational signing.
5. Renovation of New Glarus depot.
6. Establishment and operation of the Sugar River Trail Corporation.

C. Development Projected

1. Acquisition of 10.31 acres.
2. Development of 7 use areas, including 2 trail side campgrounds and five day use areas.
3. Disposition of 15.538 acres of surplus lands.

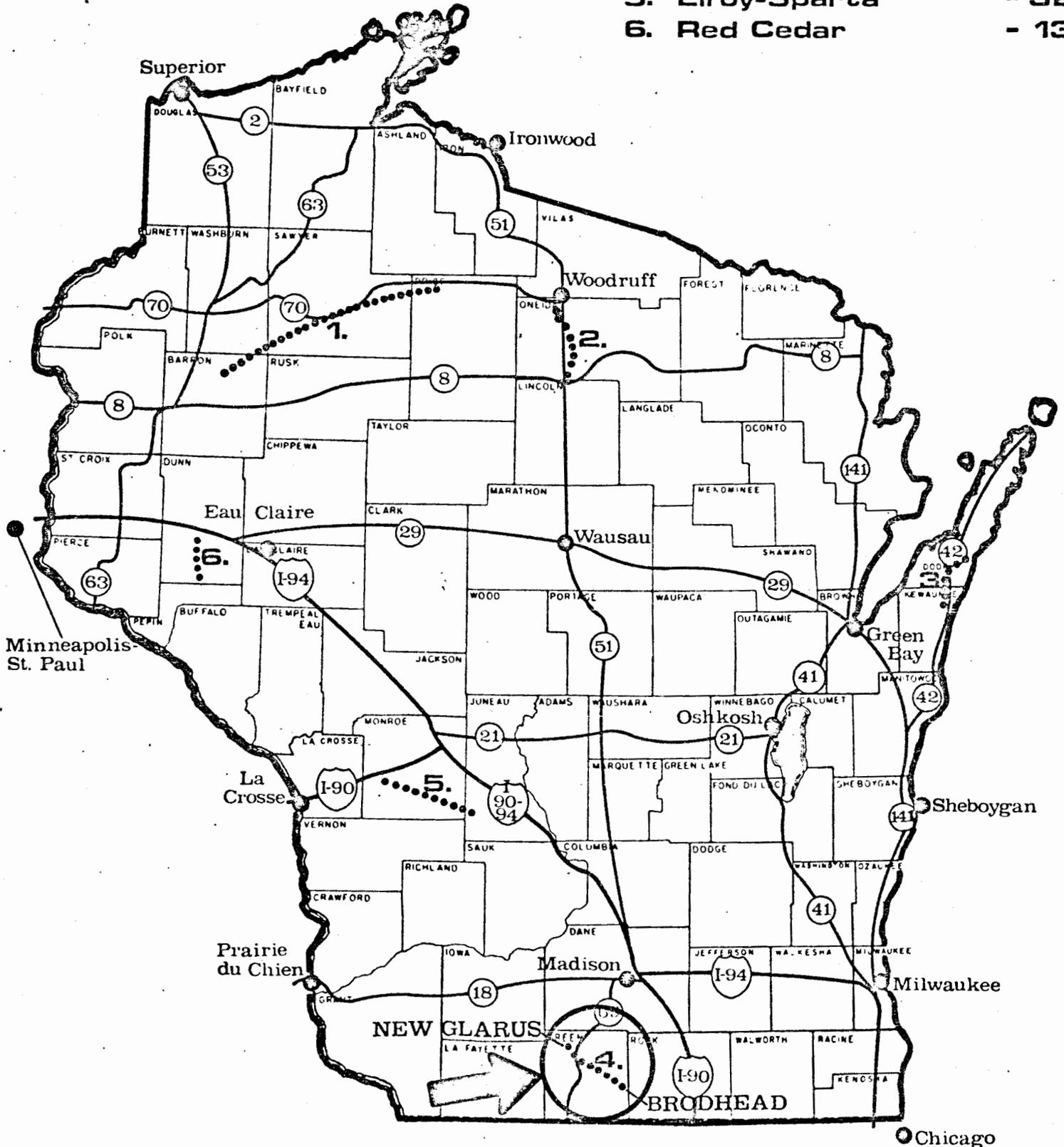
- D. Environmental Impact. An Environmental Impact Statement will not be necessary as the project will not significantly affect the quality of the human environment as stated under the requirements of the Wisconsin Environmental Policy Act, effective April 29, 1972.

Acquisition and development of environmental concerns will be addressed through Environmental Impact Assessments as the master plan is implemented.

- E. Master Plan Implementation. The person responsible for implementation of the master plan will be the manager of the Sugar River work unit. The work unit includes the Sugar River State park Trail, New Glarus Woods Roadside Park and the New Glarus and Albany Wildlife Areas.

Wisconsin State Trails

1. Tuscobia-Park Falls - 72 Mi
2. Heafford Junction - 25 Mi
3. Ahnapee - 15 Mi
- 4. Sugar River - 23 Mi**
5. Elroy-Sparta - 32 Mi.
6. Red Cedar - 13 Mi.



Chicago

SUGAR RIVER STATE PARK TRAIL GUIDELINES

I. Introduction. The 23-mile long, 278.92-acre Sugar River State Park Trail is located in extreme south central Wisconsin in the northeastern one-half of Green County and lies on a northwest-southeast axis from the Village of New Glarus on the north to the City of Brodhead on the south. Over 13 million potential users live within 150 miles of the trail and over 32 million potential users live within a 300-mile drive. A number of factors supported the establishment of the project. The trail is located near the most heavily populated areas of the state. The northern terminus of the trail, New Glarus, is 25 minutes from Madison by car, two hours from Milwaukee and less than three from Chicago. Increased user mobility, an improved transportation network, and greater leisure time, have made the trail readily accessible. The growing concern over energy and its rising costs will tend to cause many to recreate closer to home. The appeal of the rural landscape and the quest for unpolluted air retains a powerful grip on the urban dweller. Finally, there is a growing interest in and understanding of recreational trails by the general public.

A. Site Description. The trail right-of-way occupies a strip of land approximately 23 miles long which varies in width from 23 to 200 feet. The trail has been surfaced to a width of seven feet with four inches of compacted limestone screenings. The bridges on the trail have been planked and railed and all road intersections have been signed for safety. Mile markers have been placed along the trail to help keep the user oriented. The depot at New Glarus has been remodeled and is used as the trail headquarters. The depots in Monticello and Albany have been investigated for possible acquisition for use as rest stop facilities and it has been determined that it is not feasible to incorporate these structures into the trail facility due to present condition, cost to maintain, and present private ownership.

The trail "connects" four small towns: New Glarus, a village with a pronounced Swiss heritage (pop. 1,280), and three agricultural communities, the Village of Monticello (pop. 863), the Village of Albany (pop. 892), and the City of Brodhead (pop. 2,521).

The trail also passes along and through the DNR managed Albany Wildlife Area for a distance of approximately two miles.

Generally, the character of the trail is agricultural except for the Wildlife Area. Although some rock outcrops are seen south of Monticello the trail has relatively little relief. There are considerable woodlands and lowlands in and around the Albany Wildlife Area. The Edelweiss Country Club abuts the west side of the trail for almost one-half mile just south of New Glarus.

- B. Trail Description. A descriptive log is provided to illuminate the general character of the trail.

The log begins at the north end of the grade.

1. New Glarus to Monticello (6.4 miles). Mostly, the landscape consists of open farmland with occasional small woodlots. Most relief is provided by steep hills around New Glarus which flatten out towards Monticello. The Sugar River bed has been relocated for irrigation purposes and flows south along the trail much of the route. The Edelweiss Country Club abuts the trail as mentioned half way between New Glarus and Monticello. Downtown Monticello is located almost one-half mile west of the right-of-way.
2. Monticello to Albany (9.2 miles). Most of the landscape is a mixture of farmland and woodlands of the Albany Wildlife Area. The wildlife area contains a considerable amount of bottomland. The trail crosses the Little Sugar River in numerous places as the stream threads itself along the grade. The largest bridge of the sixteen along the trail is found over the Sugar River within the Albany Wildlife Area one mile north of the Village of Albany. The downtown area of the village is located one-half mile west of the trail.
3. Albany to Brodhead (7 miles). Most of the landscape is open farmland. County Trunk "E" parallels the trail for three-fourths mile south of Albany. The Sugar River course is now one-fourth to one-half mile west of the trail as it flows into the Decatur Lake Impoundment. This eighty-acre facility is located northwest of Brodhead, one mile west of the grade. The Albany to Brodhead stretch was broken at its midway point by a one-half mile stretch of private ownership. A by-pass to the east of this segment was purchased. As the trail approaches Brodhead it parallels a rapidly developing subdivision. The last mile into town is negotiated on the right-of-way of Third Street. This road is to be widened, and when this occurs, an agreement will be sought for the city to stripe and sign a six-foot section on the east side of the street for trail use.

II. Site Analysis.

- A. Site History. The Chicago, Milwaukee and St. Paul Railroad line was constructed in the 1880's to service agriculture and small industry of the area. When business potential became unfeasible, the railroad abandoned the line in late 1971. Inspections and a feasibility study were conducted by the Department and on July 27, 1972, the Natural Resources Board approved purchase of the grade. In 1974, the ties were removed, and surfacing for the trail, signing, planking and railing of the bridges were completed.
- B. Climate. The climate is temperate continental and is characterized by wide temperature ranges throughout the year. Mid-continental cyclonic storms sweep across the area from the northwest and the southwest. Winters are relatively long and cold while summers are fully developed and warm; springs and falls are often short and are usually a mixture of both summer and winter. A variety of weather can be expected the year-round with changes in spring and fall occurring every few days.

Precipitation averages approximately 33 inches per year and falls primarily from May to September. Annual snowfall is quite variable ranging yearly from approximately two feet to six feet. Thunderstorms occur on an average of 40 days a year with hail on the average of three days a year.

Prevailing winds are westerly in winter and southerly in summer. March, April, and November are the windiest; July and August the least windy.

The percent of possible sunshine averages 60 percent from May to October but only 40 percent in November and December.

The average date of the last 32-degree freeze in spring is May 9 and the first in the fall is October 3.

- C. Soils. The soils in the study area are quite variable in nature consisting primarily of silt loams in the uplands and flat, poorly drained lowlands of every description. Because of the linear nature of the trail and its basic concept, only the special use areas will be given serious attention as the need arises and development progresses.

- D. Topography. The topography of the area is generally quite flat. In areas where topographic change occurs the railroad reduced the grade to less than three percent for hauling ease. North of Monticello is the only area where significant cut has occurred on the trail. Exposed rock for one-eighth mile north of County Trunk "C" leaves the impression of cliffs. Because the grade closely follows the course of the Sugar River numerous lowlands created by the stream have been filled.
- E. Vegetation. A large segment of Green County was originally prairie with the remainder of the land covered with white oak, black oak and hickory. Much of the right-of-way adjacent to the trail has grown up to willow, sumac, elderberry and other pioneer species. Because of the over abundant amount of this vegetation, critical areas will have to be cleared or thinned to provide vistas and circulation and to get away from a redundant "green tunnel" effect. The major relief to existing woodlands and farm fields is provided by lowland cattails and reeds.

III. Development.

- A. Conceptual Statement. The purpose of developing the abandoned right-of-way is to create a scenic and interesting multiuse, year-round recreational trail for the citizens of Wisconsin.

- B. Explanation of the Development Plan.
 1. General Design. The trail is to be managed for two way traffic, with emphasis on bicycling, hiking and snowmobiling recreational types. Estimated capacity will be approximately 80,000 users. No motor vehicles, other than service vehicles, will be allowed on the trail. Vehicles such as minibikes and motorcycles are incompatible with the bicyclist and hikers because of the danger posed by their higher speeds and noise level. Horses are incompatible with trail use because the churning action of the hooves digs up the surface making it unstable and dangerous for bikers. Development along the right-of-way will center around a series of use areas and will be generally as minimal as possible. The major purpose of the use areas is to serve as support and activity bases for the user. Designated access points will be kept to a minimum to help bring order to the trail and preserve the present features. The villages will be encouraged to meet new demands for services generated by trail users. The theme of the trail will conform to the railroad tradition by utilizing the depots, trestles, existing grade, etc.

 2. Community Use Areas. As it was when the railroad existed, so it still is that the primary areas of importance along the trail will be the communities. Here is where the user will park, receive information about the trail, meet with friends, rent bikes, receive refreshments, use comfort facilities, or explore the community. Because New Glarus and Brodhead are located on each start of the trail, they will support the most parking demands. Monticello and Albany will receive moderate use, and will not require as much parking space. All of the communities will have comfort facilities including toilets and drinking water. All will have picnicking facilities including tables, grills, and trash containers. All of the communities will have DNR facilities to rent and shuttle bicycles, dispense information and provide refreshments.

