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State of Wisconsin
Department of Natural Resources
Pecatonica
Master Plan

1. Background

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

Platteville is a picturesque historic town of 8,595 population. It is the home of the University of Wisconsin-Platteville which includes the Platteville School of Mines. Calamine has a population of 35. Belmont, the only other town on the trail, is located approximately midway and has a population of 888. All population figures are from the 1970 census.

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

1. Relationship to Major Highways

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

2. Relationship to Population Centers

<table>
<thead>
<tr>
<th>From</th>
<th>To Trail</th>
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<tbody>
<tr>
<td>Milwaukee</td>
<td>15 miles</td>
</tr>
<tr>
<td>Madison</td>
<td>70 miles</td>
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<tr>
<td>Beloit-Janesville</td>
<td>104 miles</td>
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<tr>
<td>Rockford</td>
<td>116 miles</td>
</tr>
<tr>
<td>Milwaukee</td>
<td>147 miles</td>
</tr>
<tr>
<td>Chicago</td>
<td>313 miles</td>
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</table>

3. Record of Trail Establishment

1. Chronology of Pertinent Events
December 21, 1971 The Chicago, Milwaukee, St. Paul and Pacific Railroad (CM&PR) petitioned the Interstate Commerce Commission (ICC) to abandon this branch line.

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

July 31, 1974 The ICC approves abandonment.

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

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

October 10, 1974 The NRB finally receives ownership plats and title information from railroad after repeated unsuccessful tries.

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

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

February 18, 1975 Public information meeting held in Platteville.

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

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

See Appendix A for minutes of Natural Resources Board action relative to trail.
2. Public and Agency Reaction to Trail Establishment

a. A public informational meeting was held on February 18, 1979 at Platteville. DNR representatives explained the state's experience with state trails on other railroad grades which they acquired such as the Elroy-Sparta and Sugar River Trails. Hal Hancham, President of the Village of Milton along the Elroy-Sparta Trail; and Bruce Timme and Art Riemer representing the Sugar River Trail Corporation, attended the meeting and spoke as to the general lack of conflict between the communities, landowners and trail users. They also testified as to the economic returns to business, etc., because of the establishment of the aforementioned trails. Also explained by DNR representatives was the expected yearly use of the trail, recreational activities that would probably be allowed on the trail, and probable facilities that would be provided.

C. Current Management

To date trail management has consisted of procuring fencing agreements with adjacent landowners. Implementing these agreements, policing the trail, rerouting of the shores of Bannons Branch (a stream paralleling the eastern part of the grade) where needed and the repair of a partially disassembled bridge crossing this stream. The manager of Yellowstone Lake Park Unit is responsible for maintaining the trail.

D. Description of Trail Area

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

There still remains on the cuesta- outliers of the K一段re Limestone formation that once covered this area. Notable among these outliers are Blue Mounds, Platteville, Brimfield, and Stanwood Mounds. The Galena and Platteville Mounds are clearly visible from parts of the trail and not far distant from it.
2. Scenic Quality - The western one-half of the trail except for a few scattered groves of oak is an almost treeless upland. Farm fields mostly in corn are extensive. Here and there are pasture or paddocks of fine four cattle. It is a rich tapestry of agriculture that meets the eye.

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

3. Soils - The main soils of the area in which the grade lies are the Tama-Andale, Dodgeville-Sign, Fayette-Palisgrove, and Dubuque-Sign associations in the upland and side slopes, and the Ameville-Huntville Sable Bench associations in the valley’s bottoms. These are all good to excellent agricultural soils. They are silt loams with a generous proportion of wind laid silt in their composition. The Tama-Andale and Dodgeville-Sign are dark colored upland soils formed under prairie grasses and are found mostly in the western part of the trail area. The Fayette-Palisgrove and Dubuque-Sign were formed under hard wood cover and predominate in the eastern part of the trail area. The Ameville-Huntville Sable Bencches are soils of the stream and river bottom lands.

Historically the distribution of these soil associations conforms well with old maps of the area on indicating the distribution of prairie and woodlands in settlement days.

4. Vegetation - As the area bordering the trail is intensively utilized for agriculture very little prairie remnants remain. Some scattered prairie species are found along the trail, as railroad grades have given some sanctuary to these species. Early
descriptions of the area describe it as oak opening. Bur oak was the common tree of these openings and it is still an important element in the landscape.

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

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

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

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

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

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

Stoog Creek Branch which the grade follows in its western portion for 3/4 miles is a small stream and does not contain a significant fishery. Some smallmouth bass, white suckers and green sunfish are present plus interesting small fish such as brook, stickleback and darters.
Bunners Branch which the trail follows for approximately 56 miles is a sizable stream and has good fishery potential. Smallmouth bass, largemouth bass, northern pike, channel catfish, bluegill, white crappie are present in the stream plus many interesting small fish such as the lunkers, stoneperch and hornhead chub. The slender mussel is also found here and is considered a "threatened species".

