

NATURAL RESOURCES BOARD AGENDA ITEM

C2

SUBJECT: Approval of conceptual master plan for the Wiouwash State Recreation Trail in Winnebago, Outagamie, Waupaca and Shawano Counties.

FOR: FEBRUARY 1995 BOARD MEETING

TO BE PRESENTED BY: Bill Moorman, Jeff Pagels, and County Representatives

SUMMARY: The Concept Master Plan for the Wiouwash State Recreation Trail is presented for review and approval.

In October, 1992, the Natural Resources Board established the Wiouwash State Recreation Trail in Winnebago, Outagamie, Waupaca and Shawano Counties as a cooperative trail project. The Department entered into a Memorandum of Agreement (M.O.A.) with all four counties whereby the State agrees to purchase the right-of-way (including reversionary parcels) and the counties will develop, maintain and operate the right-of-way as a trail.

According to the M.O.A., preparation of a master plan for the trail corridor is the responsibility of the counties.

RECOMMENDATION: That the Board approve the master plan for the Wiouwash State Recreation 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:

J. Scullion
Bureau Director

J. Addis
Administrator

George E. Meyer
Secretary

12/22/94 RECEIVED
Date

12/23/94 FEB 02 1995
Date

12/24/95 BUREAU OF PARKS
Date

cc: cc: J. Scullion - AD/5; J. Addis - AD/5; C. Evert - PM/4; D. Weizenticker - PR/1; L. Nehls - PR/1; D. Hammer - PR/1; B. Moorman - PR/1; D. Kulhanek - PR/1; J. Treichel - PR/1; W. Selbig - Green Bay; J. Pagels - Green Bay

*Chris Braudt
Outagamie County*

DATE: January 24, 1995

TO: Natural Resources Board

FROM: George Meyer - AD/5 *George*

SUBJECT: Wiouwash Trail Master Plan

The Wiouwash Trail is located in east central Wisconsin in Winnebago, Outagamie, Waupaca and Shawano Counties (see map). The proposed 102-mile trail corridor extends from the Fond du Lac/Winnebago County line on the south to the Shawano/Langlade County line on the north. There is the potential of expanding the Wiouwash in the future by linking with the Wild Goose State Trail to the south and extending northward through Langlade County and beyond.

The proposed recreational uses of the trail will vary slightly by county and may include snowmobiling, bicycling, hiking, horseback riding, ATV's (winter only), and motorized conveyance for the disabled. Hunting will not be permitted.

In October, 1992, the Natural Resources Board (NRB) established the Wiouwash State Recreation Trail as a cooperative trail project with an acquisition goal of approximately 1,000 acres. The Board was also informed that there would be a master plan prepared for the project. The Department has entered into a Memorandum of Agreement (M.O.A.) whereby the State will purchase the right-of-way (r.o.w.) and reversions, and the four counties will develop, maintain, and operate the r.o.w. as a trail.

Each county has adopted a County Board Resolution endorsing the project and agreeing to develop and operate their segment of the trail under a long-term partnership arrangement by signing the M.O.A.

Since establishment, our Department has acquired about 212 acres of abandoned railroad corridor at a cost of \$26,620.

According to the M.O.A., the counties are required to have a master plan prepared for the trail project. Since the counties are spending their own money on the development, maintenance and operation of the trail, preparation of a master plan allows them to be creative with their respective management and development recommendations, and, importantly, promotes a spirit of cooperation and contribution on the part of area citizens and users.

Development proposals in the master plan include trail surfacing with crushed stone such as limestone screenings along with the option of using asphalt in urban areas. Where practical and needed, separate pathways for horses and ATVs may be developed on the r.o.w. Trail support facilities such as parking lots, picnic areas, toilets and shelters will be considered on a case by case basis since some communities may have existing facilities that would be available to trail users. Other development items mentioned in the plan are signing, bridges, and fencing.

As stated in the M.O.A., the counties will have the trail open for public use within 5 years of completion of the Department's acquisition responsibility. Trail development will conform to the Department's state trail standards. The trail will remain an integral part of the state trail system. Some segments are already open to trail users.

Several Department/County meetings, all open to the public, have been held in the counties. The counties also held meetings with local officials, business owners, and landowners, and conducted public hearings. Public sentiment has been overwhelmingly in favor of the project.

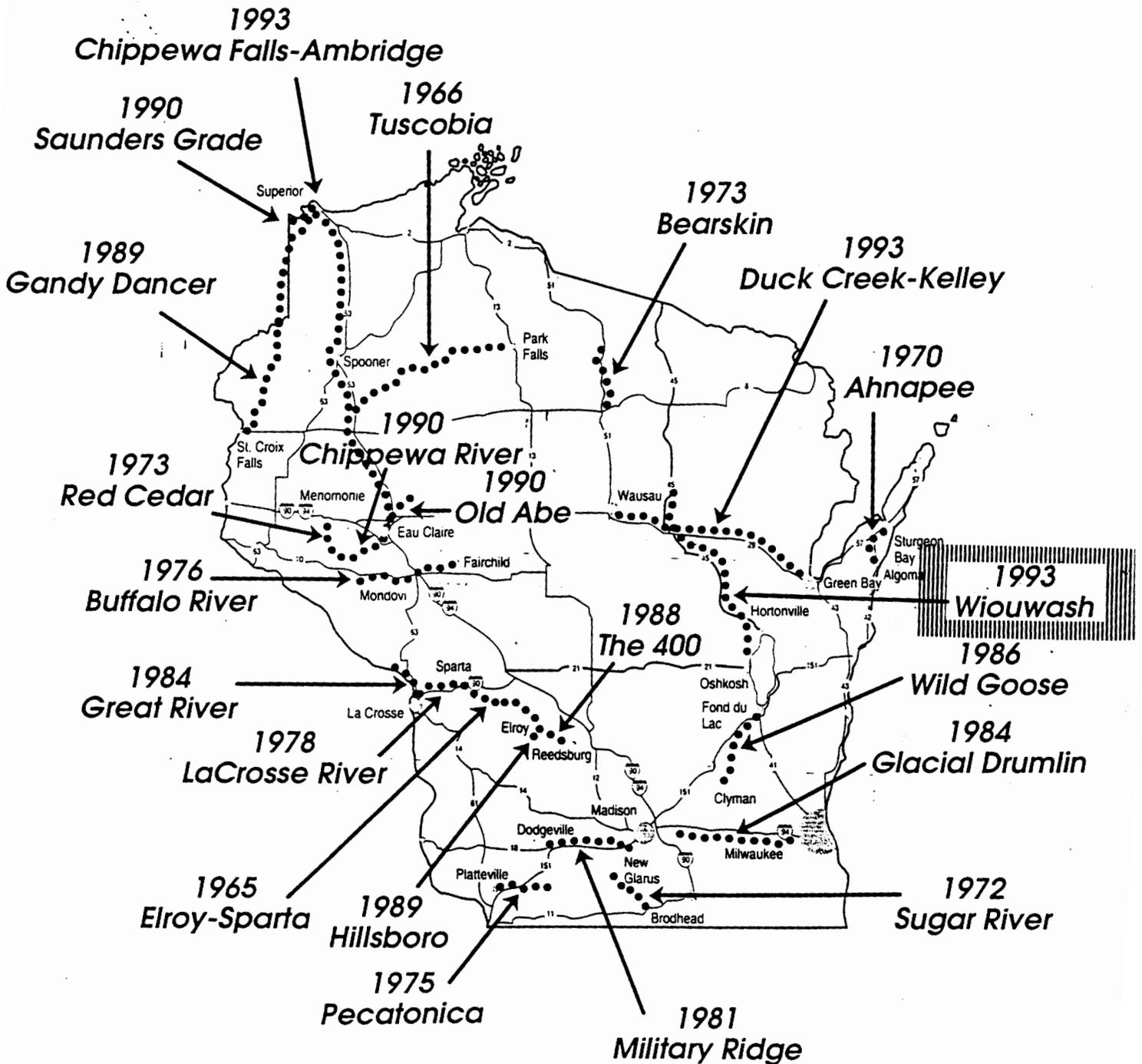
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Attachments

cc: J. Scullion - AD/5	B. Moorman - PR/1
J. Addis - AD/5	D. Kulhanek - PR/1
C. Evert - PM/4	J. Treichel - PR/1
D. Weizenicker - PR/1	W. Selbig - Green Bay
L. Nehls - PR/1	J. Pagels - Green Bay
D. Hammer - PR/1	

STATE TRAILS

(dates established)



**WIOUWASH STATE
RECREATION TRAIL
MASTER PLAN**

OUTLINE

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- B. SNOWMOBILE SIGN MANUAL
- C. SNOWMOBILE TRAIL DEVELOPMENT GUIDELINES
- D. PUBLIC INPUT SUMMARY

INTRODUCTION

This Master Plan represents the collective strategy of Winnebago, Outagamie, Waupaca and Shawano Counties, the other local units of government in those Counties, various trail advocates and user groups and the Wisconsin Department of Natural Resources, (WDNR) for the development, operation and maintenance of the 102 mile WIOUWASH State Trail. *

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

Under the terms of the MOA, the WDNR is responsible for land acquisition while the Counties are responsible for trail development, operation and maintenance. In addition, the County governments are charged with coordinating local planning efforts in the various communities to insure a continuous and logical trail thread eventually falls into place.

As more trail development occurs, the Counties are encouraged to enhance and update the contents of this Master Plan with additional details about corridor areas that can support cooperative development such as prairie establishment, shore fishing, historical and environmental education and other opportunities.

The Counties are also encouraged to monitor and assist private development along the corridor to minimize uneconomical duplication of services and maintain the scenic qualities of the corridor.

GOAL AND OBJECTIVES

GOAL...To acquire and preserve for present and future generations approximately 102 miles of trail corridor for public recreational purposes that more or less follows the abandoned and in some places existing railroad corridor extending from the Fond Du Lac/Winnebago County line on the south, (with future potential linkage with the Wild Goose State Trail) to the Shawano/Langlade County line on the North, (with future potential expansion through Langlade County and beyond.)

OBJECTIVES

- 1. To provide safe, year round recreation trail opportunities to as many different trail interests as possible.**
- 2. To provide a recreation facility that will provide economic benefits to those participating counties, local units of government and private sector investors by increasing tourism populations and demands for trail related services.**
- 3. To provide a mainline recreation corridor that local trail systems can tie into for regional coordination and networking.**
- 4. To provide an alternative transportation route/mode of travel for commuters and others able to take advantage of the trail.**
- 5. To make the trail corridor available for non-intrusive communications linkages such as fiber-optic or underground utility systems to enhance communications and provide income to further the objectives of this Master Plan.**
- 6. To develop a trail that meets the standards for multi-use and at a minimum includes pedestrians, bicycles, snowmobiles, (in rural areas, and including persons with disabilities).**
- 7. To develop a trail where possible that allows for use by equestrians, off road non-motorized bicycles, All Terrain Vehicles, and cross country skiers.**
- 8. To create operating policies that while maintaining a logical use pattern still respect individual counties preferences for permitted uses and special uses.**
- 9. To finance the development and maintenance of the trail by aggressively utilizing State and Federal grant programs and local support from Friends groups who can raise funds and provide volunteer services.**
- 10. To utilize portions of the trail corridor for natural resource management and observation, prairie restoration, endangered species protection and wetland protection where possible.**

LAND ACQUISITION PLAN, POLICY, PRIORITIES AND PROCEDURES

As taken from the Memorandum of Agreement, the Department of Natural Resources will:

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.