- a. New Glarus Terminus. At the present time, the depot at New Glarus serves as the main trail headquarters and helps coordinate activities at the other communities. The parking facilities at New Glarus will consist of an entry road off Railroad Avenue and a capacity for approximately 65 vehicles, including space for 17 trailers and buses.

Because of the acute demand for parking facilities in New Glarus, pressure will exist to use the DNR lot, especially during festival times. Because the festivals occur on summer weekends, which are heavy demand times for trail parking, access to the parking facilities from the village tourists may have to be limited at peak trail times.

The depot is being used as the trail headquarters office, and provides facilities for bike rental, concessions, restrooms, information, drinking water and storage.

The picnic area will have room for approximately 25 picnic tables, 15 grills, 10 garbage cans, plantings, and will have a direct relationship to the historical marker site. Bike racks will also be constructed. The number of bicycles available for rent at New Glarus and Brodhead will be greater in number than at Albany and Monticello.

NEW GLARUS USE AREA

Services Provided by the DNR:

- | | |
|---|--|
| 1. Restrooms | 7. Telephone |
| 2. Drinking water | 8. Refreshments (concession) |
| 3. Trail parking | 9. Striped pedestrian crossing
across Highway "69" |
| 4. Trail information | 10. Attendant on duty |
| 5. Picnic facilities | 11. Bike path to New Glarus Woods
State Park (future development) |
| 6. Bike rental and shuttle (concession) | |

Services Available in the Village of New Glarus:

- | | |
|-------------------|--------------------------|
| 1. Restrooms | 8. Medical aid |
| 2. Drinking water | 9. Restaurants |
| 3. Picnicking | 10. Adjacent bike trails |
| 4. Telephone | 11. Overnight lodging |
| 5. Refreshments | 12. Swimming |
| 6. Supplies | 13. Playground |
| 7. Gasoline | 14. Post office |
| | 15. Bus station |

- b. Brodhead Use Area. The land for the site of this facility will come from two parcels of ownership. Development will center around an attractive two-story yellow brick building of local historic importance that was formerly a carriage and wagon factory. The structure, built in 1869, is being used for storage. The structure is located immediately adjacent to the trail ROW which is located one block west of the downtown area. The second parcel, the former site of a lumber yard, is available because of tax delinquency and lies immediately adjacent to and east of the first parcel.

The building will contain space for bike rental, concessions, information, restrooms, drinking water and storage. In addition, there is potential for a meeting room, city museum, or small youth hostel. The site will contain parking for approximately 30 cars, a bike rack, picnic tables and plantings. Additional parking will occur on city streets and parking lots. Most parking pressure from trail users will occur on Saturday afternoons and Sunday when commercial activity and shopping in downtown Brodhead is light.

The city is considering developing a former landfill site (located off and north of Decatur Road adjacent to the raceway and one-quarter mile west of the trail) for a campground and picnic area to serve trail users.

BRODHEAD USE AREA

Services Provided by the DNR:

- | | |
|----------------------|---|
| 1. Restrooms | 6. Bike rental and shuttle (concession) |
| 2. Drinking water | 7. Telephone |
| 3. Trail parking | 8. Refreshments (concession) |
| 4. Trail information | 9. Attendant on duty |
| 5. Picnic facilities | |

Services Available in the City of Brodhead:

- | | |
|-------------------|--------------------------|
| 1. Restrooms | 11. Adjacent bike trails |
| 2. Drinking water | 12. Hiking side trails |
| 3. Picnicking | 13. Swimming |
| 4. Camping | 14. Fishing |
| 5. Telephone | 15. Playground |
| 6. Refreshments | 16. Post office |
| 7. Supplies | 17. Bus station |
| 8. Gasoline | 18. Boating |
| 9. Medical aid | 19. Lodging |
| 10. Restaurants | |

- c. & d. Monticello and Albany Use Areas. Creating use areas for the Villages of Monticello and Albany is basically without problem. Considerable right-of-way is available in each location from old railroad sidings to be used for parking and picnicking. The demands for parking here will be much less than at each terminous with initial parking for 20 cars each, and expandable to 30 cars. It is likely also that less picnicking will occur here as in the terminous areas and the amount of bicycle rentals will be less.

MONTICELLO USE AREA

Services Provided by the DNR:

- | | |
|----------------------|--|
| 1. Restrooms | 5. Picnic Facilities |
| 2. Drinking water | 6. Bike rental and shuttle (concession future) |
| 3. Trail parking | 7. Telephone |
| 4. Trail information | 8. Refreshments (concession future) |

Services Available in the Village of Monticello:

- | | |
|----------------------|--------------------------|
| 1. Restrooms | 8. Medical aid |
| 2. Drinking water | 9. Restaurant |
| 3. Picnic facilities | 10. Adjacent bike trails |
| 4. Telephone | 11. Lodging |
| 5. Refreshments | 12. Swimming |
| 6. Supplies | 13. Playground |
| 7. Gasoline | 14. Post office |

ALBANY USE AREA

Services Provided by the DNR:

- | | |
|----------------------|--|
| 1. Restrooms | 5. Picnic Facilities |
| 2. Drinking water | 6. Bike rental and shuttle (concession future) |
| 3. Trail parking | 7. Telephone |
| 4. Trail Information | 8. Refreshments (concession future) |

Services Available in the Village of Albany:

- | | |
|----------------------|--------------------------|
| 1. Restrooms | 9. Restaurant |
| 2. Drinking water | 10. Adjacent bike trails |
| 3. Picnic facilities | 11. Hotel |
| 4. Telephone | 12. Swimming |
| 5. Refreshments | 13. Fishing |
| 6. Supplies | 14. Playground |
| 7. Gasoline | 15. Post office |
| 8. Medical aid | 16. Bus station |
| | 17. Boating |

3. Albany Wildlife Use Area. In addition to use areas in the communities, a trail facility will be developed in the Albany Wildlife Area. The major purpose of this site is to provide camping at the midpoint of the trail. Camping will occur on DNR lands to the west of the trail, south and east of the Sugar River and north of Albany Lake. The concept of the campground is to provide primitive facilities inaccessible to all but trail users and service vehicles. The capacity will be initially for 108 campers, expandable to 120. Twelve of the sites will be for single families with a capacity of four each for a total of 48. One double site for 8-10 users will be available. The single and double sites will be located at least 100 feet apart with a desired distance of 125 feet. In addition, two group sites for twenty each with flexibility to be combined to a capacity for forty will be available. More single family sites can be added if pressure demands. Frost free pumps will be installed to service the growing popularity of winter camping. Access to the sites from the main trail will be from a seven foot wide limestone surfaced loop connector capable of handling service vehicles. Rest and picnic facilities in association with the campground will be made available for day users. Hiking trails into the wildlife area will be made available for added dimension.

Because of the Department's philosophy on multiple management in the wildlife area, other forms of recreation will occur. In addition to hunting, a bridle trail is being established. Because there are considerable lowlands in the vicinity of the Sugar River trail, it may be necessary to utilize small parts of the built-up right-

of-way to skirt problem areas for completion of the horse trail system. In sections of the grade where this occurs, it will be necessary to separate the two trail systems by plantings, fencing or other physical barriers. In each instance of contact with the paralleling horse trail, approval must be given by the division of Forestry, Wildlife, and Recreation. No horses will be allowed on the large bridges in the wildlife area.

Services Available at the Albany Wildlife Use Area:

- | | |
|----------------------|-----------------------|
| 1. Toilets | 5. Camping |
| 2. Drinking water | 6. Hiking side trails |
| 3. Information Board | 7. Fishing |
| 4. Picnic facilities | 8. Wildlife tower |

Services Available at the Oak Hill Use Area:

- | | |
|-------------------|----------------------|
| 1. Toilets | 3. Information Board |
| 2. Drinking water | 4. Picnic facilities |
4. Additional Rest Stops. A rest stop has been included 2.5 miles south of Monticello in an oak woods west of the trail. Included in this facility will be picnic tables, grills, well, toilets, garbage cans and a limestone surfaced service vehicle path. Approximately ten acres will be purchased for this site. No vehicles aside from those approved will be allowed in the rest area.

In addition to the day use picnic facilities mentioned so far, approximately 6-10 individual picnic sites have already been located and developed along the trail. Each area includes a picnic table, trash receptacle and mowed area. The main prerequisite for this development is to provide intermediate pull-offs in or near shade for the trail participant.

5. New Glarus Woods Use Area and Tie-In. Because New Glarus Woods State Park is only 1.5 miles south of the village, it is desirable to connect the two facilities and utilize the site as the northern campground for the trail.

Several alternatives were discussed. One would have used town roads from and to the west of the trail and south of the Highway "69" to connect with the park's main entrance at Highway "69". However, this was discarded for safety reasons. The roads are very narrow, winding and the user would have to, from a dead stop, cross four lanes of 55 mph traffic at "69".

A second alternative would have routed the user west and south from the depot along village streets, across private lands and into the north end of the park. This was also discarded because it would have resulted in confusion, over-complexity for the user, and the crossing of a dozen village streets.

The best solution is for the Department to gain an easement from the Department of Transportation to use Highway "69" right-of-way along the west side of the road and connect the trail at this point with the north end of New Glarus Woods State Park, a total of one and one-half miles. This alternative will require fill in certain areas and surfacing with limestone screenings, and will remove the traffic conflict. A separate campground for trail users would be constructed on the north end of the park. The only direct access to this facility will be from the connector path link to the Sugar River Trail. One could also gain access to this facility by parking at the south end of the campground and walking or peddling in to use a site. In addition the Department is considering the possibility of enlarging the existing family campground with the assumption that many trail participants will be equipped with tent trailers or other car oriented gear.

Services Available at New Glarus Woods State Park Use Area:

- | | |
|-------------------|--|
| 1. Restrooms | 6. Camping |
| 2. Drinking water | 7. Telephone |
| 3. Trail parking | 8. Bike trail connecting to main trail |
| 4. Information | 9. Hiking side trail |
| 5. Picnicking | |

6. Supplies and Concessions. Users of the trail will be dependent upon the availability of certain goods and services. The Department encouraged and helped develop a nonprofit corporation of local citizens to operate concessions for the trail. This

organization is responsible for such activities as bicycle rental and shuttle service, vending operations, community event coordination, hiring of staff to handle corporation activities, and some trail promotion. The DNR is responsible for trail planning, development and maintenance; working with the corporation, and its share of trail promotion. The corporation consists of two members from each of the four communities along the trail. All profits made by the corporation are to be channeled back into the trail.

A repair service for bicycles and snowmobiles should be available at key points (the villages and city) along the trail. This type of facility can be incorporated into an existing service station or can be combined with the shuttle service.

Supplies in the form of food staples, camping accessories, film, toiletries, etc., will also be available at regular intervals. Most of these necessities are already available in the communities.

Information regarding any item of interest for the recreationalist along the trail will be made readily available at the main rest areas. This can be done through a newsletter, bulletin board or brochure. Items included will be:

- a. location of medical assistance
- b. church service times and location
- c. historical interests - museums, markers, interesting buildings, antique stores, cemeteries, etc.
- d. location of law enforcement officials
- e. trail regulations
- f. other trails and recreation facilities in the area
- g. public telephone locations
- h. activities of interest (carnivals, celebrations, auctions, contests, etc.)
- i. locations of restaurants and general fares
- j. warnings of local conditions (stream flow, fire danger, trail problems, hunting seasons, etc.)
- k. items of geological or ecological significance and location
- l. fishing conditions - species available and where

7. Miscellaneous Information. Mile posts in both directions have been installed along the trail giving distances to go between communities. In addition, road crossings will be marked by name to help the user relate to his position on the trail.

Green County has an extensive bike trail system covering over one hundred miles on county and town roads. Information about the system will be made available to the trail user. There are indications a private 200-unit campground is to be developed approximately 3 miles north of Brodhead, one-half mile west of the trail.

