NATURAL RESOURCES BOARD AGENDA ITEM

Form 1100-1
Rev. 5-91

WILD RIVERS TRAIL MASTER PLANS (2)

OBJECT:  MASTER PLANNING - Approval of the Master Plans for the Wild Rivers State Recreational Trail located in Douglas, Washburn and Barron Counties.

FOR:  JUNE 1998 BOARD MEETING

TO BE PRESENTED BY:  Doug Fendry

SUMMARY:  The establishment of the Wild Rivers State Recreational Trail is the result of a partnership with Douglas, Washburn and Barron counties and the Department of Natural Resources.  The three counties have formed the Wild Rivers Trail Commission which will provide for communication between the counties regarding development, maintenance and operation of the trail.  Under the Memorandum of Agreement signed by the three counties and the Department in November, 1994, the Department is responsible for the purchase of the St. Croix abandoned rail corridor as well as land that may be needed for trailhead and rest areas.  With Board approval, the Department purchased the entire corridor and a buffer for a total Natural Area of a cost of $825,000.  Each county is responsible for the development, operation and maintenance of the trail.

Each county has completed a master plan for their segment of the trail.  The counties plan to surface the trail with limestone screenings or other granular surface, and deck and rail the bridges.  Use on the trail will be consistent with other state trails, such as hiking and biking.  Each county will allow other uses on their segment of the trail, such as snowmobiling and cross country skiing.  The county's development costs are estimated at $198,250.  They will apply for federal and state grants to help pay for the development of the trail.

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

RECOMMENDATION:

Pass the master plans for the Wild Rivers State Recreational Trail.

LIST OF ATTACHED MATERIALS:

No [ ] Fiscal Estimate Required

No [ ] Environmental Assessment or Impact Statement Required

No [ ] Background Memo

APPROVED:

[Signature]  5/15/98

[Signature]  5/18/98

[Signature]  5/21/98

[Printed Name]  [Printed Name]  [Printed Name]

[Title]  [Title]  [Title]

cc: Sue Black - FR/1, Dave Morehouse - LF/4, Doug Fendry - LF/4

William Smith - WOR (w/attachment)
DATE: May 14, 1998
TO: Natural Resources Board
FROM: George E. Meyer
SUBJECT: Wild Rivers State Recreational Trail Master Plans

The Wild Rivers State Recreational Trail is the result of a partnership with Douglas, Washburn and Barron counties and the Wisconsin Department of Natural Resources. The three counties have formed the Wild Rivers Trail Commission which will provide for communication between the counties regarding development, maintenance and operation of the trail.

Under the Memorandum of Agreement (M.O.A.) signed by the three counties and the Department in November, 1994, the Department is responsible for the purchase of the 91 mile abandoned trail corridor as well as land that may be needed for trailhead and rest areas. With Board approval, the Department purchased the entire corridor and a buffer for a State Natural Area at a cost of $825,000. Each county is responsible for the development, operation and maintenance of the trail.

According to the M.O.A., each county must prepare a master plan for their segment of the trail corridor. The plans have been completed, and each county master plan recommends that the trail be classified as a recreation trail. The three counties have planned to phase their trail development over the next five years contingent on available funding. They will work in harmony to complete the proposed development estimated at a cost of $698,250. The following is a summary of each county's master plan for the Wild Rivers Recreational Trail:

Douglas County

Douglas County's master planning process was compiled by the UW Extension Community Resource Development Educator with direction from the Wild Rivers Trail Commission. The county provided opportunity for public input by holding a meeting on May 22, 1996.

The plan recommends that Douglas County's 46-mile section be developed and used for horseback riding, hiking, snowmobiling, cross-country skiing and all terrain vehicles (ATV) riding. Additional uses may be added at a later date and could include horse drawn carriage and biking. Development of the trail will occur under the direction and supervision of the Douglas County Forest, Parks and Recreation Committee. The trail will not be open to hunting.

Development will include surfacing with granular material as well as decking and tailing of four bridges. Douglas County will seek state and federal grants to help defray the development cost of the trail which is estimated at $100,265.
Washburn County

Washburn County Forestry staff compiled the master plan which was approved by the Washburn County Forestry, Parks and Recreation Committee. The committee provided the public an opportunity to express their concerns at a hearing in May, 1996 and at a public meeting in March, 1997 to discuss the master plan. The main issues centered around trail use and were resolved.

Trail uses on the 40-mile segment in Washburn County were also determined through citizen input. In the summer, the trail will provide hiking, jogging, biking and bird watching opportunities and in the winter will accommodate snowmobiling, ATVs, dog sleds and cross-country skiers. The trail will not be open to hunting.

Development recommended in the master plan includes the customary limestone screenings surface as well as decking and railing of several bridges. Parking facilities and/or rest facilities will be developed as needed.

Washburn County will seek state and federal grants to help defray the development cost of the trail.

Barron County

The master plan was developed by the Barron County Forestry Administrator and approved by the Barron County Forestry Conservation Committee. Three public hearings were held in May, 1996 to gather citizen input for their trail master plan. A public hearing regarding the completed master plan was held July, 1997. The main issue was over summer non-motorized use which was voted down by a narrow margin. According to the plan, allowed uses of the County’s 9-mile segment of the Wild Rivers Recreation Trail will include bicycling, hiking, jogging, snowmobiling and ATV’s. Multiple use will be evaluated as issues arise.

Trail development will consist of compacted crushed rock surfacing, bridge decking and railing, signage, gates and fences at public road crossings to control motorized use, trail heads with parking and telephones or directions to a public phone. The County will cooperate in providing boundary fencing as needed. The trail will not be open to hunting.

Barron County will seek state and federal grants to help defray the development cost of the trail. Barron County’s current cost estimates are $290,000 for the initial phase of construction.
WILD RIVERS RECREATIONAL TRAIL
MASTER PLAN
DOUGLAS COUNTY, WISCONSIN
MAY 1997

COMPiled BY:
Geoffrey Wendorf
Community Resource Development Educator
Douglas County/UW-Extension

WITH DIRECTION FROM:
Wild Rivers Trail Commission

Frank Aitkens Dick Berg
James Barrett Daniel Thole, C.P.A.
James Cosgrove Donald Thompson
Frank Giesen Frank Jones
Gary Peterson

Bureau of State Parks and Recreation
Department of Natural Resources
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INTRODUCTION

This Master Plan represents Douglas County's plan for the development and maintenance of the Wild Rivers Recreational Trail. The forty-six mile trail extends north from the Douglas/Washburn County Line to a point in Douglas County that will eventually connect to the Tri County Corridor in Superior. Map 1 shows the location of the Wild Rivers Recreational Trail and its proximity to the Tri County Corridor.

The Wild Rivers Recreational Trail will be developed as a result of a Memorandum of Agreement (MOA) signed by the Wisconsin Department of Natural Resources (WDNR) and Douglas County (Appendix A). Under the terms of the MOA, the WDNR will be responsible for the acquisition of the railroad right-of-way (ROW), other necessary trail linkages for trail continuity, and any additional land deemed necessary for trail support facilities (e.g. parking, restrooms, etc.). Under this same MOA, Douglas County will be responsible for the development, operation, and maintenance of the trail.
SECTION I - ACTIONS

A. GOALS AND OBJECTIVES

Goal

To provide and preserve a forty-six mile (approximate) long recreational trail, to link with the section of trail that extends from Cameron north to the Tri County Corridor in Superior. The trail will make available year-round use that will provide for safe two-way traffic and to the greatest extent possible be accessible to all users regardless of impairment, for horseback riding, hiking, snowmobiling, cross-country skiing and all-terrain vehicle (ATV) riding (eventual year-round use on sections of the trail where the resource can tolerate it—short term use: Solon Springs south; long term use: Solon Springs north to Tri County Corridor). Future uses could include horse drawn carriages and biking.

Objectives

1. To connect the Wild Rivers Recreational Trail to the Tri County Corridor.
2. Provide reasonable trail access to the physically impaired through proper design, construction, and management.
3. Provide a trail and the necessary maintenance to accommodate snowmobilers, ATV’s, and cross-country skiers each winter season.
4. Provide a trail and the necessary maintenance to accommodate horseback riders.
5. Provide a trail and the necessary maintenance to accommodate horse-drawn carriages.
6. Provide a trail and the necessary maintenance to accommodate mountain biking.
7. The forty-six mile recreational trail will be incorporated in the Douglas County Outdoor Recreational Plan.
8. Provide local economic benefits.

* A public hearing was held in Douglas County (Appendix B) to assess the interested public's desired uses for the trail. The information gained from this public hearing, in combination with information and input from other sources, formed the basis for the proposed recreational trail use. In addition, public hearings were held in Barron and Washburn (Appendix B).
Additional Benefits

1. Continued preservation of the right-of-way not developed as trail in grass, prairie, brush, and trees will benefit wildlife by providing food and cover.

2. Recreational trail development will enhance tourism development opportunities.

3. Recreational trail will provide for linkages to existing and potential recreational trails.

4. Preserve the right-of-way in the public trust for future uses.

B: RECOMMENDED DEVELOPMENT AND MANAGEMENT PROGRAM

1. Land Acquisition

Under the terms of the MOA, the WDNR acquired the right-of-way. The WDNR will convey a non-exclusive easement to Douglas County and mutually agreed to by the county for $1 and other valuable consideration.

Under the terms of the MOA, the WDNR/DOT will provide a 20 ft. Corridor along all sections of grade used for Hwy. 53 expansion.

2. Development

Under the terms of the MOA, the WDNR will convey by a non-exclusive easement to Douglas County the right to develop, maintain, operate and replace with WDNR approval a recreational trail on lands within the county.

According to the terms of the MOA the development of the recreational trail is the responsibility of Douglas County. The WDNR will grant an easement to Douglas County for the development, maintenance and operation of the trail. It is understood that the WDNR will assist Douglas County financially with trail development to whatever extent possible i.e. Local Parks Aids, ATV and Snowmobile Aids, and Stewardship Funds.

Under the terms of the MOA, the county agrees the trail will be open for public use within five years of completion of WDNR’s acquisition that would allow the trail to be built and used.

Development of the trail will occur under the direction and supervision of the Douglas County Forest, Parks and Recreation Committee. The planned development has been phased to allow for orderly and financially affordable development; however, it is the intent of Douglas County to develop the trail as rapidly as financial resources become available.
The total estimated development cost is $100,265.

In August 1996, Douglas County contracted with Frank H. Giesen P.E. to conduct a study on the right-of-way.

1. Inspection of the following infrastructures for adequacy and present conditions:
   1. Road Bed
   2. Communication Poles
   3. Drainage and Culverts
   4. Wash Outs
   5. Guard Rails
   6. Retaining Walls

2. A recommended phased-in development plan.

The engineering analysis report resulting from this contract is as follows:
Wild Rivers Trail Engineering Analysis

The entire trail route from just south of Superior to the Washburn County line has been field inspected. This inspection included:

1. Examining every drainage structure as to hydraulic conditions and structural adequacy.
2. Examined four bridges along the route to observe their physical conditions.
3. Field determination of guard rail requirements.
4. Examination of the conditions of the road bed.

The cost of improvements have been estimated and shown on tables that illustrate location and description of improvements and conditions.

The route of this trail will generally follow the former Soo Line right-of-way from Ambridge, WI (intersection of Duluth Missabi & Iron Range Railway tracks and the abandoned Soo Line tracks), south to County Trunk Highway M in Gordon township.

Currently, there are discussions with the Village and Town of Solon Springs and the Douglas County Highway department to follow an alternate route from the vicinity of Nystron Road southerly through Solon Springs along USH 53 to Holly Lucius Road. The alternate route is proposed to follow Holly Lucius Road back to its intersection with the abandoned Soo Line right-of-way.

The new USH 53 expressway will follow the abandoned railroad right-of-way. The new highway construction will provide space for a trail but will not provide improvements such as grading and drainage. The cost of providing these improvements will be costly and will divert trail users away from the local hospitality services.

The proposed cost of the Solon Springs route will be completed as soon as there is agreement between Douglas County, the Village and Township of Solon Springs and the Wisconsin Department of Natural Resources. It is estimated that local agreements can be finalized by July 1, 1997, when an addendum will be included with this report. The right-of-way for this route is currently available.
Wild Rivers Trail Analysis

The railroad corridor trail ends at Station 1772 +45, where it intersects with County Highway M. The trail then follows County Highway M east of USH 53 and continues east on Poodle Road to Plantation Drive. The trail then follows Plantation Road South to old USH 53 (Old #11) until it reaches Cranberry Road. This route was selected as it historically was used as a road from 1905 until recent years. On the 1905 Douglas County highway plat it shows as the main commercial roadway between Superior and Washburn County. The road was recently deeded to adjoining property owners. The owners of Record are Douglas County and Northland Cranberries. It has been used in recent years by the Cranberry firm. This route is scenic, historical and an excellent alternative to crossing the Gordon bog and swamp. The rail corridor is parallel to new Highway 53 and is a swamp and could only be used as a trail when it is frozen solid. The westerly alternative would add several miles to the route and thousands of dollars. The trail would follow on existing roads to the townsite of Gordon. The road would be used until 1999 when the trail would be shifted to rail corridor. Until the Wisconsin Central ceases to store cars on the old CNA right-of-way, this will be the trail route. The Wisconsin Central has the right to use the right-of-way until 1998. When the rail bed is utilized as a trail the bridge over the St. Croix River will be decked and guard rails installed.

The trail from the end of Plantation Road to Cranberry Road (route of Old #11) will require up to two feet of granular fill to reconstruct a road bed. This will require a road bed construction for 0.70 miles or about 3,700 ft of road bed 10 feet wide and 1.5 feet deep.

The amount of fill is estimated to be 3,700 feet x 10 feet x 1.5 feet or 2,100 cubic yards of granular material. This material could come from the NW 1/4 of NE 1/4, Section 19, T44N R11W. This land is owned by Douglas County and is one mile from the site of the required fill. The estimated cost of this base is $10.00 per cubic yard or $21,000.00.

<table>
<thead>
<tr>
<th>Base Course South of Plantation Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,100 cu y @ $10.00 cu y = $21,000.00</td>
</tr>
</tbody>
</table>

Right-of-way South of CTH Y in Gordon to the Washburn County line.

The rail bed is to be used from CTH Y to Wascott, except for an area near Two Mile Lake where USH 53 occupies the former railroad. In this area a graded space has been provided on the East side of the new highway and also through a parcel of Douglas County Forestry Land. This cost has been paid by Douglas County to the DOT contractor.
Wild Rivers Trail Engineering Analysis

<table>
<thead>
<tr>
<th>STATION</th>
<th>DESCRIPTION</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1168+22</td>
<td>Farmer Crossing</td>
<td></td>
</tr>
<tr>
<td>1955+58</td>
<td>48&quot; E.P. 40'</td>
<td>Good</td>
</tr>
<tr>
<td>1941+83</td>
<td>Highway Crossing</td>
<td>OK</td>
</tr>
<tr>
<td>1056+96</td>
<td>Highway Crossing</td>
<td>OK</td>
</tr>
<tr>
<td>1017+98</td>
<td>Private Crossing</td>
<td>OK</td>
</tr>
<tr>
<td>985+75</td>
<td>24&quot; RCP 3'</td>
<td>Low, but ok</td>
</tr>
</tbody>
</table>

The route through Solon Springs has not been finalized. It is estimated that the cost will be approximately $30,000.00 and the year will be 2000.

Summary of Annual Costs

<table>
<thead>
<tr>
<th></th>
<th>1997</th>
<th>1998</th>
<th>1999</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost</td>
<td>12,900.00</td>
<td>39,765.00</td>
<td>17,600.00</td>
<td>30,000.00</td>
</tr>
</tbody>
</table>

It cost approximately $83,000 to deck the four bridges. This was funded by Douglas County in 1996.
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>CONDITION</th>
<th>COST</th>
<th>YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>212+93</td>
<td>30&quot;x60'</td>
<td>Could not find</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>224+18</td>
<td>2-36&quot;x60'</td>
<td>Good, clean obstruction upstream</td>
<td>$40.00</td>
<td>1998</td>
</tr>
<tr>
<td>294+58</td>
<td>42&quot;x40'</td>
<td>Good condition Clean up &amp; down stream</td>
<td>$50.00</td>
<td>1998</td>
</tr>
<tr>
<td>307+53</td>
<td>60&quot;x60'</td>
<td>Good condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>367+44</td>
<td>2-50&quot;x108' Crawford Creek</td>
<td>Good, clean up stream, obstructions down stream</td>
<td>$100.00</td>
<td>1998</td>
</tr>
<tr>
<td>366-372</td>
<td></td>
<td>Guard Rail &amp; side</td>
<td>$3,500.00</td>
<td>1998</td>
</tr>
<tr>
<td>382+60</td>
<td>42&quot;CMP</td>
<td>Good condition, clean entrance &amp; exit</td>
<td>$75.00</td>
<td>1998</td>
</tr>
<tr>
<td>407+72</td>
<td>2-48&quot;x44' concrete pipe</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>439+88</td>
<td>60&quot;x54' concrete pipe</td>
<td>Concrete crumbled, 2 tie rods broken</td>
<td>$5,000.00</td>
<td>1999</td>
</tr>
<tr>
<td>450+03</td>
<td>36&quot;CPx48'</td>
<td>Clean out half full of rocks &amp; debris</td>
<td>$600.00</td>
<td>1998</td>
</tr>
<tr>
<td>457+19</td>
<td>60&quot;CPx56'</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>464+77</td>
<td>36&quot;X56'</td>
<td>Pipe buried &amp; completely full of debris</td>
<td>$2,000.00</td>
<td>1999</td>
</tr>
<tr>
<td>468+50</td>
<td>36&quot;CPx48'</td>
<td>Wash out at inlet fill, riprap ½ full, at exit clean pipe</td>
<td>$800.00</td>
<td>1998</td>
</tr>
<tr>
<td>472+24</td>
<td>36&quot;CPx64'</td>
<td>Pipe OK, erosion up stream, end fill &amp; riprap</td>
<td>$800.00</td>
<td>1998</td>
</tr>
<tr>
<td>480+45</td>
<td>60&quot;x86' CP</td>
<td>Good except one broken ring, but OK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>485+35</td>
<td>36&quot;x32' CP</td>
<td>Good shape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>494+97</td>
<td>60&quot;x60' CP</td>
<td>Good shape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>501+19</td>
<td>60&quot;x96' CP</td>
<td>Good shape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>507+32</td>
<td>Lakehead Pipe crossing</td>
<td>No apparent problems</td>
<td></td>
<td></td>
</tr>
<tr>
<td>512+15</td>
<td>Road crossing OK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>514+12</td>
<td>60&quot;x60' CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>534+46</td>
<td>30&quot;x32' CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>539+62</td>
<td>Highway crossing</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOCATION STATION</td>
<td>DESCRIPTION</td>
<td>CONDITION</td>
<td>COST</td>
<td>YEAR</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
<td>-----------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>549+29</td>
<td>84° x 60° CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>566+80</td>
<td>Hy crossing, 36° x 50° CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>580+90</td>
<td>48° x 40° CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>593+99</td>
<td>Road crossing</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>603+43</td>
<td>Road crossing</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>627+92</td>
<td>Farm crossing</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>630+05</td>
<td>Begin Annicon River bridge</td>
<td>Bridge good. See cost &amp; design already constructed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>632+049</td>
<td>End bridge</td>
<td>Deck &amp; rail Required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>647+95</td>
<td>Road crossing</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>684+95</td>
<td>36°CPx56', 36°CMP x 50' Culvert 3/4 full of debris &amp; water swamp on both sides created by culverts, clean culvert or keep swamp</td>
<td>$600.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>699+75</td>
<td>3-60°x84° CP Silver Creek Good condition, carries a lot of water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>725+17</td>
<td>Road crossing</td>
<td>Good condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>760+18</td>
<td>50°x48° CP</td>
<td>Good condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>794+09</td>
<td>Bridge over road Good condition, needs docking &amp; guard rails Cost already bid &amp; funded.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>863+36</td>
<td>24°x42° CP</td>
<td>Good condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>889+42</td>
<td>24°x48° CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>907+08</td>
<td>18°x40° CP Completely covered, just crown of pipe apparatus clean</td>
<td>$600.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>921+77</td>
<td>Road crossing CTH B Good shape</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>924+27</td>
<td>Round railroad building @ Hawthorne Concrete walls intact. Roof heads to be repaired if it is to be kept. Also investigate soil for contamination. DNR will assume removal costs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>929+10</td>
<td>18°x49° CP Culvert not shown on drawings. Head walls to be repaired</td>
<td>$100.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>LOCATION STATION</td>
<td>DESCRIPTION</td>
<td>CONDITION</td>
<td>COST</td>
<td>YEAR</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
<td>-----------</td>
<td>--------</td>
<td>------</td>
</tr>
<tr>
<td>3+</td>
<td>2-30&quot; culverts not shown on drawing</td>
<td>Culvert blocked, beaver dam which has created swamp on west side, dam removed by County, but will probably return. 60' of grade eroded</td>
<td>$2,000.00</td>
<td>1997</td>
</tr>
<tr>
<td>1057+59</td>
<td>North end bridge South end bridge over Middle River</td>
<td>Bridge good. Decking &amp; guard railing must be installed. Bids taken funded already</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1049+40</td>
<td>Highway crossing</td>
<td>OK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1090+06</td>
<td>30&quot; x 28&quot; CP</td>
<td>Full of dirt, debris must be cleaned.</td>
<td>$300.00</td>
<td>1997</td>
</tr>
<tr>
<td>1106+15</td>
<td>Highway crossing</td>
<td>OK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1131+95</td>
<td>24&quot;x76&quot; CP</td>
<td>Culvert blocked, not visible on East side. West side 3/4 full big ballast washout, clean culvert</td>
<td>$600.00</td>
<td>1997</td>
</tr>
<tr>
<td>1147+51</td>
<td>30&quot;x68&quot; CP</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1170+00</td>
<td>2&quot;x7&quot;x3.4 timber</td>
<td>½ full of mud and silt. Entrance plugged, clean</td>
<td>$500.00</td>
<td>1997</td>
</tr>
<tr>
<td>161+20</td>
<td>CTH L crossing, Bennett</td>
<td>OK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1180+87</td>
<td>Farm crossing, 18&quot;x20&quot; CIP</td>
<td>Blocked, clean</td>
<td>$300.00</td>
<td>1998</td>
</tr>
<tr>
<td>1228+5</td>
<td>Sink hole in grade, culvert not apparent, beaver dam upstream</td>
<td>Dig for culvert and repair. Fill sink hole.</td>
<td>$1,200.00</td>
<td>1997</td>
</tr>
<tr>
<td>1237+72</td>
<td>48&quot;x72&quot; CP</td>
<td>Balance swamp levels or each side balanced</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1256+72</td>
<td>18&quot;x68&quot; CP</td>
<td>Plugged completely. Clean</td>
<td>$500.00</td>
<td>1997</td>
</tr>
<tr>
<td>1296+04</td>
<td>2-24&quot;x12&quot; CP</td>
<td>Blocked completely, beaver dam to west clean out culvert.</td>
<td>$600.00</td>
<td>1997</td>
</tr>
<tr>
<td>1305+50</td>
<td>24&quot;x24&quot; CP</td>
<td>Top of culvert 6&quot; below Water, blocked, clean.</td>
<td>$600.00</td>
<td>1998</td>
</tr>
<tr>
<td>1313+43</td>
<td>2-36&quot;x32&quot; CP</td>
<td>Pipe OK, clean brush west side</td>
<td>$50.00</td>
<td>1997</td>
</tr>
<tr>
<td>1325+25</td>
<td>18&quot;RCP not shown on drawing</td>
<td>Pipe full. Railroad tie on top east side, clean culvert</td>
<td>$500.00</td>
<td>1997</td>
</tr>
<tr>
<td>1342+01</td>
<td>48&quot;x52&quot; CP</td>
<td>½ full debris not flowing clean culvert</td>
<td>$600.00</td>
<td>1998</td>
</tr>
</tbody>
</table>
**DESCRIPTION OF IMPROVEMENTS**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>CONDITION</th>
<th>COST</th>
<th>YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1353+52</td>
<td>2'-7&quot;x5' Timber Col. 60' long</td>
<td>1/4 full water. Clean brush each end</td>
<td>$50.00</td>
<td>15</td>
</tr>
<tr>
<td>1360+28</td>
<td>18&quot; new CMP</td>
<td>Ok, clean out brush</td>
<td>$50.00</td>
<td>1997</td>
</tr>
<tr>
<td>1366+46</td>
<td>27&quot; x 3'-4&quot; Timber</td>
<td>Culvert buried under water does not work. Replace</td>
<td>$2,100.00</td>
<td>1998</td>
</tr>
<tr>
<td>1376+21</td>
<td>2&quot; - 7x5' timber not shown on drawing</td>
<td>Good shape, good flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1416+74</td>
<td>North end bridge</td>
<td>Steel beams ok, footing ok, temporarily deck bridge with handrail. Bids taken, construction complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1417+68</td>
<td>South end bridge over Tom Green &amp; Thorsell Roads</td>
<td></td>
<td></td>
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</tbody>
</table>

From station 1420 south to 1605 the railroad right-of-way will be improved by Wisconsin Department of Transportation. It will be USH 53 relocated. It will probably be used in interim as an unimproved trail until 1999. No Wild Rivers Trail commission cost.