In addition the MOA states that it will be the Department's responsibility to:

- 1. The DNR will purchase the WIOUWASH 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.*

In addition the MOA identifies County government responsibility as:

- 1. The Counties may 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 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 current market value. The DNR will not pay for lands purchased by State or Federal aid grants.*

In addition to those policies outlined in the MOA, the following policies and procedures shall be followed:

- 1. In areas where it is not feasible to purchase the original railroad grade; the WDNR, the appropriate County and local unit of government shall mutually identify**

and agree to a single alternative corridor. Other connections around communities or to other recreation trails/areas will not be the responsibility of the WDNR.

2. In the absence of feasible corridor acquisitions, the trail corridor may be temporarily routed on to existing roadways to achieve a continuous trail. Trail uses and users will have to conform to existing or established road use ordinances such as a snowmobile route ordinance.

ACQUISITION PRIORITIES

Trail corridor lands will be sought in the following order of priority:

1. Corridor presently still owned by railroad companies.
2. Corridor presently owned by local units of government.
3. Railroad corridor still intact and available for sale by private owners.
4. Land available for bypass when it is not feasible to acquire the original corridor.

In addition, priority will be given to first acquiring lands in Shawano County and from Clintonville to the north in Waupaca County. Lands between New London and Hortonville are in railroad ownership and not yet abandoned as are lands from Oshkosh south to Fond du Lac County. If and when additional portions of corridor are proposed for abandonment, a high priority will be given to acquiring those portions of corridor. Included in this plan is the railroad corridor between the City of Appleton and the Village of Hortonville.

DEVELOPMENT PLAN STRATEGY

The general Master Plan strategy for trail development is to incrementally develop logical portions of trail as they become acquired and as grant funds or other types of financing becomes available.

It is the WDNR Board's and a Master Plan development objective to have development well underway within five years of the date of acquisition.

The ultimate surfacing objective is to maintain a surface suitable for snowmobiling uses on all portions of trail that will be used for snowmobiling. Thus the objective is to provide a crushed, white stone surface such as limestone screening or crusher dust on the trail with a minimum of eight feet and a maximum width of twelve feet. This type of surface is also compatible for most other uses including pedestrians, most bicycles, horses, maintenance vehicles, ATV's and wheelchairs.

There may be portions of trail in urban areas where snowmobiling is restricted and the intense use would suggest a blacktop surfacing be applied. This would be acceptable.

There may also be portions of trail where the right of way is of sufficient width to accommodate multi-pathways, such as a separate pathway for horses and ATV's. This segregation of uses is encouraged where practical and needed.

Signing of the trail will follow the established guidelines for Wisconsin Snowmobile Trails, (see appendix B) including regulatory as well as informational signs. In urban areas where snowmobiles are prohibited, signing should follow a logical pattern similar to other styles of park signing found in that community.

Bridge construction will follow established guidelines for State Funded snowmobile trails, except that Counties would have the option to extending railings to 52 inches in height as an added measure of safety for bicyclists.

Boundary/safety fencing for the most part is discouraged. Fencing to protect the trail users or adjoining property owners will be done on a case by case basis. The type of fencing shall be commensurate with the needs of either the trail or adjoining landowner. When grant funds are available, the fencing costs and maintenance shall be the sole responsibility of the County.

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. All communities along the trail corridor now have public recreation areas that could

support trail users traveling through the area. Additional public support facilities will have to be demand justified on a case by case basis.

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

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 first fall back strategy is for local support groups to provide funding and volunteer assistance to implement a development project.

The second/third fall back strategy is for local units to budget matching or all funds required for a development project or to delay the project until grant or donated funds are available.

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, the Federal Land and Water Conservation Fund and the Wisconsin Snowmobile and ATV grant programs for selected development projects.
3. Trail maintenance funding opportunities are available from the Federal NRTA program and the Wisconsin Snowmobile and ATV grant programs. Presently, \$200 per mile per year is available to maintain snowmobile trails and up to \$185 per mile per year if the trail is open to ATV use. (ATV trail maintenance funding is calculated on how much of the year the trail is open to ATVs)

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

4. At such time when the entire trail, (or a significant portion) is in public ownership and fully developed, a trail user fee can be installed for users not currently covered under an existing permit system, (Snowmobile/ATV). The Wisconsin Department of Natural Resources, Bureau of Parks has an equitable fee sharing system in place for cooperative trail projects such as the WIOUWASH trail. Institution of trail fees will be at the discretion and direction of the individual counties.

County governments will be expected to include the WIOUWASH 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 STRATEGY

There are at least two operation policy alternatives to consider in coordinating the management of the trail between the Counties.

One strategy is for each County to manage the trail portion in their respective County. Each County will determine allowable uses, budgeting if needed, law enforcement\fire control plans, opening and closing dates, special events or races and other issues. Changes in permitted uses from one County to another should not create confusion among trail users if appropriate public information is available. A dichotomy of uses will in fact increase recreation opportunities for some more of the controversial uses such as ATV's which may only be allowed in one county.

An alternative strategy is for the Counties to create a trail management authority with fair representation from all the cooperating Counties. It would be the authority's responsibility to determine trail uses, fees, development priorities, enforcement rules and other management issues.

The strategy for the WIOUWASH 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 management authority will be considered. The MOA calls for annual coordination meetings. The creation of the authority can be considered at those meetings.

WIOUWASH TRAIL STANDARDS

The first priority for trail use shall be to bring available trail up to acceptable standards for the State Funded Snowmobile Trail. This standard, (see exhibit "C") will also accommodate ATV, horse, ski, mountain bike and pedestrian uses.

The second priority for trail use shall be to bring available trail up to standards for use by most bicyclists. This standard shall include a crushed stone surface of at least 8 feet wide.

PROPOSED PERMITTED/NON PERMITTED USES BY COUNTY

<u>WINNEBAGO</u>	<u>OUTAGAMIE</u>	<u>WAUPACA</u>	<u>SHAWANO</u>
Snowmobile	Snowmobile	Snowmobile	Snowmobile
Biking	Biking	Biking	Biking
Horse	Horse	Horse	Horse
Pedestrian	Pedestrian	Pedestrian	Pedestrian
No ATV	No ATV	No ATV	ATV (winter only)
No hunting	No hunting	No hunting	No hunting
Motorized Disabled	Motorized Disabled	Motorized Disabled	Motorized Disabled
Farm Crossings	Farm Crossings	Farm Crossings	Farm Crossings
Underground Utility	Underground Utility	Underground Utility	Underground Utility

TRAIL EXPANSION STRATEGY/POLICY

Trail expansions in 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 WIOUWASH trail from the City of Oshkosh south to the Fond du Lac County and from Appleton to Hortonville line will require such a process.

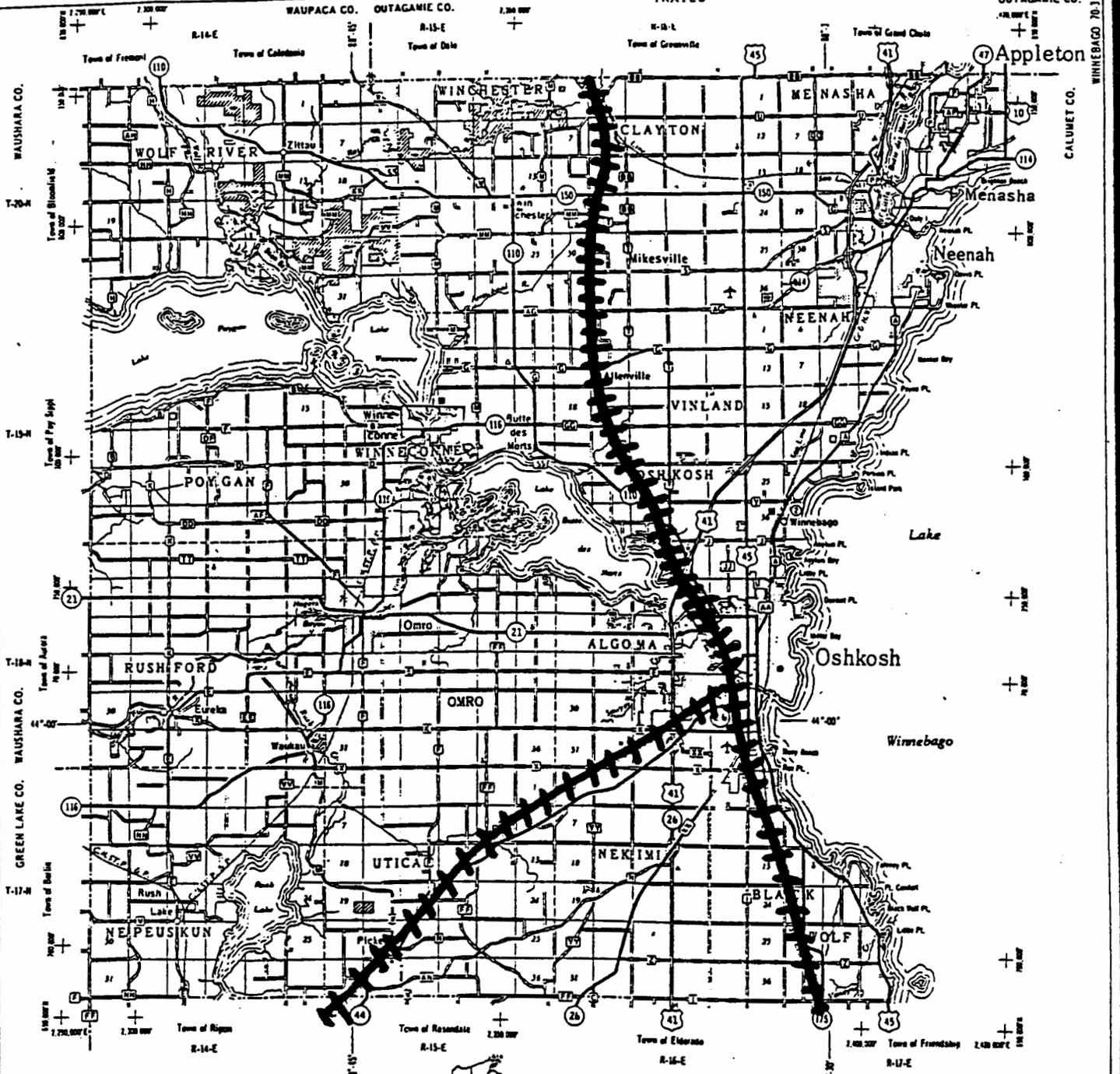
At present, the Langlade County Board has presented the WDNR with a unanimous County Board resolution asking for extension of the WIOUWASH trail into and through Langlade County. The expansion of the WIOUWASH into Langlade County was addressed in the LMD Regional Study and WDNR Board approval is currently pending on Langlade County's request.

While future southern expansion to hook up with the Wild Goose State Trail is documented and supported in the LMD Feasibility Study, future northern expansion is dependent on individual county support and feasibility and will be considered on a case by case basis. Future northern expansion is encouraged.

TRAIL CORRIDOR MAPS

The following section details as much as practical the proposed general location of the Corridor through each County. In the urban areas, each community is shown with a detail map of the proposed corridor route.