C. Alternatives to the Proposed Plan

1. Do nothing. To do nothing on the Sugar River Trail would mean that there would be no further development beyond what has already occurred. This would mean that no parking, comfort facilities, campgrounds or aesthetic features would be developed. Public use (over 40,000 in 1974) and acceptance of the park demonstrates the need to complete its development under its highest and best use as a hiking, biking and winter use facility.
2. Provide for horseback riding. It is recognized that a need for bridle trails exists in this area. However, the Sugar River Trail is undesirable for horseback riding. Inexperienced horsemen could have difficulty crossing bridges with their animals since these creatures are known to balk easily. The length and height of some of the bridges could create a serious safety problem. In addition, horses create a maintenance and potential erosion problem to the trail surface because of the natural gouging motion of the animals' hooves. Such action would render this activity incompatible with bikers since a smooth surface is needed for the tires.
3. Allow for ATV's. Off the road vehicles such as motorcycles, mini-bikes, four-wheel drive vehicles, all-terrain vehicles, etc., are incompatible with bicycle and hikers during the snow free seasons for safety reasons. Constant use of some off-the-road recreational vehicles could cause plant and animal damage and destruction of the trail tread. Erosion of the disturbed trail tread could cause siltation and turbidity in adjoining surface waters. In addition, noise and air pollution would be increased. Unauthorized use of motorized vehicles in the Albany Wildlife Area could prove disruptive to wildlife and damaging to recreation.

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4. Change pedestrian crossing to 90° angle at Highway "69".
5. Develop a program for creating vistas to get away from the green tunnel effect on the trail.
6. Locate mile markers and road intersection names.

C. Phasing

1. Development to date:

Acquisition	\$ 83,000.00
Development	
Trail Surfacing	\$ 56,827.90*
Planking railing of bridges	21,801.00
Fencing	5,490.18*
Rest stop development	11,514.71*
Other minor projects	3,716.96
Detour around Conway property	<u>7,988.00*</u>
Total Development	<u>\$ 107,338.75</u>
Grand Total	\$ 190,338.75
Development to date	

*Development incomplete as of this date.

2. Development proposed:

a. Phase I (1973-75 Biennium)

(1) New Glarus Use Area

(a) Additional facilities at depot	\$10,000
(b) Additional fill to existing gravel parking lot	3,000
(c) Landscaping	1,000
(d) Picnic accessories (tables, grills, cans)	1,000
(e) Cross Highway 69 at 90° angle	<u>1,000</u>
Total	\$16,000

(2) Monticello Use Area

(a) Parking (30 cars, gravel only)	\$ 4,500
(b) Toilets (double unit vault @ \$8,000 each)	8,000
(c) Well	2,000
(d) Landscaping	1,000
(e) Picnic accessories	<u>1,000</u>
Total	\$16,500

(3) Albany Use Area

(a) Parking (30 cars, gravel only)	\$ 4,500
(b) Toilets (double unit vault @ \$8,000 each)	8,000
(c) Well	2,500
(d) Landscaping	1,000
(e) Picnic Accessories	<u>1,000</u>
Total	\$17,000

(4) Brodhead Use Area

(a) Land acquisition	\$22,000
(b) Parking (30 cars @ 300/space w/b. top)	9,000
(c) Building refurbishment including toilets and water	15,500 (Bureau estimate)
(d) Landscaping and site prep	1,000
(e) Picnic Accessories	<u>500</u>
Total	\$48,000

Phase I Totals:

<u>Land acquisition</u>	<u>\$ 22,000</u>
Development	75,500
15% engin. & contingency	<u>11,325</u>
<u>Total Development</u>	<u>86,825</u>
Grand Total	\$108,825

b. Phase II (1975-77 Biennium)

(1) New Glarus Use Area

(a) Blacktop and landscape parking lot	\$ 12,000
(b) Additional landscaping	<u>2,000</u>
Total	\$ 14,000

(2) Monticello Use Area

(a) Blacktop parking lot	\$ 4,500
(b) Additional landscaping	<u>1,000</u>
Total	\$ 5,500

(3) Albany Wildlife Use Area

(a) Campground (108 capacity)	\$ 2,500
(b) Two toilets (double unit vault @\$8,000 each)	16,000
(c) Well	2,500
(d) Landscaping and site prep	3,000
(e) Picnic accessories (tables, grills, cans)	<u>3,000</u>
Total	\$ 27,000

(4) Albany Use Area

(a) Blacktop parking lot	\$ 4,500
(b) Additional landscaping	<u>1,000</u>
Total	\$ 5,500

Phase II Totals:

Development	\$52,000
15% engin. & contingency	<u>7,800</u>
Total Development	\$59,800

c. Phase III (1977-79 Biennium)

(1) New Glarus Woods Use Area and Tie-in

(a) Tie-in to park from trail along Hwy 69 (1.5 miles) \$32,000 (prelim. est.)	
Screenings \$2,000/mile	\$ 3,000
Fill \$10,000/mile	15,000
Drainage \$5,000/mile	7,500
2 Culverts \$3,000/each	6,000
Signing	<u>500</u>
Total	\$32,000

(b) Toilets (2-double unit vault @ \$8,000 each) in Park	\$16,000
(c) Picnic accessories	3,500
(d) Well	3,500
(e) Site prep and landscaping	2,000
(f) Campground development (120 capacity)	<u>7,000</u>
Total	\$64,000

(2) Oak Hill Use Area

(a) Land acquisition (10 acres @ \$500/acre)	\$ 5,000
(b) Toilets (single unit pits)	1,000
(c) Well	2,500
(d) Picnic accessories	1,000
(e) Site preparation	<u>1,500</u>
Total	\$11,000

Phase III Totals:

<u>Land acquisition</u>	<u>\$ 5,000</u>
Development	70,000
15% eng. & contingency	<u>10,500</u>
<u>Total Development</u>	<u>\$80,500</u>
Grant Total	\$85,500

d. All Phase Totals

Proposed Land Acquisition	\$ 27,000
Proposed Development:	
Phase I	75,500
Phase II	52,000
Phase III	<u>70,000</u>
	\$197,500
15% eng. & contingency	<u>29,625</u>
Total Development	<u>\$227,125</u>
Proposed Acq. & Development	
Grand Total	<u>\$254,125</u>

3. Total Project Costs:

a. Acquisition .

Acquisition to date	\$ 83,000
Proposed acquisition	<u>27,000</u>
Total Acquisition	\$110,000

b. Development

Development to date	\$107,338.75
Proposed development	
(including 15% eng. & contingency)	<u>227,125.00</u>
Total Development	\$334,463.75

c. Proposed Total Project Cost \$444,463.75

V. Land. The Natural Resources Board at their July 1972 meeting established the Sugar River State Park Trail with an acreage goal of 276.78 acres and approved the purchase of the 276.78-acre abandoned railroad grade from the Milwaukee Road. At their August 1974 meeting, the Board approved the conveyance of a 1.81-acre parcel (Pratt Road) to the Village of Monticello and amended the project boundary accordingly. In September 1974, the Board approved the purchase of four parcels of land totalling 7.95 acres to bypass a four-acre reversionary tract to provide trail continuity.

The present property acreage goal is 276.78 acres and state ownership consists of 278.92 acres.

The 23-mile Sugar River State Trail is the fourth trail of its kind established as segments of Wisconsin's state park system. The trails were established as multipurpose projects to provide much needed recreational facilities for hiking, bicycling and winter use activities. Approximately 40,000 people used the Sugar River Trail in 1974, the first year it was open to the public.

In general, the purchase from the Milwaukee Road consists of a 100-foot strip of land for the 23 miles. However, additional property was acquired in the Villages of New Glarus, Monticello and Albany. A considerable amount of these lands are leased and improved.

In view of the existing and anticipated public use of the trail, some additional lands are required to provide for trail-user support facilities and excess or surplus tracts (lands not needed for conservation purposes by the Department) should be sold. Basically, the lands to be sold are the improved leased tracts which were assigned to the Department by the railroad. The proposed new boundary will encompass a total of 274 acres which is a decrease of 2.78 acres in the property acreage goal.

The additional lands to be acquired and surplus lands to be sold consist of five sites located along the trail. See maps attached in appendix.

A. Site #1 - City of Brodhead

Brodhead is the southern trail terminus and two parcels of land totaling .31 acres are required to provide for a trail terminus facility. The estimated cost to acquire is about \$22,000.

Since the state trail or abandoned railroad grade is located on a city street, it is proposed to convey to the City of Brodhead by quitclaim deed all interests and rights acquired by the State from the railroad beginning at the north line of Lots 5 and 6, Block 101, continuing

northerly to the north corporate limits of the City of Brodhead. The proposed conveyance comprises 2.17 acres and is contingent upon the following:

1. The City of Brodhead will vacate an alleyway on Lots 5 and 6, Block 101.
2. The City of Brodhead will grant an easement to the Department on Lot 6, Block 101 for trail purposes.
3. The City of Brodhead will establish and maintain a bicycle path on the east side of West 3rd Avenue and east side of Pierce Road to the north corporate limits of the City of Brodhead. The bicycle path will be marked, have a minimum width of six feet and will be maintained annually from April 15 - November 15.

The above plan has been discussed with the Brodhead City Council and they concur with the proposal.

B. Site #2 - Village of Albany

There is no need to acquire additional lands in Albany as there are tracts surplus to Department needs. It is proposed to sell surplus lands as follows:

1. Convey a 1.569-acre unimproved leased parcel to Mr. Francis Atkinson of Brook River Farms at the appraised value plus prorated survey costs.
2. Convey a .654-acre improved leased parcel to Mr. Kenneth Morgenthaler at the appraised value plus prorated survey costs.
3. Convey a .137-acre unimproved parcel to the Village of Albany at the minimum price of the appraised value plus prorated survey costs.
4. Convey a .984-acre improved leased parcel to the Doyon and Rayne Lumber Company at the appraised value plus prorated survey costs.
5. Convey a .347-acre parcel, an existing street, to the Village of Albany for \$1 with a reversionary clause to the State if not used for public street purposes.
6. Convey a .992-acre improved leased parcel to the Union Cooperative Association at the appraised value plus prorated survey costs.

7. Convey a 1.522-acre improved leased parcel to the Green County Farmco Co-op at the appraised value plus prorated survey costs.
8. Convey a .1-acre unimproved parcel to the Village of Albany for public street purposes at the appraised value plus prorated survey costs.

Leases to be Cancelled

9. A portion of the Doyon and Rayne Lumber Company improved lease lying north of 4th Street will be terminated to provide lands for trail access and the rest stop area in the Village of Albany.
10. The Brook River Farms unimproved lease will be terminated to provide lands for the trail picnic area in the Village of Albany.

Lease Continuation

Mr. Robert Atkinson owns the Albany Depot building and has a lease on the structure. After a careful inspection of the site, it has been determined it is not feasible to incorporate the depot into the Albany rest stop area for public purposes. A new lease will be executed and remain in effect until the Albany rest stop area is developed at which time the lease will be terminated and the depot removed from the premises.

C. Site #3 - Oak Hill Rest Stop Area

A ten-acre site located approximately 2.5 miles south of the Village of Monticello needs to be acquired to provide a trail rest stop facility. The site is an attractive wooded area and toilets, drinking water and picnic tables will be provided. The cost to acquire is estimated to be about \$5,000.

D. Site #4 - Village of Monticello

Other than a proposed even land exchange, no additional lands need be acquired in Monticello as there are tracts surplus to Department needs. It is proposed to sell surplus lands as follows:

- 1-3. Convey improved leased parcels totalling 1.852 acres to the Karlen Lumber Company at the appraised value plus prorated survey costs.
4. Convey a .757-acre improved parcel to the Village of Monticello at the appraised value plus prorated survey costs.

Leases to be Cancelled

5. Karlen Lumber Company's unimproved lease will be terminated to provide lands for trail picnic area in Monticello.
6. Karlen Lumber Company owns the Monticello Depot and has a lease on the structure. After a careful inspection of the site, it has been determined it is not feasible to incorporate the depot into the Monticello rest stop area for public purposes. The lease will be terminated and the depot removed from the premises.
7. A portion of the Karlen Lumber Company's improved lease will be terminated to provide for trail parking at the Monticello rest stop area. The existing wood frame lumber shed will be purchased by the Department and razed.

Tract to be Leased

8. A .283-acre parcel will be leased to the Francious Cities Service Oil Company to provide access. The business does not have any other road access and has been crossing the railroad grade at this juncture since its inception. The lease will document an existing use.

Proposed Land Exchange

9. An even exchange of 1.15 acres of land is proposed with the Laidlaw Corporation. The tracts are located at the north corporate limits of the Village of Monticello. The proposal involves the conveyance of a 1.15-acre tract owned by the Laidlaw Corporation and adjoining state trail lands on the east. The Department will convey a 1.15-acre tract of land (part of the abandoned railroad grade) in exchange. The exchange will not materially affect the operation of the Sugar River Trail as trail continuity will be maintained with adequate buffer.