**DESCRIPTION OF IMPROVEMENTS**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>CONDITION</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1652+20</td>
<td>60'x136' CP</td>
<td>Pipe in good condition except at west end, first pipe pulled away should be jacked back in place</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Leo Creek</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between 1605 and 1550 ballast has been partially removed. Two piles of ballast blocked right-of-way in two locations, which must be dozed off</td>
<td></td>
<td></td>
<td>$200.00</td>
</tr>
</tbody>
</table>

12
1. **Management**

The multi-purpose recreational trail will be operated and managed by Douglas County according to state standards.

A. **Facility Management**

Winter maintenance of the trail will involve sign replacement and trail grooming coordinated by the county. Periodic maintenance will include brush clearing and grading of the trail surface.

Labor for the maintenance will be provided by the county employees, county contractors and volunteers.

B. **Vegetative Management**

Vegetative management is needed to improve and maintain the aesthetics of the trail, to enhance the wildlife habitat along the trail right-of-way, and to facilitate the maintenance of the trail for recreational uses.

C. **Wildlife Management**

It is desirable to improve the habitat for songbirds and other wildlife along the trail. The protection of wild berries and other food sources and natural nesting places will be addressed.

D. **Ballast Rock**

Ballast rock will be used when feasible, with the county retaining the funds generated by this activity for trail development and maintenance. Care must be taken as ballast is considered contaminated and should not be used near water.
MEMORANDUM OF AGREEMENT
BETWEEN DOUGLAS, BARRON AND WASEBURN 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 Douglas County, Barron County, and Waseburn County, (collectively known as the Counties) and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 96 miles of abandoned rail property located in Douglas, Barron and Waseburn Counties.

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
1. The DNR will acquire or obtain agreements for the right-of-way. In some sections DOT has agreed to cooperate with DNR and the counties in achieving a total trail. WDOT expects to use the right-of-way for transportation purposes.

IV. Obligations of the DNR
1. The DNR will purchase or obtain agreements for the right-of-way.
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. The DNR agrees to purchase acreage for rest areas if recommended in the master plan and if the communities do not provide, also as per the master plan.
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 or the responsibility the DNR and under the management and operation of the Counties.

V. Obligations of Counties
1. The Counties shall convey to the DNR title to all lands within the above described
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.

2. 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. Fencing and signage are included as development items.

3. The Counties will enter into an easement in perpetuity with the DNR to accomplish the purposes outlined in paragraph V.2.

4. The Counties 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.

5. The Counties will participate in or conduct public meetings, which may be necessary for the master plan for the trail.

6. 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.

7. 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, servitors, licenses, 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 appoint counsel from the DNR, defend such action or proceeding.

8. The Counties agree that any advertising or display material relating to the trail shall clearly identify the property as owned or the responsibility of the DNR and under the management and operation of the respective Counties.

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

A. Rules and Regulations. The parties agree that the provisions of Chapter NR 45.04(1)(a), Wisconsin Administrative Code, remain applicable to the Premises. Pursuant to NR 45, 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. 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, Stats. Fees shall be subject to written approval by the DNR. The Counties shall retain all admission fees collected as payment for its services under this MOA. If admission fees are charged, the conservation park license and senior citizen card and any state trail passes issued by the DNR shall be honored without additional county admission charges. Admission fees may be negotiated based on future discussions between DNR
10. Trail development, maintenance and operations will conform with DNR state trail standards and in accordance with the master plan.

11. 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 a member of the public on the basis of age, race, cred, 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.

12. 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.

13. 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.

1. The City of Rice Lake shall convey to the state a corridor at least 30 feet in width for trail purposes through the city limits and to a point south of the city known as Blueberry Crossing. The DNR will pay for such lands at fair market value. DNR will not pay for lands purchased by Federal Aid Grants.

2. Barron County will develop, maintain and operate the section through the City of Rice Lake to Blueberry Crossing in addition to sections within their county.

VII. 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(ies) and DNR will take place to review development and acquisition process; operational problems requiring attention; and to exchange ideas and information for the good of the trail project.

4. The counties will occasionally require access to timber harvesting activities from the trail. These accesses will not be permanent and will be for a maximum of 3 years.

VIII. 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 stated 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 County 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 such 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 right under this provision the DNR shall give the County(s) 180 days notice of termination and reimburse the County(s) for developed improvements on the remaining useful life values of the improvements.

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

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

By George E. Meyer, Secretary 11/30/73

DOUGLAS COUNTY

By 9/15/94

BARRON COUNTY

By 11/2/94

WASHBURN COUNTY

By 9-30-94

9406\p\9w\iouw.\it
<table>
<thead>
<tr>
<th>Activity</th>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Total</th>
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<td>Snowmobiles</td>
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<td>6</td>
<td>7</td>
<td>21</td>
</tr>
<tr>
<td>ATV's (Year Around)</td>
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<td>5</td>
<td>6</td>
<td>16</td>
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<td>16</td>
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<tr>
<td>Hiking/Walking/Jogging</td>
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<tr>
<td>Cross-Country Skiing</td>
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<td>Economics</td>
<td>*</td>
<td>6</td>
<td>*</td>
<td>6</td>
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<td>Horses (Year Around)</td>
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<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Dirt Bike</td>
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<td>*</td>
<td>5</td>
<td>5</td>
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<tr>
<td>ATV’s (Winter Only)</td>
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<tr>
<td>Horses (Summer Only)</td>
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<td>Harness Driving</td>
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<td>Hunting</td>
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<td>SkiJouring (Dog &amp; Horse)</td>
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<tr>
<td>Snowshoe</td>
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<td>*</td>
<td>3</td>
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</tbody>
</table>

* = The group did not discuss or vote on this use.
1. HERON ROOKERY
2. ACCESS CONCERNS - ADJACENT LANDOWNERS WANTING ACCESS
3. EROSION - PLUGGED CULVERTS, WASHOUTS, ETC.
4. THE "BAD APPLE" NOT OBEYING LAWS OR COURTESY RULES.
5. LAW ENFORCEMENT - TRAIL WILL REQUIRE LAW ENFORCEMENT TIME & $'S.
6. HORSES VS. WALKERS - HORSES DAMAGING TRAIL BASE & MANURE ON TRAIL.
7. HORSES VS. MOTORIZED USERS - "SPOOKY" HORSES ON NARROW TRAILS.
8. AGAINST USER FEES
9. DOGSLEDS VS. MOTORIZED - SPEEDS AND VISIBILITY
10. BLACKTOP VS. ATV'S
11. TOWN ROADS VS. ATV'S
12. BLACKTOP VS. SNOWMOBILES (MELTS OUT QUICKLY)
13. MOTORIZED VS. ADJACENT LANDOWNERS - NOISE, LITTER & TRESPASSING.
14. MOTORIZED VS. SILENT SPORTS
15. ATV'S VS HIKERS
16. ATV'S VS. BIKERS
17. ATV'S UTILIZING TOWN ROADS (NOT DESIGNATED AS LEGAL ROUTES)
18. LITTER
19. SPEED LIMIT (50-55 MPH?)
1. HORSES & MOTORIZED USE - OBEY STATE LAWS FOR SAFE USE.

2. LIGHTS AND REFLECTORS FOR ALL TRAIL USERS WOULD IMPROVE SAFETY.

3. SNOWMOBILES & ATV'S

4. MULTIPLE USE FOR EVERYONE.

5. ATV'S WITH ALL OTHER GROUPS.

6. MAINTENANCE NEEDS (IE. $'S) AVAILABLE THROUGH SNOWMOBILE PROGRAM, ATV PROGRAM, AND POTENTIALLY TRAIL PASSES.

SPECIAL FACILITIES

1. PORTIONS ADA COMPATIBLE

2. SOURCE DRINKABLE WATER

3. PARKING

4. PRIVIES

5. SIGNING (FACILITIES, AMENITIES, USES ALLOWED

6. TRAIL MAPS

7. ACCESS TO LOCAL COMMUNITIES

8. TRASH CONTAINERS

9. WARMING HOUSES
<table>
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<td>2</td>
<td>picnic areas</td>
<td>1</td>
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<tr>
<td>3</td>
<td>restrooms</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>warming facilities</td>
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<tr>
<td>5</td>
<td>garbage disposal</td>
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<td>non slipping surface</td>
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<td>7</td>
<td>uniform sign of facilities</td>
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<tr>
<td>8</td>
<td>enforcement of state &amp; co ordinance</td>
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<td>9</td>
<td>telephone availability</td>
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<td>10</td>
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<td>11</td>
<td>ADA</td>
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<td>12</td>
<td>speed limits</td>
<td>3*</td>
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<tr>
<td>13</td>
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<td>uniform fees</td>
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* mentioned in written comments
three accepted
uses - as prioritized by the five discussion groups

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<td>snowmobiling</td>
<td>46</td>
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<tr>
<td>bicycling</td>
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<tr>
<td>ATVing</td>
<td>32</td>
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<tr>
<td>cross country skiing (day light)</td>
<td>22</td>
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<tr>
<td>roller blading (urban only)</td>
<td>14</td>
</tr>
<tr>
<td>dog sledding (day light)</td>
<td>12</td>
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<td>horse back riding</td>
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<td>snowshoeing</td>
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<td>dirt bikes</td>
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CONFLICTS - as discussed and/or mentioned

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<td>SNOWMOBILE vs</td>
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<td>cross country skiers</td>
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<td>55 MPH limit</td>
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<td>family sports</td>
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<td>aren't they all positive</td>
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<td>ATVs vs</td>
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<td>snowmobiles</td>
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<td>set temp. level</td>
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<tr>
<td>hikers</td>
<td>2*</td>
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<tr>
<td>horses</td>
<td>3</td>
<td>separate paths</td>
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<tr>
<td>bicycle</td>
<td>3*</td>
<td>separate segments</td>
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<td>fire suppression</td>
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<td>spark arresters</td>
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<tr>
<td>skiers</td>
<td>1</td>
<td></td>
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<tr>
<td>HORSES vs</td>
<td></td>
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<td>ATVs</td>
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<td>separate uses &amp; path</td>
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<tr>
<td>blacktop vs limestone</td>
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<tr>
<td>ballast rock</td>
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<td>grade off</td>
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* hunting not considered in this context.
Uses for the Wild Rivers Trail expressed at the public input meeting held on
May 8, 1996:

<table>
<thead>
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<th>Bicycling</th>
<th>Walking/Jogging/Hiking</th>
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<td>Rollerblading</td>
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Multiple use was also expressed; but since there are many varieties of
uses that can be included, it is difficult for user groups to agree on a
definition.

Listed below are the pro's and con's of these uses expressed at this meeting:

**Bicycling:**

**pro's** - It is a healthy, family oriented recreation. There would be some
financial gain to the local communities. Skiing is a safe recre-
ation with very minimal environmental impacts.

**Con's** - It is very expensive to surface a trail that people will use for
bicycling.

**Snowmobiling:**

**pro's** - A very substantial economic gain to the communities that the trail
passes through by attracting tourists. Snowmobiling miles are
also self-funded along with enforcement through the states.

**Con's** - The potential for high speeds on a straight trail and the safety
concerns associated with this. Also, there was a concern by some
adjacent landowners that there would be a noise problem.

**ATV's:**

**pro's** - This would develop a legal place where ATV's could be ridden.
Also, there was some suggestions that the more uses you allow on
the trail, the more people will be using the trail which will
create more tourism and economic gain to the communities.

**Con's** - There is a very big safety issue between motorised and non-motor-
ised recreation. Also, depending on the trail's surface, there is
potential damage caused by ATV use. With all motorized recrea-
tion, there is the noise problem along with respecting private
property adjacent to the trail's corridor.
Walking/Roaming/Rikias:
Pro's - It is a healthy, family oriented recreation that has no environmental affects.
Con's - None.

Horseshack Riding:
Pro's - Allows more users for the trail.
Con's - Some damage to trail surface, and horses sometimes react unpredictably around motorized recreation if allowed during the summer.

Cross-Country Skiing:
Pro's - Allows more users for the trail.
Con's - None

Dog Sledding:
Pro's - Allows more users for the trail.
Con's - Safety factor with snowmobiles at night.

Bunting:
Pro's - Allows more users for the trail.
Con's - Safety factor with other users of the trail.

Rollerblading:
Pro's - Allows more users for the trail.
Con's - Very expensive to surface the trail smoothly enough for rollerblading.

Listed below are suggestions for the trail expressed at this meeting:

1. No blacktopping: A blacktopped trail has a very high development cost, a high maintenance cost; and it shortens the snowmobiles' season by not maintaining snow cover as long as other surfaces.

2. Uniform signage standards: Uniform signage would allow advertising to be controlled, along with improving the aesthetics along the trail.

3. Remove ballast: The large, sharp, angular ballast is unsafe for snowmobiling and doesn't provide a surface for bicyclers to use.

4. Manage litter: There might be a possibility of starting an "adopt-a-trail" section to help keep the trail clean, along with providing dumpsters/containers for garbage.

5. Parking and bathroom facilities: Limit these facilities to municipalities for safety and vandalism reasons.
6. **Summer motorized vs. non-motorized:** Summer motorized vs. non-motorized user conflicts were recognized; research other trails in the state to see what their uses are.

7. **Other suggestions:**
   a. It was recognized that there are no conflicts between snowmobiling and summer uses.
   b. Consider selling state trail passes to help fund the trail.
   c. All user groups should share in the maintenance burden of the trail.
   d. There shouldn’t be any snowmobile speed limit on the trail since the state doesn’t require any on their funded trails.
   e. Consider an “adopt-a-bridge” program to minimize the cost of developing the trail.
WILD RIVERS TRAIL
MASTER PLAN
BARRON COUNTY, WISCONSIN
WILD RIVERS TRAIL

MASTER PLAN

BARRON COUNTY, WISCONSIN

Compiled by: BARRON COUNTY FORESTRY ADMINISTRATOR
BARRON COUNTY FOREST

And as approved by: BARRON COUNTY FORESTRY,
CONSERVATION COMMITTEE
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INTRODUCTION

This Master Plan represents Barron County's portion of the Wild Rivers Trail beginning August 1, 1997, and ending August 1, 2007. The entire Wild Rivers Trail is 97 miles and extends from the City of Rice Lake in Barron County, through Barron County, through Washburn County and Douglas County to just south of the City of Superior at the Ambridge Junction. Map 1 shows the regional location of the Wild Rivers Trail, and Map 2 shows the Wild Rivers Trail associated to other recreational trails in Northwest Wisconsin.

The Conservation Committee is empowered by the Barron County Board of Supervisors to establish and maintain County recreation areas and facilities within or outside the County Forest and has also been empowered to establish and enforce rules and regulations for the use of such developments, and to establish fees for their use.

The responsibility for all recreation planning on the Wild Rivers Trail will rest with the Barron County Conservation Committee. The Barron County Conservation Committee has the authority to apply for grants and to spend monies on the Wild Rivers Trail.

The Wild Rivers Trail will be developed under the Memorandums of Understanding (MOU) signed by the Wisconsin Department of Natural Resources (WDNR) and the counties of Barron, Washburn, and Douglas (Appendix A). The WDNR and the WDOT will be responsible for the acquisition of the railroad right-of-way (ROW), other necessary trail linkages for trail continuity, and any additional land for trail support facilities (e.g. parking, restrooms, etc.). Under these same MOU's, the counties will be responsible for the development, operation, and maintenance of the trail under their respective jurisdictions.

Necessary changes in policy and procedure shall be incorporated into the Plan as required. Amendments to the Plan will require approval by both the County Board and the Wisconsin Department of Natural Resources.

Although not required in the MOU's, the counties of Barron, Washburn, and Douglas have formed the "Wild Rivers Trail Commission." The purpose of the Commission is to provide a network for communication between the counties regarding development, maintenance, and operation of the trail.

Barron County Conservation Committee request that the Wild Rivers Trail be designated as a State Recreational Area Trail. Under this designation, no hunting will be allowed anywhere on the Wild Rivers Trail Corridor.
SECTION I - ACTIONS

A. GOALS AND OBJECTIVES

Goal

To provide and preserve a 9-mile long recreational trail, to serve as the southern anchor of the 97-mile state recreation trail. The trail will make available year round use that will provide for safe two-way traffic, with a goal to be accessible to all users regardless of impairments, for hiking, bird watching, berry picking, nature study (i.e. school classes could use stretches of the corridor to study prairie-like landscape ecology), snowmobiling, cross-country skiing, all-terrain vehicle (ATV) use, biking, horseback riding, dog sledding, snowshoeing, and any other legitimate recreational uses as they become popular. The trail corridor will be preserved for present and future generations.

Objectives

1. Incorporate the Master Plan for the 9-mile recreational trail and its facilities into the Barron County Recreation Plan.

2. Provide trail access to the physically impaired through proper design, construction, and management.

3. Provide spring, summer, and fall trail use opportunities to hikers, joggers, bikers, bird watchers, berry pickers, nature studies, and photographers.

4. Provide a trail and the necessary maintenance to accommodate snowmobilers, ATV's, dog sledders, and cross-country skiers each season.

5. Provide a trail with the necessary maintenance to accommodate horseback riders.

*Three public hearings were held May 8, 16 & 22, 1996, one in each county, (Appendix B) to assess the interested public's desired uses for the trail. The information gained from these public hearings, in combination with information and input from other sources, formed the basis for the proposed recreational trail use.

Additional Benefits

1. Recreational trail development will enhance tourism and promote economic development.

2. Recreational trail will provide for linkage to existing and potential recreational trails.

3. Preserve the right-of-way in the public trust for future uses.
Continued preservation of the right-of-way not developed as a trail in grass, prairie, brush, and trees to benefit wildlife by providing food and cover.

B. RECOMMENDED DEVELOPMENT AND MANAGEMENT PROGRAM

1. Land Acquisition

Under the terms of the MOU, the WDOT is responsible for the acquisition of the abandoned ROW within Barron County. All of the right-of-way was purchased from the Wisconsin Central Ltd. Under the terms of the MOU, the WNR agrees to purchase additional land and easement adjacent to the right-of-way for rest areas if recommended in the Master Plan and if the communities do not provide, also as per the Master Plan.

Two sites have been selected for their potential to be developed to provide needed parking and amenities for the Wild Rivers Trail.

a. Existing Tuscbobia Trail parking lot located at the junction of Tuscbobia Trail and Barron County Hwy. "SS" and Wild Rivers Trail in Section 29 of T.36N., R.11W. (Town of Oak Grove). The D.N.R. already owns approximately 15.14 acres in this section with 600 feet of frontage on "SS".

b. County Hwy. "SS"/U.S. Hwy. "53" - 17.23 acres owned by the Department of Transportation (DOT), paralleling the Wild Rivers Trail for 1/4 mile.

c. Abandoned Wisconsin Central Railroad right-of-way from Allen Street in the City of Rice Lake to the Village of Cameron. Both Barron County and the Wisconsin D.N.R. have contacted the Wisconsin Central. This would add approximately 6.5 miles of r-o-w to the Wild Rivers Trail and a safe right-of-way through the City of Rice Lake.

d. Union Pacific Railroad right-of-way from the City of Cameron to the City of Chetek. This stretch of active r-o-w has been discussed by Union Pacific as a stretch they wish to abandon. This r-o-w contains already recognized Chetek Prairie. Would add approximately 6.0 miles to the Wild Rivers Trails r-o-w.

2. Development

According to the terms of the MOU, the development of the recreational trail is the responsibility of Barron, Washburn, and Douglas Counties. The WNR and WDOT have offered an easement/quit claim deed to the Counties for the development, maintenance, and operation of the full length of the trail. The trail will be developed in compliance with the WNR Design Standards Handbook, Chapter 30 - Trails (Appendix G); WNR "Bridge Guidelines for New and Replacement Structures - Snowmobile and All-Terrain Vehicle" (Publ-CA-005-83); and WNR "Snowmobile Trail Signing Handbook" (Publ-BA-023). Associated facilities will be designed and constructed in compliance with state and local building codes and the Americans with Disabilities Act. It is understood, regarding development, that the WNR will assist financially with trail development to whatever extent possible, i.e. Local Park Aids, HTA, LAWCON, ATV, and Snowmobile Aids. Subsequent long-term development activities will occur as demand, opportunity, and funding allow.

3
The main priorities associated with the trail development are:

a. **Removal of existing ballast.** This existing ballast is very sharp angular rock approximately 1 inch in size. This ballast has to be removed or covered up for safety reasons. Since putting an aggregate surface over the existing ballast is very expensive, removal of the ballast is the logical solution. The 9 miles of ballast on the trail in Barron County has been calculated to cost approximately $2,000.00 to wing the ballast off to the side with a bulldozer. The ballast on the 9-mile stretch of Barron County will be removed and salvaged by the Barron County Highway Department for use in Barron County highway projects at no charge to the Wild River Trail. Nine miles of railroad bed will then need grading to smooth out the hoped for cinder base. At least ten 10-yard loads of gravel will be needed to fill in at road crossings where the ballast has been removed.

b. **Removal of existing telephone poles, guy wires, and telephone wires.** In Barron County alone, there are 180 poles of various lengths along the trail that need to be removed for safety reasons. Barron, Washburn, and Douglas Counties have set up bid specifications to have these poles, guy wires, and telephone wires removed through a salvage business. Quotes for this salvage at this time started at $30/pole cost to Barron County. No action taken at this cost. Barron County is now entering into a contract for removal at $8.00 per pole.

c. **Decking and railing existing bridges.** Barron County has 5 existing trestles on the 9-mile section of trail. These 5 trestles, totaling 442 linear feet need to be decked and railed to meet state specifications standards. Also, approach rails will be needed on these bridges to safely guide traffic onto bridges. Bridge vehicle barricades (large vehicle stoppers) may need to be constructed to protect the bridge from damage, and unauthorized use. Note: In December, 1996, all five trestles were decked and railed at a cost of $48,346.00 to Barron County.

d. **Signing the trail.** Proper signing to meet State standards has been done for the bridges, road crossings, and other snowmobile and ATV trail needs. Maintenance of signing will be a continuing effort.

e. **Develop parking facility.**

1. Tuscbia Trail lot - D.N.R. now maintains a small 5-car parking facility at this site. Potential development:
   
   a) 20-car trailer lot (all season)  
   b) Rest rooms (pit type)  
   c) Picnic facilities  
   d) Well

   Such development will serve both state trails within one-mile of exit from U.S. Hwy. 53.

   
   a) 20-car/trailer lot (all season)  
   b) Rest rooms (pit type)  
   c) Picnic facilities  
   d) Well

   Such development would serve users of the Wild River Trail in Barron County as well as southern Washburn County as this site is one mile south of the County line. Site is directly at exit
from U. S. Hwy. "53" and fully visible from U. S. Hwy. 51 and adjacent to the Wild Rivers Trail for approximately one-fourth mile.

f. Trail Surface Enhancement

1. Removal of course ballast - Barron County Hwy. Department will remove and salvage ballast at no cost to the Conservation Committee.