MAP SHOWING PROPOSED STATE RECREATION TRAILS



**PROPOSED/POSSIBLE RR CORRIDOR TRAILS
WINNEBAGO COUNTY**

- Portland Cement
- Blum, Conroy
- Shoreline
- Gravel
- Coarse
- Time Road
- Fire Lane
- Highway
- Freeway
- Interchange
- Highway Separation
- Interstate Highway
- U.S. Highway
- State Highway
- County Hwy. Letter
- Roadway
- State Boundary
- County Boundary

WIOUWASH TRAIL = 14.3 MI (EXISTING)
WIOUWASH TRAIL = 10 MI (PROPOSED)
OSHKOSH TO RIPON = 13 MI

TOTAL = 23 MI (PROPOSED)

- Local Road
- Ranger Station
- Public Camp & Picnic Grnd.
- State Park
- State Park
- County Park
- Wayside
- Without Postmark

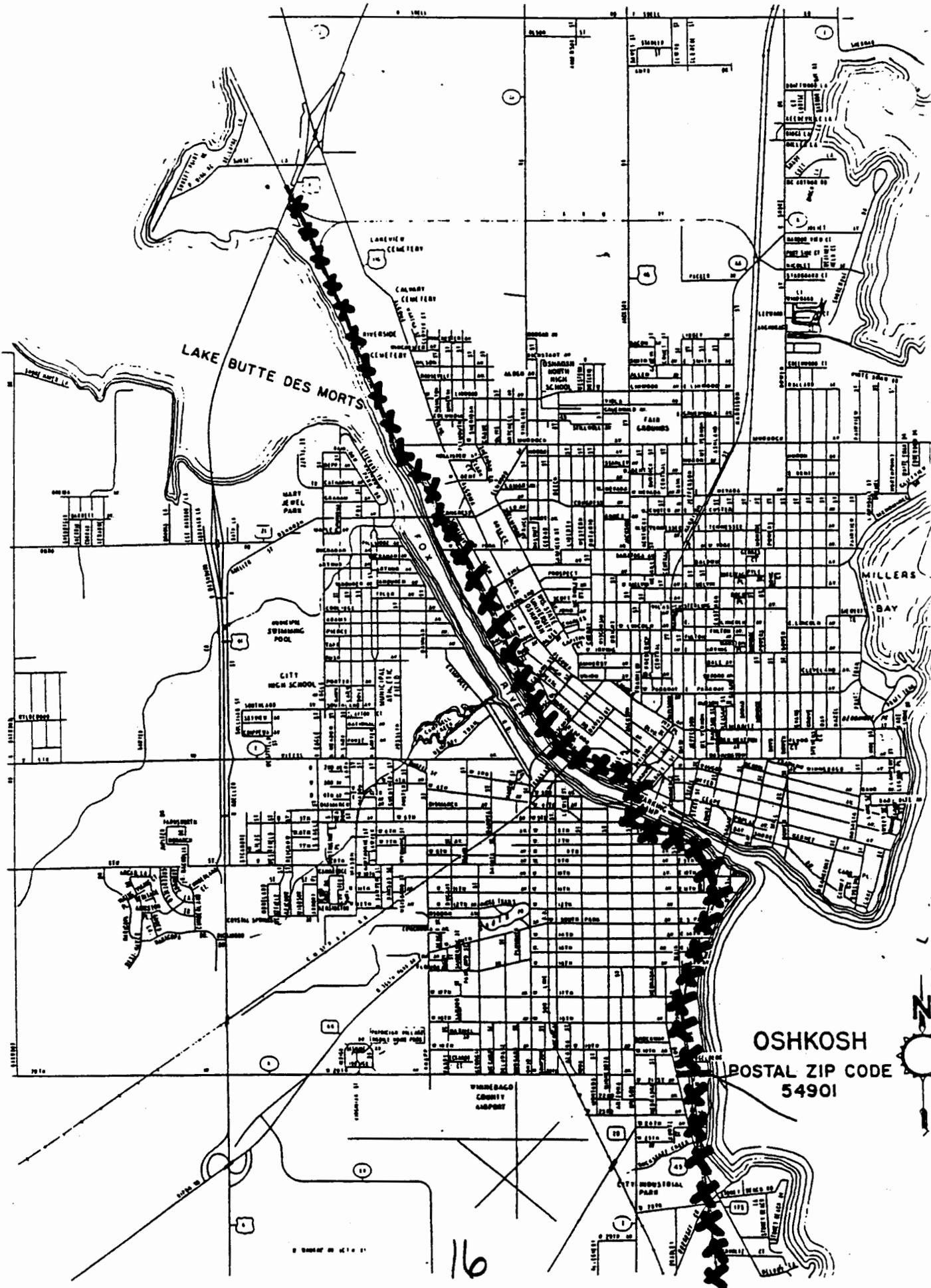
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7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

Land Area 494 Sq. Mi.
 Population 129,235
 County Seat Oshkosh

MAPS OF WISCONSIN
 No. of Jan. 1, 1971
 STATE 165
 COUNTY 278
 LOCAL PLACES 776
 OTHER PLACES 8
 TOTAL FOR COUNTY 278



WINNEBAGO CO.
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 STATE OFFICE BUILDING
 Oshkosh, Wisconsin
 SCALE MILES
 Created by
 JAN. 1972
 Compiled from U.S.G.S. Quadrangles
 Based on Aerial Photographs



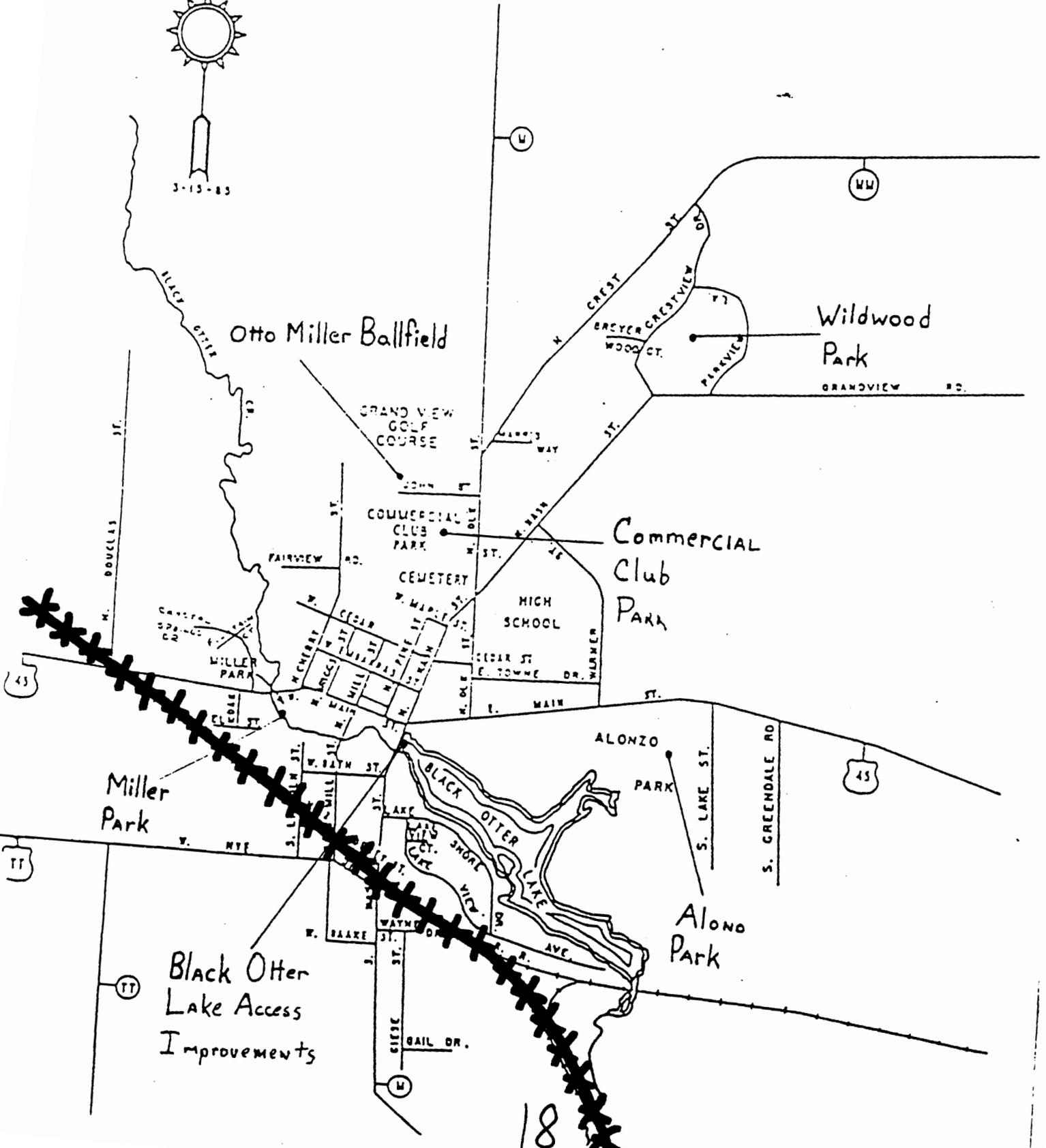
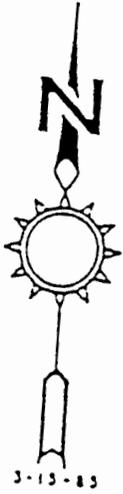
LAKE BUTTE DES MORTS