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

E. History of Trail Region

1. Presettlement and Archaeology - This region of the state was not significant as regards Indian history in Wisconsin. The food rich lakes, marshes and generally more navigable streams and river of the glaciated portions of Wisconsin were apparently more in harmony with Indian needs. However, it is thought cliets of the Winnebago were once located here because of the type of burial mounds that are found in southwestern Wisconsin. A group of Indian mounds is recorded to have existed north of Beloit but may now have been obliterated by agricultural practices. At the time of settlement the Sac and Fox Indians had migrated into the area in response to conflict with Europeans and other tribes.

2. History of Settlement - It was the quest for lead ore that led to settlement of this portion of the state. Nicolas Perrot a French explorer and statesman knew of lead deposits in this area as early as 1690. He and LeSueur mined lead at Potaw, Wisconsin that year. Indians apparently had been mining lead in this area for sometime. Father Marquette reports in the account of his voyage down the Wisconsin in 1673, of a mining operation seen on the hills bordering the river. Jonathan Carver a New England school teacher and cartographer accompanying an expedition initiated by the commander of Mackinac relates in 1766 of a number of lead articles found among the Indians in the Blue Mound area.

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

Although Wisconsin was originally under control of the French it passed to British rule in 1763 at the cessation of the French-Indian War and remained so until 1819 when the
peace terms of the war of 1812 was enforced by the American capture of the British fort at Prairie du Chien. In this year construction and prospecting of ores Crawford and
Howard made southern Wisconsin fairly secure against Indian attack, and in 1819 lead
mining started in southern Wisconsin. Most of these early miners migrated up from lead
mining areas in Missouri and were of Yankee stock. In the 1850-60 there was an influx
of Irish and Welsh immigrants. In 1850-1860 German miners came to southwestern Wisconsin
and settled mostly in the Mineral Point area.

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

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

Platteville was platted in 1835 by Major John Hawkins Roundtree. In 1840 an Academy
of Secondary Education was founded here which evolved into Wisconsin’s first normal
school and then into the University of Wisconsin-Platteville. A gunpowder plant was
once located here. Calumet came into being as a result of the building of the Mineral
Point railroad. In 1858 the village was platted and the railroad depot built. In 1873
the Platteville Branch was constructed.

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

II. Resource Capability and Potential Use

Because of the property’s configuration, one hundred feet in width and sixteen miles long, it is
in fact a corridor. At the time of abandonment the Wisconsin Department of Transportation (DOT)
had no interest in acquiring it. Apparently existing roads in the area satisfy the needs for
transportation corridors in the area.
There are various options for potential use of this grade. Because of the property's length with bridges intact, stretches of Banners Branch within and adjacent to grade, and the unwooded, brushy nature of this property, the following activities could reasonably take place on it.

A. Recreation

During the Snow-free Season

- bicycling
- hiking
- horseback riding
- off-road recreational vehicles
- fisherman access to Banners Branch
- trailside picnicking
- trailside camping

When Snow Is Present

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

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

B. Game Management Potential - The brush present along this former grade plus the fact that it is not wooded make it potential wildlife habitat even though no special game management techniques have been recommended. A list of species is likely to be found on the trail is given in Appendix B.
C. Fish Management Potential - Only limited reacher of Bonners Branch are located within the trail ownership and it is, therefore, not feasible to carry out fish management techniques on shorter segments of this stream. Riprap by the DNR has already been installed along Bonners Branch within the ownership where bank cutting was taking place and this has, of course, reduced siltation and thus aided the fishery. Fishery information on this stream is found in Appendix C.

III. Recreational Needs of Dayton

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

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<tbody>
<tr>
<td>Bicycling</td>
<td>43.4 km (27 mi)</td>
<td>864</td>
<td>60 km (37 mi)</td>
<td>3,400</td>
</tr>
<tr>
<td>Hiking</td>
<td>37 km (23 mi)</td>
<td>1,763</td>
<td>300 km (195 mi)</td>
<td>2,100</td>
</tr>
<tr>
<td>Snowmobiling</td>
<td>15.6 km (12 mi)</td>
<td>2,405</td>
<td>540 km (335 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Ski Touring</td>
<td>29.4 km (18.3 mi)</td>
<td>NA</td>
<td>60 km (37 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Horseback Riding</td>
<td>46.4 km (24.3 mi)</td>
<td>3,015</td>
<td>60 km (27 mi)</td>
<td>NA</td>
</tr>
<tr>
<td>Pleasure Walking</td>
<td>211 km (131 mi)</td>
<td>17,200</td>
<td>430 km (270 mi)</td>
<td>17,200</td>
</tr>
</tbody>
</table>

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

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

IV. Management Problems

A. Physical problems associated with the maintenance of the property if it is to be used as a continuous trail are:

1. Maintaining a firm smooth trail surface for bicycling and hiking.
2. Bridge maintenance.
3. Possible rerouting trail in those places where it presently is located very close to a private residence.
4. Control of brush and weeds will be a major physical management problem.
5. Flood damage to trail and bridges.
6. Fencing will have to be installed and maintained.
7. Encroachment on the trail by adjacent landowners.
8. Possible hunting conflicts.

V. Management and Development Alternatives

A. Management

1. Designate as a state park trail.
   As a state park, the entire 16.5 mile trail could be managed to allow a wide variety of recreational activities. However, hunting and trapping would be prohibited in accordance with section 39.57(4) of the Wisconsin Statutes.