2. Non-sloughing bike-able surface -
   a) After ballast removal, the plan is to compact existing cinder surface.
   b) Ground limestone surface - Conservation Committee will consider adding such surface on a site by site basis. Funding would probably need to be found to make such a project feasible.
   c) Black top - This is an extremely expensive option. Committee may be able to justify such surface in the City of Rice Lake. This surface would open these stretches to other users such as roller-bladers and wheelchairs and could be a part of an inter-city trail system. A large amount of funding would need to be found for such projects to be viable.

Under the terms of the MOU, the counties must open the trail for public use within five (5) years of the acquisition of the entire trail right-of-way by the WNRN. This five-year term should begin after the easements to the Counties are executed by the State. This will give the Counties a fair chance to develop the trail after permission is given. The entire Barron County portion of the Wild Rivers Trail was open to snowmobile usage the winter of 1996-97.

3. Resource Capabilities and Inventories

   a. Soils
   The parent soils surrounding the corridor are mostly upland and outwash types derived from glacial drift. Most of the remaining uplands have soils of loam and silty materials.

   b. Climate
   The climate in Barron County is continental and is characterized by long, snowy, often severely cold winters and relatively short summers with warm days and cool nights. Spring and fall seasons are often short with the transition from winter to summer and from summer to winter quite rapid. Radical changes in weather can be expected every few days from late fall to early spring. The average annual temperature in 42.4°F with recorded extremes of 110°F and -56°F.

   c. Vegetative Cover
   Along most of the 9 miles of Wild Rivers Trail in Barron County, the following cover types may be found:
1. The east edge of the corridor is located along the right-of-way for Barron County Hwy, "S5". This edge is characterized by pioneering species such as aspen, white birch, cherries and some white pine in a variety of ages, as the maintaining of both right-of-ways has interfered with natural regeneration of this site.

2. Much of the west side of the right-of-way runs along agricultural fields. However, along the edge of the right-of-way again, the above listed pioneering species have been established.

Most of the corridor runs between these screens of natural regenerated pioneering species in many cases effectively isolating the trail from developments on both sides.

d. Water Resources

The Barron County portion of the Wild River Trail is drained to the Mississippi River by Bear Creek watershed.

**Bear Lake**

A 3.358-acre hard water drainage lake with a maximum depth of 100 feet. Bear Lake is formed by a 13-foot water control structure owned and maintained by Barron County. Common fish species include walleye, northern pike, largemouth bass, perch, bluegill, black crappies, rock bass, yellow bullheads, and suckers. About 875 acres of predominately Tamarack swamp and leather leaf bog adjoin the lake. The lake and wetlands provide habitat for muskrats, beaver, nesting puddle ducks, mergansers, loons, and Canada geese. The Wild Rivers Trail crosses Bear Lake on a 178 foot bridge located in the Village of Haugen, 1/8 mile upstream from the water control structure. Bear Lake is the headwaters of Bear Creek.

**Bear Creek**

A warmwater drainage flowing from the water control structure on Bear Lake in Haugen to Rice Lake, passing through Stump Lake in route. Fish species are northern pike, walleye, perch, largemouth bass, bluegill, black crappies, rock bass, green sunfish, bullheads, white suckers and a variety of minnows.

Three of the bridges on the Barron County portion of the Wild Rivers Trail cross Bear Creek.

4. Management

The multi-purpose recreational trail will be operated and managed by the counties directed by Chapters NR45 (State Parks and State Forests), NR50 (Administration of Outdoor Recreation Program Grants and State Aids), and NR64 (All-Terrain Vehicles) of the Wi. Admin. Codes. These codes will be supplemented by Barron County ordinances. While each county will manage its own trail segment independent of the others, the "Wild Rivers Trail Commission" has been formed. The commission is comprised of members representing Barron, Washburn, and Douglas Counties. The purpose of the commission is to provide a network for communications between the counties regarding development, maintenance, and operation of the trail.
a. Authorized Motorized Uses

Motorized vehicle use limited to registered all-terrain vehicles and snowmobiles. All-terrain vehicle means an engine-driven device which has a net weight of 700 pounds or less, which has a width of 48 inches or less, which is equipped with a seat designed to be occupied by the operator and which is designed to travel on three or more low-pressure tires. A low-pressure tire is a tire which has a minimum width of 6 inches, which is designed to be mounted on a rim with a maximum diameter of 12 inches and which is designed to be inflated with an operating pressure not to exceed 5 pounds per square inch as recommended by the manufacturer. No two-wheel motorized vehicles will be allowed.

Nothing in the previous paragraph shall prohibit or hinder the Department or County, its supervisors, managers, foresters, wardens, rangers, or other duly authorized agents or any peace officers from performing their official duties.

b. Motor Vehicle Crossings

A major concern of the Wild Rivers Trail is to provide maximum safety to trail users by giving them the opportunity to pursue a recreational trail activity while avoiding contact with motor vehicles. Changing uses or new developments of land adjacent to the Wild River Trail often will result in requests for motor vehicle crossings of the corridor. Each of these crossings adds potential for contact or conflict between trail users and motor vehicles. Guidelines have to be established to control motor vehicle crossings of the trail corridor. It is Barron County's desire to not create any new road crossings of the trail corridor. Making use of existing road crossings via frontage roads or other methods is preferred. When new road crossings are unavoidable, the following design criteria shall be used to preserve the integrity (quality experience) of the off-road trail.

All permits or permission to cross the State-owned property is the jurisdiction of WDNR is Barron County. By approval of the Wild Rivers Trail Master Plan, the WDNR agrees to the below minimum standards.

Definitions:
- Rural - any area outside the limits of an incorporated village or city.
- Urban - any area inside the limits of an incorporated village or city.

Considerations:
- Existing Crossings: Whether established by the railroad or through easement from the department, existing road crossings will normally be honored. Landowners cannot create a public road crossing from a private driveway, farm or agricultural crossing.
- Non-Grade Crossings: Non-grade crossings (underpass or overpass) are the preferred choice for all road crossings. The construction of such facilities is the responsibility of the agency requesting the crossing.
• **Trail Uses:** Crossing restrictions/conditions shall meet the needs of the year-round uses of the trail.

• **Other Crossings:** Short-term, seasonal, or sporadic travel across the trail may be permitted by issuing non-transferable use permits under provisions of Chapter NR45, Wisc. Adm. Code.

• **Survey and Legal Description:** Crossing requestor shall normally provide a certified survey and legal description of the crossing for permanent permits or easements.

**Types of Road Crossings:**

- **State and federal highway crossings:** Easements for new or reconstruction of existing highways shall be granted only for non-grade crossings and shall be either over or under the trail.

- **County, town highway, or city and village street crossings:** First priority shall be to establish non-grade crossings. Whenever non-grade crossings cannot be achieved, crossings will occur at existing roads or streets. If town, county, or streets are not available, new at-grade crossings shall be no closer than 1/2 mile in incorporated areas or one mile in unincorporated areas to any other road crossing. When necessary (heavy traffic), municipalities will be required to install stop lights controlled with a push button for crossing of the road.

- **Driveways, commercial and business park crossings:** Any new at-grade driveway or other permanent motor vehicle crossing shall be treated as a county, town, city or village road. Requests for such crossings shall come from the appropriate road authority. These crossings may be accomplished with restrictive easements or term permits. "Stop" and/or "Yield" signs will be installed on the granted crossing for the users of the crossing. "Caution" signs will be mounted on the trail for trail users.

- **Farm crossings:** These are to be used for agricultural purposes only. May be accomplished with a restrictive easement or term permit.

- **Short-term crossings:** These may be permitted by non-transferable use permits and are non-permanent.

Developers should plan frontage roads that do not cross the trail.

**Design Requirements of At-Grade Crossings**

- The crossing shall be situated at right angles to the trail.

- Proper warning signs shall be installed and maintained on the motor vehicle route by the requestor to warn vehicle operators of the recreational trail crossing.

- A construction plan for the crossing shall be approved by the WDNR, WDOT, and County prior to the beginning of construction of the crossing. Design criteria shall include:
- The maximum grade for trail users approaching the crossing.
- If motor vehicle route is paved, a 25 foot long approach shall be paved on each side of the crossing to prevent erosion or movement of the gravel trail surface material. This provides a smooth transition for the trail user from the trail surface to the crossing surface and back to the trail surface. The crossing shall be marked and maintained as a crosswalk by the requestor.
- The crossing shall be located where adequate eight distances are available. Clearing for the sight distances shall be provided and maintained by the crossing requestor.

<table>
<thead>
<tr>
<th>Design Speed of Road</th>
<th>Minimum Sight Distance</th>
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<tr>
<td>15 mph</td>
<td>150 feet</td>
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<tr>
<td>25 mph</td>
<td>250 feet</td>
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<tr>
<td>35 mph</td>
<td>350 feet</td>
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<tr>
<td>45 mph</td>
<td>450 feet</td>
</tr>
<tr>
<td>55 mph</td>
<td>450 feet</td>
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* Sight distance is measured from a point on the trail at least 15 feet from the edge of the road, from an eye height of 3-1/2 feet on the trail to an object height of 4-1/4 feet on the road.
- Crossing requestors shall be responsible for proper drainage to protect the trail surface. Drainage controls, culverts, etc. will be installed as necessary to prevent damage to the trail and to ensure existing drainage patterns are not interrupted.
- All costs associated with the new crossings shall be borne by the requestor.

c. Trail Maintenance

Trail maintenance is directed and performed by the Barron County Conservation Committees and its contractors and cooperators.

Annual trail maintenance activities may include:
- Grading and compacting trail surface and parking lots.
- Maintaining clearing width and height through mowing, brushing, and pruning.
- Sign repair and replacement.
- Updating public information.
- Maintaining and repairing bridges, fences, gates, culverts, etc.
- Grooming trail surface during snow-on periods.
- Removal of hazard trees adjacent to trail.
Frequent recurring maintenance activities may include:

- Engineering assessments of bridges.
- Removal of vegetation from trail tread.

A narrow strip of vegetation on both sides of the trail tread may be controlled by mowing. Periodically, portions of the trail may be treated with a herbicide to control unwanted vegetation. A side-mounted brush mower is recommended to be budgeted as a long-term option to having the brushing contracted out.

Labor for the maintenance will be provided by the county or other assistance programs.

d. Vegetative Management

Vegetative management, often forestry practices, will be needed to improve and maintain the aesthetics of the trail, to enhance the wildlife habitat along the trail right-of-way, and to facilitate the maintenance of the trail for recreational uses. Natural succession will cause a sometimes welcome invasion of the corridor by shrub and tree species. Brush mowers will be needed to efficiently remove this vegetation that will restrict safe travel on the corridor.

e. Wildlife Management

It may be desirable to improve the habitat for songbirds and other wildlife along the trail. The protection of wild berries and other food sources and natural nesting places may be encouraged.

The trail passes through many different ecosystems with an abundance of wildlife. Beaver are present on most lakes and streams along the corridor. By nature of their dams and the resulting ponds, they are recognized as adding significantly to the diversity of habitat within the County. Waterfowl, shore and wading birds, aquatic fur-bearers, and amphibian wildlife populations directly benefit from their presence. Where damage to forest timber production, forest roads, recreational trails, or trout streams occurs, beaver will be managed at minimum levels. Culverts and bridges will be impacted by beaver dams and cutting. Where necessary, dams and beaver will be removed to protect the trail facilities.

f. Potential Public Management Problems

- Control of non-allowed uses will be achieved through a combination of public information, law enforcement, and peer pressure as use of the trail increases.
- Vandalism to signs, bridges, and the trail surface will be addressed through regular inspections, ordinances, law enforcement, and peer pressure.
- Trail crossings: All existing crossing agreements will require review and modification by the WDNR to reflect the present and future uses. Requests for new crossings will be handled on an individual basis in accordance with the WDNR "Department Design Standards Handbook, Appendix G. Continual inspection of the trail by the WDNR will insure compliance to crossing agreements and will ensure control of unauthorized crossings.
Trespass, both to and from the trail corridor, may require the use of various control options including planting, signing, and law enforcement.

Encroachment issues are the responsibility of the WDNR.

3. Speed Limits

1. The Barron County Board of Supervisors has enacted a county-wide 55 mph speed limit on all recreation trails under County jurisdiction. The Wild Rivers Trail is so signed, where appropriate.

2. The City of Rice Lake and Village of Haugen have both enacted a 25-mile per hour speed ordinances within their jurisdictions.

4. Authorized Access Points

Access points on and off the Wild Rivers Trail can be recommended to the Wild Rivers Trail Commission from local snowmobile clubs, municipalities, or businesses. The Wild Rivers Trail Commission can inform the Barron County Conservation Committee of these recommendations. The final jurisdiction on unauthorized access points on and off the Wild Rivers Trail will be be the Barron County Conservation Committee.

5. Advertisement Signs

Business names only will be allowed on bridge sponsorship and menu boards as authorized by the Barron County Conservation Committee. Other authorized informational signs for services will be allowed at trail intersections and must use international symbols to describe the service being provided. Final jurisdiction on authorized advertisement and informational signs will be by the Barron County Conservation Committee.

6. Recreation Needs and Justification

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

Barron County is in the Northern Region which also includes Douglas, Washburn, Burnett, Polk, Bayfield, Ashland, Iron, Sawyer, Price, Musk, Taylor, Lincoln, Langlade, Oneida, Vilas, Forest, and Florence counties.

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

- **High**: Hiking and walking.
- **Medium**: Snowmobiling, horseback riding, cross-country skiing, and all-terrain vehicle use. Presently Barron County provides only 7.3 miles of ATV trails—no other public trails are available in the county.
k. Financing

Maintenance of snowmobile trails - provides up to 100% of the cost up to $200 per mile maximum for the cost of activities associated with keeping a trail safe and enjoyable to use. 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 road, 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 and acquisition of short-term easements of less than three years.

Maintenance of all-terrain vehicle trails - provides up to $60 per mile for winter maintenance. Trails eligible for winter maintenance must be maintained and groomed for a total of not less than two months nor more than six months per year, including the months of January and February. $125 per mile is available for summer maintenance. Trails eligible for summer maintenance must be maintained for not less than three months nor more than eight months, including the months of June, July, and August. $185 per mile for year-round maintenance. Trails eligible for year-round maintenance must be maintained not less than eight months, including winter maintenance. Sponsors may request advance payment of up to 50% of the project amount for maintenance. To be eligible for the advance, a sponsor must have settled all maintenance claims from previous years.

Maintenance includes, but is not limited to: trail or special use area repair or rejuvenation, sign and post replacement, maintenance of toilet and shelter facilities, normal repair and replacement of facilities lost because of vandalism or normal wear, winter trail grooming, brushing and grading.

Eligible costs include wages, fringe benefits, chargeback rates for equipment, and other normal maintenance and operating expenses such as utilities.

State trail pass - The trail pass will be required for all individuals ages 16 or older who are hiking, horseback riding, or cross-country skiing on certain designated trails (trail passes are not required for hiking). Trail passes are issued to the individual, not the conveyance. As such, passes cannot be transferred from person to person or shared with others. A daily pass is $3.00 per daily sticker, and a seasonal pass is $10.00 beginning at the first of the year. The trail pass must be carried by the person at all times when using the trail.

5. Proposed Development

Alternate "A" (Leave the right-of-way in an undeveloped condition)

This alternative would leave the right-of-way in its existing condition (after the rails were salvaged) with no bridge decking or railing, no tread improvements, no signage, and no maintenance. The right-of-way would be
somewhat safe for low-speed travel by motorized vehicles and on foot during snow-free periods. During periods of snow cover, snowmobilers, ATV's, snowskiers, snowshoers could utilize the right-of-way. After a period of years, vegetation would encroach on the railbed and safety and trespass problems would likely occur. Use would be very limited and most certainly very local.

This alternative is not desirable due to the lack of achieving the recreational purposes that the right-of-way was acquired for.

Alternative "R" (Limited trail development)

This alternative would involve grading the railbed to a minimum 12-foot width, decking and railing the bridges, limited signage at intersections and bridges, and winter grooming. This would provide for winter uses including snowmobiling and ATV use with some opportunity for cross-country skiing, dog sledding, and snowshoeing. During snow-free periods the trail would provide ATV use, hiking, horseback riding, and limited bicycling due to the uneven railbed surface and lack of other support facilities, such as water and restrooms. Use would concentrate on winter activities with some summer use, primarily by local users.

This alternative has been chosen as a starting point in developing the Wild Rivers Trail.

As demand, opportunity, and funding allow, the improvements of Alternative "C" will be looked at closer. If not on the whole trail, certain segments or stretches of the trail that would pose no conflicts to existing uses may be improved to near Alternative "C" level.

Alternative "C" (Full trail development)

This alternative would involve grading the railbed to a minimum 12-foot width, perhaps surfaced with an entire trail or segments of it with a crushed limestone or asphalt material where needed; informational, and interpretive signage; trailheads with water, restrooms, parking, picnic, and information services (utilizing local facilities where available). Maintenance would cover for a four-season/high and dry multiple use recreation trail. This alternative would also provide for hiking, biking, and possibly rollerblading during snow-free periods; and snowmobiling and ATV use during snow-covered periods. Secondary uses might include horseback riding off of the primary trail tread during snow-free periods; and cross-country skiing, dog sledding, and snowshoeing during snow-covered periods. Use would be year-round and would include local, regional, and potentially statewide.

The potential need and demand for trail support services and facilities such as equipment rental and services, bicycle pass outlets, food and beverages, lodging, accessories, memorabilia, etc., will occur in the future. It is quite difficult to accurately predict the future use of the trail or the public sector's ability to respond to it; therefore, it is recommended that the public/private work in cooperation in meeting the demands of the recreation trail users. The public sector will encourage the private sector to provide for trail users' needs. When opportunity and funding allowed, the public sector will cooperate in the provisions of support facilities and services. Over time, it is Barron County's goal to develop the entire trail segment to this level.
The Rice Lake Waterfront Trail is a planned city recreation trail that would loop east from the Wild Rivers Trail, near north Street, along lakeshore of Rice Lake, southward to Knapp-Stout Park. From their across the Red Cedar River on an abandoned railroad trestle and southwesterly along the Red Cedar River to Tate Park. The trail then would follow the east bank of the Red Cedar River across Wild Rivers Trail through U.W.C.B.C. and W.I.T.C. campuses to County Hwy. "O", and then re-connect to abandoned railroad right-of-way which is scheduled to be part of the Wild Rivers Trail (see Appendix "F").

The Waterfront Trail is planned to be 10 feet wide paved trail to accommodate a large variety of non-motorized users. Having this co-op trail connecting to the Wild Rivers Trail will make the proposed paving of W.R.T. in the City of Rice Lake a much more viable option and provide a safe recreation corridor through the City for trail users.

7. Law Enforcement

Ordinances - Barron County in connection with the MOU shall open the facilities to the general public subject to reasonable rules and regulations, fees, and charges as the County deems necessary for the management and operation of the trail.

This Master Plan recognizes the County Board's authority to create an ordinance to enforce rules on the Wild Rivers Trail. The Wild Rivers Trail Commission may recommend changes or amendments to the Board to encourage continuity of the trail. An original ordinance and any amendments in the future will be considered part of this Master Plan and therefore will require the State DNR's approval.

Citation authority will be the responsibility of the Barron County Forest & Recreation Department along with Barron County Sheriff's Department. State snowmobile, ATV, trespass to private lands, and other state law enforcement activities should be encouraged by this document by the WDNR and County Sheriff's Department as need arises.

Rules and Regulations - The WDNR and Barron County agree that the provisions of Chapter NR45.041(a), Wisconsin Administrative Code, remain applicable to the premises for the purpose of enforcing Chapter 45, Wisconsin Administrative Code, when needed to protect the premises. Routine enforcement remains the responsibility of the counties as already authorized in the MOA.

8. Amendments to the Master Plan

Amendments to the Plan which may be necessary to improve management is authorized by a two-thirds vote of the County Board and approval of the WDNR.

Expected amendments in the near future will include an ordinance and an engineering report on bridges and culverts.
Appendix A

Memorandum of Understanding by Barron County, Washburn County, Douglas County, and State of Wisconsin Department of Natural Resources, (completed 11-30-84).

I. INTRODUCTION

The purpose of this memorandum is to set forth the agreements and understandings which have been reached among Douglas County, Washburn County, and Barron County, collectively known as the Counties, and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 96 miles of abandoned rail property located in Douglas, Washburn and Barron Counties.

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 DNR agree to work together to achieve their mutual goals as set forth below.

II. Description of the Property

Legal description to follow, hereinafter referred to as premises.

III. Consideration

The DNR will acquire or obtain agreements for the right-of-way. In some sections DOE has agreed to cooperate with DNR and the Counties in achieving a total trail. WDOT expects to use the right-of-way for transportation purposes.

IV. Obligations of the DNR

1. The DNR will purchase or obtain agreements for the right-of-way.
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. The DNR agrees to purchase acreage for rest areas if recommended in the Master Plan and if the communities do not provide, also as per the Master Plan.
4. The DNR will convey by easement to the Counties the right to develop, maintain, and operate the recreation trail on lands within the 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 NR150, Wac., 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 responsibility of the DNR and under the management and operation of the Counties.

V. Obligations of Counties

1. 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.
2. 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. Fencing and signing are included as development items.

3. The Counties will enter into an easement in perpetuity with the DNR to accomplish the purposes contained in paragraph V.2.

4. The Counties 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 Park and Recreation must approve the Master Plan, and if applicable, the Natural Resource Board.

5. The Counties will participate in or conduct public meetings which may be necessary for the Master Plan for the trail.

6. 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.

7. 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 MOU 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 claim, the Counties will upon notice from the DNR, defend such action or proceeding.

8. The Counties agree that any advertising or display material relating to the trail shall clearly identify the property is owned or the responsibility of the DNR and under the management and operation of the respective Counties.

9. The Counties in connection with this MOU 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 NR45.04(1)(a), Wisconsin Administrative Code, remain applicable to the premises. Pursuant to NR45, 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. Routine enforcement remains the responsibility of the Counties.

b. Admission fees, if any, charged by the Counties shall not exceed those established in 257.01, Stats. Fees shall be subject to written approval by the DNR. The Counties shall retain all admission fees collected as payment for its services under this MOU. If admission fees are charged, the conservation patron license and senior citizen card and any state park trail passes issued by the DNR shall be honored without additional county admission charges. Admission fees may be negotiated based on future discussions between DNR and the Counties.

10. Trail development, maintenance, and operations will conform with DNR state trail standards and in accordance with the Master Plan.

11. 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.

12. Recreational lands purchased and/or facilities developed through grants in accordance with the MOU and pursuant to the MOU 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.

13. A payment equal to any other grant amount awarded through the community assistance program for development shall be paid to the
VI. General

1. This Memorandum of Understanding 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 Understanding may be revised by mutual written agreement of the DNR and the Counties.

3. An annual meeting between the County(ies) 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.

4. The Counties will occasionally require access to timber harvesting activities from the trail. These accesses will not be permanent and will be for a maximum of three (3) years.

VII. Termination

1. County: Any or all of the Counties may terminate their Memorandum of Understanding or the easement from the DNR by providing ninety (90) days written notice of said termination. In the event any or all of the Counties terminate their Memorandum of Understanding 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(ies). 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(ies) based on remaining useful life values of the improvements.

2. DNR: The DNR may terminate this Memorandum of Understanding 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 Understanding 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) 90 days notice of termination and reimburse the County(ies) 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 representative.

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Carroll D. Besadny, Secretary

BARRON COUNTY

County Board Chairperson

DOUGLAS COUNTY

County Board Chairperson

WASHBURN COUNTY

County Board Chairperson

Dated
APPENDIX B

On the following pages, are the summaries from the three public input meetings held in each County.