OSHKOSH
POSTAL ZIP CODE
54901

16

HORTONVILLE

POSTAL ZIP CODE 54944



TOWN: DEER CREEK
COUNTY: OUTAGAMIE

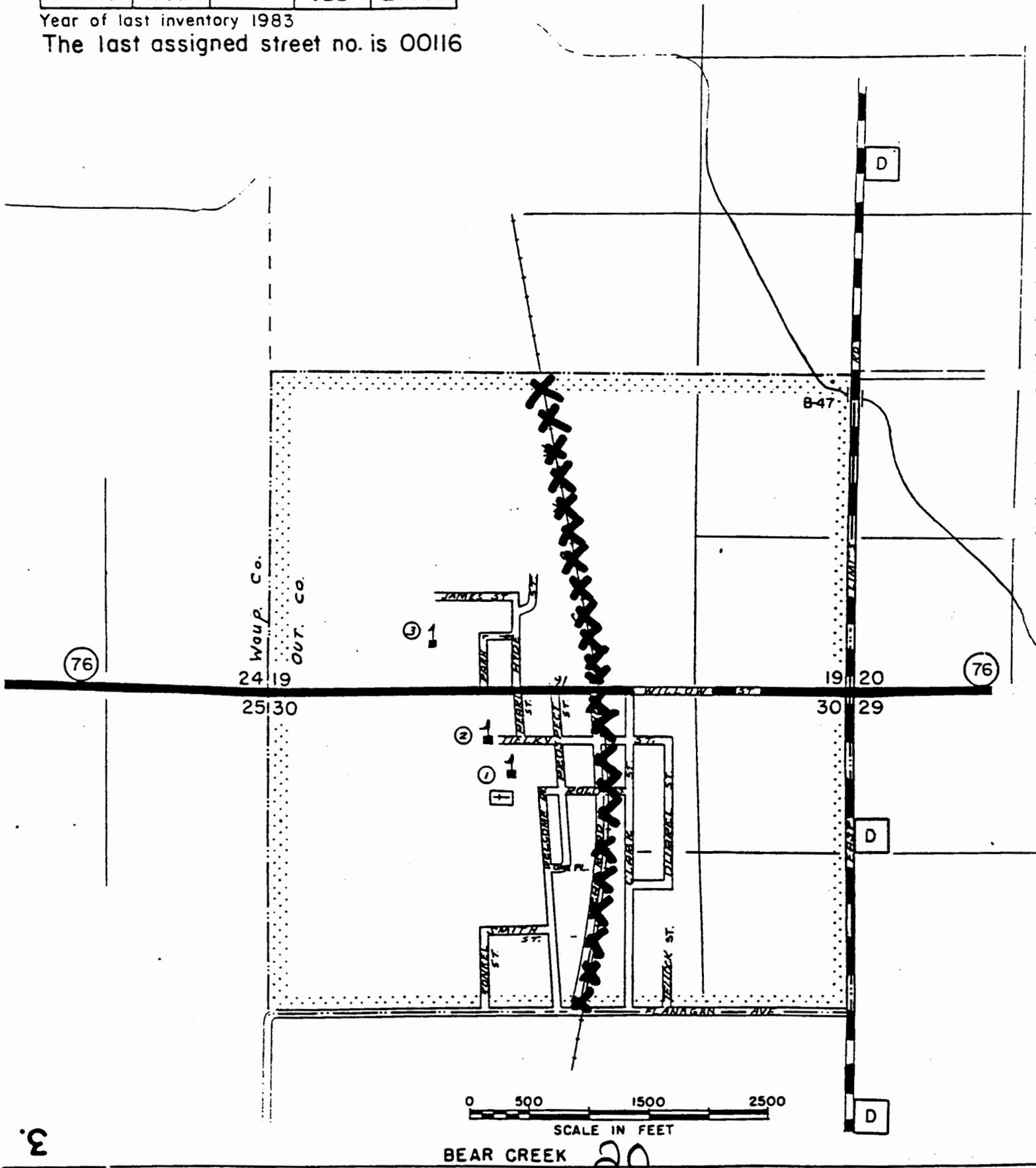
CERTIFIED AS CORRECT

VILLAGE CLERK

1-1-				
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1-1-84	.91		.50	3.81
1-1-85	.91		.50	3.81
1-1-86	.91		.50	3.81
1-1-87	.91		.50	3.81

Year of last inventory 1983

The last assigned street no. is 00116



BEAR CREEK

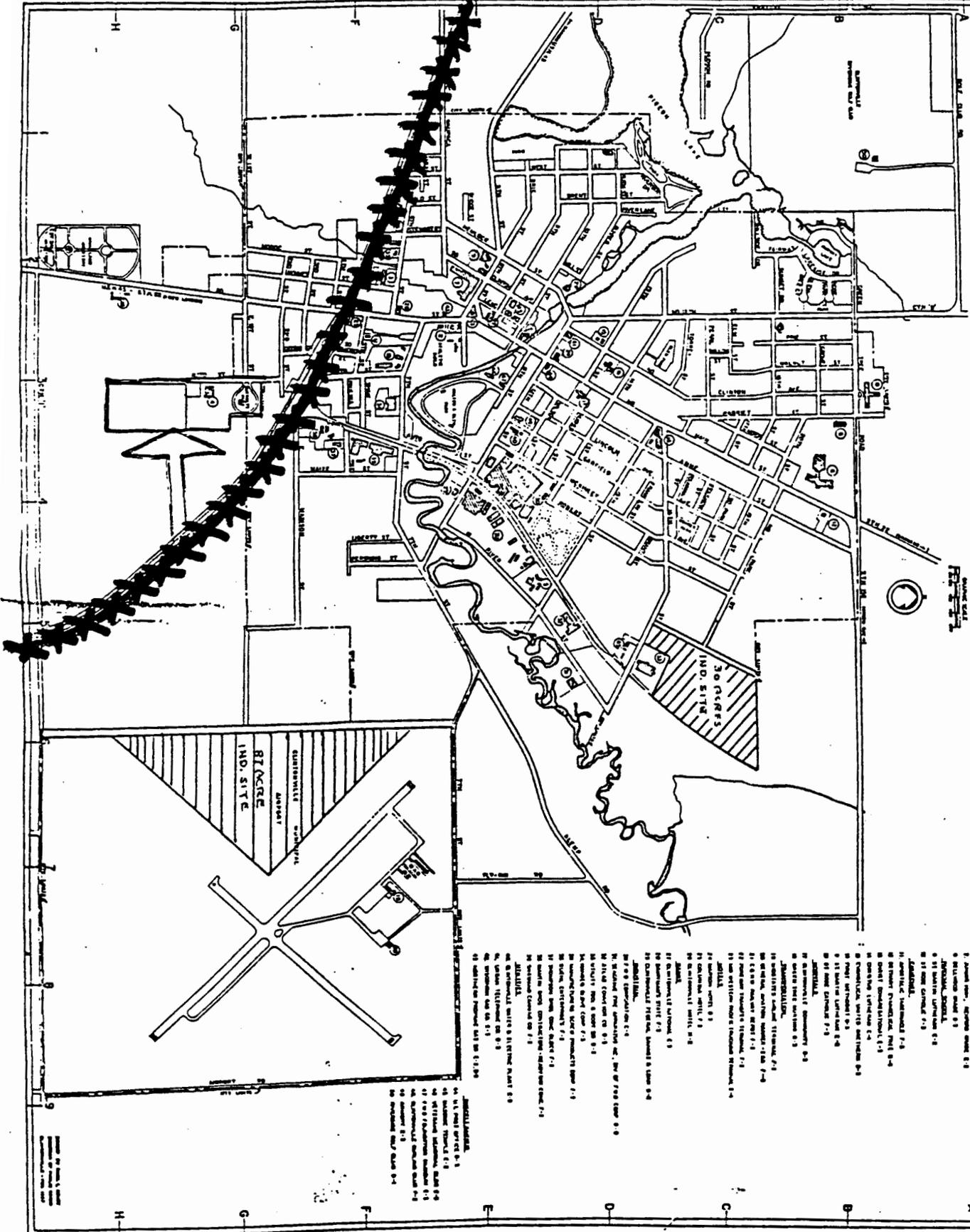
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Attachment
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BLINTONVILLE WISCONSIN

CIT OF

INDEX

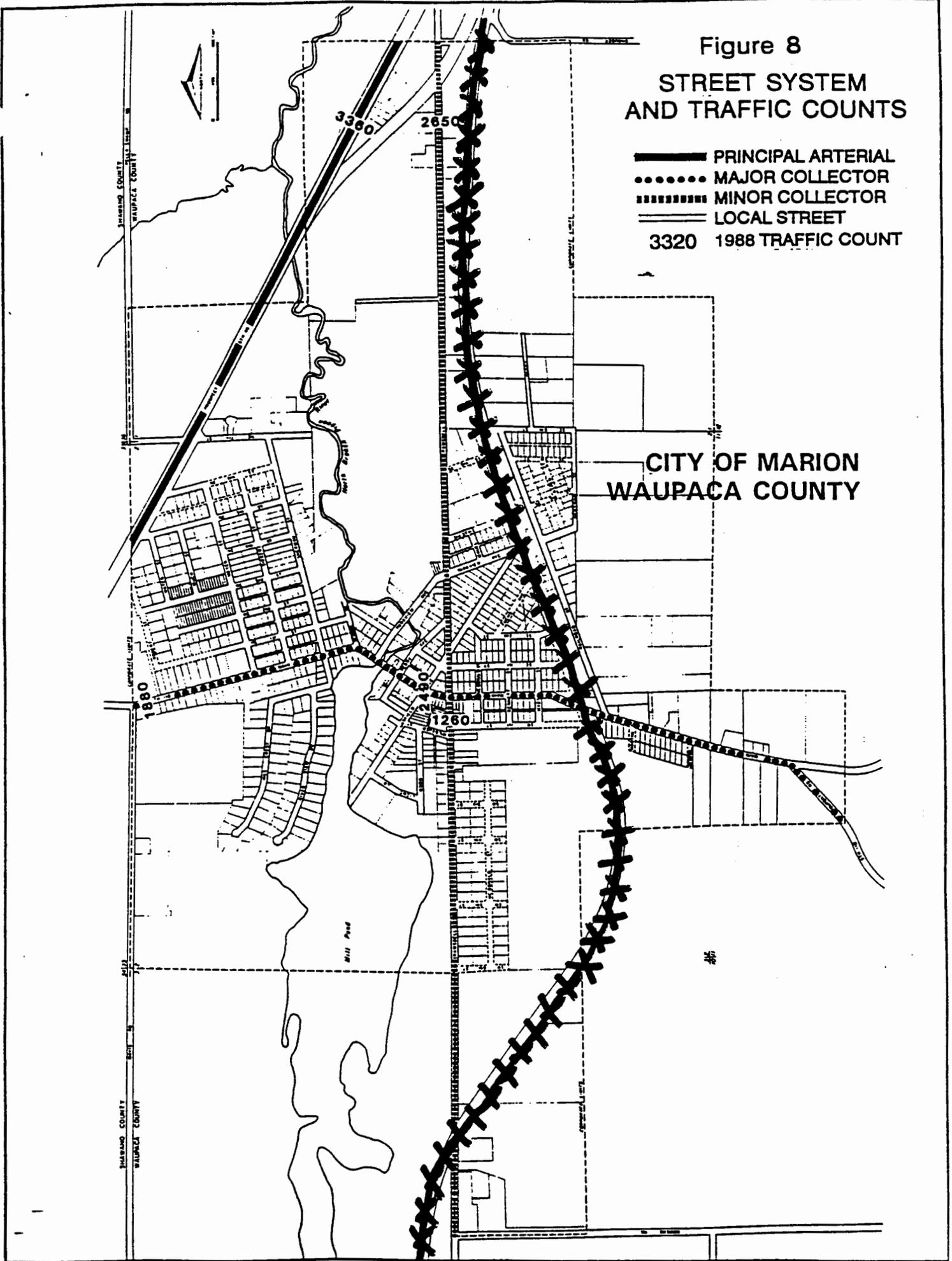


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 - 1185-1186
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 - 1189-1190
 - 1191-1192
 - 1193-1194
 - 1195-1196
 - 1197-1198
 - 1199-1200