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

B. Development and Acquisition

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

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

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

a. Trail facilities

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

b. Campground development

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

c. Other development and use

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

Horseback riding is not compatible with bicycling and hiking. Horses create a maintenance and potential erosion problem to the trail surface because of the natural gouging rotation of the animal’s hooves. This action destroys the smooth surface needed for bicycle tires and for hiking.
Recreational vehicles such as motorcycles, mini-bikes, 4-wheel drive vehicles, all-terrain vehicles, etc., are incompatible with bicycling and hiking during the snow-free seasons for safety reasons. Furthermore, constant use of some off-the-road recreational vehicles could cause plant and animal damage and destruction of the trail tread. Since the trail crosses waterways, it is of concern that erosion of disturbed trail tread could cause siltation and turbidity of surface waters. In addition, the use of motorized recreational vehicles on the trail could increase air and noise pollution.

A final trail use consideration is that of hunting and trapping. As stated earlier, section 25.57(4) of the Wisconsin Statutes prohibits small game hunting and trapping on state park lands. Deer hunting could be permitted if NR 10.57, Wisconsin Administrative Code, was amended. Because the trail could be classified as a recreation trail and because of potential use and safety conflicts between the bikers, hikers, snowmobilers, and the hunters along certain segments of the trail, appropriate measures should be made to reduce or eliminate conflicts if they develop. Such measures might include closing the trail to bicycling, hiking and snowmobiling during the hunting season such as is done on the Sugar River Trail.

II. Recommended Alternatives

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

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

A. Goal

The goal is to provide a public year-round two-way recreational trail to accommodate an annual visitation of 44,000 for biking, hiking and snowmobiling.

B. Objectives

1. Render the trail usable and safe by providing and maintaining a firm durable trail surface, planting and adding railings to bridges, and provide fences in accord with agreements with adjacent landowners where necessary to keep farm animals off the trail.

2. Provide the necessary support facilities for an average peak season weekend day use of approximately 600 persons. This figure is predicated on attendance characteristics of other state trails and on an estimated annual use of 44,000-45,000. Support facilities will include parking, water, toilets, and picnic areas located at trail start facilities and along trail.

3. Selectively remove brush, trees, and cut mows to render the trail more aesthetically pleasing by opening views to the surrounding landscape and so add to users enjoyment and to prevent the encroachment of brush and weeds onto the trail.

4. To provide fishing spots on Bonners Branch within DNR ownership.

5. Provide maintenance and control to keep trail free of trash and enforce regulations as to trail use.

6. Sign trail at road crossings and solicit the cooperation of township and county in signing roads at trail crossings.

7. Identify areas of special interest or and adjacent to the trail such as sites of historic, geological or other natural interest.

8. Preserve prairie remnants where they exist on trail.
9. Promote and encourage development of services and amenities useful to trail use in communities along it. This would include bicycle rental and pick up service.

10. Maintain good public relations, particularly with adjacent landowners and communities.

VIII. Proposed Action

A. Land Control

1. Acquisition

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

2. Acquisition costs

Land acquisition costs to date have totalled $147,625.00. Of this expenditure $85,910 has been financed through Wisconsin's Outdoor Recreation Aid Program (ORAP) and $61,715 through the Federal Land and Water Conservation Program (LWACON). Application for 50% of the remaining acquisition costs will be made to the federal government through the LWACON program.

B. Development

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

The second and third phase of development will make the trail more convenient and enjoyable for public use. A trail head will be constructed with limestone screenings. Parking for approximately 40 cars will be provided at trail locations. The Pewaukee Trail start facility will have a 30 car capacity lot. Galentine will have a 10 car lot. Rest stops and seminars developments will be located in conjunction with the parking lots. Each facility will contain restrooms, drinking water, bike racks, picnic tables, grills, waste receptacles and trail information.
Fencing and/or vegetative screenings will be installed at specific locations along the trail route if requested by adjacent property owners. The Department of Natural Resources and the property owner may select one of the following methods for installing fencing:

a. The DNR would pay the entire installation cost of the fence, and the adjacent property owner requesting the fence would be responsible for its maintenance for a 20-year period.

b. The DNR and the adjacent property owner would each be responsible for erecting one-half of the fencing required, and each would be responsible for maintaining the segment of fence that they erect.

All 22 bridges will be retained for trail crossings with no major structural changes that might affect stream flow. The bridges are in good condition and should need no major maintenance for at least 10 years. In addition, the culverts or the trail should last at least 20 years before major maintenance is required.

1. Development schedule

   a. Phase I

      (1) Trail clean up $ 10,000
      (2) Brushing (1.5 miles @ $4.000/MI) 7,000
      (3) Planing and rolling (777 LF. @ 25/LF.) 60,000
      (4) Fencing (50% of trail or 24 miles @ 2.000/MI) 48,000
      (5) Stipping 5,000

   b. Phase II

      (1) Surfacing (16.5 miles @ $3,000/mile) $50,000

   c. Phase III

      (1) Trail side rest areas $42,000
      (2) Trail side rest areas 30,000

      Total: $168,000
The total cost of Phase I, II & III development is $246,000 plus 15 percent for engineering and contingency, for a grand total of $282,000.