BARRON COUNTY
DOUGLAS COUNTY
WASHBURN COUNTY
BARRON COUNTY
PUBLIC INFORMATION MEETING MAY 16, 1996

uses - as prioritized by the five discussion groups

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<th>Total Votes</th>
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<tr>
<td>snowmobiling</td>
<td>46</td>
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<tr>
<td>bicycling</td>
<td>44</td>
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<tr>
<td>ATVing</td>
<td>32</td>
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<td>cross country skiing (day light)</td>
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<tr>
<td>roller blading (urban only)</td>
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<tr>
<td>dog sledding (day light)</td>
<td>12</td>
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<td>horse back riding</td>
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<td>snowshoeing</td>
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<tr>
<td>dirt bikes</td>
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11. hunting no mention

CONFLICTS - as discussed and/or mentioned

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<td></td>
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<td>dog sleds</td>
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<td>day use only</td>
</tr>
<tr>
<td>cross country skiers</td>
<td>4</td>
<td>day use only</td>
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<td>speed</td>
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<td>aren't they all positive</td>
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<td>financial impact</td>
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<td>2. ATVs vs</td>
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<td>nonmotorized</td>
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<td>snowmobiles</td>
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<td>set temp. level</td>
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<td>hikers</td>
<td>2</td>
<td>separate paths</td>
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<tr>
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<td>bicycle</td>
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<td>fire suppression</td>
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<td>trail surface</td>
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<td>skiers</td>
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<td>3. HORSES vs</td>
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<td>separate uses &amp; path</td>
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<td>bicycle</td>
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<td>4. SURFACES</td>
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<td>blacktop vs limestone</td>
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SPECIAL NEEDS

1. parking 4
2. picnic areas 1
3. restrooms 4
4. warming facilities 1
5. garbage disposal 2
6. non slipping surface 1
7. uniform sign of facilities 1
8. enforcement of state & co ordinance 1
9. telephone availability 1
10. no new crossings of ROW 1
11. ADA 1
12. speed limits 1*
13. user groups (friends of) 1
14. uniform fees 1
15. local government control 1

* mentioned in written comments
three accepted
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<td>Economics</td>
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<td>Dirt Bike</td>
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<td>ATV's (Winter Only)</td>
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<td>Harness Driving</td>
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<td>Hunting</td>
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<td>Skiouring (Dog &amp; Horse)</td>
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<td>Snowshoe</td>
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* = The group did not discuss or vote on this use.
POTENTIAL CONFLICTS

1. HERON ROCKERY
2. ACCESS CONCERNS - ADJACENT LANDOWNERS WANTING ACCESS
3. EROSION - PLUGGED CULVERTS, WASHOUTS, ETC.
4. THE "BAD APPLE" NOT OBÉYING LAWS OR COURTESY RULES.
5. LAW ENFORCEMENT - TRAIL WILL REQUIRE LAW ENFORCEMENT TIME & $$$.
6. HORSES VS. WALKERS - HORSES DAMAGING TRAIL BASE & MANURE ON TRAIL.
7. HORSES VS. MOTORIZED USERS - "SPOOKY" HORSES ON NARROW TRAILS.
8. AGAINST USER FEES
9. DOGSLEDS VS. MOTORIZED - SPEEDS AND VISIBILITY
10. BLACKTOP VS. ATV'S
11. TOWN ROADS VS. ATV'S
12. BLACKTOP VS. SNOWMOBILES (MELTS OUT QUICKLY)
13. MOTORIZED VS. ADJACENT LANDOWNERS - NOISE, LITTER & TRESPASSING.
14. MOTORIZED VS. SILENT SPORTS
15. ATV'S VS HIKERS
16. ATV'S VS. BIKERS
17. ATV'S UTILIZING TOWN ROADS (NOT DESIGNATED AS LEGAL ROUTES)
18. LITTER
19. SPEED LIMIT (50-55 MPH?)
POTENTIAL COMPATIBLE GROUPS

2. Lights and Reflector for All Trail Users Would Improve Safety.
3. Snowmobiles & ATV's
4. Multiple Use for Everyone.
5. ATV's with All Other Groups.

SPECIAL FACILITIES

1. Portions ADA Compatible
2. Source Drinkable Water
3. Parking
4. Privies
5. Signing (Facilities, Amenities, Uses Allowed
6. Trail Maps
7. Access to Local Communities
8. Trash Containers
9. Warming Houses
A public input meeting was held on Wednesday, May 6, 1996 at 7:00 p.m. at the Wisconsin Agricultural Research Station in Spooner. The purpose of the public input meeting was to receive public input regarding the uses of the "Wild Rivers Trail" corridor, formerly the Wisconsin Central Limited Railroad.

The public input meeting was conducted by the Washburn County Forestry Department. Seven of the nine Wild Rivers Trail Commission members were present, along with the three Washburn County Forestry Committee members. There were approximately 45 citizens attending the public input meeting to express their concerns in developing this trail.

A summary of the May 6, 1996, Wild Rivers Trail public input meeting is shown below.

Washburn County
Wild Rivers Trail Public Input Meeting
05/06/96

Uses for the Wild Rivers Trail expressed at the public input meeting held on May 6, 1996:

- Bicycling
- Snowmobiling
- ATV's
- Walking/Jogging/Viking
- Horseback Riding
- Cross-Country Skiing
- Dog Sledding
- Hunting
- Roller Blading

Multiple use was also expressed; but since there are many varieties of uses that can be included, it is difficult for user groups to agree on a definition.

Listed below are the pro's and con's of these uses expressed at this meeting:

**Bicycling:**

**Pro's** - It is a healthy, family oriented recreation. There would be some financial gain to the local communities. Biking is a safe recreation with very minimal environmental impacts.

**Con's** - It is very expensive to surface a trail that people will use for bicycling.

**Snowmobiling:**

**Pro's** - A very substantial economic gain to the communities that the trail passes through by attracting tourists. Snowmobiling miles are also self-funded along with enforcement through the state.

**Con's** - The potential for high speeds on a straight trail and the safety concerns associated with this. Also, there was a concern by some adjacent landowners that there would be a noise problem.
ATV's:
Pro's - This would develop a legal place where ATV's could be ridden. Also, there was some suggestions that the more uses you allow on the trail, the more people will be using the trail which will create more tourism and economic gain to the communities.
Con's - There is a very big safety issue between motorized and non-motorized recreation. Also, depending on the trail's surface, there is potential damage caused by ATV use. With all motorized recreation, there is the noise problem along with respecting private property adjacent to the trail's corridor.

Walking/Swimming/Hiking:
Pro's - It is a healthy, family oriented recreation that has no environmental effects.
Con's - None.

Horseback Riding:
Pro's - Allows more users for the trail.
Con's - Some damage to trail surface, and horses sometimes react unpredictably around motorized recreation if allowed during the summer.

Cross-Country Sking:
Pro's - Allows more users for the trail.
Con's - None

Dog Sledding:
Pro's - Allows more users for the trail.
Con's - Safety factor with snowmobiles at night.

Hunting:
Pro's - Allows more users for the trail.
Con's - Safety factor with other users of the trail.

Rollerblading:
Pro's - Allows more users for the trail.
Con's - Very expensive to surface the trail smoothly enough for rollerblading.
Listed below are suggestions for the trail expressed at this meeting:

1. **Blacktopping**: A blacktopped trail has a very high development cost, a high maintenance cost, and it shortens the snowmobilers' season by not maintaining snow cover as long as other surfaces.

2. **Uniform signage standards**: Uniform signage would allow advertising to be controlled, along with improving the aesthetics along the trail.

3. **Remove ballast**: The large, sharp, angular ballast is unsafe for snowmobiling and does not provide a surface for bicyclists to use.

4. **Garbage litter**: There might be a possibility of starting an "adopt-a-trail" section to help keep the trail clean, along with providing jumpers/pas/containers for garbage.

5. **Parking and bathroom facilities**: Limit these facilities to municipalities for safety and vandalism reasons.

6. **Summer motorized vs. non-motorized**: Summer motorized vs. non-motorized user conflicts were recognized; research other trails in the state to see what their uses are.

7. **Other suggestions**:
   a. It was recognized that there are no conflicts between snowmobiling and summer uses.
   b. Consider selling state trail passes to help fund the trail.
   c. All user groups should share in the maintenance burden of the trail.
   d. There shouldn't be any snowmobile speed limit on the trail since the state doesn't require any on their funded trails.
   e. Consider an "adopt-a-bridge" program to minimize the cost of developing the trail.
Wild Rivers Trail Engineering Analysis

The entire Barron County portion of the Wild Rivers Trail from Eau Claire Street in the City of Rice Lake, north to the Washburn County line was field inspected. The inspection included:

1. Examining every drainage structure as to hydraulic conditions and structural adequacy.
2. Examined five re-conditioned trestles as to structural integrity.
3. Field determination of potential guard rail requirements.
4. Examine condition of entire road bed.

The cost of the recommended improvements has been estimated and shown on the tables that illustrate location and description of improvements, as well as conditions.

### DESCRIPTION OF IMPROVEMENTS

<table>
<thead>
<tr>
<th>Location/Station</th>
<th>Description</th>
<th>Condition</th>
<th>Cost</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Messenger St. to Eau Claire St.</td>
<td>Grade ballast</td>
<td>needs to be removed</td>
<td>1997</td>
<td></td>
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<tr>
<td>Eau Claire St.</td>
<td>Grade r-o-w base to match sidewalk. Erect trail x-ing signs on sidewalk</td>
<td>50.00</td>
<td>1997</td>
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<tr>
<td></td>
<td></td>
<td>50.00</td>
<td></td>
<td></td>
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<tr>
<td>Marshall St.</td>
<td>Replace stop sign</td>
<td>75.00</td>
<td>1997</td>
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<tr>
<td>Humbird St.</td>
<td>Grade r-o-w base to match sidewalk</td>
<td>75.00</td>
<td>1997</td>
<td></td>
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<tr>
<td>Stout St.</td>
<td>Remove rails from r-o-w</td>
<td>100.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>Knapp St.–Rte. 48</td>
<td>Grade r-o-w base to match road crossing</td>
<td>100.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>Back of Carol's Restaurant</td>
<td>Remove Smith Shanty</td>
<td>filthy/graffiti</td>
<td>400.00</td>
<td>1997</td>
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<tr>
<td>0.20 mile north of Knapp St.</td>
<td>Culverts replaced with city storm sewer</td>
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<tr>
<td>North St.</td>
<td>Replace stop sign</td>
<td>30.00</td>
<td>1997</td>
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<tr>
<td>Mile Post 072 &amp; 46</td>
<td>Culverts replaced with city storm sewer</td>
<td>good</td>
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<tr>
<td>MP 081 &amp; 91</td>
<td>36&quot; culvert plugged-tree blocked</td>
<td>100.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>Mile Post 081 &amp; 91</td>
<td>High grade – potential to need guard rail for 100'</td>
<td>1,500.00</td>
<td>1998</td>
<td></td>
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<tr>
<td>Mile Post 883 &amp; 42</td>
<td>48&quot; Culvert okay / remove debris upstream</td>
<td>50.00</td>
<td>1997</td>
<td></td>
</tr>
<tr>
<td>Location/Station</td>
<td>Description</td>
<td>Condition</td>
<td>Cost</td>
<td>Year</td>
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<tr>
<td>------------------</td>
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<td>-----------</td>
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</tr>
<tr>
<td>Mile Post 904 &amp; 49</td>
<td>Woody debris on r-o-w</td>
<td>remove</td>
<td>$130.00</td>
<td>1997</td>
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<tr>
<td>Mile Post 908 &amp; 84</td>
<td>35' decked railed trestle</td>
<td>concrete abutment</td>
<td>$125.00</td>
<td>1997</td>
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<tr>
<td>Mile Post 993 &amp; 32</td>
<td>120' decked &amp; railed trestle</td>
<td>clean creek bed, concrete abutment, flashing-monitor</td>
<td>$5,000.00</td>
<td>2002</td>
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<td>2.41 miles north of Sappy St.</td>
<td>2 driveway crossings</td>
<td>regrade for better visibility</td>
<td>$1,005.00</td>
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<td>Mile Post 993 &amp; 32</td>
<td>30' culvert</td>
<td>partly blocked</td>
<td>$400.00</td>
<td>1998</td>
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<tr>
<td>Mile Post 1019 &amp; 32</td>
<td>42' cement pipe</td>
<td>settled &amp; deformed in middle - replace</td>
<td>$6,000.00</td>
<td>1996</td>
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<tr>
<td>Mile Post 1097 &amp; 36</td>
<td>30' culvert</td>
<td>okay clean out east side</td>
<td>$300.00</td>
<td>1998</td>
</tr>
<tr>
<td>Mile Post 1118 &amp; 04</td>
<td>42' cement pipe</td>
<td>okay need clean-out potentially need for 150' guard rail on east side r-o-w</td>
<td>$4,000.00</td>
<td>1999</td>
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<tr>
<td>Mile Post 1127 &amp; 07</td>
<td>30' culvert</td>
<td>okay - clear trees on west side</td>
<td>$100.00</td>
<td>1996</td>
</tr>
<tr>
<td>Mile Post 1135 &amp; 0</td>
<td>70 ft. decked &amp; railed trestle</td>
<td>okay - monitor concrete</td>
<td>---</td>
<td>---</td>
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<tr>
<td>Village - Haugan No. Co. &quot;V&quot;</td>
<td>R-o-w at Haugan Feed Mill</td>
<td>poles &amp; debris on r-o-w &amp; grain storage facility on r-o-w</td>
<td>$600.00</td>
<td>P.O.T. is negotiating</td>
</tr>
<tr>
<td>Mile Post 1273 &amp; 00</td>
<td>175' decked and railed trestle</td>
<td>good</td>
<td>---</td>
<td>---</td>
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<td>Mile Post 1237 &amp; 19</td>
<td>24' culvert</td>
<td>plugged</td>
<td>$900.00</td>
<td>1998</td>
</tr>
<tr>
<td>Mile Post 1241 &amp; 30</td>
<td>24' culvert</td>
<td>okay - clean brush</td>
<td>$100.00</td>
<td>1996</td>
</tr>
<tr>
<td>Mile Post 1252</td>
<td>High grade</td>
<td>potential 400' of guard rail east side of grade</td>
<td>$9,600.00</td>
<td>1999</td>
</tr>
<tr>
<td>28th Ave. &amp; County &quot;58&quot;</td>
<td>6' culvert network at intersection of roads &amp; trail</td>
<td>beaver dammed water within 1' of grade</td>
<td>$5,000.00</td>
<td>1937- 98</td>
</tr>
<tr>
<td>Mile Post 1300 &amp; 00</td>
<td>60' concrete pipe</td>
<td>very good</td>
<td>---</td>
<td>---</td>
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</tbody>
</table>
Appendix C

Bridges Listing

Unnamed Tributaries to Totogatic River

Bridge #1: SENE Sec. 1, T42N-R12W (10' x 20')
Bridge #2: NESE Sec. 1, T42N-R12W (10' x 20')
Bridge #3: NWNE Sec. 1, T42N-R12W (10' x 20')

This tributary starts from a marsh in Section 6, T42N-R11W, and flows through Sections 1 & 12, T42N-R12W, until it flows into the Totogatic River in Section 12. Potential for beaver problems associated with the Wild Rivers Trail is high.

Dry Wash

Bridge #4: SWNE Sec. 12, T42N-R12W (10' x 65')

Bridge #4 is over a dry wash. The only substantial flow under this bridge takes place during spring runoff.

Totogatic River

Bridge #5: SWSW Sec. 12, T42N-R12W (10 x 126')

Bridge #5 is a double span bridge 126 feet in length over the Totogatic River. Center support in the stream is concrete and in good condition. The bulkheads and wingwalls are laid-up reddish colored stone and also in good condition. Because of Totogatic River's large watershed, flooding and subsequent extreme water level fluctuations occur in the spring and after heavy rainfalls.

Shell Creek

Bridge #6: NESE Sec. 23, T42N-R12W (10' x 30')

Bridge #6 is a 30 foot single span bridge over Shell Creek. The bulkheads and wingwalls are laid-up limestone and in good condition. The bridge support is two steel "I" beams with the deck 14 feet above the crest.

Whalen Creek

Bridge #7: SENE Sec. 14, T42N-R12W (10' x 20')

Bridge #7 spans over Whalen Creek. Whalen Creek has extensive beaver activity and could pose a problem for maintenance in the future.
Hnamekagon River

Bridge #8: NDSW Sec. 35, T42N-R12W (16' x 30')

Bridge #8 goes over U.S. Hwy. 63 and the Namekagon River in eleven spans totaling 305 feet in length. The span over U.S. Hwy. 63 is 61 feet and is supported by two steel "T" beams. The Namekagon River is crossed by two spans of 75 feet each and are also steel "T" beams. The remainder of the structure is wood pile caps and wood stringers supporting the ties. The bridge deck is 40 feet above the water and the clearance for U.S. Hwy. 63 is 14.5 feet. A walkway has been added to the west side of the bridge with cable railings. This crossing is very interesting and quite scenic. It should be considered to make new bridge decking wider than the regular trail specifications to allow pedestrian usage.

In 1968 a federal law was enacted naming the Namekagon River a part of the National Wild and Scenic River system. It is included in part of the St. Croix National Scenic River project. These rivers will be kept in as wild and unpolluted a condition as possible through prohibiting dam building, straightening, and other physical changes. The Namekagon River waterways and bankland buffer zones will be protected through federal acquisition and zoning from Namekagon Lake to its outlet to the St. Croix.

Potato Creek Culvert

Potato Creek Culvert: NWSW Sec. 2, T39N-R12W (7' culvert)

Just south of the Village of Trago the railroad grade passes over Potato Creek. This is not a bridge, but twin tubes about seven feet in diameter under approximately 16 feet of fill. These culverts appear to be in reasonably good condition.

Yellow River

Bridge #9: NEESE Sec. 31, T39N-R12W (16' x 100')

Bridge #9 is a single span, 100 foot long bridge over the Yellow river in the City of Spooner. This bridge has extra width to consider installing wider than normal deck width along with walkways. The stone abutments are extra wide, apparently a second bridge was supported in the past. The bridge deck is 16 feet above the water. This bridge has a nice setting and scenic view of the lake.

Unnamed Drainage

Bridge #10: Gov. Lot 3 Sec. 6, T38N-R12W (14' x 29')

Bridge #10 passes over an unnamed drainage that flows into a large marsh before it becomes a tributary to the Yellow River. Very little water flows under this bridge; only during spring runoff would there be a substantial flow.

Unnamed Tributary to Beaver Brook

Bridge #11: NE NW Sec. 16, T38N-R12W (10' x 30')

Bridge #11 passes over a small tributary stream flowing out from Leonard Lake into Beaver Brook. This stream is so small that only significant flow might take place during spring runoff.
Pine Grove Town Road

Bridge #12:  NWSW Sec. 13, T37N-R12W  (10' x 31')

Bridge #12 passes over a town road (Pine Grove) approximately 1.5 miles south of Sarona. This is a 31 foot long single span bridge with concrete bulkheads and wingwalls. The bridge deck is 1F feet above the paved road surface.
APPENDIX D

Wild Rivers Trail maps follow.

1. Three Counties Map
2. Barron County Segment
APPENDIX B

Public Review of Barron County's Wild Rivers Trail Master Plan

Barron County's Wild Rivers Trail Master Plan Participation meeting was held on July 29, 1997 to review the drafted Master Plan.

Meeting was held in the Barron County Courthouse and was attended by 51 registered individuals. Of these 51 individuals, 32 chose to speak when their assigned number was called. Each registered individual was issued a numbered ticket. Then tickets were drawn at random to provide opportunity to speak. Each speaker was asked to limit themselves to two minutes. Most completed their comments well within the two-minute deadline.

The only real divergence of opinion on the draft plan centered around summer use of the trail. Those who identified themselves as advocates for motorized use were comfortable with development that centered around multiple users. Those who identified themselves as advocates for silent sports were nearly unanimous in expressing that any motorized use would destroy aesthetics of and limit use of trail by their groups. Safety, aesthetics, and surface protection were major areas of concern by non-motorized advocates.

At the public hearing, the split between motorized and non-motorized users was very close (see table). The accepted written comments ran nearly exclusively in favor of non-motorized only summer development. Newspaper articles and editorials also distorted results of the May 15, 1996 public input meeting by claiming that a greater than 3 to 1 ratio of those in attendance advocated summer non-motorized use only. With less than fifty in attendance, 48 felt that walking, hiking, jogging was a desirable and compatible use. At the same time, 32 of this same group felt that full-time ATV use was desirable and compatible. The news article reached its conclusion by adding the numbers who expressed acceptance of use such as hiking, hiking, jogging, running, and roller-blading as if each was a separate individual, which they were not. This distortion left many individuals with the impression that Barron County was going against a strongly expressed sentiment that summer non-motorized use was the most desired use expressed at the original public input meeting. Whereas, in reality, this input meeting basically expressed the concept of desiring multiple uses of the trail.

In summary, there was strong support for the development of the recreational trail, but a nearly equal split exists between potential user groups as to the future development of summer season uses. In reality, the County is still committed to starting trail development with the idea of multiple uses and allowing the trial to evolve, based on circumstances and actual conflicts that may arise. Available funding will also play a role in future development.
Wild Rivers "Supertrail" Coming to Rice Lake

In 1993, the DNR approved a 130-mile recreational "supertrail" from Chippewa Falls to Superior on abandoned railroad corridors. When completed, the newly-named Wild Rivers Trail will be the longest recreational trail in Wisconsin, and one of the longest in America, adding to a nationwide network of over 700 converted rail trails. The trail will pass through Rice Lake on the former Chicago Northwestern rail corridor. To date, Wisconsin has purchased the abandoned corridor from Allen Street in Rice Lake to Superior. A cooperative agreement has been reached with the DNR and Barron, Washburn, and Douglas County to turn over the corridor to the counties who will build and maintain the trail. A tri-county Wild Rivers Trail Commission has been established, and a master plan is being compiled. Construction of the Rice Lake to Superior section will begin in 1997.

South of Rice Lake, the corridor is currently in the abandonment process. When finalized, the DNR hopes to purchase that section to complete the supertrail.

Rice Lake Waterfront Trail: A Natural Tie-In

The Rice Lake Waterfront Trail is a proposed 8-foot wide blacktop trail in two loop sections providing three intersections with the Wild Rivers Rail Trail. When completed, it will run from the northern end of Rice Lake to the southern city limits (see map on last page). One loop would follow the lakeshore and the other would parallel the Red Cedar River, linking many Rice Lake parks and recreation areas. The Waterfront Trail would be designed for foot traffic, bicycles, wheelchairs, and roller blades. Motorized vehicles would be prohibited from the trail in all seasons.

The northern section would begin at the Wild Rivers Rail Trail near the hockey center then loop east, following the lakeshore past the hospital and beach to Knapp-Stout Park, crossing the river on the railroad bridge above the dam. Portions of this trail loop may use Lakeshore Drive.

The southern section would begin at the dam then follow the river to the Rail Trail crossing near Tate Park. It would continue along the east shore of the river past the Industrial Park, UWCC and WITC campuses, and County O to the southern city limits where it will reconnect to the Rail Trail at the old Blueberry Station.
Proposed Implementation Sequence
1. Middle section along Red Cedar River from dam south to County O.
2. South section along Red Cedar River from County O south to Wild Rivers Railtrail at city limits (Blueberry Station).
3. North section along Rice Lake from dam north to Wild Rivers Railtrail at hockey center.

Eligible Funding Sources

National Recreational Trails Act
50% cost sharing by local unit of government. Donated labor and materials may be used for a portion of the local government share. Administered by the Wisconsin DNR.

Wisconsin Stewardship Fund
50% reimbursement-type grants for acquisition and development. Local unit of governments are eligible if the project is included in their Recreation Plan. Land title or 20-year easements are required. Funded and administered by the Wisconsin DNR.

Private Donations
A local citizen group, the Rice Lake Trail Foundation, is incorporating as a Wisconsin nonprofit corporation. The corporation's stated purpose is, "...to conduct fundraising activities exclusively for the benefit and use of the City of Rice Lake in developing and maintaining the trail." As a tax-exempt nonprofit corporation under Section 501(c)(3) of the IRS code, the group will solicit and accept charitable, tax-deductible donations from individuals and businesses.
WILD RIVERS TRAIL
MASTER PLAN
WASHBURN COUNTY, WISCONSIN SEGMENT
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APPENDICES

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Appendix D - Wi. Dept. of Natural Resouces Easement
Appendix E - Quit Claim Deed
Appendix F - Department of Natural Resources
    NR45 Wisconsin Administrative Code
Appendix G - Department Design Standards Handbook
Appendix H - Engineering Analysis Report
Appendix I - Wild Rivers Trail Master Plan
    Public Participation Meeting
Appendix J - County Board Resolution
This Master Plan represents Washburn County's portion of the Wild Rivers Trail beginning April 1, 1997, and ending April 1, 2007. The entire Wild Rivers Trail is 97 miles and extends from the City of Rice Lake in Barron County, through Washburn County, to just north of Superior at the Aribridge Junction, Douglas County, Wisconsin. Map 1 shows the regional location of the Wild Rivers Trail and Map 2 shows the Wild Rivers Trail associated to other recreational trails in Northwest Wisconsin.