E. Site #5 - Village of New Glarus

There is no need to acquire additional lands in New Glarus as there are tracts surplus to Department needs. It is proposed to sell surplus lands as follows:

1. Convey 1.348 acres of improved leased land to the Erb Implement Company at the appraised value plus prorated survey costs. The conveyance would be subject to the Erb Implement Company obtaining any zoning variances which may be required.
2. Convey a .299-acre improved leased parcel to the Farmers Co-op Stock Company at the appraised value plus prorated survey costs. The improvements (stockyard pens and loading apparatus) are owned by the State and will also be conveyed.
3. Convey two improved leased parcels totalling .225 acres to the New Glarus Feed and Fuel Company at the appraised value plus prorated survey costs. The conveyance would be subject to the New Glarus Feed and Fuel Company obtaining any zoning variances which may be required.
4. Convey a .045-acre improved leased parcel to Mr. Fred G. Blum, Jr. at the appraised value plus prorated survey costs. The conveyance would be subject to Mr. Blum obtaining any zoning variances which may be required.
5. Convey a .524-acre parcel to the Village of New Glarus at the minimum price of the appraised value plus prorated survey costs. If the village is not interested in acquiring the tract it will be offered for sale to the general public.
6. Convey a .499-acre improved leased parcel to the Klassy Milling Company at the appraised value plus prorated survey costs.
7. Convey parcels of land totalling 1.514 acres to the Village of New Glarus contingent upon an even exchange with the Village causing a legal abandonment of 1.218 acres of platted (but not existing) village streets. The lands to be conveyed to the village consist of existing streets, existing village parkland and private residence front yard.

Leases to be Cancelled

8. The Tobias Knobel unimproved lease will be terminated to remove an unsightly storage facility thus improving the physical setting of the New Glarus Depot Trail Headquarters.
9. The New Glarus Feed and Fuel Company's unimproved lease will be terminated to provide parking for the village.
10. The Klassy Milling improved lease will be terminated, the building removed and the area conveyed to the Village of New Glarus for parking purposes.
11. The Village of New Glarus unimproved lease will be terminated to provide for trail parking at the New Glarus terminus.

Easement

12. An easement will be granted to the Village of New Glarus to maintain an existing drainageway 20 feet in width on the east edge of the trail from Highway 39 in the Village south to Highway 69. The Village has maintained this drainageway by letter agreement with the Milwaukee Road.

Property Dispositions

The disposition of all surplus property will be accomplished in accordance with s.s. 24.085 Wis. Stats. including the necessary Natural Resources Board and Executive Office approvals.

The lands to be disposed of are primarily leased and improved tracts. The disposition of the leased parcels will fulfill the State's moral obligation as it pertains to the original purchase agreement whereby the railroad asked the Department to treat the lessees in a fair and equitable manner.

The lands to be sold are not needed for trail purposes and will be conveyed with certain deed restrictions to ensure the integrity of the trail will be preserved. Examples of deed restrictions are as follows:

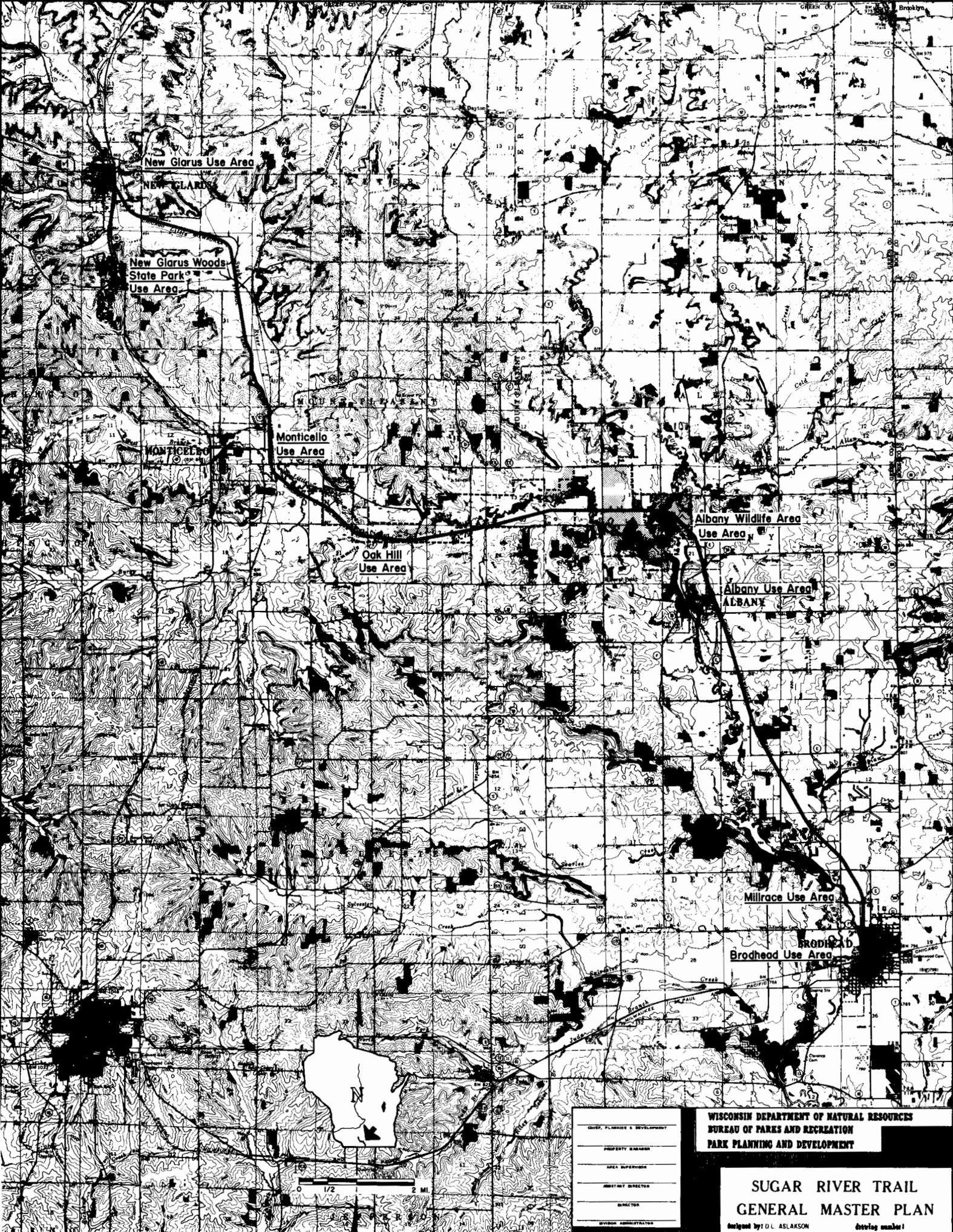
- a. No excavation or fill
- b. No nonconforming commercial development

- c. No dumping or business permitted with offensive odors.
- d. Building height limit.
- e. Restrictions on signing.
- f. Building setbacks.
- g. DNR retains the right to determine if natural screening is necessary and type of screening.
- h. DNR retains the right to determine if fencing is necessary and type of fence to be installed.
- i. No alteration or reconstruction of existing improvements without prior approval of DNR.
- j. Exterior building painting and neatness.

SUMMARY

The present Sugar River State Park Trail acreage goal is 276.78 acres and state ownership consists of 278.92 acres. The proposed additions amount to 10.31 acres and the proposed disposition of surplus lands amount to 15.538 acres. With present state ownership consisting of 278.92 acres plus the proposed addition of 10.31 acres less the 15.538 acres of surplus lands to be sold results in a new property acreage goal of 273.692 acres rounded to 274 acres. This is a reduction of 2.78 acres in the present acreage goal.

The total cost to acquire the additional 10.31 acres of land is estimated to be about \$27,000. The revenue generated from the sale of surplus lands cannot be estimated at this time because all of the tracts have not been appraised and the various deed restrictions that will be included as a sale condition will have an effect on value.



New Glarus Use Area

New Glarus Woods State Park Use Area

Monticello Use Area

Monticello Use Area

Oak Hill Use Area

Albany Wildlife Area Use Area

Albany Use Area

Milrace Use Area

Brodhead Use Area



 CHIEF, PLANNING & DEVELOPMENT

 PROPERTY MANAGER

 AREA SUPERVISOR

 ASSISTANT DIRECTOR

 DIRECTOR

 DIVISION ADMINISTRATOR

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

SUGAR RIVER TRAIL
GENERAL MASTER PLAN

Designed by: D.L. ASLAKSON

Drawing number: 1

Drawn by: j. neils

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY: L. P. Voigt

0-16 Date April 6, 1972

FROM: M. E. Reinke

SUBJECT: Proposed New Glarus to Brodhead State Park Trail - Green County.

1. To be presented at April Board meeting by J. R. Smith

2. Appearances requested by the public:
Name

Representing whom?

3. Reference materials to be used: Map

4. Summary: Board approval is requested to investigate and negotiate for possible acquisition of the abandoned 23-mile New Glarus to Brodhead railroad right-of-way as a State Trail and to refer the matter back to the Board for consideration if negotiations are successful.

A feasibility study indicates the grade would be an excellent addition to Wisconsin's 120 miles of linear state park trails.

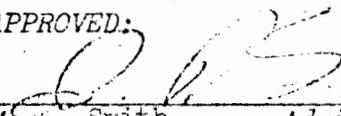
The abandonment of the line has recently been approved by ICC. The company is moving ahead rapidly to dispose of the property. We have received permission to make an appraisal.

Resolutions have been received from the Green County Board and Albany Village Board for the State to acquire the grade. Petitions with over 770 signatures have been received.

We have been approached by a concessioner to operate an old vintage engine with passenger and freight cars as a tourist facility from New Glarus to a point east of Monticello.

5. Recommendation: That the Board approve negotiations with the Milwaukee Road for 23 miles of right-of-way, including an 8-mile segment with trackage in place.

APPROVED:


Mr. Smith Administrator Date 4-10-72

Mr. Beale Administrator Date 4/10

Secretary
cc: M. E. Reinke
D. W. Konkol
6-70 E. J. Faber
A. E. Eily

Signed:


M. E. Reinke, Director
Bureau of Parks and Recreation

Department of Natural Resources

INTRA-DEPARTMENT

MEMORANDUM

Madison

Station

Date..... April 6, 1972

IN REPLY REFER TO: 2220

TO: L. P. Voigt

FROM: M. E. Reinke

SUBJECT: Proposed New Glarus to Brodhead State Park Trail

Wisconsin, in recognition of a growing demand for long, cross-country trails, established itself as a national leader when we acquired the 32-mile former railroad right-of-way between Sparta and Elroy in 1965. Public use of this trail from hikers, bicyclists, and snowmobilers has grown beyond expectations with 30,000 trail users recorded in 1971. The trail is a segment of the marked "Wisconsin Bikeway Route" and was designated a National Recreation Trail in 1971.

In 1966, Wisconsin purchased 42 miles of the Chicago and North Western Railway branch line between Tuscobia and Park Falls. An additional 27 miles was purchased by the State Highway Commission and this segment is also under management by the Department.

In 1970, the 15-mile Ahnapee and Western Railway Company right-of-way in Door and Kewaunee Counties was purchased and Wisconsin's third state park trail established.

At the present time there are approximately 120 miles of former railroad right-of-way under the State Park Trail classification. Other states and units of government are following Wisconsin's lead and moving ahead with railroad right-of-way acquisition.

We now have an opportunity to purchase 23 miles of railroad right-of-way in Green County from the Milwaukee Road. The property extends from New Glarus to Brodhead, passing through the communities of Monticello and Albany and the state-owned Albany Wildlife Area.

The right-of-way consists of 276 acres of scenic area. Improvements are limited to trestles, culverts and possibly the old station depots at several locations.

An interesting and unusual development is that we have been approached by Mr. Clinton Jones, President of Trans Northern Railroad, Inc., in regard to the operation by concession of a tourist railroad consisting of an old vintage steam engine with passenger and freight cars on the 8-mile segment between New Glarus and Monticello. A tourist railroad would be compatible

to the corporations and foundations who defrayed the cost of construction, and credit will be given them at the end of the film.

In response to Mr. Tyler's inquiry, Mr. Cassie stated that during construction the State will be protected by general liability insurance.

The Committee agreed to recommend to the Board that the Department be authorized to explore the proposal, locate a site, discuss an agreement and report back to the Board.

✓ 3. Proposed New Glarus to Brodhead State Park Trail - Green County.

Mr. Reinke explained that the Conservation Commission and the Natural Resources Board some time ago set a nationwide precedent in the establishment of State park linear trails in Wisconsin; that in 1965 the Sparta-Elroy trail was established; the Tuscobia-Park Falls trail in 1966; and the Ahnapee State Park Trail in 1970. At the present time there are approximately 120 miles of former railroad right-of-ways under the State Park Trail classification.