C. Management

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

1. Facility Management

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

2. Vegetative Management

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

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

If development within signs of the trail occurs which reduce aesthetic appeal, vegetative plantings of natural species would be used on the trail right-of-way to screen them from view.
D. Administration and Operations

1. 1977-79 Biennium

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

2. 1979-81 Biennium

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

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

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<tr>
<td>Park Ranger I</td>
<td>$8,400</td>
<td>$11,200</td>
</tr>
<tr>
<td>L.T.E. Salaries</td>
<td>5,000</td>
<td>2,100</td>
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(1) One time purchase of vehicle.
Pecatonica Master Plan
Appendix A
Prior Natural Resources Board Discussion and Actions
Authorization to conduct feasibility study on 17-mile junction to Platteville railroad
right-of-way for possible consideration as state park trail-Green and Lafayette Counties.

Mr. Minahan reported that the Galena to Platteville-Chicago, Milwaukee, St. Paul and
Pacific Railroad right-of-way is going to be abandoned. ICC approval was given on
July 21, 1974 — and the Department is requesting authorization to conduct a feasibility
study of the area for possible consideration as a state park trail. Mr. Minahan noted
that as the Department of Transportation is also interested in the right-of-way for highway
use, the study will be coordinated with DOT in ascertaining the best use of the land.

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

The motion was seconded by Mr. Dahl.

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

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

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

Mr. Wenzelkizer said that normally, over the last few years, the cost for surfacing has been
from $1,500 to $2,000 per mile in the southern part of the state where transportation for
municipal parks poses no difficulties. He said Mr. Dahl was referring to a discussion indicating
that the cost for surfacing the Tecumseh-Park Falls trail may run as high as $8,000 a mile.
Mr. Wenzelkizer said this matter is being carefully reviewed by the staff at this time.

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

When put to a vote, motion was carried unanimously.

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

Mr. Wenzelkizer, Ass. Director, Bureau of Parks and Recreation stated that the Department,
as Board requested, has called a meeting for August 23, 1974, to conduct a feasibility study
of the 16.6-mile Galena-Platteville abandoned railroad grade and found that it qualifies
for an addition to the state park trail system. He said the grade was authorized for
abandonment by the Interstate Commerce Commission in July of 1974.

Mr. Wenzelkizer told the Milwaukee Road did not respond to the Department's letter of
September 3 seeking information which would permit the Department to proceed with the title
work. Mr. Minahan then discussed the situation with the railroad company which resulted
in a meeting of the railroad company with the Department on Wednesday, October 18, 1977.
At that meeting, the railroad company emphatically stated that they had no intention of
negotiating the sale of the bridges. The company is now in the process of arranging for
contracts with salvage dealers to remove the bridges, the rails and ties and some of the
other physical property.

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

Mr. Fox inquired as to the number of bridges and treaties and their salvage value. He was
informed by Mr. Wenzelkizer that the value of the steel bridges and the rails is very high
as is the value of the large timber in the trestle bridges as the railroad company plans
to use them on their other grades. It was explained out by Mr. Wenzelkizer that if the trestles
and the pile caps are removed, the Department would have second thoughts about recommending
the area as a state park trail because of the expense involved in bridging the crossings.
Establishment of Calumet-Pawletville State Park Trail, Grant and Lafayette Counties.

Mr. Reineke stated it is recommended that the Board consider proceeding with eminent domain action to acquire the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's 16.60-acre Calumet-Pawletville branch line for additional to Wisconsin's State Park Trail System.

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

Mr. Reineke stated: The railroad filed a petition for abandonment of the grade on December 21, 1971; final abandonment was held up due to an objection against the PSC, concerning environmental impact statement on abandoned railroad grades. The Department learned of the final abandonment decision by the PSC on August 6, 1974. The effective date of abandonment was September 4, 1974. The Natural Resources Board, at its meeting on August 22, informed the Department to conduct a feasibility study on the trail. A report was made on October 18, 1974; the feasibility study was approved, and the Department was authorized to secure the Calumet-Pawletville branch line for the acquisition.

The feasibility study showed that it contains excellent quality for state park trail purposes and has a tremendous potential. Also, the 1972 U.S. Fish and Wildlife Service Plan identified a need in this particular region of the state for additional trail of this nature. The grade can be tied in with the Calumet-Pawletville-Calumet-railroad right-of-way scheduled for abandonment in February 1976. This trail would eventually link Blue Mound, Governor Dodge and First Capital State Parks.

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

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

On October 1, 1974, the Department learned that the railroad had advertised for bids for a subdivision back to the railroad by October 11 for a salvage contractor to remove all rails, bridges, ties and crossings from the Calumet-Pawletville grade. The contractor, in this instance, was obligated to return all of the bridges to the Milwaukee Road. He was more interested than us in the railroad was to retain the right to the timber, general work was start within 10 days of the time the contract was signed according to the information provided by the department. With this knowledge, Mr. Reineke contacted the railroad by phone and also by letter dated October 7 with a request that negotiations be carried on...
with the Department for the purchase of not only the real estate but the bridges and trestles in place as well. Mr. Minahan requested a firm commitment by October 11 from the railroad that they would accept the proposal of the trestles and bridges, otherwise the Board would have little alternative but to consider eminent domain proceedings. Mr. Minahan restating his comments in a second letter to the railroad dated October 23, 1974.