The Forestry, Parks and Recreation Committee is responsible to establish and maintain County recreation areas and facilities within or outside the County Forest and has been empowered to establish and enforce rules and regulations for the use of such developments, and to establish fees for their use.

The responsibility for all recreation planning on the Wild Rivers Trail will rest with the Washburn County Forestry, Parks and Recreation Committee. The Washburn County Forestry, Parks and Recreation Committee has the authority to apply for grants and to spend monies on the Wild Rivers Trail.

The Wild Rivers Trail will be developed under the Memorandum of Understanding (MOU) signed by the Wisconsin Department of Natural Resources (WDNR) and the counties of Barron, Washburn, and Douglas (Appendix A). The WDNR and the WDOT will be responsible for the acquisition of the railroad right-of-way (ROW), other necessary trail linkages for trail continuity, and any additional land for trail support facilities (e.g. parking, restrooms, etc.). Under these same MOU's, the counties will be responsible for the development, operation, and maintenance of the trail under their respective jurisdictions.

Necessary changes in policy and procedure shall be incorporated into the plan as required. Amendments to the plan will require approval by both the County Board and the Wisconsin Department of Natural Resources.

Although not required in the MOU's, the counties of Barron, Washburn, and Douglas have formed the "Wild Rivers Trail Commission." The purpose of the Commission is to provide a network for communication between the counties regarding development, maintenance, and operation of the trail.

Washburn County Forestry, Parks and Recreation Committee request that the Wild Rivers Trail be designated as a State Recreational Area Trail. Under this designation, no hunting will be allowed anywhere on the Wild Rivers Trail Corridor.
SECTION I - ACTIONS

A. GOALS AND OBJECTIVES

Goal
To provide and preserve a 40-mile long recreational trail to link Barron County's 11 miles and Douglas County's 467 miles. The trail will make available year round use that will provide for safe two-way traffic, with a goal to be accessible to all users regardless of impairments, for hiking, bird watching, berry picking, nature study (i.e. school classes could use stretches of the corridor to study prairie-like landscape ecology), snowmobiling, cross-country skiing, all-terrain vehicle (ATV) use, horseback riding, dog sledding, snowshoeing, and horse drawn carriages. The trail corridor will be preserved for present and future generations.

Objectives
1. Incorporate the Master Plan for the 40-mile recreational trail and its facilities into the Washburn County Recreation Plan.
2. Provide trail access to the physically impaired through proper design, construction, and management.
3. Provide spring, summer, and fall trail use opportunities to hikers, joggers, bikers, bird watchers, berry pickers, nature studies, and photographers.
4. Provide a trail and the necessary maintenance to accommodate snowmobilers, ATV's, dog sledgers, and cross-country skiers each season.
5. Provide a trail with the necessary maintenance to accommodate horseback riders and horse drawn carriages.

Additional Benefits
1. Continued preservation of the right-of-way not developed as a trail in grass, prairie, brush, and trees to benefit wildlife by providing food and cover.
2. Recreational trail development will enhance tourism and promote economic development.
3. Recreational trail will provide for linkage to existing and potential recreational trails.
4. Preserve the right-of-way in the public trust for future use.

B. RECOMMENDED DEVELOPMENT AND MANAGEMENT PROGRAM

1. Land Acquisition

Under the terms of the NOA, the WDNR and WDOT are responsible for the acquisition of the abandoned ROW within Washburn County. All of the right-of-way was purchased from the Wisconsin Central Ltd. Under the terms of the NOA, the
WDMR agrees to purchase additional land acreage adjacent to the right-of-way for that use as recommended in the Master Plan and if the communities do not provide, also as per the Master Plan.

If in the future when the second existing rail line from Spooner to Trego, which lies adjacent to the existing corridor, comes up for abandonment for rail banking, Washburn County, herein and as part of this plan, requests the WDOT to remove this portion of railroad track to complement future uses on the existing corridor. The WDOT and/or WDMR should then enter into a MOU with Washburn County to manage this as a recreation corridor along with the Wild Rivers Trail.

In the future when there is a need for more parking facilities, Washburn County requests the WDMR to purchase land along the Wild Rivers Trail in the City of Spooner. The WDMR should then enter into a MOU with Washburn County to develop parking facilities to meet the needs of the Wild Rivers Trail users.

2. Development

The section of the corridor purchased by the WDOT has been signed over to the WDMR through an Interim Trail Use/Rail Banking Agreement. This Interim Trail Use/Rail Banking Agreement gives the WDMR temporary possession of the property to be occupied, managed, maintained, and used hereafter set forth. The term of this agreement to the WDMR shall be fifteen (15) years from the date of its execution (November 1996). If at the end of fifteen years WDOT has not reclaimed the property for rail purposes, Washburn County requests the WDMR to extend their agreement for another fifteen year term.

According to the terms of the MOU, the development of the recreational trail is the responsibility of Washburn, Barron, and Douglas Counties. The WDMR and WDOT have granted an easement/cut claim deed to the counties for the development, maintenance, and operation of the full length of the trail. The trail will be developed in compliance with the WDMR Design Standards Handbook, Chapter 30 - Trails (Appendix G); WDMR "Bridge Guidelines for New and Replacement Structures - Snowmobile and All-Terrain Vehicle" (Pub-CA-006-89); and WDAH "Snowmobile Trail Signing Handbook" (Pub-08-02). Associated facilities will be designed and constructed in compliance with State and Local building codes and the Americans with Disabilities Act. It is understood, regarding development, that the WDMR will assist financially with trail development to whatever extent possible, i.e.: Local Park Aides, NRDA, LAMCOA, ATV, and Snowmobile Aides. Subsequent long-term development activities will occur as demand, opportunity, and funding allow.

The main priorities associated with the trail development are:

a. Removal of existing ballast. This existing ballast is very sharp angular rock approximately 3 inches in size. This ballast has to be removed or covered up for safety reasons. Since putting an aggregate surface over the existing ballast is very expensive, removal of the ballast is the logical solution. The 46 miles of ballast on the trail in Washburn County has been calculated to cost approximately $8,000.00 to wing the ballast off to the side with a bulldozer. Washburn County along with Douglas and Barron Counties are still looking at options to have the removed ballast that is salvageable recycled, if economically feasible. 40.0 miles of railroad bed will then need grading to smooth out the cinder base. At least forty (10-yard loads of gravel) will be needed to fill in at road crossings where the ballast has been removed.

b. Removal of existing telephone poles, guy wires, and telephone wires. In Washburn County alone, there are 850 poles of various lengths along the trail that need to be removed for safety reasons. Washburn, Barron, and Douglas Counties are looking at setting up bid specifications to have these poles, guy wires, and telephone wires removed through a salvage

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business. The money received from this contract (if any) would go directly back into the development of the trail at the County level.

c. Decking and railing existing bridges. Washburn County has 12 existing bridges on the 40-mile section of trail. These 12 bridges totaling 796 linear feet need to be decked and railing meet state specifications standards. Also, approach rails will be needed on these bridges to safely guide traffic onto bridges. Bridge vehicle barricades (large vehicle stoppers) may need to be constructed to protect the bridge from damage, and unauthorized use.

The Namekagon River bridge currently still has the rails intact on it. Until those rails are removed and the bridge is raised and decked, an alternate route will be needed through the Village of Trego to cross the Namekagon River and get back onto the Wild Rivers Trail. (Note: There is a nearby snowmobile route currently being used at this time.) There is no alternate route at this time for other than snowmobiles.

d. Sign the trail. Proper signing to meet State standards will need to be done for the bridges, road crossings, and other snowmobile and ATV trail needs.

e. Settle unauthorized travelway issue. From Rustic Lane to County Trunk "H" north of Spooner, there is an unauthorized dirt travelway (aka Roundhouse Road) that is on the Wild Rivers Trail corridor property. This travelway doesn’t leave enough room between it and the current rail line that is in from Spooner to Trego to allow safe Wild Rivers Trail travel. Negotiations or possible court decisions need to take place between the WDOT, WDNR, City of Spooner, and adjoining landowners to have this travelway moved to the east off of state property. Then a safe trail can continue to be used and developed. Legal description: In Sec. 29, T39N-R12W.

f. Develop parking facility. In the future as the need is determined by Washburn County, the County will request WDOT to enter into a MOU with Washburn County to develop a parking facility on the land owned by the WDOT at the previous Trego rail yard. Legal description: In SESE Sec. 30, T40N-R12W. All lands owned by the State within the City limits of Spooner should be identified or an accurate map provided by the WDNR or WDOT for future parking and/or rest facilities in the city can be planned for development.

g. In the future when there is a need for more parking facilities, Washburn County requests the WDOT and/or WDNR to enter into a MOU with Washburn County to develop a parking facility on the land owned by the WDOT in the Village of Sarona. According to the CWEN Railroad maps, the corridor purchased by the WDOT is 150 feet wide to the west for approximately 1/4 mile. Legal description: SESE Sec. 2, T37N-R12W.

Under the terms of the MOU, the counties must open the trail for public use within five (5) years of the acquisition of the entire trail right-of-way by the WODOT. Under any five-year term should begin after the execution of the MOU and the Counties are executed by the State. This will give the Counties a fair chance to develop the trail after permission is given.

3. Resource Capabilities and Inventories

a. Geology

Wild Rivers Trail travels through three basic bedrock formations. The southern two-thirds has an underlying layer of sandstone of Cambrian age. A broad belt of basaltic lava flow crosses the County from the west central edge to the northeast corner. The third bedrock type is underlain by a mixture of sandstone, shale, and conglomerate of pre-Cambrian origin. Recent deposits of
glacial drift cover almost the entire County and are of various thickness of up to about 300 feet.

b. Soils
The parent soils surrounding the corridor are mostly upland and outwash types derived from glacial drift, and are acidic in nature. Sandy soils occur along the Neshkoro, Totowa, and Yellow River watersheds. The remaining uplands have soils of loam and silty materials.

c. Climate
The climate in Washburn County is continental and is characterized by long, warm, often severely cold winters and relatively short summers with warm days and cool nights. Spring and fall seasons are often short with the transition from winter to summer and from summer to winter quite rapid. Radical changes in weather can be expected every few days from late fall to early spring. The average annual temperature is 42.4°F with recorded extremes of 110°F and -46°F.

Prevailing winds blow from the northwest during the winter and from the southwest and south during the summer.

November and December average the least amount of sunshine with only 40% of its possible occurring. From July through September the sun shines two-thirds of the possible time.

Precipitation is light during the winter, increasing in spring and summer. About 70% of the 29.3 inches of average annual precipitation falls during the five growing months of May through September. Winter precipitation is chiefly in the form of snow with a yearly average snowfall of 47 inches. The record snowfall came in 1968-69 when 93.0 inches were recorded.

d. Vegetative Cover
Aspen is the most common timber type along the trail. It is found most commonly in stands consisting of purely the aspen species or mixed with white birch. Many aspen stands have an understory of northern hardwoods, oak, or fir-spruce.

Upland conifers, consisting mainly of jack pines and red pines, make up the next most common timber type. In this type, also included are scattered small natural stands of red and white pines, white spruce plantations, and natural stands of upland fir and spruce.

Northern hardwoods account for approximately 15% of the timber type along the trail. The major components of this type are sugar maple, basswood, white ash, elm, yellow birch, and red maple. Associated species in this type include aspen, white birch, northern red oak, and ironwood.

Swamp conifer and swamp hardwood stands are located along the trail where trees are growing in lowland areas. Swamp conifers consist mainly of black spruce and tamarack; and swamp hardwoods are mainly black ash.

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

An example of the opportunities available would be designing a foot travel trail to link up to the National Park Service visitor nature center, located adjacent to the trail in Trego.

e. Water Resources

Numerous lakes, streams, spring ponds, and wetlands have formed in the glacial landscape of Washburn County. The northern two-thirds of the County are drained to the St. Croix/Mississippi River basin by the Totogatic and Namekagon Rivers. The southern one-third is drained to the Mississippi River by the Bear Creek and Brill River systems. Numerous secondary, low gradient streams occur throughout the County. They are typified by high flows in spring/fall and low flows in summer. Lake and wetland water levels are dependent upon annual rain and snowfall.

Namekagon River

A large, clear, warm water drainage stream. The Namekagon River itself has a warm water fishery consisting of muskie, northern pike, walleye, largemouth bass, smallmouth bass, panfish, white sucker, redhorse, and numerous minnow species. A few brook trout can be found where the streams having trout populations enter the river. Beaver, otter, muskrat, mink, and wassel can be found along the stream. A large number of puddle ducks and mergansers nest and raise their young along the river. Other migrating waterfowl use the river in fairly large numbers during spring and fall migrations. In addition to the many other uses, the Namekagon River also provides excellent canoeing and inner tubing.

In 1968 a federal law was enacted naming the Namekagon River a part of the National Wild and Scenic River system. It is included in part of the St. Croix National Scenic River project. These rivers will be kept in as wild and unpolluted a condition as possible through prohibiting dam building, straightening and other physical changes. The Namekagon River will be protected through federal acquisition and zoning.

Potato Creek

A warm water drainage stream that empties into the Namekagon River. The species of fish that inhabit Potato Creek are northern pike, largemouth bass, panfish, white suckers, and minnows. Muskrat, otter, and mink can be found along the stream. A large number of dabblers, ducks nest along the stream. Also, other ducks use the stream during their spring and fall migration.

Shell Creek

A clear, spring fed and drainage stream. The upper part of this stream is a Class II brook trout water. Otter, mink, and muskrat can be found along the stream. A few ducks are raised along the stream and its adjoining wetlands. Migrating ducks also use the stream in fair numbers during spring and fall migration.

Bunts Brook

A darkly stained brook trout stream originating from a large beaver flowage. The stream is a Class IIA brook trout water. Beaver, otter, muskrat, and mink are common along the stream. A few broods of dabbling ducks are raised in the adjoining wetlands. Other ducks use the stream during spring and fall migration.
Potoseic River
A fairly large, brown stained, warm water drainage stream. The types of fish that inhabit the river are northern pike, walleye, largemouth bass, smallmouth bass, panfish, and minnows. Beaver, otter, muskrat, and mink can be found along the river. A large number of ducks are raised along the river and its adjoining wetlands, and other migrating waterfowl use the river in modest numbers during spring and fall migration.

Whalen Creek
A small, clear, spring fed stream. The stream above Whalen Lake is Class IA brook and brown trout water. Muskrat, mink, and otter can be found along the stream. A few brood ducks are raised each year, and a few other migrating ducks use the stream during the spring and fall migration. Also on the upper end of the stream, the Wild River Trail travels through the WDNR's Whalen Creek Wildlife Area.

Yellow River
A large, clear, warm water drainage stream. The stream is wide, fairly deep and sluggish. The fish population is made up of muskellunge, northern pike, walleye, largemouth bass, smallmouth bass, panfish, minnows, and a few brook and brown trout. In early spring, beaver, muskrat, otter, and mink can be found along the stream. A large number of ducks are raised along the river and its adjoining wetlands, and other migrating waterfowl use the river extensively during spring and fall migration. Water is diverted from the Yellow River flowage for use in the WDNR's warm water fish hatchery and rearing operations in Spooner.

4. Management
The multi-purpose recreational trail will be operated and managed by the counties directed by Chapters 94A5 (State Parks and State Forests), NR50 (Administration of Outdoor Recreation Program Grants and State Aide), and NR64 (All-Terrain Vehicles) of the Wi. Admin. Codes. These codes will be supplemented by Washburn County ordinances. While each county will manage its own trail segment independently of the others, the "Wild Rivers Trail Commission" has been formed. The commission is comprised of members representing Washburn, Barron, and Douglas Counties. The purpose of the commission is to provide a network for communications between the counties regarding development, maintenance, and operation of the trail.

a. Authorized Motorized Uses
Motorized vehicle use limited to registered all-terrain vehicles and snowmobiles. All-terrain vehicle means an engine-driven device which has a net weight of 700 pounds or less, which has a width of 48 inches or less, which is equipped with a seat designed to be straddled by the operator and which is designed to travel on three or more low-pressure tires. A low-pressure tire is a tire which has a minimum width of 6 inches, which is designed to be mounted on a rim with a maximum diameter of 12 inches, and which is designed to be inflated with an operating pressure not to exceed 6 pounds per square inch as recommended by the manufacturer. No two-wheel motorized vehicles will be allowed.

Nothing in the previous paragraph shall prohibit or hinder the Department, its supervisors, managers, foresters, wardens, rangers, or other duly authorized agents or any peace officers from performing their official duties.
b. Motor Vehicle Crossings

A major concern of the Wild Rivers Trail is to provide maximum safety to trail users by giving them the opportunity to pursue a recreational trail activity while avoiding contact with motor vehicles. Changing uses or new developments of land adjacent to the Wild River Trail often will result in requests for motor vehicle crossings of the corridor. Each of these crossings adds potential for contact or conflict between trail users and motor vehicles. Guidelines have to be established to control motor vehicle crossings of the trail corridor. It is Washburn County's desire to not create any new road crossings of the trail corridor. Making use of existing road crossings via frontage roads or other methods is preferred. When new road crossings are unavoidable, the following design criteria shall be used to preserve the integrity (quality experience) of the off-road trail.

All permits or permission to cross the State owned property is the jurisdiction of WDNR from the south line of the NE1/4 NW1/4 Section 35, T40N-R12W, to the Douglas County line, and the WDOT from the south line of the NE1/4 NW1/4 Section 35, T40N-R12W, to the Barron County line. By approval of the Wild Rivers Trail Master Plan, the WDNR agrees to the below minimum standards.

Definitions:

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

Considerations:

- Existing Crossings: Whether established by the railroad or through easement from the Department, existing road crossings will normally be honored. Landowners cannot create a public road crossing from a private driveway, farm or agricultural crossing.
- Non-Grade Crossings: Non-grade crossings (underpass or overpass) are the preferred choice for all road crossings. The construction of such facilities is the responsibility of the agency requesting the crossing.
- Trail Uses: Crossing restrictions/conditions shall meet the needs of the year-round uses of the trail.
- Other Crossings: Short-term, seasonal, or sporadic travel across the trail may be permitted by issuing non-transferable use permits under provisions of Chapter RR45, Wis. Adm. Code.
- Survey and Legal Description: Crossing requestor shall normally provide a certified survey and legal description of the crossing for permanent permits or easements.

Types of Road Crossings:

- State and Federal highway crossings: Easements for new or reconstructed of existing highways shall be granted only for non-grade crossings and shall be either over or under the trail.
- County, town highway, or city and village street crossings: First priority shall be to establish non-grade crossings. Whenever non-grade crossings cannot be achieved, crossings will occur at existing roads or streets. If town, county, or streets are not available, new at-grade crossings shall be no closer than 1/2 mile in incorporated areas or one mile in unincorporated areas to any other road crossing. When necessary (heavy traffic), municipal
ties will be required to install stop lights controlled with a push button for crossing of the road.

- **Driveways, commercial and business park crossings:** Any new at-grade driveway or other permanent motor vehicle crossing shall be treated as a county, town, city or village road. Requests for such crossings shall come from the appropriate road authority. These crossings may be accomplished with restrictive easements or term permits. "stop" and/or "yield" signs will be installed on the granted crossing for the years of the crossing. "caution" signs will be mounted on the trail for trail users.

- **Farm crossings:** These are to be used for agricultural purposes only. May be accomplished with a restrictive easement or term permit.

- **Short-term crossings:** These may be permitted by non-transferable use permits and are non-permanent.

Developers should plan frontage roads that do not cross the trail.

**Design Requirements of At-Grade Crossings**

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

**Design Speed of Road**

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<thead>
<tr>
<th>Design Speed of Road</th>
<th>Minimum Sight Distance*</th>
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<tr>
<td>15 mph</td>
<td>150 feet</td>
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<tr>
<td>25 mph</td>
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<td>35 mph</td>
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<td>55 mph</td>
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* Sight distance is measured from a point on the trail at least 15 feet from the edge of the road, from an eye height of 3'-7/2 feet on the trail to an object height of 4'-1/4 feet on the road.

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

c. Trail Maintenance

Trail maintenance is directed and performed by the Washburn County Forestry, Parks and Recreation Committee and its contractors and cooperators.

Annual trail maintenance activities may include:

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

Frequent recurring maintenance activities may include:

- Engineering assessments of bridges.
- Removal of vegetation from trail tread.

A narrow strip of vegetation on both sides of the trail tread may be controlled by mowing. Periodically, portions of the trail may be treated with a herbicide to control unwanted vegetation. A side-mounted brush mower is recommended to be budgeted as a long-term option to having the brushing contracted out.

Labor for the maintenance will be provided by the county or other assistance programs.

d. Vegetative Management

Vegetative management, often forestry practices, will be needed to improve and maintain the aesthetic of the trail, to enhance the wildlife habitat along the trail right-of-way, and to facilitate the maintenance of the trail for recreational uses. Natural succession will cause a sometimes welcome invasion of the corridor by shrub and tree species. Brush mowers will be needed to efficiently remove this vegetation that will restrict safe travel on the corridor.

Certain areas of the trail adjoining U.S. Hwy. 13 may encourage a tree aesthetic strip. If additional funding is available, planting everifer trees may be done to buffer the expressway intrusion to recreation uses.

e. Wildlife Management

It may be desirable to improve the habitat for songbirds and other wildlife along the trail. The protection of wild berries and other food sources and natural nesting places may be encouraged.

The trail passes through many different ecosystems with an abundance of wildlife. Beaver are present on most lakes and streams along the corridor. By nature of their dams and the resulting ponds, they are recognized as adding significantly to the diversity of habitat within
the County. Watertow, shores and wading birds, aquatic furbearers, and amphibian wildlife populations directly benefit from their presence. Where damage to forest timber production, forest roads, recreational trails, or trout streams occurs, beaver will be managed at minimum levels. Culverts and bridges will be impacted by beaver dams and cutting. Where necessary, dams and beaver will be removed to protect the trail facilities.

An area north of Lampson has been identified as a wolf habitat area and a corridor being utilised by documented movement.

Wildlife protection needs involve primarily eagle and osprey nest sites. These are areas along the corridor that historically have been actively used by eagles and ospreys over the past years. There are numerous opportunities for interpretation of wildlife management. As funds allow, boardwalks may be constructed at some locations adjacent to the main trail to allow users to better view and interpret wildlife.

f. Potential Public Management Problems

• Control of non-allowed uses will be achieved through a combination of public information, law enforcement, and peer pressure as use of the trail increases.

• Vandals to signs, bridges, and the trail surface will be addressed through regular inspections, ordinances, law enforcement, and peer pressure.

• Trail crossings: All existing crossing agreements will require review and modification by the WDNR to reflect the present and future uses. Requests for new crossings will be handled on an individual basis in accordance with the WDNR “Department Design Standards Handbook, Appendix G, Continual Inspection of the trail on the WDNR will ensure compliance to crossing agreements and will ensure control of unauthorised crossings.

• Trespass, both to and from the trail corridor, may require the use of various control options including planting, signing, and law enforcement.