Mr. Reinke said the Department now has an opportunity to purchase 23 miles of railroad right-of-way in Green County from the Milwaukee Road. The property extends from New Glarus to Brodhead, passing through the communities of Monticello and Albany and the state-owned Albany Wildlife Area. The right-of-way consists of 276 acres of scenic area. Improvements are limited to trestles, culverts and possibly the old station depots at several locations.

The Department has been approached by Mr. Clinton Jones, President of Trans Northern Railroad, Inc., in regard to the operation, by concession, of a tourist railroad consisting of an old vintage steam engine with passenger and freight cars on the 8-mile segment between New Glarus and Monticello. A tourist railroad would be compatible with the State Park Trail concept and could have a favorable impact on the local economy.

It was pointed out by Mr. Reinke that the abandonment of the New Glarus-Brodhead line has been approved by the Interstate Commerce Commission. As the Company was planning to dispose of the property, the Department contacted them stating it might be interested in acquiring it for State trail purposes and received permission to make an appraisal.

Resolutions have been received from the Green County Board and Albany Village requesting the State to acquire the grade for recreational trail purposes; also petitions with over 770 signatures have been received from local citizens.

The Committee stated they would recommend to the Board that the Department be authorized to negotiate with the Milwaukee Road for the purchase of 23 miles of right-of-way, including an 8-mile segment with trackage in place.

4. Proposal to consider establishment of Fort Winnebago State Park - Columbia County.

In presenting this item, Mr. Reinke stated that Board approval is requested to investigate the possible establishment of a Fort Winnebago

Mr. Tyler stated that while the Department may not use Sajdak springs as a source of water for the new hatchery, it was a good purchase for the Board to make as he felt the property should be under Department control.

When put to a vote, motion was carried unanimously.

6.B-9c Booklet - Understanding Lakes and Lake Problems. Produced by Inland Lake Demonstration Project.

Mr. Minahan reported that the Department is cooperating in the publication of 2,000 copies of a 50-page booklet entitled, "Understanding Lakes and Lake Problems," which was produced by the Inland Lake Demonstration Project. He said, as Wisconsin has 8,000 lakes, the importance of disseminating information about the preservation of them is a very significant contribution being made by this booklet. The Department's contribution consisted, mainly, of the services of its research personnel.

Mr. Minahan stated that legislation may be introduced in 1973 which may place some kind of jurisdiction over the preservation and management of the lakes in the Department.

6.B-10 Public hearing regarding use of electric motors on Devil's Lake. (Item 6.B-2, Minutes of March 7, 1972.)

Mr. Minahan asked what steps had been taken with respect to holding a public hearing in connection with the use of electric motors on Devil's Lake. Mr. Voigt said that scheduling is in process and the hearing will be held in the near future.

6.C LAND AND BUSINESS COMMITTEE. (Items 6.C-1 to 6.C-18, inclusive.)

6.C-1 Minutes of meeting of March 7, 1972.

The minutes were approved as written.

6.C-2 Proposal to construct six authentic Indian villages.

Mr. Helland stated that Mr. William Cassie, President, Tele-Communications, Inc., Chicago, Illinois, discussed with the Land and Business Committee a proposal to construct six authentic Indian villages with private capital on a Department site for educational and recreational visitor use.

Mr. Helland said the Land and Business Committee recommends that the Department be authorized to explore the proposal submitted by Mr. Cassie, locate a site, discuss an agreement and make a report to the Board, and he so moved.

The motion was seconded by Mr. Potter.

When put to a vote, motion was carried unanimously.

6.C-3 Proposed New Glarus to Brodhead State Park Trail - Green County.

The Land and Business Committee, Mr. Helland said, recommends that the Department be authorized to negotiate with the Milwaukee Road for acquisition of the abandoned 23-mile New Glarus to Brodhead railroad right-of-way, including an 8-mile segment with trackage in place, for development as a State Trail, and he so moved.

The motion was seconded by Mr. Potter.

Item _____ Minutes of _____

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY:

Date July 12, 1972

FROM: E. J. Faber

SUBJECT: Establishment of New Glarus-Brodhead State Park Trail - Green County
Project acreage goal - 276.78 acres
New Glarus-Brodhead State Park Trail land acquisition - Green County

1. To be presented at July Board meeting by J. R. Smith.

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

3. Reference materials to be used: Memorandum; map

4. Summary:

<u>Grantor</u>	<u>Acres</u>	<u>Option Price</u>	<u>Price Per Acre</u>	<u>Frontage</u>	<u>Option Expires</u>	<u>Tenure of Ownership</u>
Chicago, Milwaukee, St. Paul & Pacific Railroad Company Union Station Chicago, Illinois 60606	276.78	\$74,000	\$267.36	22.8 Miles (R.R. Grades)	NA	1859

This proposed acquisition of 276.78 acres of land in the proposed New Glarus-Brodhead State Park Trail is being submitted to the Board for approval. On April 19, 1972, the Board authorized the Department to investigate the possible establishment of this trail in Green County on the 23-mile abandoned Milwaukee Road right-of-way. The 100-foot strip contains varying land types such as agricultural, forest and marsh. Improvements, which will be utilized in managing the trail, consist of the New Glarus Depot, numerous timber bridges and concrete drainage culverts. Acquisition of this right-of-way will enhance the state's trail system which already is acclaimed nationally.

5. Recommendation: 1) That the option be approved.
 2) That the Board approve the establishment of the New Glarus-Brodhead State Park Trail.
 3) That the project acreage goal be 276.78 acres.

APPROVED:

J. R. Smith 7-13-72
Mr. Smith Administrator Date

[Signature]
Secretary Administrator Date

Signed:
E. J. Faber
E. J. Faber, Director
Bureau of Real Estate

gmp
cc: M. E. Reinke D. W. Konkol
6-70 Miss Korn

Department of Natural Resources
INTRA-DEPARTMENT
MEMORANDUM

Madison

Station

Date July 10, 1972

IN REPLY REFER TO: 2220

TO: L. P. Voigt
FROM: M. E. Reinke
SUBJECT: Land Acquisition - Establishment of the New Glarus-Brodhead
State Park Trail - Green County

The Natural Resources Board, on April 19, 1972, authorized the department to investigate the possible establishment of the New Glarus-Brodhead State Park Trail in Green County on the 23-mile abandoned Milwaukee Road right-of-way. The Board instructed the department to secure an appraisal, negotiate with the Milwaukee Road and to determine the development and operational costs.

It is recommended at this time that the purchase be approved and that the Natural Resources Board establish the New Glarus-Brodhead State Park Trail with an acreage goal of 276.78 acres. The Board of Directors of the Milwaukee Road has agreed to the sale of the abandoned grade to the State of Wisconsin.

Establishment of the State Park Trail

Wisconsin, in recognition of a growing demand for cross-country trails, established itself as a national leader when it acquired the 32-mile former railroad right-of-way between Sparta and Elroy in 1965. Public use of this trail from hikers, bicyclists and snowmobilers has grown beyond expectations. The trail is a segment of the marked "Wisconsin Bikeway Route" and was designated a National Recreation Trail in 1971 by the Federal Government.

Two other abandoned railroad grades have been purchased since: the Park Falls-Tuscobia and the Ahnapee. Wisconsin now has 120 miles of multiple use park trails as segments of its nationally popular state park system.

A feasibility study by the Park Planning Section of the Bureau of Parks and Recreation has recommended favorably and identified the New Glarus-Brodhead grade as a significant addition to the state park trail system.

A public informational meeting was held in New Glarus on July 6, 1972 with approximately 220 people in attendance. Numerous favorable statements were made by the public and questions were answered. By a show of hands at

the conclusion of the meeting, the majority strongly supported the establishment of a state park trail and only nine registered opposition against the proposed state park.

Resolutions favoring state acquisition have been received from the Green County Board, the Villages of Albany, New Glarus, Monticello and the City of Brodhead. Petitions with over 770 signatures have been received from local citizens in support of the project.

Agreement has been reached with the Milwaukee Road for the state to acquire the following property:

276.78 acres (In general, a 100 foot strip of land which traverses parts of New Glarus, Exeter, Mount Pleasant, Albany and Decatur Townships, Green County, Wisconsin)

Agreement price \$74,000

Appraised value \$74,000 (Staff appraisal - April, 1972)

The land was valued at \$60,200 and the improvements at \$13,800. The land area represents various land types such as agricultural, forest and marsh. Improvements consist of the New Glarus Depot, timber bridges and concrete drainage culverts of varying lengths. All improvements will be utilized in managing the trail.

The property was appraised for \$74,000 or at an average of \$267.36 per acre.

The purchase of this 23-mile grade will provide another important facility with statewide significance for hiking, bicycling and snowmobiling.

If the state park trail is established, federal land and water conservation fund cost-sharing will be applied for.

Development and Operational Costs

Proposed development of facilities based upon the schematic plan as a multiple use state park trail will include surfacing the grade with crushed limestone, fencing, signing, planking and railing the bridges, renovating the depot and providing parking. The initial cost of development over a several year period is estimated at \$70,000. It is estimated that operational costs will be \$7,000 per year. The estimates are based upon previous experience with the Elroy-Sparta Trail facility.

Recommendation:

It is recommended that the Natural Resources Board approve: (1) the establishment of the "New Glarus-Brodhead State Park Trail", (2) the acquisition of the abandoned railroad grade and, (3) establish a project acreage goal of 276.78 acres.

M. E. Reinke
M. E. Reinke

cc: D. W. Konkol
M.E. Reinke

RECOMMENDED:

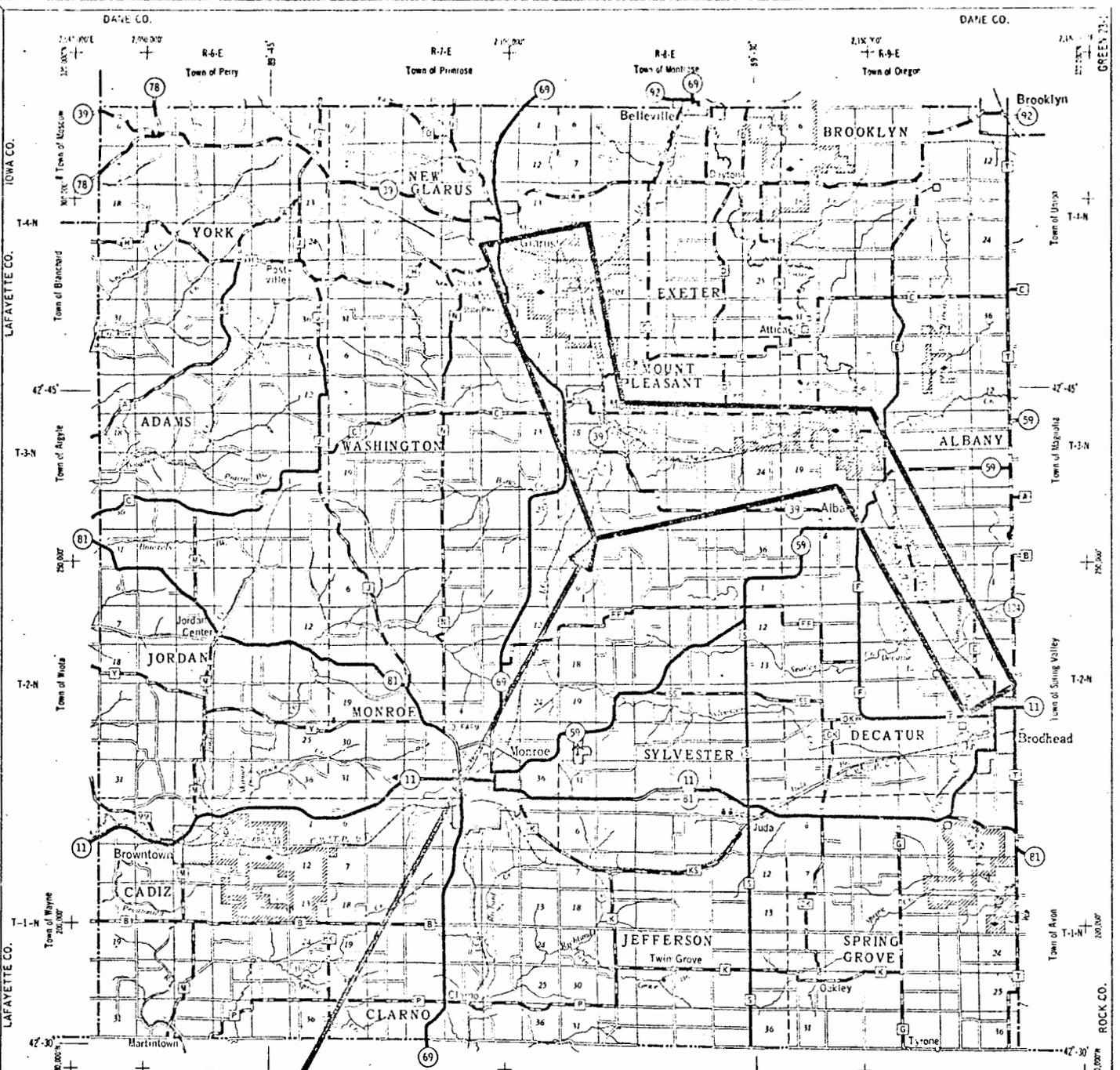
J.R. Smith
J.R. Smith

Date

APPROVED:

L. P. Voigt
L. P. Voigt

7/13
Date



- STATE OF ILLINOIS LEGEND**
- Portland Cement
 - Bitum Concrete
 - Bituminous
 - Gravel
 - Earth
 - * Town Road
 - Fire Lane
 - Multilane Divided
 - Freeway
 - Interchange
 - Highway Separation
 - Interstate Highway No.
 - U.S. Highway No.
 - State Highway No.
 - County May Letter
 - Roadway
 - Can.
 - State Boundary
 - County Boundary
- Civil Town Boundary
 - Corporate Limits
 - Nat. & State Forests
 - Airport
 - Fish Hatchery
 - Game Farm
 - County Seat
 - Unincorp. Village
 - Schools
 - Public Yard or Fish Grd.
 - Hospital
 - Lookout Tower
 - Ranger Station
 - Public Camp & Picnic Grd.
 - State Park
 - with Campsites
 - without Campsites
 - with Facilities
 - without Facilities
 - Wayside
 - with Facilities
 - without Facilities

"See Detail Map"

STATES OF ILLINOIS

MILES OF HIGHWAY
AS OF DEC. 31, 1971

STATE	121
COUNTY	267
LOCAL ROADS	768
OTHER ROADS	2
TOTAL FOR COUNTY	1166

CIVIL TOWNS

YORK	NEW GLARUS	EXETER	BROOKLYN
ADAMS	WASHINGTON	MOUNT PLEASANT	ALBANY
JORDAN	MONROE	SYLVESTER	DECATUR
CADIZ	CLARNO	JEFFERSON	SPRING GROVE

TOWNSHIP NUMBERING

6	5	4	3	2	1
7	8	9	10	11	12
16	17	18	19	20	21
26	27	28	29	30	31
36	37	38	39	40	41

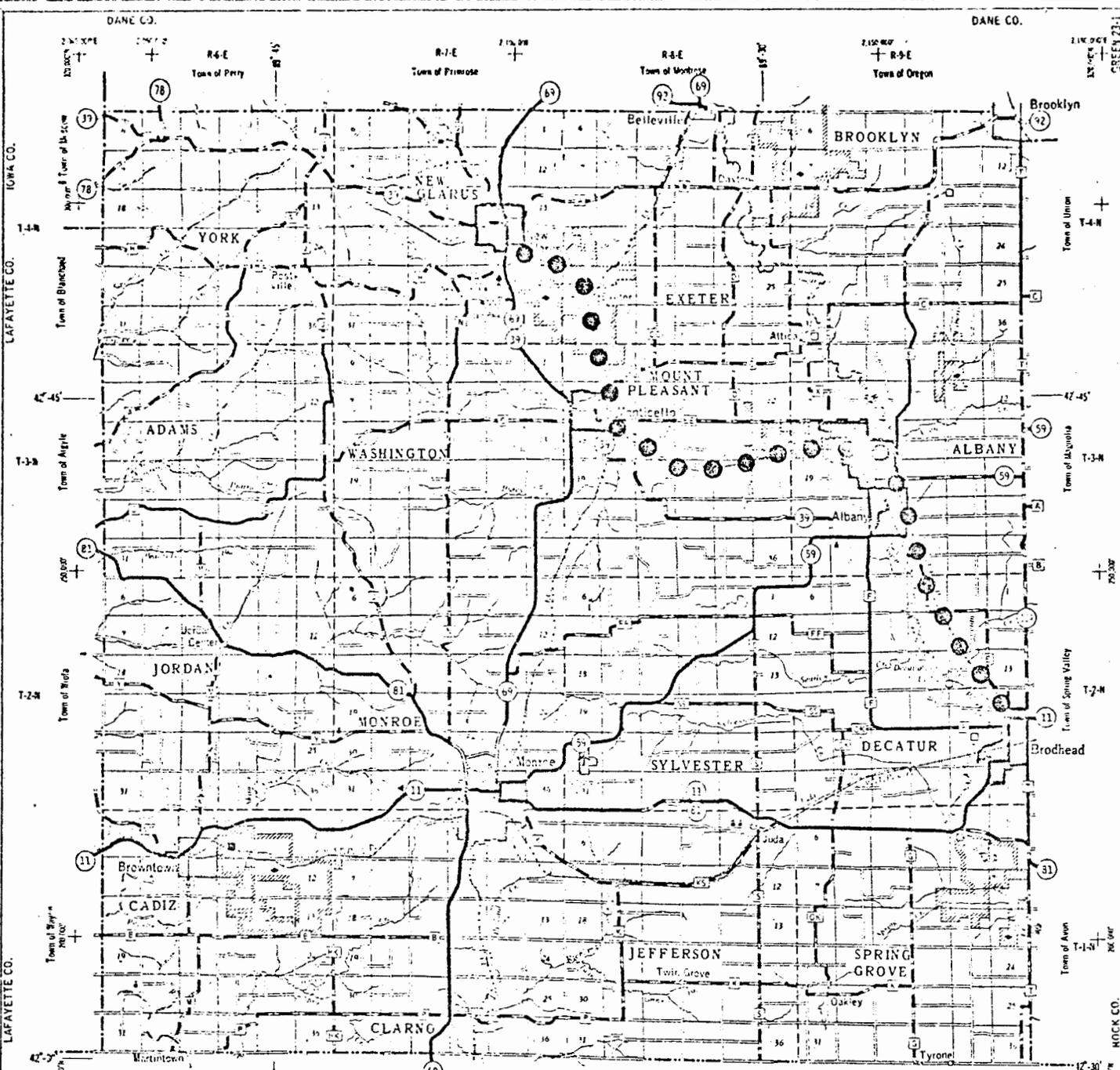


GREEN CO.
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OFFICE BUILDING
Madison, Wisconsin

SCALE 1 MILE

Corrected for
JAN. 1972

Compiled from U.S.G.S. Quads 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 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1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 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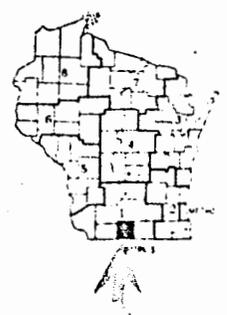


STATE OF ILLINOIS
LEGEND

- | | | |
|------------------------|------------|---------------------------|
| Portland Cement | U.S. STATE | Civil Town Boundary |
| Blue Concrete | COUNTY | Corporate Limits |
| Blue Masonry | | Nat. & State Forests |
| Gravel | | Airport |
| Earth | | Fish Hatchery |
| *Town Road | | Game Farm |
| Fee Land | | County Seat |
| Municipal Divided | | Unincorp. Village |
| Freeway | | School |
| Interchange | | Public Hunt or Fish Gnd. |
| Highway Separation | | Hospital |
| Interstate Highway No. | | Local Road |
| U.S. Highway No. | | Ranger Station |
| State Highway No. | | Public Camp & Picnic Gnd. |
| County Hwy. Letter | | State Park |
| Railroad | | County Park |
| Dom. | | W/td. Comples. |
| State Boundary | | W/td. Facilities |
| County Boundary | | W/td. Facilities |

C.M.,
● ● ● - PROPOSED TRAIL (St. P & P R.R.)

□ ALBANY WILDLIFE AREA



YORK	NEW GLARUS	EXETER	BROOKLYN
ADAMS	WASHINGTON	MOUNT PLEASANT	ALBANY
JORDAN	MONROE	SYLVESTER	DECATUR
CADIZ	CLARNO	JEFFERSON	SPRING GROVE

TOWNSHIP NUMBERING

6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	32	33

GREEN CO.
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STATE OFFICE BUILDING
RACINE, ILLINOIS
SCALE 1" = 3 MILES

Corrected for
JAN. 1971
Compiled from U.S.G.S. Quadrangles
Based on Aerial Photographs

July 27, 1972

6.C-4 Order W-7-72 - revision of boundary of St. Croix River State Forest.
(Item 6.C-9, Minutes of April 19, 1972.)

Mr. Helland moved that Order W-7-72 amending NR 40.07(45) of the Wisconsin Administrative Code pertaining to the St. Croix River State Forest be adopted and that the Secretary be authorized and directed to validate such order by signing it for and in behalf of the Natural Resources Board, and that a copy of such Order be incorporated in and made a part of these minutes.

The motion was seconded by Mr. Potter.

Mr. Minahan questioned the language in Section II, NR 40.07(44) - "all lying in Burnett and Polk Counties * * *." He felt the section should read "all lands lying in Burnett County," depending on whether the word "lands" clarifies this section in the leading provision of the statute. Mr. Voigt stated that if it is necessary to make a change, interim action could be requested.

When put to a vote, motion was carried unanimously.

(The Bureau of Legal Services was contacted and has advised the present wording is proper because the Code lists basically the boundaries of the state forests rather than all the land descriptions. The Code lists the boundaries and concludes with "all lying in* * *.")

6.C-5 Kettle Moraine State Forest (NW) land acquisition - Sheboygan County.

109 acres (429' lake frontage) from Jerome and Alice Roltgen, Glenbeulah - \$45,000. Price per acre - \$412.84. Tenure - 1945.

Mr. Helland stated that the option price of the Roltgen property is 2.3% above the appraisal; also, 10 acres lie outside of the boundary.

Mr. Helland said the Land and Business Committee recommends and he moved that the purchase be approved and that the 10 acres that lie outside the project boundary be declared surplus and sold or exchanged.

The motion was seconded by Mr. Minahan.

When put to a vote, motion was carried unanimously.

6.C-6 Establishment of New Glarus-Brodhead State Park Trail - Green County.
Acreage goal - 276.78 acres. (Item 6.C-5, Minutes of April 19, 1972.)
New Glarus-Brodhead State Park Trail land acquisition - Green County.

276.78 acres (22.8 miles - R. R. grades) from Chicago, Milwaukee, St. Paul & Pacific Railroad Co., Chicago, Illinois - \$74,000. Price per acre - \$267.36. Tenure - 1859.

The Land and Business Committee recommended and Mr. Helland moved approval of the establishment of the New Glarus-Brodhead State Park Trail in Green County; establishment of an acreage goal of 276.78 acres; and acquisition of 276.78 acres of land from the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Chicago, Illinois, at a cost of \$74,000.

The motion was seconded by Mr. Minahan.

MAY - 6 1971

CONCESSION AGREEMENT

SUGAR RIVER STATE TRAIL

This Agreement is entered into by and between the State of Wisconsin Department of Natural Resources (hereinafter called the Department) and the Sugar River Trail, Inc., of Green County, Wisconsin, a Wisconsin nonprofit corporation (hereinafter called the Concessionaire).

WITNESSETH:

WHEREAS, the Department considers it necessary for the proper comfort of the public to grant to the Concessionaire a concession for the furnishing of supplies or facilities and services for the Sugar River State Trail, a 22 mile trail between New Glarus and Brodhead; and

WHEREAS, the Department considers that the establishment and operation of the concession for the Sugar River State Trail will render the Sugar River State Trail more attractive for public use; and

WHEREAS, the Department considers the concession of concern and benefit to the Sugar River State Trail; and

WHEREAS, the Department considers the concession and the development of the Sugar River State Trail necessary for the preservation of the special features and overall usefulness of the Sugar River State Trail; and

WHEREAS, the Department deems the concession to be advisable for the administration of the Sugar River State Trail; and

WHEREAS, the Department considers the Sugar River State Trail an excellent facility for biking, hiking and snowmobiling in a beautiful and naturally scenic setting;

NOW, THEREFORE, in consideration of their mutual agreement, the Department and the Concessionaire agree as follows:

1. The Department hereby grants to the Concessionaire the right to operate the concession for the Sugar River State Trail for a period commencing as of the date of the proper execution of the Concession Agreement and ending on December 31, 1976. The concession will be located on the Sugar River State Trail premises and on Department premises immediately associated with and immediately adjacent to the Sugar River State Trail. A copy of the Deed whereby the Department acquired title to the property now known as the Sugar River State Trail is attached hereto and made a part hereof.