Figure 8
STREET SYSTEM
AND TRAFFIC COUNTS

- PRINCIPAL ARTERIAL
 - MAJOR COLLECTOR
 - MINOR COLLECTOR
 - LOCAL STREET
- 3320 1988 TRAFFIC COUNT

CITY OF MARION
WAUPACA COUNTY



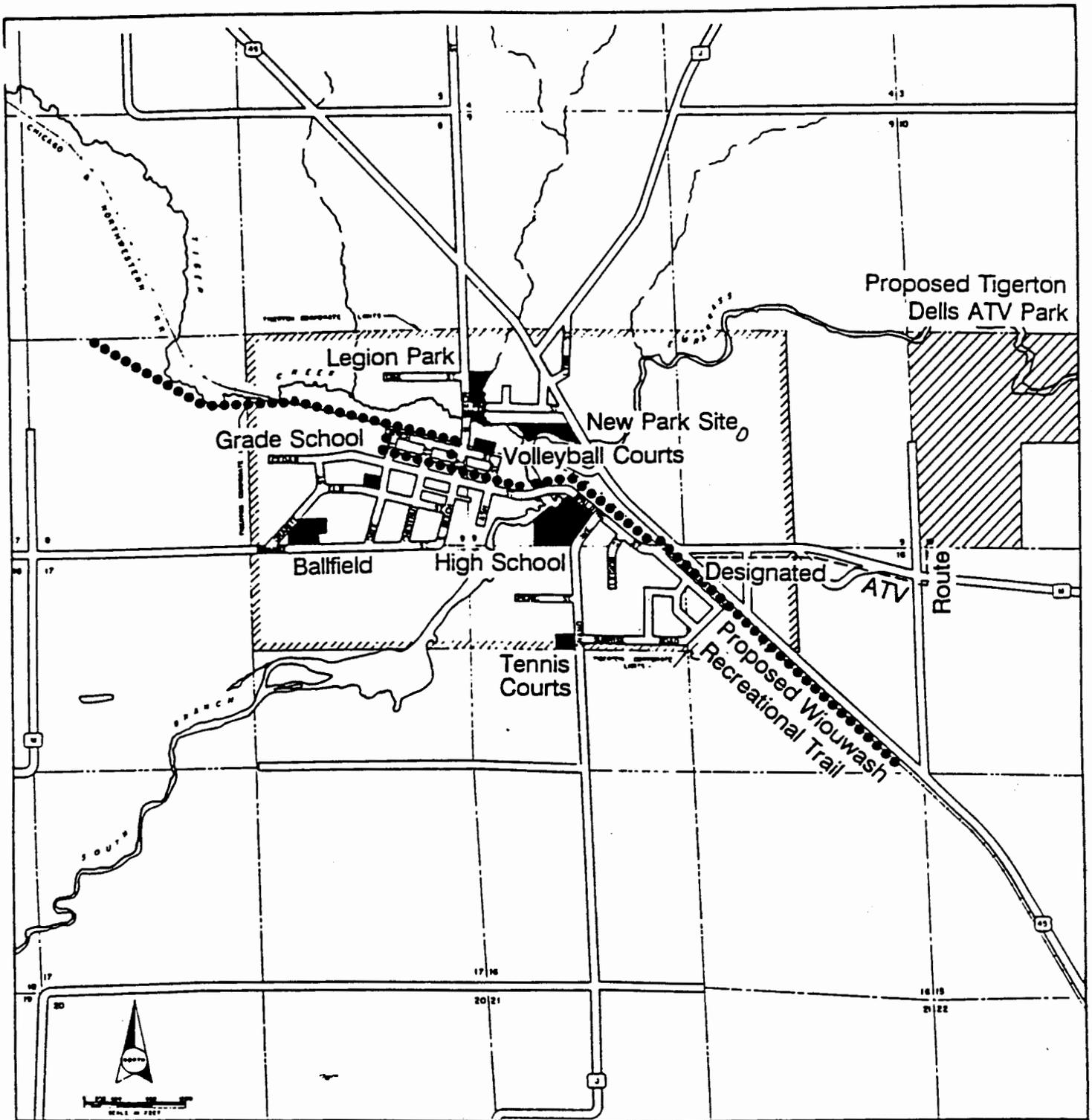
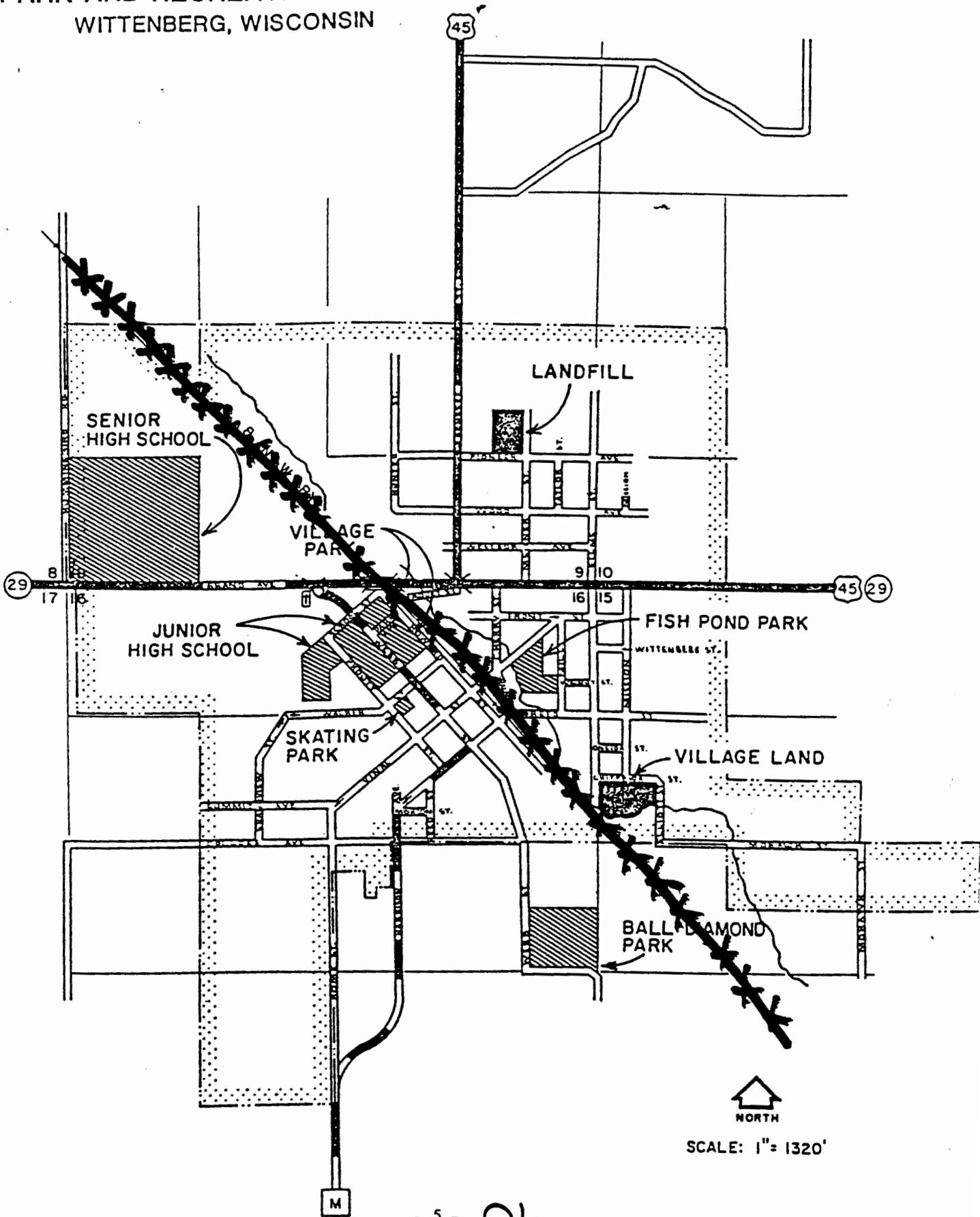
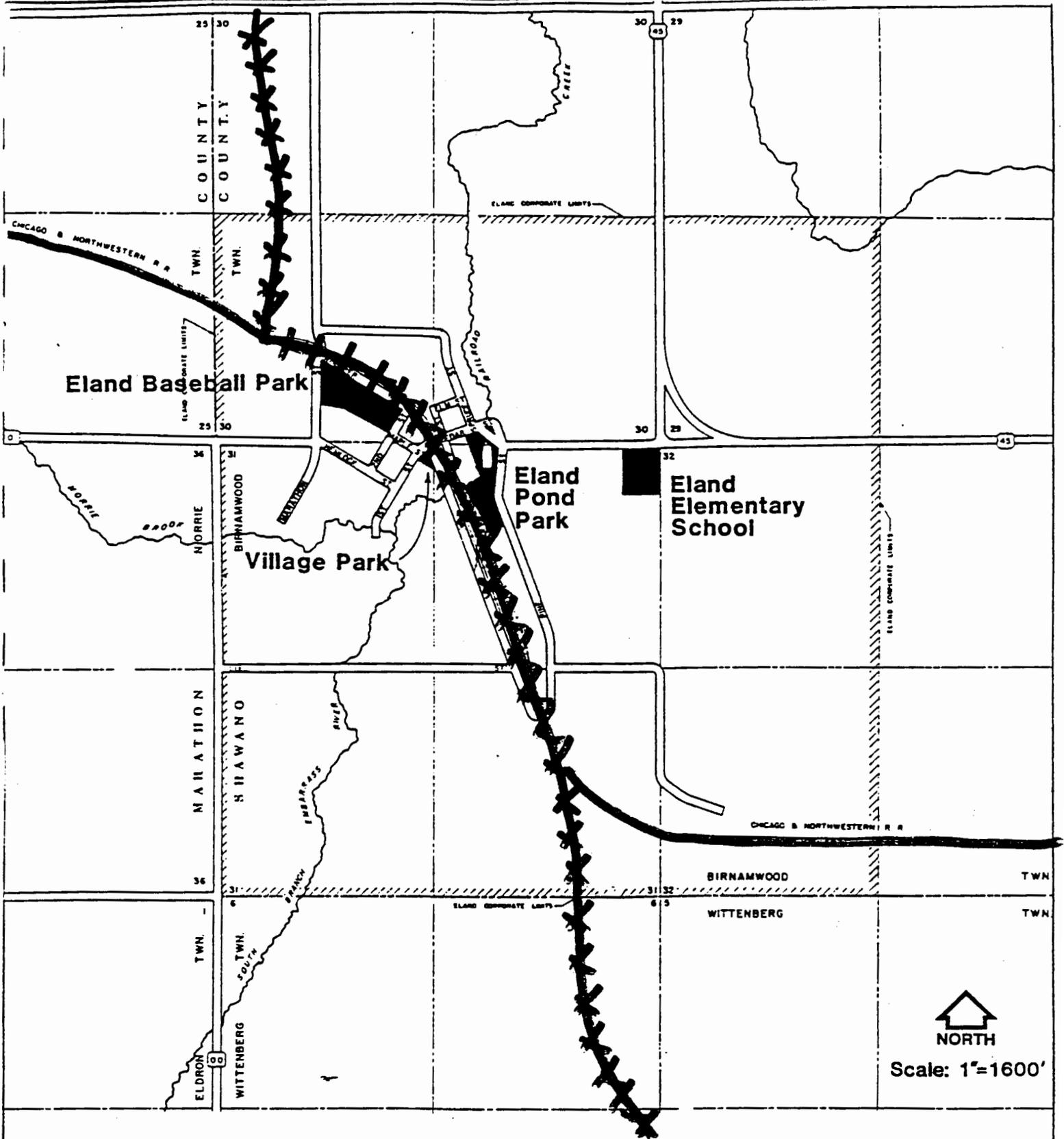