• Encroachment issues are the responsibility of the WDNR.

g. Speed Limits

Speed limits (in municipalities and outside municipalities) should be recommended to the Washburn County Forestry, Parks and Recreation Committee by the Wild Rivers Trail Commission. The final jurisdiction on speed limits will be by the Washburn County Forestry, Parks and Recreation Committee. This committee has set the speed limit at 35 m.p.h. outside a municipality and 35 m.p.h. within a municipality.

h. Authorized Access Points

Access points on and off the Wild Rivers Trail can be recommended to the Wild Rivers Trail Commission from local snowmobile clubs, municipalities, or businesses. The Wild Rivers Trail Commission can inform the Washburn County Forestry, Parks & Recreation Committee of these recommendations. The final jurisdiction on authorized access points on and off the Wild Rivers Trail will be by the Washburn County Forestry, Parks & Recreation Committee.

i. Advertisement Signing

Business names only will be allowed on bridge sponsorship and menu boards as authorized by the Washburn County Forestry, Parks & Recreation Committee. Only three menu boards will be allowed in Spooner, two in
Minong, one in Trego, and one in Sarona. Other authorized informational signs for services will only be allowed at trail intersections and must use international symbols to describe the service being provided. Final jurisdiction on authorized advertisement and informational signs will be by the Washburn County Forestry, Parks & Recreation Committee.

3. Recreation Needs and Justification

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

Washburn County is in the Northern Region which also includes Douglas, Barron, Burnett, Polk, Bayfield, Ashland, Iron, Sawyer, Price, Rusk, Taylor, Lincoln, Langlade, Oneida, Vilas, Forest, and Florence counties.

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

- **High** - Hiking and walking.
- **Medium** - Bicycling.
- **Low** - Snowmobiling, horseback riding, cross-country skiing, and all-terrain vehicle use.

k. Financing

**Maintenance of snowmobile trails** - provides up to 100% of the cost up to $200 per mile maximum for the cost of activities associated with keeping a trail safe and enjoyable to use. Eligible maintenance activities include, but are not limited to: trail grooming, trail moving and brushing, trail sign and post replacement, bridges 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 required to accomplish these activities. Maintenance also includes the purchase of liability insurance by the County to protect its interest in providing the trails and acquisition of short-term easements of less than three years.

**Maintenance of all-terrain vehicle trails** - provides up to $60 per mile for winter maintenance. Trails eligible for winter maintenance must be maintained and groomed for a total of not less than two months nor more than six months per year, including the months of January and February. $125 per mile is available for summer maintenance. Trails eligible for summer maintenance must be maintained for not less than three months nor more than eight months, including the months of June, July, and August. $185 per mile for year-round maintenance. Trails eligible for year-round maintenance must be maintained not less than eight months, including winter maintenance. Sponsors may request advance payment of up to 50% of the project amount for maintenance. To be eligible for the advance, a sponsor must have settled all maintenance claims from previous years.

Maintenance includes, but is not limited to: trail or special use area repair or reclamation, sign and post replacement, maintenance of toilet and shelter facilities, normal repair and replacement of facilities lost because of vandalism or normal wear, winter trail grooming, brushing and grading.

Eligible costs include wages, fringe benefits, chargeback rates for equipment, and other normal maintenance and operating expenses such as utilities.

**State trail pass** - The trail pass is required for all individuals ages 16 or older who are hiking, horseback riding, or cross-country skiing on certain designated trails (trail passes are not required for hiking).

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Trail passes are issued to the individual, not the conveyance. As such, passes cannot be transferred from person to person or shared with others. A daily pass is $3.00 per daily sticker, and a season pass is $10.00 beginning at the first of the year. The trail pass must be carried by the person at all times when using the trail.

b. Proposed Development

Alternate "A" (Leave the right-of-way in an undeveloped condition)

This alternative would leave the right-of-way in its existing condition (after the rails were salvaged) with no bridge decking or railing, no tread improvements, no signing, and no maintenance. The right-of-way would be somewhat safe for low-speed travel by motorized vehicles and on foot during snow-free periods. During periods of snow cover, snowmobilers, ATVs, skiers, dog sledgers, and snowshoers could utilize the right-of-way. However, the unimproved bridges (especially the bridge with Louis timber on north or Minong) would pose a liability that would require the removal of them from public use. After a period of years, vegetation would encroach on the railbed and safety and trespass problems would likely occur. Use would be very limited and most certainly very local.

This alternative is not desirable due to the lack of achieving the recreational purposes that the right-of-way was acquired for.

Alternate "B" (limited trail development)

This alternative would involve grading the railbed to a minimum 12-foot width, decking and railing the bridges, limited signing at intersections and bridges, and winter grooming. This would provide for winter users including snowmobil ing and ATV use with some opportunity for cross-country skiing, dog sledding, and snowshoeing. During snow-free periods the trail would provide ATV use, hiking, horseback riding, and limited bicycling due to the uneven trail surface and lack of other support facilities, such as water and restrooms. Use would concentrate on winter activities with some summer use, primarily by local users.

This alternative has been chosen as a starting point in developing the Wild Rivers Trail.

As demand, opportunity, and funding allow, the improvements of Alternative "C" will be looked at closer. If not on the whole trail, certain segments or stretches of the trail that would pose no conflicts to existing uses may be improved to near Alternative "C" level.

Alternate "C" (Full trail development)

This alternative would involve grading the railbed to a minimum 12-foot width, surfacing the entire trail or segments of it (i.e., segment between Spooner and Creapo should be considered for blacktop surfacing when the second set of railroad tracks are salvaged and removed) with a crushed limestone or asphalt material; decking and railing bridges; directional, control, informational, and interpretive signing; trailheads with water, restrooms, parking, picnic, and information services (utilizing local facilities where available). Maintenance would cover for a four-season/high and dry multiple use recreation trail. This would provide for hiking, biking, and possibly rollerblading during snow-free periods; and snowmobiling and ATV use during snow-covered periods. Secondary uses might include horseback riding off of the primary trail tread during snow-free periods; and cross-country skiing, dog sledding, and snowshoeing during snow-covered periods. Use would be year-round and would include local, regional, and potentially statewide.

The potential need and demand for trail support services and facilities such as equipment rental and services, bicycle pass outlets, food and beverages, lodging, accessories, memorabilia, etc., will occur in the future. It is
quite difficult to accurately predict the future use of the trail or the public sector’s ability to respond to it; therefore, it is recommended that the public/private work in cooperation in meeting the demands of the recreation trail users. The public sector will encourage the private sector to provide for trail users’ needs. When opportunity and funding allowed, the public sector will cooperate in the provisions of support facilities and services.

6. Law Enforcement

Ordinance - Washburn County is connection with the HUD shall open the facilities to the general public subject to reasonable rules and regulations, fees, and charges as the County deems necessary for the management and operation of the trail.

This Master Plan recognizes the County Board’s authority to create an ordinance to enforce rules on the Wild Rivers Trail. The Wild Rivers Trail Commission may recommend changes or amendments to the Board to encourage continuity of the trail. An original ordinance and any amendments in the future will be considered part of this Master Plan and therefore will require the State DNR’s approval.

Citation authority will be the responsibility of the Washburn County Forestry Department along with Washburn County Sheriff’s Department. State snowmobile, ATV, trespass to private lands, and other state law enforcement activities should be encouraged by this document by the WDNR and County Sheriff’s Department as need arises.

Rules and Regulations - The WDNR and Washburn County agree that the provisions of Chapter 45.54(1)(a), Wisconsin Administrative Code, remain applicable to the premises for the purpose of enforcing Chapter 45, Wisconsin Administrative Code, when needed to protect the premises. Routine enforcement remains the responsibility of the counties as already authorized in the MOA.

7. Amendments to the Master Plan

Amendments to the Plan which may be necessary to improve management is authorized by a two-thirds vote of the County Board and approval of the WDNR.

Expected amendments in the near future will include an ordinance and an engineering report on bridges and culverts.
A. DEVELOPMENT COST ESTIMATES FOR WAGENER COUNTY (40 MILES)

I. BRIDGES

#1. RENT Sec. 1, T42N-R12W (10' x 20')

- Decking and railing (by contract)
  - $157/lf. x 20 feet
    - $3,140.00

- Approach rails
  - 253.98

- Signing for bridges:
  - 2 - 4'x4" treated post @ $6.50/ea.
    - 13.12
  - 2 - Cables ahead signs @ $4.75/ea.
    - 8.50
  - 4 - Bridge and signs @ $2.25/ea.
    - 11.80
  - Total: $41.42

- Bridge vehicle barricades:
  - 2 - Devices @ $125.00/ea. (material)
    - 250.00
  - 2 - Devices @ $75.00/ea. (labor)
    - 150.00
  - Total: $400.00

- Wear runners (4/bridge):
  - 2'x12" @ $7.45/lf. x 80 lf.
    - 116.00

- Bridge repair (tie secured to "I" beam)
  - 1,000.00

#2. RENT Sec. 1, T42N-R12W (15' x 20')

- Decking and railing (by contract)
  - $157/lf. x 20 feet
    - $3,140.00

- Approach rails
  - 241.98

- Signing for bridges
  - 43.42

- Bridge vehicle barricades
  - 400.00

- Wear runners (4/bridge): 2'x12" @ $1.45/lf. x 80 lf.
  - 116.00

- Bridge repair (tie secured to "I" beam)
  - 1,000.00

#3. RENT Sec. 1, T42N-R12W (10' x 20')

- Decking and railing (by contract)
  - $157/lf. x 20 feet
    - $3,140.00

- Approach rails
  - 213.98

- Signing for bridges
  - 43.42

- Bridge vehicle barricades
  - 400.00

- Wear runners (4/bridge): 2'x12" @ $1.45/lf. x 80 lf.
  - 116.00

- Bridge repair (tie secured to "I" beam)
  - 1,000.00

#4. RENT Sec. 12, T42N-R12W (40' x 45')

- Decking and railing (by contract)
  - $157/lf. x 65 feet
    - $10,205.00

- Approach rails (double the cost due to length)
  - 507.95

- Signing for bridges
  - 43.42

- Bridge vehicle barricades
  - 400.00

- Wear runners (4/bridge): 2'x12" @ $1.45/lf. x 260 lf.
  - 377.00

- Bridge repair (tie secured to "I" beam)
  - 1,000.00

#5. RENT Sec. 12, T42N-R12W (10' x 126')

- Decking and railing (by contract)
  - $157/lf. x 126 feet
    - $19,782.00

- Approach rails
  - 273.98

- Signing for bridges
  - 43.42

- Bridge vehicle barricades
  - 400.00

- Wear runners (4/bridge): 2'x12" @ $1.45/lf. x 504 lf.
  - 730.80

- Bridge repair (tie secured to "I" beam)
  - 1,000.00
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 30 feet</td>
<td>$4,710.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach rails</td>
<td></td>
<td>252.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 120 lf.</td>
<td></td>
<td>174.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge repair (tied secured to &quot;Y&quot; beams)</td>
<td></td>
<td>1,000.00</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 20 feet</td>
<td>$3,140.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach rails</td>
<td></td>
<td>253.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 80 lf.</td>
<td></td>
<td>116.00</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 305 feet</td>
<td>$47,883.06</td>
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</tr>
<tr>
<td></td>
<td>Approach rails</td>
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<td>253.98</td>
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</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 1,220 lf.</td>
<td></td>
<td>1,769.00</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 100 feet</td>
<td>$15,700.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach rails</td>
<td></td>
<td>253.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 400 lf.</td>
<td></td>
<td>580.00</td>
<td></td>
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<tr>
<td>10.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 29 feet</td>
<td>$4,553.00</td>
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</tr>
<tr>
<td></td>
<td>Approach rails</td>
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<td>253.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 116 lf.</td>
<td></td>
<td>168.28</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 30 feet</td>
<td>$4,710.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approach rails</td>
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<td>253.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 120 lf.</td>
<td></td>
<td>174.00</td>
<td></td>
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<tr>
<td>12.</td>
<td>Decking and railing (by contract)</td>
<td>$157/lf. x 32 feet</td>
<td>$4,867.00</td>
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<tr>
<td></td>
<td>Approach rails</td>
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<td>253.98</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Signing for bridges</td>
<td></td>
<td>43.42</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bridge vehicle barricades</td>
<td></td>
<td>400.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wear runners (4/bridge): 2&quot;x12&quot; @ $1.45/lf. x 124 lf.</td>
<td></td>
<td>179.80</td>
<td></td>
</tr>
</tbody>
</table>
II. Trail Blasting (single face)

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>4 x 6 treated post</td>
<td>200</td>
<td>$5.56/ea.</td>
<td>$1,112.00</td>
</tr>
<tr>
<td>200</td>
<td>labor</td>
<td></td>
<td>$5.00/ea.</td>
<td>1,000.00</td>
</tr>
</tbody>
</table>

III. Signings 37 road crossings

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>222</td>
<td>4x4 treated post</td>
<td>222</td>
<td>$6.75/ea.</td>
<td>$1,456.25</td>
</tr>
<tr>
<td>74</td>
<td>labor</td>
<td>74</td>
<td>$5.00/ea.</td>
<td>370.00</td>
</tr>
<tr>
<td>74</td>
<td>oval crossing signs</td>
<td>74</td>
<td>$24.95/ea.</td>
<td>1,812.60</td>
</tr>
<tr>
<td>74</td>
<td>stop signs</td>
<td>74</td>
<td>$4.50/ea.</td>
<td>333.00</td>
</tr>
<tr>
<td>74</td>
<td>stop ahead signs</td>
<td>74</td>
<td>$4.75/ea.</td>
<td>349.50</td>
</tr>
</tbody>
</table>

IV. Gravel for 20 road crossings

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>loads gravel/ crossings</td>
<td>2</td>
<td>$50.00/load</td>
<td>$1,000.00</td>
</tr>
</tbody>
</table>

V. Ballast spreading for trail surface minimum 12"

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 miles</td>
<td>2.5 hrs./mile</td>
<td>40</td>
<td>$100 hours</td>
<td>8,000.00</td>
</tr>
</tbody>
</table>

VI. Grading

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 miles</td>
<td>railbed graded both ways</td>
<td>40</td>
<td>$1,180.00</td>
<td></td>
</tr>
<tr>
<td>grade</td>
<td>fuel</td>
<td>$42.21/hr.</td>
<td>operator with fringes</td>
<td>$15.49/hr.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 mac days</td>
<td>80 hours</td>
<td>15</td>
<td>$15.49/hr.</td>
<td>231.85</td>
</tr>
</tbody>
</table>

VII. Removal of guy wires, low hanging telephone wires, and dangerous scrap metal

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 mac days</td>
<td>80 hours</td>
<td>15</td>
<td>$15.49/hr.</td>
<td>231.85</td>
</tr>
</tbody>
</table>

Footnotes:

1. WI. D. N.R. estimates $157/lf. for decking and railing.
2. $253, 90 is Barry's estimate from 1993, inflated 150%.
3. Arrow Building Center = $87/lf.
6. $400 is Barry's estimate from 1993, inflated 121%.
7. Arrow Building Center = $1.45/lf. on 2"x12".
9. Co. grader = $33.50/hr. + fuel = 7 gal./hr. x $1.25/gal. + Smokey's wage + fringes.

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APPENDIX A

Memorandum of Understanding by Washburn County, Barron County, Douglas County, and 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 Douglas County, Barron County, and Washburn County, (collectively known as the Counties) and the State of Wisconsin Department of Natural Resources (DNR) regarding the acquisition, development, and operations of approximately 96 miles of abandoned rail property located in Douglas, Barron and Washburn Counties.

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 DNR agree to work together to achieve their mutual goals as set forth below.

II. Description of the Property
Legal description to follow, hereinafter referred to as premises.

III. Consideration
The DNR will acquire or obtain agreements for the right-of-way. In some sections DOT has agreed to cooperate with DNR and the Counties in achieving a total trail. WDOT expects to use the right-of-way for transportation purposes.

IV. Obligations of the DNR
1. The DNR will purchase or obtain agreements for the right-of-way.
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. The DNR agrees to purchase acreage for rest areas if recommended in the Master Plan and if the communities do not provide, also as per the Master Plan.
4. The DNR will convey by easement to the Counties the right to develop, maintain, and operate the 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 NR150, Wis. Adm. Code.
6. The DNR agrees that any advertising or display material relating to the trail shall clearly identify the property is owned or the responsibility of the DNR and under the management and operation of the Counties.

V. Obligations of Counties
1. 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 DNR. The DNR will not pay for lands purchased by federal aid grants.
2. 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. Fencing and signing are included as development items.
3. The Counties will enter into an easement in perpetuity with the DNR to accomplish the purposes contained in paragraph V.2. The Counties 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 Resource Board.

4. The Counties will participate in or conduct public meetings which may be necessary for the Master Plan for the trail.

5. 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.

6. 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 MOU by the Counties or from any act or negligence or 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 claim, the Counties will upon notice from the DNR, defend such action or proceeding.

7. The Counties agree that any advertising or display material relating to the trail shall clearly identify the property is owned or the responsibility of the DNR and under the management and operation of the respective Counties.

8. The Counties in connection with this MOU 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.

9. a. Rules and Regulations: The parties agree that the provisions of Chapter NR45.04(2)(a), Wisconsin Administrative Code, remain applicable to the premises. Pursuant to NR45, 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. Routine enforcement remains the responsibility of the Counties.

b. Admission fees: If any, charged by the Counties shall not exceed those established in 6.27.01, Stats. Fees shall be subject to written approval by the DNR. The Counties shall retain all admission fees collected as payment for its services under this MOU. If admission fees are charged, the conservation patron licenses and senior citizen card and any state trail passes issued by the DNR shall be honored without additional county admission charges. Admission fees may be negotiated based on future discussions between DNR and the Counties.

10. Trail development, maintenance, and operations will conform with DNR state trail standards and in accordance with the Master Plan.

11. 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 reserved component of the military forces of the United States or this state.

12. Recreational lands purchased and/or facilities developed through grants and pursuant to this MOU 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.

13. A payment equal to any other grant amount awarded through the community and recreation priorities 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 Understanding 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 Understanding may be revised by mutual written agreement of the DNR and the Counties.

3. An annual meeting between the County(ies) 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.

4. The Counties will occasionally require access to timber harvesting activities from the trail. These accesses will not be permanent and will be for a maximum of three (3) years.

VII. Termination

1. County: Any or all of the Counties may terminate their Memorandum of Understanding or the easement from the DNR by providing ninety (90) days written notice of said termination. In the event any or all of the Counties terminate their Memorandum of Understanding or the easement from the DNR, the DNR will assume 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(ies). 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(ies) based on remaining useful life values of the improvements.

2. DNR: The DNR may terminate this Memorandum of Understanding 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 Understanding 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(ies).
   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(ies) 180 days notice of termination and reimburse the County(ies) for developed improvements on the remaining useful life values of the improvements.

3
IN WITNESS WHEREOF, DNR and the Counties have caused this memorandum to be executed in their respective names by their respective duly authorized Representative.

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Carroll D. Beradna, Secretary

MARION COUNTY

County Board Chairperson

DOUGLAS COUNTY

County Board Chairperson

WASHBURN COUNTY

County Board Chairperson

Dated ________________________
A public input meeting was held on Wednesday, May 3, 1994 at 7:05 p.m. at the Wisconsin Agricultural Research Station in Spooner. The purpose of the public input meeting was to receive public input regarding the uses of the "Wild Rivers Trail" corridor, formerly the Wisconsin Central Limited Railroad.

The public input meeting was conducted by the Washburn County Forestry Department. Seven of the nine Wild Rivers Trail Commission members were present, along with the three Washburn County Forestry Committee members. There were approximately 45 citizens attending the public input meeting to express their concerns in developing this trail.

A summary of the May 8, 1996, Wild Rivers Trail public input meeting is shown below.

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Washburn County
Wild Rivers Trail Public Input Meeting
05/08/96

Uses for the Wild Rivers Trail expressed at the public input meeting held on May 8, 1996:

- Bicycling
- Snowmobiling
- ATV's
- Walking/Jogging/Hiking
- Horseback Riding
- Cross-Country Skiing
- Dog Sledding
- Hunting
- Rollerblading

Multiple use was also expressed; but since there are many varieties of uses that can be included, it is difficult for user groups to agree on a definition.

Listed below are the pro's and con's of these uses expressed at this meeting:

**Bicycling:**

**Pro's** - It is a healthy, family oriented recreation. There would be some financial gain to the local communities. Biking is a safe recreation with very minimal environmental impacts.

**Con's** - It is very expensive to surface a trail that people will use for bicycling.

**Snowmobiling:**

**Pro's** - A very substantial economic gain to the communities that the trail passes through by attracting tourists. Snowmobiling miles are also self-funded along with enforcement through the state.

**Con's** - The potential for high speeds on a straight trail and the safety concerns associated with this. Also, there was a concern by some adjacent landowners that there would be a noise problem.

**ATV's:**

1
Pro's - This would develop a legal place where ATV's could be ridden. Also, there was some suggestion that the more users you allow on the trail, the more people will be using the trail which will create more tourism and economic gain to the communities.

Con's - There is a very big safety issue between motorized and non-motorized recreation. Also, depending on the trail's surface, there is potential damage caused by ATV use. With all motorized recreation, there is the noise problem along with respecting private property adjacent to the trail's corridor.

Walking/Jogging/Hiking:
Pro's - It is a healthy, family oriented recreation that has no environmental effects.
Con's - None.

Horseback Riding:
Pro's - Allows more users for the trail.
Con's - Some damage to trail surface, and horses sometimes react unpredictably around motorized recreation if allowed during the summer.

Cross-Country Skis:
Pro's - Allows more users for the trail.
Con's - None

Dog Sledding:
Pro's - Allows more users for the trail.
Con's - Safety factor with snowmobiles at night.

Hunting:
Pro's - Allows more users for the trail.
Con's - Safety factor with other users of the trail.

Rollerblading:
Pro's - Allows more users for the trail.
Con's - Very expensive to surface the trail smoothly enough for rollerblading.
Listed below are suggestions for the trail expressed at this meeting:

1. **No blacktopping**: A blacktopped trail has a very high development cost, high maintenance cost; and it shortens the snowmobilers’ season by not maintaining snow cover as long as other surfaces.

2. **Uniform signing standards**: Uniform signing would allow advertising to be controlled, along with improving the aesthetics along the trail.

3. **Remove ballast**: The large, sharp, angular ballast is unsafe for snowmobiling and doesn’t provide a surface for bicyclists to use.

4. **Manage litter**: There might be a possibility of starting an “adopt-a-trail” section to help keep the trail clean, along with providing dumpsters/containers for garbage.

5. **Packing and bathroom facilities**: Limit these facilities to municipalities for safety and vandalism reasons.

6. **Summer motorized vs. non-motorized**: Summer motorized vs. non-motorized user conflicts were recognized; research other trails in the state to see what their uses are.

7. **Other suggestions**:
   a. It was recognized that there are no conflicts between snowmobiling and summer uses.
   b. Consider selling state trail passes to help fund the trail.
   c. All user groups should share in the maintenance burden of the trail.
   d. There shouldn’t be any snowmobile speed limit on the trail; since the state doesn’t require any on their funded trails.
   e. Consider an “adopt-a-bridge” program to minimize the cost of developing the trail.
Unnamed Tributaries to Totogatic River

Bridge #1: SESE Sec. 1, T42N-R12W (10' x 20')
Bridge #2: SESE Sec. 1, T42N-R12W (10' x 20')
Bridge #3: NWSE Sec. 1, T42N-R12W (10' x 20')

This tributary starts from a marsh in Section 6, T42N-R11W, and flows through Sections 1 & 12, T42N-R12W, until it flows into the Totogatic River in Section 12. Potential for beaver problems associated with the Wild Rivers Trail is high.

Dry Wash

Bridge #4: SWNE Sec. 12, T42N-R12W (10' x 65')

Bridge #4 is over a dry wash. The only substantial flow under this bridge takes place during spring runoff.

Totogatic River

Bridge #5: SESE Sec. 12, T42N-R12W (10 x 126')

Bridge #5 is a double span bridge 126 feet in length over the Totogatic River. Center support in the stream is concrete and in good condition. The bulkheads and wingwalls are laid-up reddish colored stone and also in good condition. Because of Totogatic River's large watershed, flooding and subsequent extreme water level fluctuations occur in the spring and after heavy rainfalls.

Shell Creek

Bridge #6: NESE Sec. 23, T42N-R12W (10' x 30')

Bridge #6 is a 30 foot single span bridge over Shell Creek. The bulkheads and wingwalls are laid-up limestone and in good condition. The bridge support is two steel "I" beams with the deck 14 feet above the creek.