2. Either party reserves the right to cancel this Agreement upon Thirty (30) days notice to the other party if the notifying party determines that the other party has failed, neglected or refused to carry out the terms of this Agreement. Upon any termination of this Agreement, all assets of the Concessionaire shall transfer to the Department, the rights of the Concessionaire shall be forfeited and the Department may immediately take possession of and operate the concession. Any proceeds from liquidation of the Concessionaire's assets shall be applied toward the improvement of the Sugar River State Trail.

3. The Department reserves the right to enter upon the premises at any reasonable time upon reasonable notice for the purpose of inspection. The Concessionaire agrees not to do or suffer any waste or nuisance upon the premises. The Concessionaire shall maintain all

personal properties and fixtures that are subject to this Agreement in their present condition ordinary wear and tear excepted, shall maintain high standards of cleanliness and sanitation and shall make no improvements, alterations, additions, or changes in or to any buildings or premises without the express written approval of the Department. Any fixture installed by the Concessionaire or on the premises during the term of this Agreement that cannot be removed without injury to the premises shall become the property of the Department. Any Expenditure for equipment having a value in excess of \$2,500 and to be paid for out of the proceeds of the concession shall require the mutual approval of the Department and the Concessionaire.

4. The Concessionaire agrees to operate a concession consisting of bike rental and repair and shuttle services, and soft drinks, confections, recreational supplies and equipment, and such other similar supplies, facilities and services as are ordinarily in demand by bikers and hikers.

5. The erection of signs, advertising or display materials relating to the concession shall not be allowed unless authorized in writing by the Department. The Concessionaire agrees that all signs, advertising or display materials and all publications, stationery, printed or promotional material, and exhibits issued by the Concessionaire shall be paid for by the Concessionaire and shall clearly identify Sugar River State Trail as property of the State of Wisconsin.

6. If new activities or services are deemed necessary by the Concessionaire or Department for the benefit of the public at the Sugar River State Trail, the Concessionaire will be offered first opportunity to provide them under such conditions as may be mutually agreed upon by the parties.

7. The Concessionaire agrees to indemnify and save the Department harmless against and from any and all claims, damages, costs and expenses, including reasonable attorney's fees, arising from the management or operation of the concession or from any breach or default on the part of the Concessionaire in the performance of any covenant or agreement on the part of the Concessionaire to be performed pursuant to the terms of this agreement, or from any act of negligence of the Concessionaire, its agents, contractors, servants, licensees or employees on or at the premises. In case any action or proceeding be brought against the Department by reason of any such claim, the Concessionaire, upon notice from the Department, covenants to defend such action or proceeding by counsel reasonably satisfactory to the Department. The Concessionaire shall purchase public liability insurance to be effective as of the date of the execution of this Agreement naming both the State of Wisconsin Department of Natural Resources and the Sugar River Trail, Inc. of Wisconsin, as the named insured in an amount of \$100,000-\$300,000 for each single injury so that the Department will be protected and held harmless from any claim, damage, accident, injury or liability resulting from or arising out of the operation or management of the concession. The policy of insurance shall contain waiver on the part of the insurer of any defense of governmental immunity. The Concessionaire shall furnish the Department a copy of the insurance policy. This Agreement is expressly conditioned on the Department's approval of the insurance policy.

8. The Concessionaire shall furnish the Department with financial statements and other operating reports at the end of each calendar year in such detail as the Department may reasonably require. The Concessionaire agrees to keep a set of books and records on the

operation of the concession in a manner satisfactory to the Department; said books and records will be made available to the Department at any reasonable time upon reasonable notice for the purpose of inspection and audit.

9. The Concessionaire agrees that the management and operation of the concession will be subject to all applicable Wisconsin Statutes and the Wisconsin Administrative Code. The Concessionaire agrees to take action necessary to guard against trespass, against the personal property.

10. The Concessionaire shall not assign or otherwise transfer this Agreement nor Mortgage or pledge rights thereunder nor sublet any part of the premises except with the express written approval of the Department.

11. The Concessionaire shall bond the operating manager in the amount of \$5,000.

12. All profits of the Concessionaire shall be dedicated to improvements on the premises that are agreed upon by both parties. If the operation of the concession becomes profitable and if this agreement is renewed, then and upon those events the Concessionaire agrees to pay a mutually agreeable return of the profit to the Department by December 31, of each year.

13. The Concessionaire agrees to operate the concession at mutually agreeable times.

14. The Concessionaire shall conduct and supervise the concession in a decent, orderly and businesslike manner. The Concession

will not be operated as a nightclub or similar type business. No pinball machine, jukebox, shooting galleries or other similar devices will be installed.

15. No intoxicating liquor or fermented malt beverages shall be sold on the premises.

16. The Concessionaire agrees to maintain an adequate stock of goods and to supply necessary services in accordance with the purposes of this concession; to charge prices that are competitive with other merchants in the vicinity, region or locality for all goods sold, services performed or for any equipment rented to the public; and on request, to inform the Department in writing as to the prevailing prices for the goods sold or rented or for services performed. The Concessionaire is encouraged to promote and sell Wisconsin products to the extent possible.

17. The Concessionaire shall furnish full workmen's compensation coverage for all employees subject to the approval of the Department.

18. The Concessionaire shall invest cash proceeds in excess of its monthly cash working capital requirements in interest-bearing paper or bonds as approved by the State of Wisconsin for domestic insurance corporations under Section 201.25, Wisconsin Statutes. It is understood that "cash working capital requirements" means an amount not to exceed 150 percent of the corporation's disbursements for stock in trade and labor for the same month for the preceding year. It is further understood that "cash proceeds" means all receipts in cash from the sale or rental of merchandise or equipment or from services performed or arising from any other source including interest received from investments that arise out of the operation of the concession for the Sugar River State Trail.

Determination of amounts available for periodic investment shall be based on bank balance at the end of each month. If the amount available to be invested at the end of any given month is not sufficient that the interest to be earned will exceed any bank service charge thereon, investment may be delayed until the following month or until such time as the accumulated amount is sufficient that interest earnings will exceed any bank service charge on the investment transaction.

19. The Concessionaire shall not discriminate against any employee or applicant for employment because of race, religion, color or national origin. The aforesaid provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The Concessionaire agrees to post in conspicuous places available for employees and applicants for employment, notices to be provided by the Concessionaire setting forth the provisions of this nondiscrimination clause.

20. The Concessionaire agrees to meet with the Department annually prior to May 1 at a date to be mutually determined at which time the annual report will be discussed and plans made for the succeeding year.

21. The Concessionaire is an independent contractor and not an employee of the Department, and the Concessionaire assumes full responsibility for any liability which may arise out of the operation of this concession.

22. The Management and administration of the Sugar River State Trail is wholly and exclusively under the jurisdiction of the Department.

23. The Department grants unto the Concessionaire a first right and opportunity to renew the concession agreement for a period of an additional five (5) years under terms and conditions to be mutually agreed upon by the parties. The Department shall forward the offer to renew in writing by certified mail to the Concessionaire's last known address. The Concessionaire shall have thirty (30) days in which to accept in writing said offer. Should the Concessionaire fail to accept said offer, the Department shall then be free to negotiate with any third party.

In witness whereof, the State of Wisconsin Department of Natural Resources has caused these presents to be signed for the Department's Secretary by the Department's Administrator of Forestry, Wildlife and Recreation this 25TH day of APRIL, 1974.

State of Wisconsin
Department of Natural Resources
for the Secretary

BY: S. W. Welsh
S. W. Welsh
Administrator

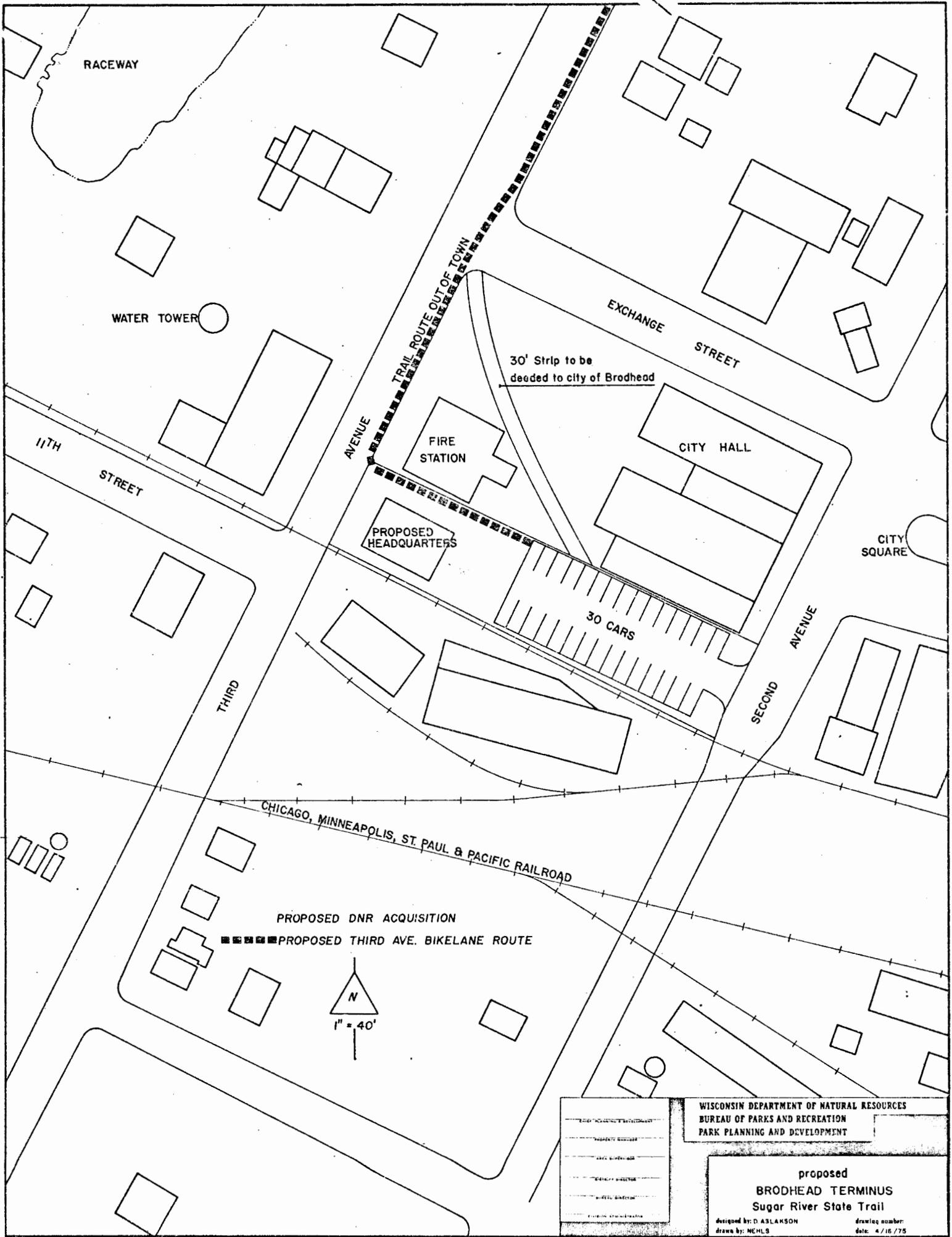
(SEAL)

In witness whereof, Sugar River Trail, Inc., a Wisconsin
nonprofit corporation, has caused these presents to be signed by its
President and Secretary this 7 day of MAY,
1974.

SUGAR RIVER TRAIL, INC.