On October 11, Department representatives met and negotiated with Mr. E. H. Bobbitt, who said he was acting with the full consent of the Company President for the Milwaukee Road. He stated that the railroad would not sell the wooden trestles and bridges in place, nor would they stop the salvage contract. Mr. Bobbitt indicated the department could deal with the salvage contractor relating to the purchase of the steel bridges which were his property.

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

By telephone, on Friday, October 11, Mr. Bobbitt advised the Department that the railroad had awarded the salvage contract to the high bidder, but it had been signed and returned to the railroad. While he would not reveal the name of the contractor, he stated he was confident that the state could negotiate with him for the steel bridges. Mr. Ratliff stated there are 8 steel bridges and 22 wooden bridges instead of 22 as determined by aerial survey and reported previously.

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

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

Mr. Hemmeger distributed the revised resolution of necessity, the men change dates. He pointed out that the department wishes to purchase the real estate with the bridges, trestles and culverts in place as otherwise the development of the trail is questionable. Mr. Hemmeger said that by condemning the property the Department will arrive at a reliable estimate to secure an injunction to stop any action by the railroad or the salvage company to destroy the integrity of the trail.

Mr. Stearns asked if there had been an estimate of the cost of the trail. Mr. Ratliff answered that in the feasibility study based upon experiences with previous trails, the cost estimate was $700,000 or approximately $50,000 for the entire grade. An appraisal will be made at the ownership level to be received recently. Mr. Stearns said he was particularly concerned about maintenance of the steel bridges. He was told by the engineer that the Bureau of Engineering had suggested painting the steel bridges, but has not provided a cost estimate.

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

Mr. Holland questioned why Mr. Bobbitt would try to sell the land without the bridges. Mr. Nastie said big timber are very scarce at this time and undoubtedly the railroad has need for the change.

Mr. Holland mentioned that he did not like Resolutions of Necessity and required as to Mr. Dahl's and Mr. Minahan's reaction to proposed condemnation proceedings. Mr. Jorsahl stated that Mr. Dahl is a lawyer and he would support the resolution of necessity. Mr. Volk said he had a number of telephone conversations with Mr. Minahan since he (Mr. Minahan was acting negotiator for the Department and he has indicated his strong support for the Resolution of Necessity because he felt without it, the Department's interest would be jeopardized.
Mr. Stearns moved that the Board establish the Calamity-Flatville State Trail as a State Park and approve the resolution of necessity initiating eminent domain proceedings in accordance with the statutes.

The motion was seconded by Mrs. McCormick.

Mr. Holland asked that the record show that he does not like resolutions of necessity.

Mrs. McCormick asked if Mr. Fox had been contacted for his reaction. Mr. Jordon said he visited with Mr. Fox on a matter of times but that he would be reluctant to attempt to paraphrase the conversation as it related to the trail.

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

The vote: Affirmative: Mrs. McCormick, Jordon, and Stearns

Abstaining: Mr. Holland.

The motion was carried.

11/20/74
6:2 C-13
Status report - Calamity-Flatville State Park Trail.

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

In presenting these items Mr. Minahan stated that the Department is waiting authorization to conduct a feasibility study of the 9.5-mile Calamity-Flatville rail right-of-way located in south central Iowa County and north central Lafayette County, for possible conservation as a state park trail. He said this line will lie in with the Calamity-Flatville grade which was recently established as a state park trail and which the Department is in the process of attempting to acquire from the Milwaukee Road. Mr. Minahan said it is expected that the problem with respect to the bridges and properties will be negotiated in December.

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

The motion was seconded by Mr. Dahl.

Mr. Dahl noted that the rails are being removed on the Calamity-Flatville grade. Mr. Minahan concurred but added that the bridges and trestles are not being removed. He held the Department was mostly concerned about the wooden bridges because the railroad company is in process of taking the timber from them. Mr. Minahan said the trestles have supporting members that are except requirements for the trail. Therefore, the Department may negotiate with the railroad to permit them to take out those support members and replace them with less expensive supports. This matter will be negotiated.

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

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


Negative: Mr. Fox.

The motion was carried.

Mrs. McCormick stated she had received a number of telephone calls from persons who had traveled the Sugar River Trail stating they had spotted a number of rattlesnakes. She asked if signs would be posted indicating this possible danger since many children use the trail. Mr. Jordon stated he had no indication that there were rattlesnakes in the area. He wondered if people were mistaking the large snake snakes for rattlesnakes. Mr. Welander agreed to check into the matter.
Mr. Stearns asked how long a time it took for the rock stone used as a covering on the trails to settle. Mr. McConnell replied that it usually takes a year.

12/19-20/74
6.C-8
Releasing Land and Business Matters.

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


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

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

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

1/23-24/75
6.C-12(c)
Progress Report - Calamine-Platteville State Park Trail.