Figure 1
 EXISTING AND POTENTIAL PARK AND RECREATION SITES
 VILLAGE OF TIGERTON

Figure 1
 PARK AND RECREATION AREAS
 WITTENBERG, WISCONSIN



- 5 - 26

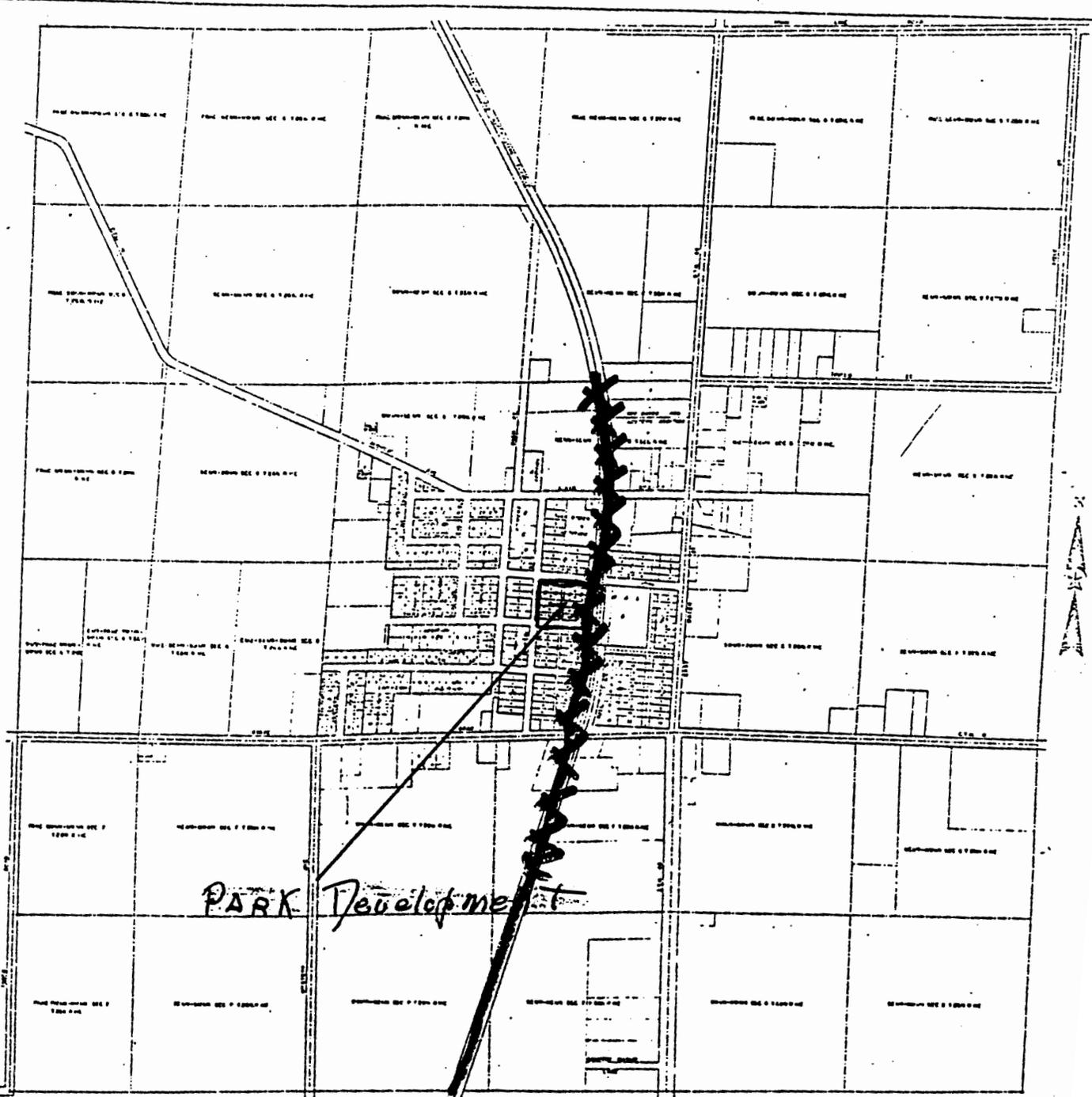



 NORTH
 Scale: 1"=1600'

Figure 1
EXISTING PARK AND RECREATION SITES
VILLAGE OF ELAND

27

PLATT MAP



PARK Development

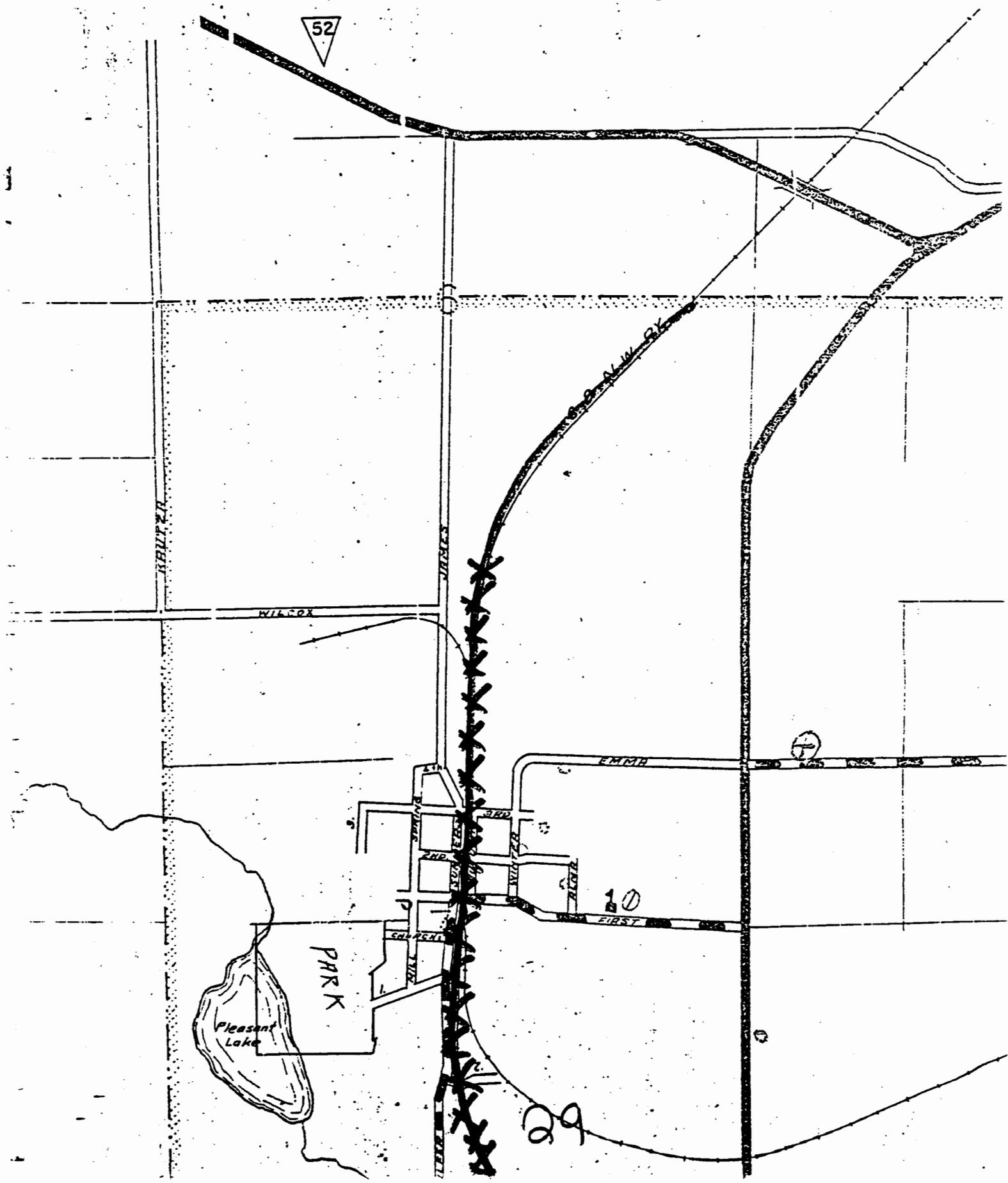
VILLAGE OF BRAMWOOD



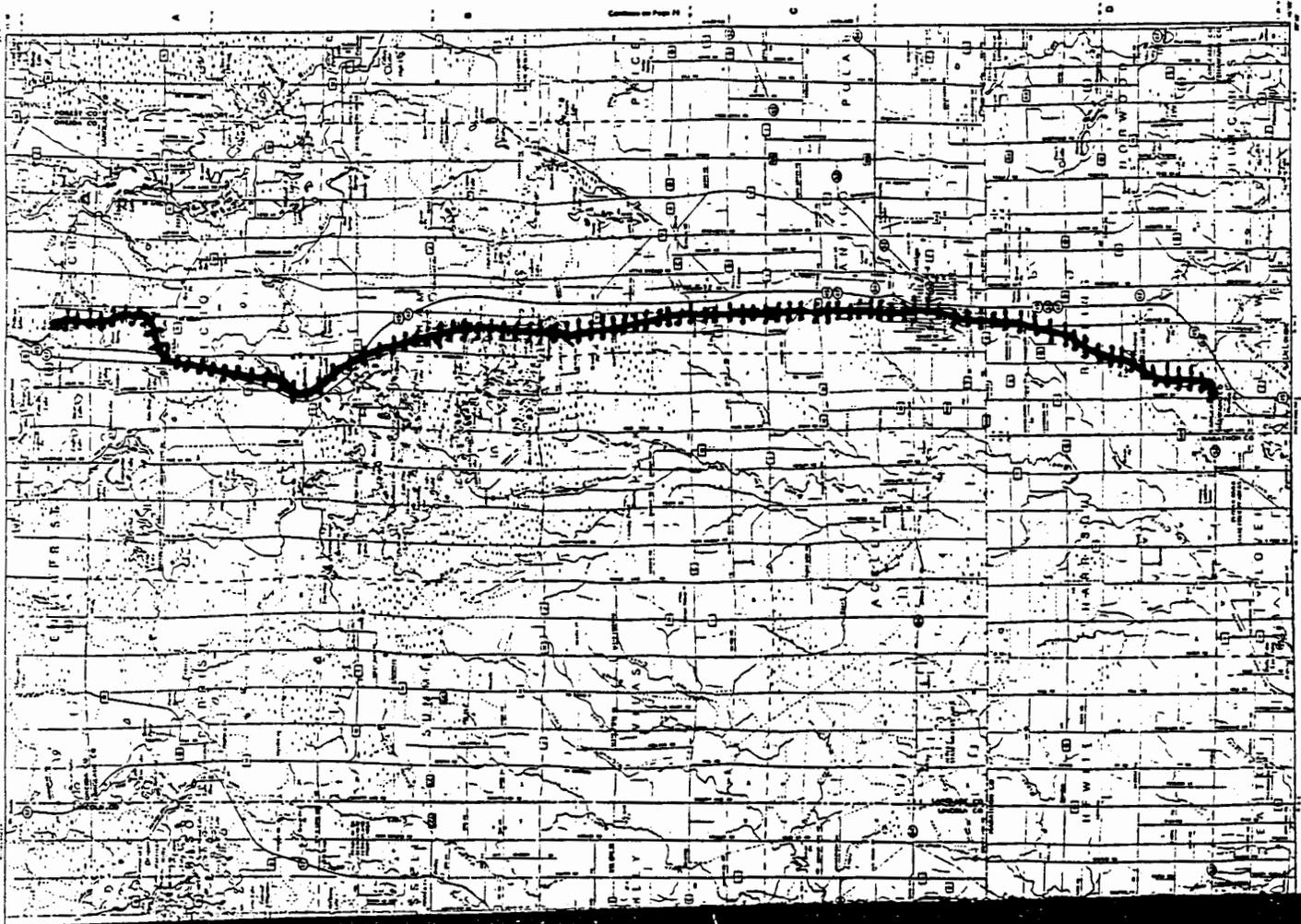
SCALE

VILLAGE OF ANIWA
SHAWANO COUNTY

52



PROPOSED WIOUSWASH TRAIL EXTENSION
LANGLADE COUNTY
APPROXIMATELY 35 MILES



APPENDIX "A"

MEMORANDUM OF AGREEMENT

**MEMORANDUM OF AGREEMENT
BETWEEN OUTAGAMIE, WAUPACA AND SHAWANO 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 Outagamie County, Shawano County, and Waupaca County, (collectively known as the Counties) and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 65 miles of abandoned rail property located in Outagamie, Shawano and Waupaca Counties known as the WIOUWASH trail.