Whalen Creek

Bridge #7: SESE Sec. 14, T40N-R12W (10' x 20')

Bridge #7 spans over Whalen Creek. Whalen Creek has extensive beaver activity and could pose a problem for maintenance in the future.
**Hambagon River**

Bridge #8: R3W Sec. 35, T45N-R12W (16’ x 305’)

Bridge #8 goes over U.S. Hwy. 63 and the Hambagon River in eleven spans totaling 375 feet in length. The span over U.S. Hwy. 63 is 61 feet and is supported by two steel “I” beams. The Hambagon River is crossed by two spans of 75 feet each and are also steel “I” beams. The remainder of the structure is wood pile bents and wood stringers supporting the tims. The bridge deck is 40 feet above the water and the clearance for U.S. Hwy. 63 is 14.5 feet. A walkway has been added to the west side of the bridge with cable railings. This crowning is very interesting and quite scenic. It should be considered to make new bridge decking wider than the regular trail specifications to allow pedestrian usage.

In 1968 a federal law was enacted naming the Hambagon River a part of the National Wild & Scenic River system. It is included in part of the St. Croix National Scenic River project. These rivers will be kept in as wild and unpolluted a condition as possible through prohibiting dam building, straightening, and other physical changes. The Hambagon River waterways and backland buffer zones will be protected through federal acquisition and zoning from Hambagon Lake to its outlet to the St. Croix.

**Potato Creek Culvert**

Potato Creek Culvert: NE3W Sec. 3, T39N-R12W (7’ culvert)

Just south of the Village of Trigo the railroad grade passes over Potato Creek. This is not a bridge, but twin tubes about seven feet in diameter under approximately 30 feet of fill. These culverts appear to be in reasonably good condition.

**Yellow River**

Bridge #9: NE3W Sec. 31, T39N-R12W (16’ x 100’)

Bridge #9 is a single span, 105 feet long bridge over the Yellow River in the City of Spooner. This bridge has extra width to consider installing wider than normal deck width along with walkways. The stone abutments are extra wide; apparently a second bridge was supported in the past. The bridge deck is 18 feet above the water. This bridge has a nice setting and scenic view of the lake.

**Unnamed Drainage**

Bridge #10: Gov. Lot 3 Sec. 4, T39N-R12W (14’ x 29’)

Bridge #10 passes over an unnamed drainage that flows into a large marsh before it becomes a tributary to the Yellow River. Very little water flows under this bridge; only during spring runoff would there be a substantial flow.

**Unnamed Tributary to Beaver Brook**

Bridge #11: NE3W Sec. 16, T39N-R12W (15’ x 30’)

Bridge #11 passes over a small tributary stream flowing out from Leonard Lake into Beaver Brook. This stream is so small that only significant flow might take place during spring runoff.
Fines Grove Town Road

Bridge #12: NWSW Sec. 13, T37N•R12W (10' x 31')

Bridge #12 passes over a town road (Fines Grove) approximately 1.5 miles south of Saronia. This is a 31 foot long single span bridge with concrete bulkheads and wingwalls. The bridge deck is 18 feet above the paved road surface.
EASEMENT

BY THIS INDENTURE, the State of Wisconsin, Department of Natural Resources, heretofore referred to as DEPARTMENT, in consideration of One ($1.00) Dollar and the mutual covenants hereinafter set forth, does hereby convey to Washburn County, heretofore referred to as the COUNTY, a nonexclusive easement for the purpose of constructing, operating, maintaining, repairing and replacing a recreational trail on the following described property in the State of Wisconsin:

All of the former right-of-way of the Wisconsin Central, Ltd., including all bridges and culverts, as conveyed to the State of Wisconsin, Department of Natural Resources by the Wisconsin Central, Ltd., in a quit claim deed executed on October 31, 1995. Legal Description Attached Herein as Exhibit "A" was made a part hereof.

The general location of said former right of way is shown on Exhibit "B" attached hereto and made a part hereof.

This easement shall be nonexclusive, and the Department retains the right to sell, lease or convey other easements to one or more person(s), company(ies) or entity(ies), provided that any such subsequent use, lease or conveyance does not interfere with the rights granted hereunder. If the Department conveys any additional easements within the above described property, the Department will require the respective grantees to restore the recreational trail to the satisfaction of the County. This easement is subject to future re-construction of the right-of-way for trail purposes consistent with Section 208 of the National Trails System Act Amendments of 1983, Pub. L. No. 98-111 (16 U.S.C. 1247(d)).

1. The COUNTY shall construct, maintain, operate, repair and replace a recreational trail on the above described land located within the above described land for the purpose of bicycling, hiking, snowmobiling or other mutually agreed upon compatible uses.
2. The COUNTY agrees the trail will be open for public use within 5 years of signing the easements. If the trail is not open by this date or ever ceases to be used for trail purposes for two years, then all easement rights revert to and revert in the DEPARTMENT without necessity of reentry.
3. The COUNTY shall open the facilities to the general public subject to reasonable rules and regulations, fees, and charges as the COUNTY deems necessary for the management and operation of the trail. Admission fees, if any, charged by the COUNTY shall not exceed those established in s. 27.01(7), Stats. and NR 45.12, Wisconsin Administrative Code, for the State Trail Pass. If admission fees are charged, the conservation patron, senior and senior citizen card issued by the DEPARTMENT shall be honored without additional admission charges. Fees shall be subject to written approval by the DEPARTMENT.

New legislation will allow the COUNTY to utilize the DNR State Trail Pass, by selling the pass and retaining up to 70 percent of the sale revenues to be applied toward trail operations. The COUNTY will utilize the State Trail Pass as its admission fee, if any, to be applied to all trail users except hikers and any motorized users that permitted (i.e., snowmobilers).
4. Trail development shall conform with DEPARTMENT state trail standards.
5. All fencing, signage, surveys and similar activities which are related to the development, maintenance, and operation of the trail, shall be the responsibility of the COUNTY.
6. The COUNTY shall secure and comply with all federal, state and local permits and licenses required for the construction, installation, operation, maintenance, and repair of the recreational trail including, without limitation, zoning, building, health, environmental permits or licenses, and shall indemnify the DEPARTMENT against payment of the costs therefore and against any fines or penalties that may be levied for failure to procure or to comply with such permits or licenses as well as any remedial costs to cure violations thereof. The DEPARTMENT agrees to cooperate with the COUNTY securing any such permits or licenses by providing information and data upon request.  

7. The COUNTY will not permit any mortgage, pledge, security interest, lien or encumbrance, including without limitation tax lien or encumbrances and lease or encumbrances with respect to work performed or equipment furnished in connection with the construction, installation, repair, maintenance or operation of the recreational trail or any portion of the easement.  

8. The COUNTY shall pay all transfer taxes, recording costs as fees, or any similar expense in connection with the recording or filing of this easement.  

9. The COUNTY agrees to save, keep harmless, defend, and indemnify the DEPARTMENT and all its officers, employees, and agents, against any and all liability claims, costs of whatever kind and nature, for injury or to death of any person or persons, and for loss of damage to any property occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this easement or conditions of the COUNTY's employees, agents, or representatives to the extent allowed by law.  

10. DEPARTMENT reserves no control over the employment, discharge, compensation of or services rendered by the COUNTY employees or contractors, and the COUNTY shall be and remain an independent party; and nothing herein shall be construed as incompatibilities with the status or as creating or implying any partnership or joint venture between the COUNTY and DEPARTMENT and employees of the COUNTY or employees of any contractor shall not be considered DEPARTMENT employees.  

11. In the exercise of its rights herein, including but not limited to the operation of the easement property as a recreational trail, the COUNTY shall not discriminate against any member of the public on the basis of age, race, creed, color, handicap, sex, marital status, arrest or conviction record, 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.  

12. In connection with the performance of any work under the easements and the COUNTY agrees not to discriminate against any employee or applicant for employment because of age, handicap, physical condition, developmental disability as defined in s. 51.01(3), Stats., race, religion, sex, color, sexual orientation or national origin regarding employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The COUNTY agrees to take affirmative action to ensure employment opportunities for persons with physical disabilities.  

13. The DEPARTMENT and the COUNTY agree that the provisions of Chapter NR 45, Wisconsin Administrative Code, shall apply to the subject property. Pursuant to s. 45.01(1), Wisconsin Administrative Code, the DEPARTMENT retains management, supervision, and control over the property for the purpose of enforcing Chapter NR 45, Wisconsin Administrative Code, when needed to protect the property. Routine enforcement remains the responsibility of the COUNTY.  

14. Notwithstanding Paragraph 2, all rights, duties and responsibilities herein of the COUNTY shall take effect upon receipt of this easement.
15. This easement is given pursuant to the Memorandum of Agreement among the COUNTY and DEPARTMENT executed by the Department the 30th day of November, 1994. All matters in that Memorandum of Agreement not inconsistent with the terms of this easement are hereby incorporated by reference.

16. Encroachment issues as they exist are the responsibility of the DEPARTMENT.

17. Remainders of the corridor, not needed for recreational trail purposes may be sold by the DEPARTMENT upon mutual agreement of both parties. Any such sales are subject to approval of the Natural Resources Board and the Governor and also subject to the Rails-to-Trails legislation.

In witness whereof, the State of Wisconsin, Department of Natural Resources executed this easement this 7 day of November, 1996

STATE OF WISCONSIN

DEPARTMENT OF NATURAL RESOURCES

By __________________________
George E. Meyer, Secretary

STATE OF WISCONSIN

) ss

DANE COUNTY


Personally appeared before me this 7 day of November, 1996, the above named George E. Meyer, Secretary of the Department of Natural Resources, to me known to be the person who executed the foregoing instrument and acknowledged the same.

__________________________
Richard Hennegar, Attorney
Notary Public, State of Wisconsin
My Commission is permanent.

The terms of this easement accepted this ______ day of ______, 19____, on behalf of Washburn County.

__________________________
Notary Public, State of Wisconsin
My Commission expires (in) ______

STATE OF WISCONSIN

) ss

WASHBURN COUNTY


Personally appeared before me this ______ day ______, the above named __________________________ to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

This instrument was drafted by State

of Wisconsin, Department of Natural Resources
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Washburn County, Wisconsin

EXHIBIT "A"
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Also including all the trestles, bridges, and culverts attached thereto the above described land.

It is the intent of this conveyance to include all the Granter's property and property rights which are on, adjacent to or abutting the described land as contained between the beginning and ending points except for those areas specifically excluded by exception.

This conveyance is subject to all existing rights-of-way, easements, licenses and permits, whether or not of record, and to all exceptions and reservations of record.

Reserving unto Granter, a strip of land 20 feet in width, being 10 feet in width on each side of the center line of track from railroad milepost 25.68 to the north line of CTH "Y" at railroad milepost 24.80, a distance of 0.88 miles, for the maintenance and operation of the track thereon said strip of land until one year after Granter shall have constructed a new replacement siding at Stanberry and it is operational.
THIS IS AN EASEMENT INTEREST AND EXEMPT FROM REAL ESTATE TRANSFER
PORTFOLIO ACTIVITY SECTION 7.15 OF THE WISCONSIN STATUTES.

The following easements are recorded in the Office of the Register of Deeds of the County of Door, State of Wisconsin, and are hereby described:

1. Easement of Easement
   - A 10-foot-wide easement of Easement, provided as herein described, is granted to the Wisconsin Public Service Corporation for the purpose of providing temporary access to an on-site electrical substation located on the property described above.
   - The easement is for the exclusive use of the Wisconsin Public Service Corporation and is subject to the Wisconsin Statutes and Rules, including the Wisconsin Public Service Commission Rules.

2. Easement of Easement
   - A 10-foot-wide easement of Easement, provided as herein described, is granted to the Wisconsin Public Service Corporation for the purpose of providing temporary access to an on-site electrical substation located on the property described above.
   - The easement is for the exclusive use of the Wisconsin Public Service Corporation and is subject to the Wisconsin Statutes and Rules, including the Wisconsin Public Service Commission Rules.

The above easements are recorded in the Office of the Register of Deeds of the County of Door, State of Wisconsin, and are hereby described.
This agreement made and entered into the 12th day of August, 1994, by and between the Wisconsin Department of Transportation (WDOT) and the Wisconsin Department of Natural Resources (WDNR)

WITNESSETH

Whereas, WDOT has retained all of the right titles and interests of the Wisconsin Central Ltd. by deed dated October 31, 1995 in certain railroad property extending between a point in Rice Lake, Wisconsin, which point is located 770 feet more or less northerly (measured along the centerline of the main track) of the north line of Government Lot 1, Township 35 North, Range 11 West and a point in Trinity, Wisconsin, which point is the south line of the N.E. 1/4 of Section 32, Township 40 North, Range 13 West, a distance of approximately 71.73 miles south located in Barron and Washburn Counties, and which is more particularly described on the attached Exhibit A;

Whereas, WDOT has determined and declared that it has burdened the corridor (together with 6.71 miles of railroad between Spooner and Trinity) each time which each time as the corridor can be restricted and relocated for railroad purposes and make the same into railroad operations;

Whereas, WDNR, together with the Counties of Barron, Douglas and Washburn, who have ceased a joint group known as the Wisconsin Rail Trail Commission, desires to obtain use of the corridor for the purpose of temporarily establishing a recreational trail to be used in the interim before the rehabilitation and reconstruction of the rail line;

Whereas, WDOT has agreed to permit WDNR (and Wisconsin Rail Trail Commission) the temporary use of said property until such time as WDOT, or its designee, is able to commence rehabilitation and reconstruction of the property for railroad purposes. Subject to all uses in the right of WDOT, or its designee, as owner said property and take possession of any part thereof for the restoration and reconstruction purposes referred;

Whereas, the National Trails System Act Amendment of 1986, Pub. L. No. 94-11 (16 U.S.C. 1241d), hereafter the "Trails Act", authorizes and permits the temporary use of railroad property during the interim period of rail banking;

Whereas, WDOT filed a "Petition for Notice of Interim Trail Use" with the Interstate Commerce Commission (ICC) (now the Surface Transportation Board) for the purpose of invoking the provisions of the Trails Act;

Whereas, in a part of said petition is a part of the requirements of the Trails Act. WDOT filed a "Statement of Willingness to Assume Financial Responsibility," and;

Whereas, WDNR in a similar filing of a "Petition for Notice of Interim Trail Use" with the ICC for the railroad corridor between Trego and Superior, Wisconsin, filed a "Statement of Willingness to Assume Financial Responsibility" for that segment of railroad corridor which runs from Wiscasset to the Rice Lake in Trego provision;

Whereas, WDNR (and Wisconsin Rail Trail Commission) are to provide the management and maintenance of said corridor during the interim period of rail banking;

Whereas, this agreement has been negotiated by and between the parties herein for the purpose of accomplishing the above purposes;

Now, Therefore, WDOT and WDNR do hereby provide, agree and covenant as follows:

1. WDOT hereby delivers possession of the property above described to WDNR on a temporary basis to be occupied, maintained, controlled and used as light-trail-use set force.

2. WDNR may take possession of said property and may establish on the same and across such property for recreational purposes and shall have use of, possession of, and access to the property for such purposes, subject to the right of possession of any and all of said property at any time in the future is on creating or regrading such areas wherever WDOT determines that it needs reconstruction for the purpose of restoration and re-occupancy on said property for railroad purposes.

3. Rail, irrigation and other railroad appurtenances will remain in place on two poritions of the subject property. Segment one is from the southee boundary line in Rice Lake (MP 59) north a distance of 0.44 miles (MP 59.05). The Wisconsin Central Ltd. (WCL) has operating rights over this segment until one year after WCL has conveyed all easements and right-of-way to WDNR (in accordance with Section 309 of the National Trails System Act Amendment of 1983, Pub. L. No. 91-11, 16 U.S.C. 1241d (d)).
5. During the period of this agreement, WDNR agrees and assuming responsibility (which it may assign by written agreement with Wiss, Janney, Elstner Engineering, Inc. and the Federal Sign Company which shall include without affecting the generality of the agreement) for the responsibilities set forth in the following paragraphs.

6. WDNR assumes full responsibility for preserving public order upon the property and for resolving matters concerning trespasses upon and from this property to adjacent private property. WDNR may adopt and enforce any necessary Rules in order to protect the property. WDNR shall have the right to post signs and erect barricades necessary to delineate the property as a recreational trail and to prevent entrance upon the property of unauthorized vehicles and individuals.

7. WDNR assumes such responsibility as may exist for providing fencing as may be required by Chapter 40, Wisconsin Statutes, for ordinance or contract.

8. WDNR assumes responsibility for the maintenance, repair or replacement of all culverts and bridge structures so as to assure the unencumbered flow of applicable waters and the preservation of the necessary drainage systems.

9. WDNR assumes such responsibility as may exist for the maintenance of the roadway through all highways and streets including but not limited to keeping brush removed, crossings for improved visibility and the placement of warning signs to identify the motorist of a trail crossing.

10. WissDOT hereby imposes the restrictions set forth in WissDOT's "Statement of Voluntary to Assume Financial Responsibility" filed with the ICC as referred to in the prior parcel and WDNR hereby retains and covenants itself to assuming full responsibility for the management of the property and all recreation operations thereon and for any legal liability arising out of said violation of use of the property.

11. This agreement is on a year-to-year basis and does not convey or transfer any ownership or rights of ownership. This instrument is a permit and the terms of the permit is to permit the use of the property temporarily for certain activities as set forth herein. All right of property ownership are reserved by WissDOT and any violation of said ownership rights can only be granted by WissDOT. Several types of renewal are detailed in the next three paragraphs.

12. WissDOT retains full and final authority regarding site or disposal of the described property or any portion thereof.

13. WissDOT retains complete authority for the issuance of permits allowing a public or privately owned utility the right to construct, place and operate, repair and replace any power or communications line, gas or other pipeline, water mains and sewer lines over, across, upon and within the subject property.

14. WissDOT retains complete authority as to approving applications for new or public or private crossings of the property, including the setting of designs and specifications requirements, but will coordinate with WDNR to meet mutual requirements and specifications.

15. WDNR shall have the right to remove for its salvage value the billboard signs and those portions of the property not in conflict with the trail as set forth in Item 3 above, and all former railroad communication poles and wires which remained on the corridor at the time of transfer. As a condition of granting the salvage value of these items to WDNR. WissDOT will not be responsible for payment of any costs relating to trail relocation or rededication associated with any future reacquisition or repurposing of the property by WissDOT for the purpose of restoration and reconstruction on said property for rail purposes.

16. WissDOT and WDNR agree that, as related to this interchange agreement, any loss or expense (excluding costs at or necessary fees by reason of liability imposed by law, will be charged to the agency responsible for the officer, employee or agent whose actions caused the loss or expense.

17. The term of this agreement shall be fifteen (15) years from the date of its execution until terminated by WissDOT upon its retaining for removal and reconstruction for rail purposes. If at the end of the fifteen (15) years WissDOT has not retained the property for rail purposes, the permit may be extended for another fifteen (15) year term. WissDOT reserves and agrees that if and when it retains any portion of the property for rail restoration and reconstruction purposes, it will give WDNR at least sixty (60) days written notice of the same to be served on the Secretary of WDNR. During the six (6) month period, WDNR shall have the right to remove any property it has placed on the premises. WissDOT further continues and agrees that if and when it retains any portion of the property for rail restoration and reconstruction purposes, it will allow WDNR to relocate that portion of the trail that is displaced pursuant to the rail corridor if it is reasonably safe and practical to do so and such relocation does not interfere with normal railroad operations.

18. It is hereby stated and agreed by the parties hereto that the consideration for this permit is the assumption of the management and maintenance responsibility by WDNR.

19. WissDOT hereby permits the property to be used as received from the Wisconsin Central Ltd, by date.

20. If any term, covenant, condition or provision (or part thereof) of this agreement or the application thereof to any part or circumstance shall be or become invalid or unenforceable, the remainder of this agreement, or the application of such term, covenant, condition or provision to such part or circumstances other than those to which it is held to be invalid or unenforceable, shall not be affected thereby, and
each term, covenant, condition and provision of this agreement shall be valid and enforceable to the fullest extent permitted by law.

21. No term or provision of this agreement or any of its attachments, shall be changed, waived, discharged or terminated orally, but only by an instrument in writing signed by both parties to this agreement. Counterparts and signatures required under this instrument or any interpretation of this instrument may be made or granted by exchange of letters between the parties.

22. This permit shall not be construed as creating a public use on the part of WITI in contravention of Article VIII, Wisconsin Constitution, and all obligations and responsibilities hereunder are subject to the availability of future appropriations.

23. This agreement together with these documents referred to herein contain the entire agreement of the parties and supersede any and all prior agreements and draft agreements, or oral understandings between the parties.

In Witness Whereof, the parties hereto have caused this agreement to be executed by their duly authorized officers as of the date and year first above written.

WISCONSIN DEPARTMENT OF TRANSPORTATION

[Signature]

Wisconsin Department of Natural Resources

[Signature]

Howard B. D'Arms, Administrator
Division of Lands

State of Wisconsin

[Signature]

Dated (County)

Personally came before me this 25th day of November, 1996, the above named James D. Grunewald to me known to be the Administrator of the Division of Infrastructure Development, Wisconsin Department of Transportation, and acknowledged that he executed the foregoing instrument as such Administrator for the use and purpose herein designated.

Notary Public State of Wisconsin

[Signature]

Dated (County)

My Commission Expires 3/31/97 (Notary Seal)

WITNESS

[Signature]

Dated (County)

Personally came before me this 25th day of November, 1999, the above named Howard B. D'Arms, to me known to be the Administrator of the Division of Lands, Wisconsin Department of Natural Resources, and acknowledged that he executed the foregoing instrument as such Administrator for the use and purpose therein described.

[Signature]

Dated (County)

My Commission Expires 3/31/99 (Notary Seal)
QUITCLAIMED

THIS INDENTURE WITNESSETH: The WISCONSIN CENTRAL LTD., as Illinois Corporation, GRANTOR, for and in consideration of the sum of FOUR HUNDRED SIXTY SEVEN THOUSAND ONE HUNDRED EIGHTY FIVE DOLLARS ($467,185.00), the receipt and sufficiency whereof are hereby acknowledged, does hereby CONVEY AND QUITCLAIM, free from judgment liens, applicable mortgage liens, State and local tax liens, unto the STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION, a state agency, 4802 Sheboygan Avenue, P.O. Box 7914, Madison, Wisconsin 53707, GRANTEES, subject to any and all exceptions and reservations hereinafter set forth, all of Grantor’s right, title and interest in and to the following-described railroad property extending from Rice Lake to Trego, Wisconsin, a distance of approximately 31.73 miles, together with 8.10 miles of trackage upon said property between Spooner and Trego, all located in Barron and Washburn Counties, subject to future restoration and reallocation of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendments of 1983, P.L. No 95-11 (16 U.S.C. 1247(d), so that any law that would otherwise result in secession of the right-of-way to existing land owners or others, is preempted, to wit:

Rice Lake to Trego

All of the land of the Wisconsin Central Ltd., between a point in Rice Lake, Wisconsin, which point is located 270 feet more or less southerly (measured along the centerline of the main track) of the northerly line of Government Lot 4, Township 35 North, Range 17 West and a point in Trego, Wisconsin, which point is the southerly line of the NEWS of Section 35, Township 40 North, Range 13 West.

IN TOWNSHIP 35 NORTH, RANGE 11 WEST OF THE EXTENDED FIRST PRINCIPAL MERIDIAN, BARRON COUNTY, WISCONSIN.

A strip of land across Government Lot 4, 3, 2, 1 and NW1/4NW1/4 Section 21, commencing at a point which is located 270 feet more or less southerly (measured along the centerline of the main track) of the northerly line of said Government Lot 4, SW1/4SW1/4, NW1/4NW1/4, S1/2S1/2, NW1/4NW1/4 Section 16, NE1/4NE1/4 Section 17; SW1/4SW1/4, NW1/4NW1/4, S1/2S1/2, NW1/4NW1/4 Section 21, SW1/4SW1/4 Section 20; SE1/4SE1/4, NW1/4NW1/4, SE1/4SE1/4, NW1/4NW1/4 Section 19; SW1/4SW1/4, NW1/4NW1/4, SW1/4SW1/4, NW1/4NW1/4 Section 18; SE1/4SE1/4, Government Lot 2, NW1/4NW1/4, SW1/4SW1/4, NE1/4NE1/4 Section 7, SE1/4SE1/4, NW1/4NW1/4, NW1/4NW1/4, Government Lot 4, SW1/4SW1/4, NW1/4NW1/4 Section 6.