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

Mr. Minahan stated that the proposed trail runs from Platteville to Calamine through Balsam. There are 201.6 acres involved and the railroad has no title to 12.2 acres. There are no reservations of easement -- just a lack of any deed or record title.

Mr. Minahan said that the Department has had the property's name. Our involve land and improvements without the trail and without the people's property and is in the amount of $15,651, and one is of the land with the bridges and the salage of the bridges at $39,300. The property along the trail line has generated some interest by adjoining landowners who are offering to buy the abandoned right-of-way from the railroad.

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

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

The motion was seconded by Mr. Gall.

Mr. Foa reiterated that the status of the track at present and was told the line has been abandoned and the rail had been taken out.

When put to a vote, motion was carried unanimously.

2/19-20/75
6.C-12(c)
Progress Report - Calamine-Platteville State Park Trail.

Mr. Minahan reported there are now 32 acres on which there are title problems as the 29 acres originally thought to be involved. With respect to the 12 acres, there are eight owners. All of the eight owners here indicated they are ready to negotiate with the Department so that the DE will have clear title in the whole trail area.

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

5/13-22/76

3.1(a)
Progress report - Calamee-Platteville State Park Trail

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

Mr. Veigt said the Department kept the property under surveillance by ATV and noted that the railroad company and contractors disassembled one of the bridges. He commended Mr. Neale, Deputy Secretary, and Mr. Eby, Director, Southern District, for the speed with which they secured approval of the legislative committees and the Governor, as required, to stop the removal operation.

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

6/2-25/76

6.1-C-13
Progress Report - Calamee-Platteville State Park Trail

(6.1-C-13, Minutes of Oct. 17-18, 1974, Item 5, Minutes of Interim Meeting of Oct. 24, 1974, Item 6-C-13(a), Minutes of Nov. 3-20, 1974, Item 6-C-13(b), Minutes of Dec. 19-20, 1974, Item 8.2-13(h), Minutes of Jan. 23-24, 1975, Item 6-C-13(a), Minutes of Feb. 20-21, 1975, Item 6-C-13(i), Minutes of March 19-20, 1975.)

Mr. Nelson reported that on May 20, 1976, Mr. Veigt sent to the Board a summary of activities concerning the Calamee-Platteville grade. On May 22 a hearing was scheduled for the purpose of the Department requesting an injunction to prevent the salvage company from removing steel bridges from the railroad grade; however, the hearing was postponed until June 1 at which time the injunction was continued. No hearings had been delayed by the railroad company or the salvage company. Since that time settlements have been made on the facts of a case where title was vested in the railroad company, and just compensation was paid. Six owners were contacted and offers were made to purchase seven parcels of land. One owner was contacted by telephone, and the two owners of very small parcels remain to be contacted.

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

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

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

Board action on this informational item is not required.

7/23/76

6.1-C-11
Calamee-Platteville State Park Trail

Mr. Nelson reported that the first meeting of the Compensation Committee in Grant County to consider the sale of the small portion of the Calamee-Platteville grade is being held today. He said the topic seems to be interested in further negotiations, but no report has been made on the offer to the Department.

Mr. Nelson said it is expected next meetings will be held in Lafayette County next week which involves the portion of the trail from which the bridges were removed.
8/25/21/75
8.0-19
Calamine-Platteville State Park Trail.

Mr. Dalh states that on Friday, August 18, 1975, the Attorney General notified the Department the Lafayette County Compensation Commission had made an award of $123,460 for that portion of the Calamine-Platteville railroad grade in Lafayette County.

The Land and Business Committee recommended and Mr. Dalh moved confirmation of the termination of the Board for the issue in the amount of $123,460 payable to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and other property owners, which is in excess of the jurisdictional offer and, secondly, to appeal the issue to Circuit Court.

The motion was seconded by Mr. Meisinger.
When put to a vote, action was carried unanimously.

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

8/25/21/75
8.0-19
Maintenance of any potential liabilities in connection with State Park Trails.

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

Mr. Welschman states that the general opinion is that the trails are so massive and so well constructed that there are no structural deficiencies. It has been indicated that this trail has been used at least 5 to 10 years under drastic use in their present condition. Mr. Welschman emphasized that the trails are constructed far beyond the needs for purposes of state trails; therefore, when the time comes for maintenance the Department will not be responsible that they may be replaced with similar structures. Mr. Brogan's concern relates to normal weathering and deterioration and the back-ups in the survey.

Mr. Welschman noted that on the Tuscola-Perry Falls Trail where trails were removed, the Department replaced them with smaller bridges and in some instances with larger culverts. In the State Trail, the Department has been doing the work with the force account and county crews. These smaller structures, Mr. Welschman said, fill the needs of snowmobiles and maintenance vehicles.

Mr. Brogan pointed out that financially wise rail companies may have deferred maintenance work and consequently the Department may be faced with process of public deterioration. Mr. Welschman agreed that the rail companies have scoured out tracks and ties, most of which are not replaceable, but the trails have been inspected by engineers and are out of concern at this time.

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

Board action on this item is not required.

9/17/21/75
8.0-19
Progress Report - Calamine-Platteville State Park Trail.
(Item 8.0-19, Minutes of August 20-21, 1975.)

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

10/22-23/75
7.0-4
Confirmations.