BY: Bruce W. Timm
BRUCE W. TIMM, PRESIDENT

BY: Karl H. Freitag
KARL H. FREITAG, SECRETARY



RACEWAY

WATER TOWER

11TH STREET

TRAIL ROUTE OUT OF TOWN
 AVENUE

EXCHANGE STREET

30' Strip to be
 deeded to city of Brodhead

FIRE STATION

CITY HALL

PROPOSED HEADQUARTERS

CITY SQUARE

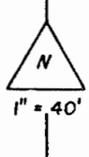
30 CARS

SECOND AVENUE

THIRD

CHICAGO, MINNEAPOLIS, ST. PAUL & PACIFIC RAILROAD

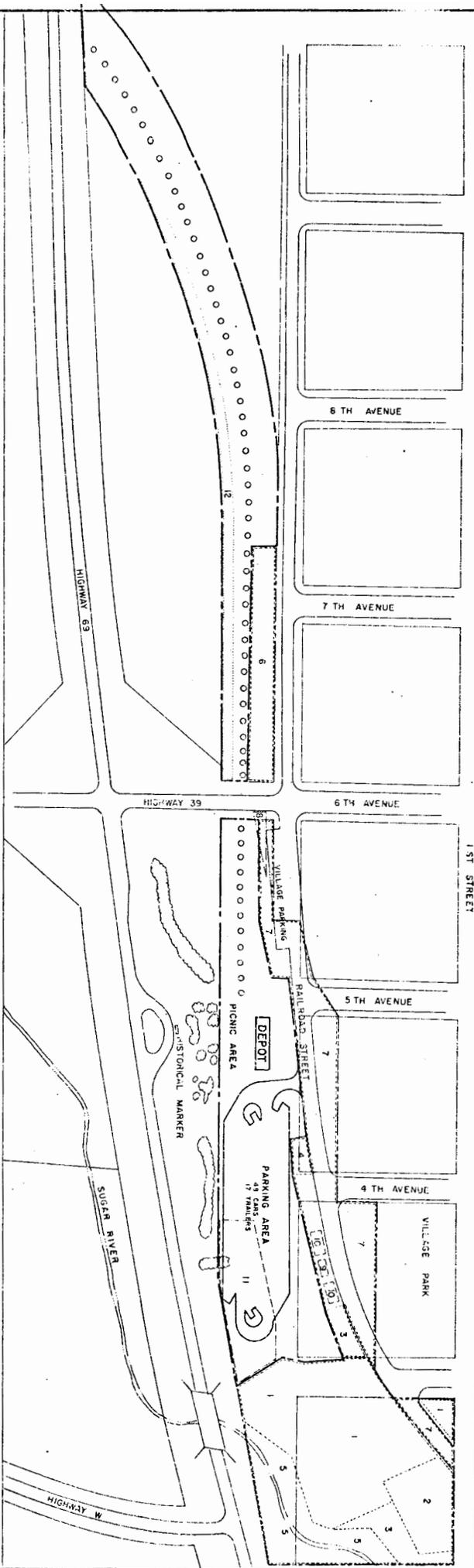
PROPOSED DNR ACQUISITION
 ■■■■■ PROPOSED THIRD AVE. BIKELANE ROUTE



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

proposed
BRODHEAD TERMINUS
 Sugar River State Trail

designed by: D. ASLAKSON
 drawn by: NEHLS
 drawing number:
 date: 4/16/75



LEGEND

- PROPOSED STATE OWNERSHIP
- - - EXISTING STATE OWNERSHIP
- o o o SUGAR RIVER STATE PARK TRAIL
- - - SURPLUS LAND DISPOSITION BOUNDARIES
- - - CANCELLED LEASE BOUNDARIES
- - - CONTINUING EASEMENT

PROPOSED DISPOSITION OF SURPLUS LANDS

- 1 ERB IMPLEMENT COMPANY
- 2 FARMERS COOP STOCK COMPANY
- 3 NEW GLARUS FEED AND FUEL COMPANY
- 4 FRED G BLUM, JR
- 5 SURPLUS (VACANT)
- 6 KLASSEY MILLING COMPANY
- 7 VILLAGE OF NEW GLARUS

RAILROAD LEASE ASSIGNMENTS TO BE CANCELLED

- 8 TOBIAS KNOSEL
- 9 NEW GLARUS FEED AND FUEL COMPANY
- 10 KLASSEY MILLING COMPANY
- 11 VILLAGE OF NEW GLARUS

PROPOSED CONTINUING EASEMENT

- 12 VILLAGE OF NEW GLARUS



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

PROPOSED
 NEW GLARUS USE AREA MASTERPLAN
 SUGAR RIVER STATE PARK TRAIL

Designed by: ASLANSON
 Drawn by: STAFF

DATE: _____
 DRAWING NUMBER: _____



RAILROAD AVENUE

PRAIRIE ROAD

COUNTY HIGHWAY 'EE'

LIDLAW LAND EXCHANGE

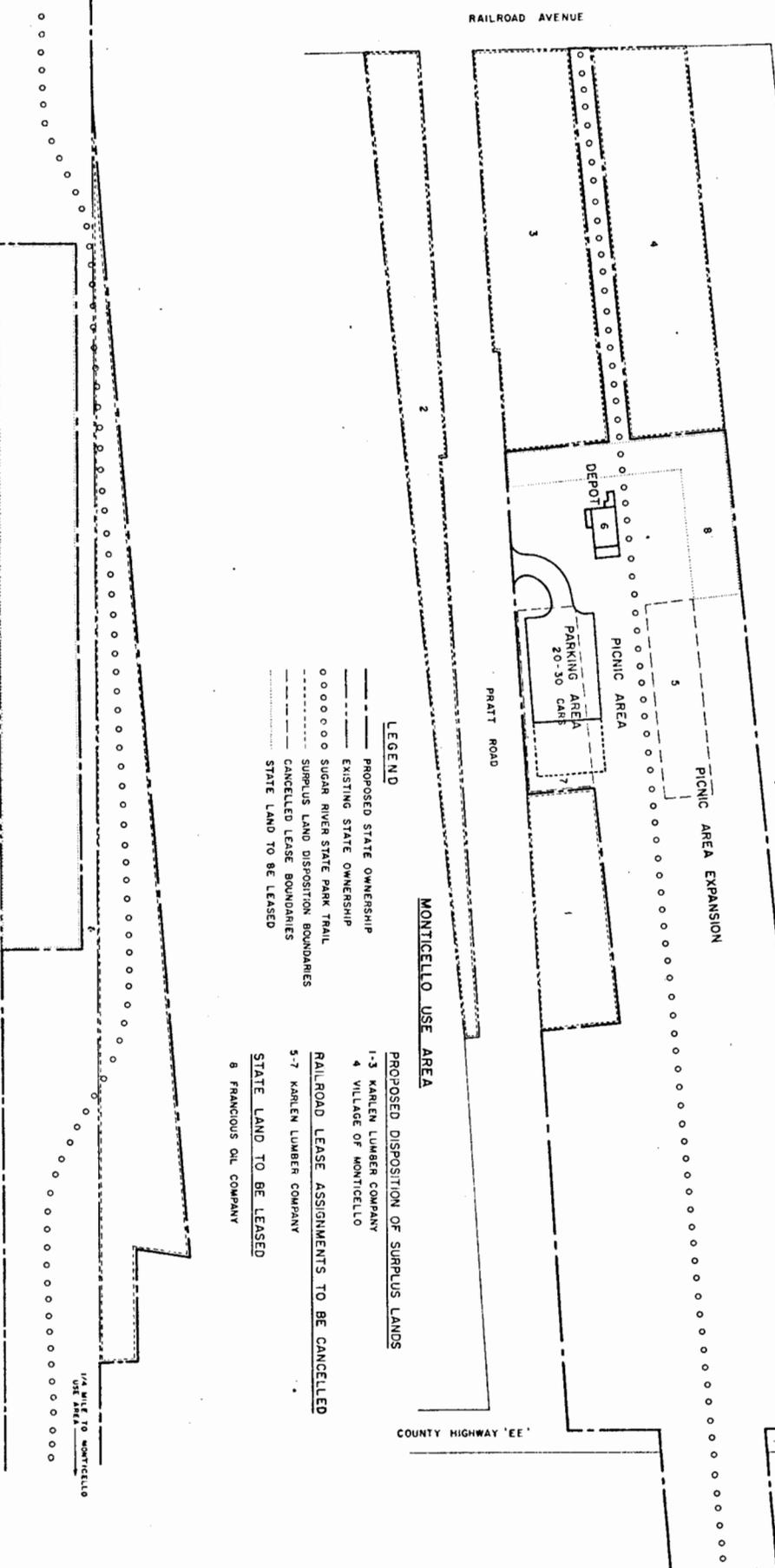
- LEGEND**
- PROPOSED STATE OWNERSHIP
 - - - EXISTING STATE OWNERSHIP
 - o o o o o SUGAR RIVER STATE PARK TRAIL ROUTE PROPOSAL
 - o o o o o STATE LAND TO BE TRANSFERRED TO LIDLAW CORPORATION
 - o o o o o LIDLAW CORPORATION LAND TO BE TRANSFERRED TO STATE

LEGEND

- PROPOSED STATE OWNERSHIP
- - - EXISTING STATE OWNERSHIP
- o o o o o SUGAR RIVER STATE PARK TRAIL
- o o o o o SURPLUS LAND DISPOSITION BOUNDARIES
- - - CANCELLED LEASE BOUNDARIES
- o o o o o STATE LAND TO BE LEASED

MONTICELLO USE AREA

- PROPOSED DISPOSITION OF SURPLUS LANDS**
- 1-3 KARLEN LUMBER COMPANY
 - 4 VILLAGE OF MONTICELLO
- RAILROAD LEASE ASSIGNMENTS TO BE CANCELLED**
- 5-7 KARLEN LUMBER COMPANY
- STATE LAND TO BE LEASED**
- 8 FRANCIOUS OIL COMPANY



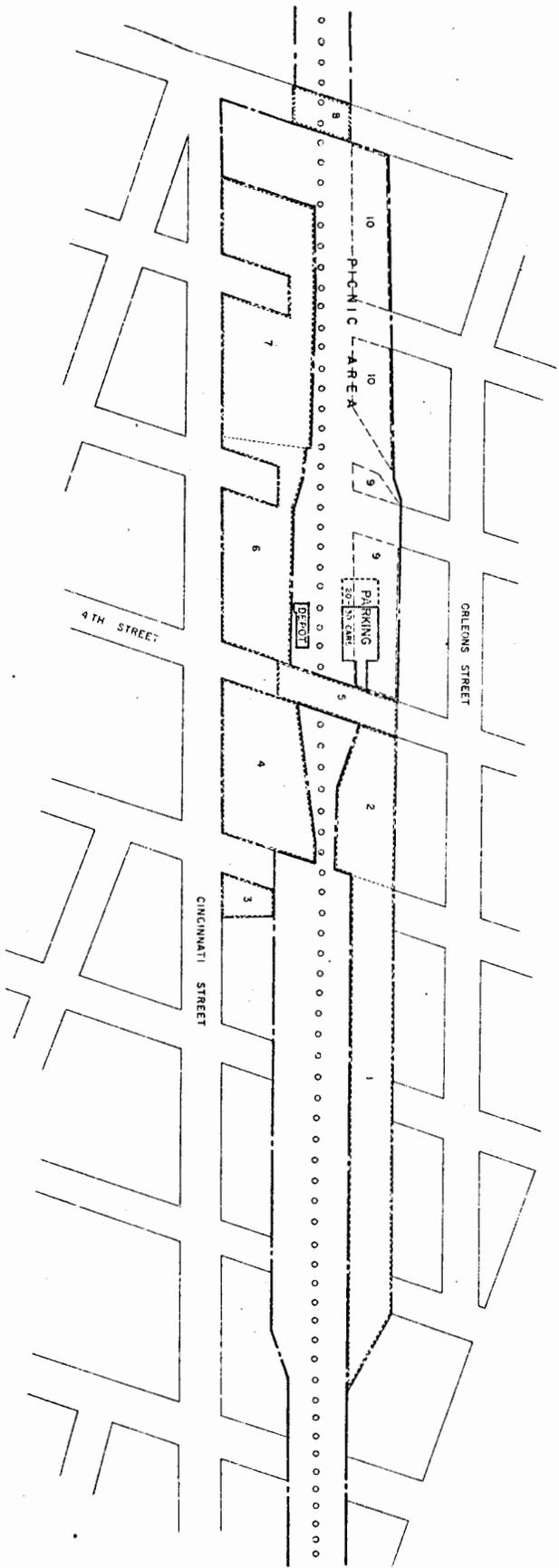
1/4 MILE TO MONTICELLO
USE AREA

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

PROPOSED
MONTICELLO USE AREA MASTERPLAN
SUGAR RIVER STATE PARK TRAIL

Developed by: ASL, JANSON
Drawn by: ASL, JANSON & STAFF

Project Number: _____
Date: _____



LEGEND

- PROPOSED STATE OWNERSHIP
- EXISTING STATE OWNERSHIP
- o o o o SUGAR RIVER STATE PARK TRAIL
- SURPLUS LAND DISPOSITION BOUNDARIES
- CANCELLED LEASE BOUNDARIES

PROPOSED DISPOSITION OF SURPLUS LANDS

- 1 FRANCIS ATKINSON
- 2 KENNETH MORGENTHAUER
- 3 SURPLUS (VACANT)
- 4 DOYON AND RAYNE LUMBER COMPANY
- 5 VILLAGE STREET
- 6 UNION COOPERATIVE ASSOCIATION
- 7 GREEN COUNTY FARMCO COOP
- 8 PROPOSED VILLAGE STREET
- 9 DOYON AND RAYNE LUMBER COMPANY
- 10 BROOK RIVER FARMS



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

PROPOSED
ALBANY USE AREA MASTERPLAN
 SUGAR RIVER STATE PARK TRAIL

Drawn by: ASLAWSON, STAFF
 Date:

TITLE: _____
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: _____