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

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 provided a reasonable price can be negotiated.

IV. Obligations of the DNR

1. The DNR will purchase the WIOUWASH trail corridor from Hortonville to Aniwa from willing sellers as the property and funds become available.
2. The DNR will pay all reasonable 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 operation of the Counties.

V. Obligations of Counties

1. The Counties may 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 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.3.
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. The Bureau of Parks and Recreation must approve the master plan and if applicable, the Natural Resources Board.
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 shall open the trail for public use within their respective counties upon completion of the trail meeting minimum trail standards established by the DNR for public use. 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 operation of the respective Counties.
10. The Counties in connection with this MOA shall open the facilities to the general public subject to 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, if any, charged by the Counties shall not exceed those established in s. 27.01(8)(c), 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, maintenance and operations will conform with DNR state trail standards and in accordance with the master plan.
12. In the exercise of its rights herein, including 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 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 or this state.
13. Recreational lands purchased and/or facilities developed through grants and pursuant to this MOA may not be converted to other uses or other outdoor recreational uses without the prior written approval of the DNR and, if applicable, the Secretary of the United States Department of Interior or their successors or designees.
14. 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 based on remaining useful life values of the improvements.

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 county(s) and DNR will take place to review development and acquisition progress, 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 or 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 defaulting county(s). 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 or the easement with the Counties in the event that:
 - A. Any or all the Counties have breached any term or condition in the Memorandum of Agreement or the easement and said breach remain

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
George E. Meyer, Secretary

2-8-93
Dated

OUTAGAMIE COUNTY

By [Signature]
Ron VanDeHey, Outagamie County Executive

12/18/92
Dated

SHAWANO COUNTY

By Herbert W. Tauschen
County Board Chairperson

11-19-92
Dated

Reviewed & acceptable

Thomas R. Marlin
Corporation Counsel

11-19-92

WAUPACA COUNTY

By Duane R. Brown
County Board Chairperson

12/11/92
Dated

Reviewed & Acceptable

Jeffrey A. Lewist
Corporation Counsel

11/25/92

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APPENDIX "B"

EXCERPTS FROM THE SNOWMOBILE SIGN MANUAL

Trail Signing Handbook

Guidelines for signing snowmobile trails

with an all-terrain vehicle signing supplement



Wisconsin Department of Natural Resources
PUBL-AA-023 92Rev

1992

Introduction

Wisconsin law, Section 350.13, charges the Department of Natural Resources, in consultation with the Department of Transportation, with establishing rules which prescribe uniform trail and route sign standards. Chapter NR 50 of the Wisconsin Administrative Code details these standards regarding color, size, shape and reflectorization.

The Snowmobile Trail Signing Handbook was first published in 1978. Its purpose has remained unchanged: to describe the techniques of posting standardized signs and to promote uniformity of snowmobile trail signing throughout the state.

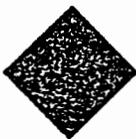
The fifth printing of this handbook incorporates a number of revisions and changes from previous publications.

The signing guidance provided by this Handbook should not be construed as reducing the basic operator responsibility to operate a snowmobile in an observant and prudent manner.

General Guidelines

- With the exception of informational and guide signs, all trail signs must be fully reflectorized.
- Place signs as late in the fall as possible, and where feasible, remove signs at the end of the season to reduce the opportunity for vandalism.
- Place trail signs, particularly stop and caution signs, to the right of the trail to conform to the user's familiarity with the placement of highway signs.
- Use adequately sized wood or metal sign posts to provide stability and deter vandalism.
- If two signs are used on one post, place the sign with the more important message on top. Stop signs always convey the most important message.
- No trail sign should be placed more than six feet from the edge of the groomed trail.
- Posts are preferred for the proper placement of caution and stop signs. When allowed by the landowner, signs may be attached to trees that are appropriately located and within six feet of the groomed trail surface.
- Trail signing should be done by a small group familiar with trail signing guidelines to retain as much uniformity as possible. Individuals signing the trail should also coordinate placement of signs with trail groomer operators.
- Avoid overuse of all signs. Only trail signs meeting standards for shape, color, size and reflectorization are allowed on trails to avoid clutter and confusion.
- Informational signs may be placed on the trail by trailside businesses, but these signs must conform to the standard color and shape.
- Extra signs should be carried with the grooming equipment and trail patrols so that signs which are missing or vandalized can be quickly replaced.
- Place signs and posts carefully with regard to anticipated vehicle speeds, brush, line of sight and anticipated snow depths. The desirable mounting height of signs is approximately 40 inches above the snow depth. Adjustments to sign height above the snow may be necessary to respond to changing conditions, e.g., build up of snow drifts.
- Federal Forest Service sign specifications may be used on Forest Service lands.

Trail Signs



6" x 6"

Blazer

The purpose of the blazer is to reassure the trail user that he or she is on the designated trail. In heavily wooded areas where trail exits and entrances are minimal, use of blazers can be kept to a minimum i.e., 3-4 to a mile.

For reassurance purposes, blazers should be posted immediately beyond points of intersection with other trails and immediately beyond intersections where the user is stopped or slowed, e.g., road crossings.

In open and agricultural areas, blazers should be closely spaced to clearly show the trail location. Spacing between blazers is dictated by sight distance, topography, and anticipated vehicle speeds. In an open area, as the snow-mobiler passes one blazer the next should be clearly visible during the day or night.

When leaving an open area and entering a wooded area, blazers should be placed on both sides of the trail at the point where the trail enters the wooded area.

The use of reflectorized stakes through agricultural lands is acceptable but blazers should be posted occasionally.

Blazers should not be placed on utility poles, fence posts, trees, or structures located more than six feet off the groomed trail surface as this tends to lead the trail user off the trail.

Blazers should be placed on both the right and left sides of gate openings and be clearly visible from both directions.

Directional Arrow



9" x 9"

The primary purpose of the directional arrow is to advise the trail user of a change in trail direction where the trail user must slow down to negotiate a curve or corner. Directional arrows should not be used to mark trails in place of blazers and should, therefore, point only left or right.

In sharp right angle turn situations or where the curve can be clearly seen by the trail user, arrows can be placed directly in the curve. This is an acceptable deviation from the general guideline of placing signs on the right hand side of the trail. In those instances where the trail turn or curve cannot be seen because of intervening hills, trees or obstructions, the arrow should precede the turn or curve at an adequate warning distance. In some instances, the addition of a caution "Curve Ahead" sign may be desirable.

Arrows can be placed on trees appropriately located within six feet of the groomed trail surface if allowed by the landowner.

When a section of trail is extremely hilly with many sharp curves, the user should be advised at the beginning of the section that these conditions exist. A caution sign such as "Winding Trail" should be used at the beginning of the trail and can be repeated occasionally for added emphasis instead of using an excessive number of arrows. Directional arrows or other caution signs should still be used on very hazardous or sharp corners within the "Winding Trail" zone.

Caution



Caution signs are used to advise the user to proceed with caution at a reduced speed (e.g., "Logging Ahead") or to advise the user of a specific trail condition (e.g., "Bridge Ahead", "Steep Hill", "Dip"). Normally one caution sign placed to the right of the trail will be adequate. In potentially hazardous situations, however, a caution sign should be placed on each side of the trail in advance of the trail condition.

The "Stop Ahead" caution sign should always be used in conjunction with a Stop sign. "Yield Ahead" may be used prior to a Yield sign.

Trail intersection caution signs should be placed in advance of trail junctions or intersections.



12" x 12" MINIMUM

APPENDIX "C"

EXCERPTS FROM THE SNOWMOBILE DESIGN MANUAL

40

- (4) Every effort should be made to utilize existing public sanitary and shelter facilities. When construction of these facilities is necessary, basic facilities should be constructed whenever possible. Basic facilities could include "Adirondack" type trail shelters and one-unit, pit-type sanitary facilities.
- (5) Required trail design and construction specifications
 - (a) Minimum graded width for one-way trails is 6 feet and maximum 8 feet.
 - (b) Minimum graded width for two-way trails is 10 feet and maximum 12 feet.
 - (c) Minimum turning radius is 25 feet.
 - (d) Minimum cleared height above trail is 10 feet.
 - (e) Sustained grades and slopes will be a maximum of 25 %.
 - (f) Approved, fully reflectorized snowmobile signs must be used.
 - (g) Snowmobile trails will not be routed over bodies of water. If stream crossings make bridging necessary, bridges should be at least 8 feet wide. If the bridge is located on an abandoned railroad grade, the bridge shall be a minimum of 10 feet wide free from obstruction. The Department will determine the need for bridging or if ice crossings may be used.
- (6) Desirable trail design and construction specifications
 - (a) Trail horizontal sight distance should be a minimum of 50 feet. Snowbanks at road crossings should be cut back to provide adequate visibility in both directions on both sides. Snowbanks should be kept low at trail crossing points to permit easy exit from or entrance back on to the trail. STOP signs must be installed on trails at all road crossings.
 - (b) Approaches to grades and slopes should be as straight as possible. Because of limited sight distances, hilltop crossings should be constructed and groomed wider than the normal width of the trail.
 - (c) Access to trails should be controlled where possible. Caution signs should be used to indicate trail intersections. Trails should be routed away from areas that will attract undesirable traffic or uses.
 - (d) Topography and land characteristics should be varied to maintain user interest, and to take advantage of interesting features.
 - (e) Trails should cross contours at right angles where possible. Routing trails along side slopes should be avoided.