(4) Calamine-Platteville State Trail and acquisition -
Grant County, Order No. 21-71 - closed meeting session
10/22/75.

Mr. Volpe stated that the Board was polled by telephone on September 30, 1975, and gave tentative approval for the Department to submit a request for Governor's approval to commit a check for $38,350 with the Grant County Clerk of Courts with the option...
to either accept or appeal the award of September 22, 1978, by the Grant County
Condemnation Commission for 328.256 acres of land being acquired
in Grant County for the Calamonde-Platteville State Trail from the Milwaukee,
Milwaukee,
St. Paul and Pacific Railroads. Mr. Voss asked confirmation of the action.

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

The motion was seconded by Mr. Messinger.

When put to a vote, motion was carried unanimously.

June 28-29, 1978

6.2-5 Approval to rename the Tuscoth-Park Falls State Trail to "Tuscoth State Park Trail"
and the Calamonde-Platteville State Trail to the "Tuscoth State Park Trail."

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

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

With regard to the Calamonde-Platteville State Park Trail, Mr. Wenzel's memorandum
stated that "The Southern District has been talking with local homeowners regarding the
renamed trail name "Tuscoth State Park Trail. The unique sounding term appears to be
well accepted by the residents of Grant and Lafayette counties. The Wisconsin River
runs adjacent to the community of Calamonde. The name Tuscoth is an Indian name
meaning "broken river."

The Land and Business Committee recommended and Mr. Leuten moved that the
Park Falls-Tuscoth Trail be renamed the "Tuscoth State Park Trail," and the
Calamonde-Platteville Trail be renamed the "Tuscoth State Park Trail."

The motion was seconded by Mr. Conroy.
When put to a vote, motion was carried unanimously.
Peastontica Master Plan
Appendix G
Flora Likely to be Found on Trail
A complete field survey of the fauna present in the vicinity of this railroad grade has not been made. Species lists based on information contained in a field guide to the area by William Hurt and Richard Gromenheiser (1964), A Field Guide to Bats by Roger Tory Peterson (1958), Birds of Wisconsin (1982), The Natural History of Wisconsin (1982), and Wildlife on the Land: Wisconsin Conservation Department Publication No. 9 (1981), with L. Him, editor, have been compiled. The lists include those species of wildlife which are generally or occasionally found in the habitat types along this railroad right-of-way.

Because of the variety of cover types from nearly wooded to open prairie, the wildlife distribution and numbers will vary according to these differences.
Qoosum
Clingers Shrew
Giant Mole Shrew
Indiana Little Short-tailed Shrew
Prairie Mole
Little Brown Bat
Georgian Bat
Big Brown Bat
Red Bat
White-tailed Jackrabbit
Mearns' Cottontail
Southern Woodchuck
Striped Ground Squirrel
Ohio Chipmunk
Gray Squirrel
Fox Squirrel
Southern Flying Squirrel
Hanson's Harvest Mouse
Prairie Deer Mouse
Northern White-footed Mouse
Meadow Vole
Prairie Vole
Northern Pine Mouse
Common Muskrat
Intermediate Meadow Jumping Mouse
Eastern Red Fox
Wisconsin Gray Fox
Raccoon
Least Vole
New York Long Tailed Vole
Mink
Jackson's Badger
Prairie Spotted Skunk
Northern Plains Skunk
Marsh Hawk
Cooper's Hawk
Red-tailed Hawk
Red-shouldered Hawk
Sparrow Hawk
Ruffed Grouse
Ring-necked Pheasant
Bonnie Quail
Mourning Dove
Veiled Kingfisher
Screech Owl
Barred Owl
Great Horned Owl
Red-headed Woodpecker
Red-bellied Woodpecker
Yellow-shafted Flicker
Downy Woodpecker
Hairy Woodpecker
Yellow-bellied Sapsucker
Blue Jay
Common Crow
Tufted Titmouse
Black-capped Chickadee
White-breasted Nuthatch
Robin
Grosbeak
House Sparrow
Western Meadowlark
Eastern Meadowlark
Redwinged Blackbird
Brown-headed Cowbird
Savannah Sparrow
Cardinal
American Goldfinch
Field Sparrow
Song Sparrow
Swamp Sparrow
Black-crowned Night Heron  
Green Heron  
American Bittern  
Least Bittern  
Black duck  
Gallard  
Blue-winged Teal  
Woodduck  
Turkey Vulture  
Broad-winged Hawk  
King Rail  
Sora  
Virginia Rail  
American Oystercatcher  
Ridgerunner  
Upland Plover  
American Woodcock  
Common Snipe  
Spotted Sandpiper  
Black Tern  
Yellow-billed Cuckoo  
Black-billed Cuckoo  
Chimney Swift  
White-throated Wren  
Common Night-Hawk  
Ruby-throated Hummingbird  
Great Crested Flycatcher  
Eastern Kingbird  
Least Flycatcher  
Trellis Flycatcher  
Eastern Phoebe  
Eastern Wood Peewee  
Acadian Flycatcher  
Bank Swallow  
Rough-winged Swallow  
Tree Swallow  
Cliff Swallow  
Barn Swallow  
Purple Martin  
Bewick’s Wren  
House Wren  
Short-billed Marsh Wren  
Long-billed Marsh Wren  
Carolina Wren  
Brown Thrasher  
Catbird  
Hockingbird  
Eastern Bluebird  
Wood Thrush  
Vermilion Flycatcher  
Blue-gray Gnatcatcher  
Loggerhead Shrike  
Bell’s Vireo  
Red-eyed Vireo  
Yellow-throated Vireo  
Blue-winged Warbler  
Golden-winged Warbler  
Yellow Warbler  
Nashville Warbler  
Chestnut-sided Warbler  
Carolina Wren  
Northern Waterthrush  
Owlet  
Yellow-breasted Chat  
Yellowthroat  
American Redstart  
Mickwill  
Robolink  
Orchard Oriole  
Baltimore Oriole  
Brown’s Blackbird  
Scarlet Tanager  
Rose-breasted Grosbeak  
Rufous-sided Towhee  
Indigo Bunting  
Vesper Sparrow  
Henslow’s Sparrow  
Grasshopper Sparrow  
Savannah Sparrow  
Chipping Sparrow  
Clay-colored Sparrow  
Lark Sparrow
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<tr>
<td>Winter Wren</td>
<td>Tree Sparrow</td>
</tr>
<tr>
<td>Hermit Thrush</td>
<td>Slate-colored Junco</td>
</tr>
<tr>
<td>Golden-Crowned Kinglet</td>
<td>Lapland Longspur</td>
</tr>
<tr>
<td>Bohemian Waxwing</td>
<td>Snow Bunting</td>
</tr>
</tbody>
</table>
Turtles:

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

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

Lizards:

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

Snakes:

Northern Red-bellied Snake
Texas Brown Snake
Northern Water Snake
Eastern Plains Garter Snakes
Eastern Garter Snake
Western Ribbon Snake
Eastern Hog-nose Snake
Blue Racer
Western Smooth Green Snake
Rattlesnake
Western Fox Snake
Black Rat Snake
Eastern Milk Snake
Timber Rattlesnake
AMPHIBIANS

Mudpuppy Salamander
Central Newt
Spotted Salamander
Eastern Tiger Salamander
Red-backed Salamander
American Toad
Northern Spring Peeper
Eastern Gray Treefrog
Blanchard's Crayfish Frog
Western Chorus Frog
Mechanical Frog
Leopard Frog
Green Frog
Wood Frog
Rull Frog
<table>
<thead>
<tr>
<th>Fish Species</th>
<th>Relative Abundance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smallmouth Bass</td>
<td>Present to Abundant depending on the year</td>
</tr>
<tr>
<td>Largemouth Bass</td>
<td>As above</td>
</tr>
<tr>
<td>Rock Bass</td>
<td>Present</td>
</tr>
<tr>
<td>Northern Pike</td>
<td>Present</td>
</tr>
<tr>
<td>Bluegill</td>
<td>Present</td>
</tr>
<tr>
<td>Channel Catfish</td>
<td>Present</td>
</tr>
<tr>
<td>White Crappie</td>
<td>Present</td>
</tr>
<tr>
<td>Black Bullhead</td>
<td>Present</td>
</tr>
<tr>
<td>Green Sunfish</td>
<td>Present</td>
</tr>
<tr>
<td>Orange Spotted Sunfish</td>
<td>Present</td>
</tr>
<tr>
<td>Redbelly Dace</td>
<td>Common</td>
</tr>
<tr>
<td>Quillback Carp/Sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Common Shiner</td>
<td>Abundant</td>
</tr>
<tr>
<td>White Sucker</td>
<td>Abundant</td>
</tr>
<tr>
<td>Carp</td>
<td>Common</td>
</tr>
<tr>
<td>Stonecat</td>
<td>Common</td>
</tr>
<tr>
<td>Barred Fantail Darter</td>
<td>Common</td>
</tr>
<tr>
<td>Suckermouth Minnow</td>
<td>Common</td>
</tr>
<tr>
<td>Bigeye Shiner</td>
<td>Present</td>
</tr>
<tr>
<td>Black Redhorse Sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Hog Sucker</td>
<td>Present</td>
</tr>
<tr>
<td>Blackside Darter</td>
<td>Present</td>
</tr>
<tr>
<td>Hornyhead Chub</td>
<td>Common</td>
</tr>
</tbody>
</table>
Creek Chub Common
Stoneroller Abundant
Bigmouth Buffalo Present
Slender Madtom Present
Bluntnose Minnow Present
Johnny Darter Common

Ooutree Branch

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

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

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

The Slender Madtom which is present in Bonner Branch is considered to be a "threatened species."
The proposed master plan for this property was acted upon by the Wild Resources Advisory Council at its October, 1978 meeting. By consensus, the Council chose to abstain from comment in lieu of the property’s apparent lack of wild resources potential. The Council, in discussion, felt that scientific area interests would be most appropriately cared for by the Scientific Areas Preservation Council.

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

EL:Je
Date: November 13, 1978
To: D. J. Mackie - 3

From: C. Kabat

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

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

Wish
cc: F. Scanlon
    N. Kolka
    C. Germain