- (f) Route trails away from areas designated in Department wilderness policy, game preserves, winter browse areas, experimental stations, nurseries, plantations, eagle and osprey nests, residences and other areas of anticipated conflict, particularly areas which may be damaged by trail development or snowmobile use.

d. MAINTENANCE

- (1) Counties are required to maintain snowmobile trail facilities and areas developed on lands assisted with snowmobile aids.
- (2) Trail maintenance is extremely important to improve trail usability and enjoyment. Constant grooming of heavily used trails is needed to eliminate moguls. Ideally, heavily used trails should be groomed immediately after each new snowfall. Once-a-week maintenance is recommended for lightly used trails.
- (3) County maintenance of snowmobile trails will be reimbursed up to 100% of the actual cost of maintaining the trail up to \$200 per mile per year maximum.
- (4) Eligible maintenance activities include but are not limited to: trail grooming, trail mowing and brushing, trail sign and post replacement, bridge and culvert repairs, plowing of parking lots and access roads, grading and bulldozing of trails, transporting of grooming equipment, upkeep of toilets and shelter facilities, the repair and replacement of trail facilities lost because of vandalism and normal wear, and the materials, labor and equipment rentals to accomplish these activities. Maintenance also includes the purchase of liability insurance by the county to protect its interest in providing the trails.
- (5) Minimum widths to be groomed shall be 4 feet for one-way and 8 feet for two-way trails. Maximum width to be groomed shall be 12 feet for two-way trails.
- (6) Only those trails previously approved by the Department and included in a maintenance agreement are eligible for reimbursement of maintenance costs. Additional trail miles can be added as they are approved by the Department. Maintenance costs for these additional miles of trail are not eligible for reimbursement until a maintenance amendment agreement is processed.
- (7) Counties may request advance payments of up to 50% of the signed contract amount for maintenance. To be eligible for maintenance advance payments a county must have settled all maintenance claims from previous years.
- (8) Counties may make application for supplementary maintenance funds where their eligible maintenance expenses from the previous season exceed \$200 per mile. Funds available for supplemental payment purposes are generated by a .4 multiplier in the motor fuel tax transfer formula. In order to be eligible for this supplementary payment, the county must apply prior to

October 1. This means that reimbursement claims must be submitted prior to October 1. In addition, the county must have expended the entire contracted amount for maintenance and must have spent at least \$130 per mile for eligible grooming expenses the previous season.

e. MAJOR BRIDGE REHABILITATION AND RECONSTRUCTION

- (1) Counties may make application for up to 100% of the cost of major reconstruction or rehabilitation of bridge structures on existing approved trails. The purpose of this funding category is to provide money to make major structural repairs or renovation that would be beyond the ability of normal maintenance funding to accomplish.
- (2) Eligible repairs for cost sharing assistance include: replacement of entire structure including approaches and abutments, repair to the entire deck, repair or replacement of protective riprap around abutments or footings. In cases where the deck is being replaced, the replacement or repair of bridge railings is eligible.
- (3) Costs which are not eligible include: replacement of bridge railings, patching of decking, grading of approaches, bridge repairs necessary to bring the bridge structure within existing codes.
- (4) For bridge rehabilitation projects that involve total deck replacement, the deck must be reconstructed to a width of at least 8 feet, free from obstruction.
- (5) When a bridge rehabilitation project is located on an abandoned railroad grade and involves total deck construction or replacement, the width of the bridge, free from obstruction, shall be at least 10 feet.

APPENDIX "D"

PUBLIC INPUT EVENTS

WINNEBAGO COUNTY ON JUNE 15, 1994

OUTAGAMIE COUNTY ON OCTOBER 4, 1994

WAUPACA COUNTY ON JUNE 20, 1994

SHAWANO COUNTY ON JULY 27, 1994

Public input events were held in each County to review the Master Plan document prior to the County Board's approval of the Plan. Overall, support for the Plan was significant. One major reason for the support was because of the extensive public involvement in the project several years ago during the early stages of planning that eventually resulted in the Natural Resources Board designating the WIOUWASH as an official state trail.

In summary, there is widespread local support for this trail and the proposed strategy identified in this Plan to acquire, develop and operate the WIOUWASH STATE TRAIL.

Copies of the resolutions from each of the four Counties follow:

35 Approved by Winnebago County Executive this 26 day of SEPT, 1994. -

36
37


County Executive

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RESOLUTION NO. 112--1994-1995

TO THE HONORABLE, THE OUTAGAMIE COUNTY BOARD OF SUPERVISORS

LADIES & GENTLEMEN:

MAJORITY

1 Resolution 85--1991-1992 endorsed the concept of Outagamie County joining
2 Winnebago, Waupaca and Shawano along with the Wisconsin Department of
3 Natural Resources in planning a multi-use recreation trail using abandoned rail
4 right-of-way. The master plan for the trail is now complete and the Property,
5 Airport, Recreation, and Economic Development Committee has held a public
6 hearing to receive comments on the planned trail. This resolution supports the
7 Master Plan written by the WDNR and the four participating counties.

8 NOW, THEREFORE, the undersigned members of the Property, Airport, Recreation,
9 and Economic Development Committee recommend adoption of the following resolution.

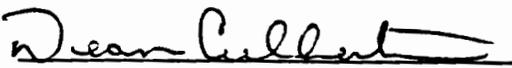
10 BE IT RESOLVED, that the Outagamie County Board of Supervisors goes on record
11 supporting the Master Plan for the WIOUWASH Recreation Trail which is to used for
12 snowmobiling, biking, horses, and pedestrian travel, and

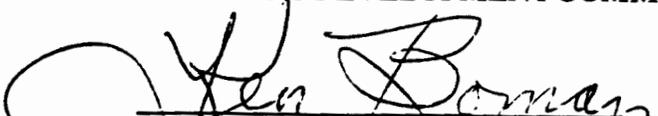
13 BE IT FURTHER RESOLVED, that such approval of the plan by each participating
14 county assists the Department of Natural Resources to take the plan to the DNR Board for
15 approval and apply for various grants for the development of the trail, and

16 BE IT FINALLY RESOLVED, that the Outagamie County Clerk be directed to forward
17 a copy of this resolution to Jeff Pagels, DNR Community Service Specialist in Green Bay, WI.

18 Dated this 25 day of October, 1994.

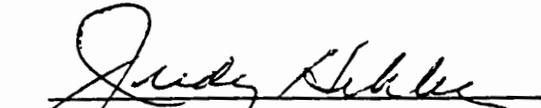
19 Respectfully submitted,
20 PROPERTY, AIRPORT, RECREATION AND
21 ECONOMIC DEVELOPMENT COMMITTEE

22 
23 Dean Culbertson


Ken Boman

Resolution No. 112-1994-1995, Page 2

1



Judy Hebbe

Betty Sanders

2

3



Alan Schmidt

4

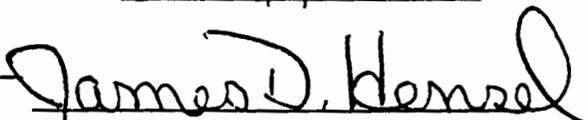
5

Duly and officially adopted by the County Board on: Oct. 25, 1994

6

Signed: 

Board Chairperson



County Clerk

7

8

Approved: 

Signed: 

County Executive

Vetoed: _____

9

10

WAUPACA COUNTY
PARKS & RECREATION DEPARTMENT

Courthouse - 811 Harding Street
Waupaca, Wisconsin 54981-2087
Phone: (715) 258-6243 Fax: (715) 258-6209

RECEIVED DNR.
AUG 18 1994
LAKE MICH. DIST.

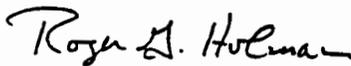
August 17, 1994

Jeff Pagels, DNR
Community Service Specialist
Box 10448
Green Bay, WI 54307-0448

Jeff,

On August 16, 1994 the Waupaca County Board of Supervisors went on record supporting the WIOUWASH Trail Master Plan. A certified copy of the resolution has been enclosed for your files.

Sincerely,



Roger G. Holman
Director

Encl.

RGH/kch

49

- Roger G. Holman
Director

Kathy Nelson
Park Supervisor

Kristy Harris
Secretary

RESOLUTION 17 (1994)

WIOUWASH RECREATION TRAIL

WHEREAS, the Counties of Waupaca, Shawano, Outagamie, and Winnebago and the Wisconsin Department of Natural Resources (WDNR) are interested in constructing a multi-use recreation trail from Aniwa to Oshkosh; and

WHEREAS, support for the trail has been offered by the Municipalities of the City of Clintonville, City of Marion, Town of Dupont, and Town of Larrabee and the County Board of Supervisors; and

WHEREAS, the Counties of Waupaca, Shawano, Outagamie, and Winnebago and the WDNR have written a Master Plan for the development, operation, and maintenance of the WIOUWASH Trail; and

WHEREAS, the Park and Recreation Committee held a public hearing on the Master Plan and have addressed the comments received at the hearing.

NOW, THEREFORE, BE IT RESOLVED that the County Board of Supervisors goes on record supporting the Master Plan written by the WDNR, Waupaca County, Shawano County, Outagamie County, and Winnebago County to construct and maintain a multi-use recreation trail from Aniwa to Oshkosh.

Passed this 16th day of August, 1994

24 Ayes 1 Naves

ATTEST:

Mary A. Robbins
Mary A. Robbins
Waupaca County Clerk

APPROVED AS TO FORM:

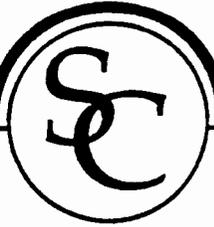
Jeff Siewert
Jeff Siewert
Corporate Counsel

RECOMMENDED FOR INTRODUCTION
BY WAUPACA COUNTY PARK AND
RECREATION COMMITTEE

Eunice Lawrence
William J. Jody
Carl Ritzmann
Jim Opperman
James Dough

I, Mary A. Robbins, Waupaca County Clerk do hereby certify that the above Resolution 17 was adopted by the Waupaca County Board of Supervisors on August 16, 1994.

Mary A. Robbins
Mary A. Robbins
Waupaca County Clerk



ROSEMARY BOHM

Room 104 • Shawano County Courthouse
Shawano, Wisconsin 54166

SHAWANO COUNTY CLERK

TELEPHONE (715) 526-9150
FAX (715) 524-5157

RECEIVED DNR

AUG 25 1994

LAKE MICH. DIST.

STATE OF WISCONSIN)
COUNTY OF SHAWANO)

I, Rosemary Bohm, County Clerk, in and for the County of Shawano, State of Wisconsin, do hereby certify that the following copy of Resolution NO. 368-94 is a true and correct copy of the original Resolution duly adopted by the Shawano County Board of Supervisors at a meeting held on July 27, 1994.

Given under my hand and official seal, at the Shawano County Courthouse, in the City of Shawano, this 24th day of August 1994.

Rosemary Bohm
SHAWANO COUNTY CLERK

RESOLUTION NO. 368-94

WHEREAS, the Parks and Recreation Committee did approve and recommend approval to the County Board of Supervisors the development of a State Recreation trail on the abandoned Chicago and Northwestern Railroad line in western Shawano County; and

WHEREAS, the Shawano County Board of Supervisors did pass Resolution No. 242-91 supporting the planning and development of a State recreation trail known as the WIOUWASH trail; and

WHEREAS, the Wisconsin Department of Natural Resources has drafted a master plan for the acquisition, development, management and maintenance of the Wiouwash Trail; and

WHEREAS, the Parks and Recreation Committee held a final public hearing in the Village of Wittenberg for citizens and neighbors to comment on their concerns on the master plan and trail management in general; and

WHEREAS, the majority of citizens expressed their support for the recreation trail at this, and other, public hearings held;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE SHAWANO COUNTY BOARD OF SUPERVISORS that the master plan for the WIOUWASH Trail is hereby adopted and that the following uses be officially approved as permitted uses of the WIOUWASH Trail: snowmobile, biking, horse, pedestrian, ATV (winter only), no hunting, motorized disabled, farm crossings, and underground utility.

BE IT FURTHER RESOLVED THAT the County Board Chairman be authorized to sign any and all documentation necessary to effectuate the above.

Submitted by: Arlyn Tober
Marcel Reopelle
Gordon Boldig
Kevin Conradt
John Schmidt

PARKS AND RECREATION COMMITTEE

VOTE: YES 5 NO 0