IN TOWNSHIP 36 NORTH, RANGE 11 WEST OF THE EXTENDED SECOND PRINCIPAL MERIDIAN, TOWN OF OAK GROVE, BARRON COUNTY, WISCONSIN.

A strip of land across SW1/4SW1/4, NW1/4NW1/4, SE1/4SE1/4, NE1/4NE1/4 Section 17, NE1/4NE1/4, SW1/4SW1/4, NE1/4NE1/4, NW1/4NW1/4, SW1/4SW1/4, NW1/4NW1/4 Section 22, SW1/4SW1/4 Section 20; SE1/4SE1/4, NE1/4NE1/4, SE1/4SE1/4, NE1/4NE1/4 Section 19; SW1/4SW1/4, NE1/4NE1/4, SW1/4SW1/4, NE1/4NE1/4 Section 18; SE1/4SE1/4, Government Lot 2, NE1/4NE1/4, SW1/4SW1/4, NE1/4NE1/4 Section 7, SE1/4SE1/4, NE1/4NE1/4, NW1/4NW1/4, Government Lot 4, NW1/4NW1/4, SW1/4SW1/4 Section 6.

IN TOWNSHIP 37 NORTH, RANGE 11 WEST OF THE EXTENDED THIRD PRINCIPAL MERIDIAN, TOWN OF LONG LAKE, WASHBURN COUNTY, WISCONSIN.

A strip of land across SW1/4SW1/4, NW1/4NW1/4 Section 31.

IN TOWNSHIP 38 NORTH, RANGE 12 WEST OF THE EXTENDED FOURTH PRINCIPAL MERIDIAN, TOWN OF TARGA, WASHBURN COUNTY, WISCONSIN.

A strip of land across NE1/4NE1/4, SE1/4SE1/4, NE1/4NE1/4, SW1/4SW1/4, NE1/4NE1/4, SW1/4SW1/4, NW1/4NW1/4, NE1/4NE1/4 Section 21; SW1/4SW1/4, SE1/4SE1/4, NE1/4NE1/4, SW1/4SW1/4, NW1/4NW1/4, SW1/4SW1/4, NW1/4NW1/4 Section 13; SW1/4SW1/4, NW1/4NW1/4, SW1/4SW1/4, SW1/4SW1/4 Section 12; SE1/4SE1/4, NE1/4NE1/4 Section 11; SE1/4SE1/4, NE1/4NE1/4, SE1/4SE1/4, NE1/4NE1/4 Section 2.
IN TOWNSHIP 30, NORTH, RANGE 12 WEST OF THE EXTENDED FOURTH PRINCIPAL MERIDIAN, TOWN OF SPOONER, WASHBURN COUNTY, WISCONSIN.


IN TOWNSHIP 30, NORTH, RANGE 12 WEST OF THE EXTENDED FOURTH PRINCIPAL MERIDIAN, TOWN OF SPOONER, WASHBURN COUNTY, WISCONSIN.


IN TOWNSHIP 30, NORTH, RANGE 12 WEST OF THE EXTENDED FOURTH PRINCIPAL MERIDIAN, TOWN OF SPOONER, WASHBURN COUNTY, WISCONSIN.


Also including all the trestles, bridges, and culverts attached thereto the above described land.

Also including approximately 8 miles of trackage (rail, ties, etc.) lying upon the above described land 6.73 miles of land between Mile Post 0.10 at Spooner and Mile Post 0.60 at Trego.

It is the intent of this conveyance to include all the Grantor's property and property rights which are on, adjacent to or abutting the described land as contained between the beginning and ending points except for those areas specifically excluded by exception.

This conveyance is subject to all existing rights-of-way, easements, licenses and permits, whether or not on record, and to all exceptions and reservations of record.

Reserving unto Grantor, a strip of land 20 feet in width, being 10 feet in width on each side of the center line of track from railroad milepost 56 to the south line of STH 48 at railroad milepost 65.83, a distance of 0.83 miles, for the maintenance of operation of the track thereon said strip of land until one year after Grantor shall have reconstructed a direct connection track near railroad milepost 56 to its industrial trackage lying easterly of said trackage.
Reserving unto Grantor, the trackage located on the above described strip of land, together with all right of salvage of said trackage upon termination of use of said premises.

Grantor releases Grantee from any responsibility or liability for damages that may arise as a result of Grantor's future (as of date of this conveyance) continued railroad operations over the above described strip of land.

IN WITNESS WHEREOF, WISCONSIN CENTRAL LTD., GRANTOR, has caused these presents to be signed by ____________, GRANTOR, and attested by ____________, and its corporate seal to be hereunto affixed, this 31st day of October, 1995.

WISCONSIN CENTRAL LTD.

ATTEST:

By ____________

STATE OF ILLINOIS

COUNTY OF COOK

Personally came before me this 31st day of October, 1995, GLORIA SEGAS and GEORGE NADZ, of the above named Corporation, to me known to be the persons who executed the foregoing Instrument, and to me known to be such ____________ and acknowledged that they executed the foregoing Instrument as such officers at the date of said Corporation, by its authority.

Notary Public, Cook County, Illinois
My commission expires: 7-1-97 - 4-7

This instrument was drafted by the Wisconsin Department of Transportation

After recording mail to: Wisconsin Department of Transportation
Bureau of Railroads & Harbors
4800 Sheboygan Avenue - Room 1510
P. O. Box 7914
Madison, Wisconsin 53707-7914
Chapter NR 45
STATE PARKS AND STATE FORESTS MISCELLANEOUS

Section 45.01 Purpose

Purpose of this chapter is to govern the conduct of persons on state lands and to provide for the protection of the natural resources.

Section 45.02 Applicability

This chapter applies to all lands, structures and property owned, leased or administered by the state of Wisconsin and under the management, supervision and control of the department.

Section 45.23 Definitions

In this chapter, the following definitions apply:

(1) "Adult group" means a group made up of adults 16 years of age or older.

(2) "All-terrain vehicle" means a vehicle designated for use by persons 16 years of age or older.

(3) "Bicycles" means every device propelled by the feet acting upon pedals and having one or more wheels.

(4) "Camp" or "camping" means the use of a shelter such as a tent, trailer, motor vehicle, pup tent, bedroll or sleeping bag for temporary residence or sleeping purposes.

(5) "Camper day" means the period beginning at 9:00 p.m. and ending at 9:00 p.m. the following day.

(6) "Camper party" means any individual, family, or non-family group occupying a campsite.

(7) "Camping unit" means any single shelter except sleeping bags and hammocks used for a camp by a camping party except those used exclusively for dining purposes.

(8) "Campsite" means a segment of a campground which is designated for camping use by a camping unit or camping party.

(9) "Department" means the state of Wisconsin department of natural resources.

(10) "Family" means a parent or parents with their unemancipated children and not more than 2 guests.

(11) "Family campground" means any tract of land designated for camping by families or groups of 6 persons or less.

(12) "Group campground" means a campground designated for use by juvenile or adult groups.

(13) "Juvenile group" means a group made up of juvenile members of an established organization and under the leadership of at least one competent, mature adult for each 10 juveniles in the group and using any number of camping units or occupying a group campground.

(14) "Non-family group" means any 6 or less individuals who do not meet the definition of family.

(15) "Northern state forests" means the Black River, Briar River, Plumbeau River, Governor Knowles, Northern Highland and American Legion state forests.

(16) "Off-road motorcycle" means a motor vehicle not more than 45 inches in overall width designed to travel on not more than 2 wheels in contact with the ground transporting a maximum of 2 people, having an unladen U.S. forest service-approved spark-arrestor muffler emitting a sound level not to exceed 105 decibels (SPL) measured at a distance of 20 inches from the exhaust outlet at an engine speed one-half of red line. The exhaust shall be at an angle of 45° ± 10° from the vertical plane through the exhaust system centerline.

(17) "Picnic area" means any tract of land developed and maintained for picnicking and containing not less than 5 picnic tables. Included in the definition of picnic area are adjacent playground and play field areas.

(18) "Private schools" means institutions meeting the criteria of s. 118.125, Stats.

(19) "Shoreline zone" means that area of sand or gravel beach from the water's edge to the first dune or to the tree line or other terrestrial vegetation, whichever is closest to the water's edge.

(20) "Snowmobile" means the vehicle having the meaning specified in s. 346.01 (56a), Stats, and is considered to be a vehicle for the purposes of this chapter.

(21) "Southern state forests" means Hawn woods state forest preserve, Prine state forest and all units of the Kettle Moraine state forests.
(22) "State trail" means a recreational trail designated by the department under s. NR. 51.73.

(23) "Swimming beach" means any water area or adjacent land area designated as a swim area by standard regulatory in warns or posted notices.

(24) "Vehicle" means any motor vehicle, trailer, semitrailer, or mobile home and is further defined in s. 340.01 (74). For purposes of this chapter, a snowmobile is considered to be a vehicle.

(25) "Watercraft campsite" means a campsite along a waterway for use by persons traveling exclusively by watercraft.

History: Cr. Register, December, 1962, No. 236, eff. 1-1-63; rem. 11 to (17) to be 15 to (17) and (19) and am. (20) and (18), cr. 21 and (13); Register, August, 1986, No. 364, eff. 8-1-86; rem. (10) and (19) to be 20 and (21), cr. (13) and (20), Register, March, 1987, No. 365, eff. 4-1-87; rem. (20) and (21) to be 16 and (22); cr. (22) to be 17 and (22) and (23) and am., (24) and (25); rem. 21 to be 22; cr. (22) to be 22 and (23); Register, November, 1990, No. 47, eff. 12-1-90.

NR. 45.04 General uses; state property. (a) No person may destroy, molest, deface, remove or attempt to remove any natural growth or natural or archaeological feature except as follows:

1. Edible fruits, nuts, wild mushrooms and wild asparagus may be removed without a permit, except on state natural areas.

2. Rocks, minerals or fossil materials may be collected for noncommercial purposes, such as educational uses or personal collection, by hand or using a hand held rock hammer or similar device in accordance with the terms of a written permit issued by the manager of the property on which the collecting is done. A collector may not remove more than 20 pounds of rock, minerals or fossil material per day from any property with a maximum total of 50 pounds per year. The permit may further limit the allowable methods and amounts of material collected.

3. Notwithstanding subd. 2, no person may collect rocks, minerals or fossil materials on state natural areas, state wild rivers, state parks, state trails, state forests, state forest preserve, state recreation areas, Point Beach State Forest or any specific site which is designated as a noncollection site by the department.

(b) The department may close, by posted notice, any land, structure or property owned or administered by the state of Wisconsin and under the management, supervision and control of the department. No person may enter or be in any building installation or area that may be locked or closed to public use or contrary posted notice without a written permit from the property superintendent.

(c) Flying related activities, including but not limited to, hang gliding, parasailing, hot air balloonng, land sailing, flying model airplanes or sky diving on state parks, state recreation areas, Kettle Moraine and Point Beach state forests and Lower Wisconsin state riverway shall be restricted to areas posted for their use.

(d) In-line skates or roller blades are permitted on all public highways and paved trails under department management and supervision except where posted against such use.

(2) Closing hours. (a) No person may enter or be within the boundaries of any state park, state recreation area, forest campground, picnic area, beach, headquarters site, amphitheater, ice age center, posted parking area or Point Beach state forest and specifically designated areas within the Lower Wisconsin state riverway between the hours of 11:00 p.m. and the following 6:00 a.m. except:

1. Registered campers on or enroute to their designated campsites.

2. Hunters entering department lands with established hunting seasons provided the entry is no earlier than one hour prior to the opening of hunting hours established in s. NR. 10.24.

3. Sugar water state trail.

(b) Paragraph (a) does not apply to any person who for the sole purpose of fishing:

1. Enters any of the locations listed in par. (a) prior to 11:00 p.m., or

2. Enters any state park or state forest recreation area on the opening weekend of fishing season, or

3. Uses the boat launch facilities and boat launching parking lots in the northern state forests.

4. Enters any state park or state forest recreation area one hour before sunrise.

(c) This section does not apply to individuals with written authorization from the department or to those projects or parts of projects where the department has posted other opening and closing hours or where the department has waived these hours and established different hours for special events and programs.

(3) Personal conduct. (a) Disorderly conduct. No person shall engage in violent, abusive, indecent, profane, lewd, obscene, or otherwise disorderly conduct, or conduct which tends to cause or provoke a disturbance or create a breach of the peace.

(b) Evictions. The department may evict any person or persons from lands under the management, supervision and control of the department for violations of any state law, administrative rule or posted rules or regulations. The period of time for which a person may be expelled is 48 hours, or for the period of their campsite permit, whichever is longer. No expelled person may return to the property before the eviction period has elapsed. Persons expelled are not eligible for refunds for unused camping fees or vehicle admission fees. People charged with violent, sexual or disorderly behavior may be expelled until after the case is adjudicated in court.

(c) Observation towers. No person may possess or consume any food or beverage, including fermented malt beverages or intoxicating liquor, when on an observation tower.

(d) Refuse and recyclable materials. 1. No person may dispose of any debris, waste or recyclable material except by placing the material in receptacles provided for those purposes.
No person may operate any motor vehicle at a speed in excess of 25 miles per hour on or contrary to state highway or department traffic signs.

All vehicles shall stop at department property entrance stations when such stop is ordered by department signage.

No person may operate or park any vehicle as defined in s. 346.01 (74). State, which is required to be registered by law on and under the management, supervision and control of the department except:
1. On highways as defined in s. 346.01 (22), State.
2. In posted parking areas and boat ramps.
3. Overnight by permit at state trail parking areas.
4. As otherwise specifically authorized by law or administrative rule.

No person may park, stop or leave standing, whether attended or unattended, any vehicle or watercraft.

This applies to both, block, obstruct or limit the use of any road, trail, roadway or water sport facility, or
Outside of any area provided for such purposes when it is practiced in violation of law.
3. Contrary to posted notice.
(a) Any vehicle or watercraft in violation of par. (d) may be towed off the property and stored at the owner's expense.
(b) No person may operate a motor vehicle as defined in s. 346.01 (20). State, off highways and parking lots while under the influence of alcohol or a controlled substance or without a valid driver's license issued by this or another state or province.

Abandoned vehicles. No person may leave any vehicle unattended without prior departmental approval for more than 48 hours unless it is abandoned by the owner to reasonably appear to have been abandoned. An abandoned vehicle shall constitute a public nuisance.

Vehicle operations. (a) Posted notices. Except as provided, no vehicle may be operated on lands and waters under the supervision, management or control of the department unless its use is specifically authorized by posted notice.
(b) Snowmobile races. No person may conduct or engage in snowmobile races on any lands under the supervision, management or control of the department.
(c) Speed limits. No person operating a vehicle may violate the posted speed limit.
(d) Persons with physical disabilities. The department may authorize by permit persons with physical disabilities to use a motorized vehicle as a mode of personal conveyance.
(7) No person may swim beyond or disturb or molest a bathing beach boundary buoy or marker in any beach in any state park, state recreation area, or state forest.

(8) No floating device, except coast guard approved life jackets and vessels of proper size, properly worn, and secured, is permitted in or upon the water at any designated beach or pool in any state park, state recreation area or state forest when a lifeguard is on duty.

(4) The department may prohibit swimming in areas adjacent to water access state by posted notice. No person may swim within the area delineated by the posted notice.

History: Or. Register, December 3, 1963, No. 49, ef. 1-1-64; (4), Regis.


NR 45.090 Shoreline zones. (1) No person may possess any glass beverage container or glass product on any Great Lakes shoreline zone.

(2) No person may use any swamp, swamp pool, or shallow water adjacent to any Great Lakes shoreline zone.

(3) No person may use a fire or use charcoal grill on any Great Lakes shoreline zone, except in designated grills provided by the department.

History: Or. Register, December 3, 1963, No. 46, ef. 1-1-64.

NR 45.090 Fireworks and hunting. (1) No person may take, sell, buy, sell, or purchase any wild animal or bird, or discharge any firearm, or have in possession or under control any firearm or air gun as defined in s. 939.22, Stats., unless it is unloaded and cased in a carrying case, or any bow, sling-shot or spring-loaded device designed for propelling a projectile unless the same is uncocking or unloaded. A firearm is any gun, rifle, shotgun, .22 caliber, or any state park, fish hatchery, or within 150 yards of any state campground, picnic area or other special use area designated by the department by posted notice prohibiting the discharge of firearms in those areas.

(2) Except as provided in s. 29.27 (1), Stats., no person may conduct, occupy or use any elevated or ground blind or other elevated device except that portable type blinds may be used provided they are removed from the property on the night of hunting hours. No person may cause damage to trees by the placement or erecting of portable tree stands so as to any other manner while climbing or hunting from a tree. This subsection does not apply to the use of blinds constructed entirely of dead, fallen trees, as found on the property.

(3) Nothing in this section shall prohibit the use of three weapons on designated target ranges within the areas listed in sub. (1).

(4) Nothing in this section shall prohibit the hunting of deer as provided in s. 29.27 (4), Stats., in accordance with the open season established by s. NR 10.27, except that for those persons listed in s. NR 10.27 (1) and (3) hunting is limited to persons holding a permit for the project issued pursuant to s. 29.167, Stats.

(5) No person may possess any loaded or unsecured fire- arm or air gun while within the exterior boundary of state-owned lands posted with department signs in Dane, Dodge, Fond du Lac, Jefferson, Kenosha, Milwaukee, Ozaukee, Racine, Sauk, Sheboygan, Walworth, Washington and Waukesha counties or on state forest lands in the Kettle Moraine or Point Beach state forests, state recreation areas or state tracts established on abandoned railroad grades, except as follows:

(a) While engaged in hunting in accordance with the open season established in s. NR 10.01.

(b) At target ranges designated by the department.

(c) While engaged in dog trials under department permit.

(6) While using dogs is designated areas under department permit.

(7) The department may establish by posted notice firearm prohibition areas on and in the vicinity of the Ziller and Scuppernong tracts within the Kettle Moraine state forest except during the state deer gun and spring turkey hunting season. No person may possess any loaded or unsecured firearm or air gun within these areas contrary to posted notice.

History: Or. Register, December 3, 1982, No. 52, ef. 1-1-83; (4) and (3). Regis.


NR 45.10 Camping. (1) General. (a) Camping is prohibited except within designated camping areas, or on state-owned islands in the Mississippi river and state-owned islands and sandbars in the Lower Wisconsin state riverway. No person may camp in designated camping areas without a permit and the payment of the prescribed fees, except when traveling by watercraft and camping at designated watercraft campgrounds in the northern state forest areas on the Chippewa and Pablo-Flambeau riverways and on other designated state-owned islands outside state forest boundaries. Camping at designated watercraft campgrounds is restricted to persons and their equipment serving by watercraft only.

(b) Payment of camping fees is waived on wildlife areas.

(c) A camping permit shall be obtained prior to setting up camp unless otherwise permitted.

(d) No camping party shall move from its assigned campground to another campground without prior approval.

(e) All camping permits expire at 3:00 p.m. on the last day of the permit period.

(f) No camping party may start setting up or tearing down its camping unit between the hours of 11:00 p.m. and the following 6:00 a.m. except for juvenile or adult group camping at the Devil's Lake North Shore campground and Governor Dodge Camp follow campground during the period from October 1 through April 30.

(g) Violation of any of these rules or any rules of the department is a violation of state law and any rules of the department, or a member or guest of a member of a camping party is cause for revocation of the camping permit and eviction from the property.

(h) Any person registering to obtain a camping permit must apply for his or her permit and also additional permit for the same time period for another camping party providing he or she has all the requisite information relative to both camping permits. Group leaders and parents of juvenile

ulus campers may obtain permits for use by juvenile or
small groups.

(i) The department reserves the right to reject or cancel
camping reservations if it is necessary to protect other
campers or the natural resources.

(ii) If 2 camping parties are inadvertently assigned
the same campsite, the department may assign one of
the camping parties to another site and adjust the fees
charged.

(k) Camping permits are not required and payment of
camping fees are waived when camping on state-owned
islands in the Mississippi river or state-owned islands or
sandsbars in the Lower Wisconsin state riverway and
Chippewa and Turtle-Flambeau flowages.

(l) Camping is restricted to one night only at desig-
nated watercraft campuses in northern state forests and
on designated state-owned islands outside state forest
boundaries and to 10 days at designated watercraft camp-
нуюs in Turtle-Flambeau and Chippewa flowages.

(m) No person may use family campground shower facil-
ities in any state park or forest unless that person is a
registered camper.

(2) FAMILY CAMPING. (a) No more than one camping
party may occupy a single campsite. No camping party
consisting of a non-family group may exceed 6 persons.

(b) No person may camp and on camping unit shall
remain for a period greater than 21 days in any 6-week
period in the property of registration. After 21 days the
camping unit and camping party shall be removed from
the property for at least 7 days before being eligible to
return except in the northern state forests where such
exclusion applies to less than the two-week period of
registration.

(c) Extensions within the 21-day limit may be granted
on camping permits. Extensions shall be obtained prior to
30:00 a.m. on the expiration date of the permit at all
state park and northern forest campgrounds and at the
Crystal-Muskie, Firefly lake, Clear lake and Indian
Mountains campgrounds in the Northern Highland and
American Legion state forests. Extensions shall be ob-
tained prior to 3:00 p.m. at all other campgrounds.

(d) No person may park any motor vehicle outside the
parking area designated at each camping. No person may
park more than 2 motor vehicles in the parking area of
any campsite, except that as many as 6 motorcycles are
permitted for members of a camping party registered as a
non-family group.

(i) No more than one recreation trailer, pickup truck
camper or motor home may occupy a campsite. Pickup
campers or motor homes pulling a trailer shall be treated
as a single unit.

(3) FAMILY CAMPING RESERVATIONS. (a) The department
may grant reservations for campers at family camp-
grounds and shall upon request provide a list of parks and
forests where reservations are accepted. Reservations for
campers at family campgrounds may be accepted under
the following conditions:

1. Reservation applications shall be accepted for camp-
ing for a minimum of 7 consecutive days and a maximum
of 11 consecutive days. One-day reservations may be made
starting on June 1 and ending September 1 for anytime
between those dates. Reservation applications shall be ac-
cepted for camping for a minimum of 3 days during a
holiday weekend (Memorial Day through Fourth of July
and Labor Day) when applicable.

2. Reservation applications received by mail shall arrive
at the park office not less than 7 days prior to the date
the site is to be occupied.

3. Reserved sites which remain unoccupied without
previous notification to the park holding the reservation,
shall be available for general use after 10:00 a.m. on the
day following the date the site was to be initially occupied.
The date of initial occupation shall be based on the begin-
ning date shown on the campsite reservation form.

4. Reservations may be accepted beginning the first
working day after January 1 for the period May 1 through
the last weekend of October each year.

(b) GROUP AND BACKPACKING CAMPING RESERVATIONS.
The department may grant reservations and establish
minimum group sizes for indoor and outdoor group camps
and backpacking camping. Upon request the department
shall provide a list of parks and forests where reservations
are accepted.

(i) Indoor group camp. The department may grant res-
ervations for indoor group camps under the following
conditions:

1. Group camp reservations for Wisconsin state and
the Northern Unit-Kettle Moraine state forest shall be ac-
cepted only for a minimum of 2 days on weekends.

2. Reservation applications for indoor group camp facili-
ties shall arrive at the park office no more than one
year in advance of the date the camp is to be occupied.
Walk in reservations will be held for 3 days and treated
equally with mail in reservations postmarked the same
day by using a random selection list.

3. A reservation fee plus full payment, in the form of a
check or money order, shall be included with each applica-
tion.

4. Juvenile groups shall be accompanied by at least one
adult for each 10 members of the group.

(ii) Outdoor group camp. The department may grant
reservations for outdoor group camping areas under the
following conditions:

1. Reservation may be accepted beginning the first
working day after January 1 for anytime that calendar
year.

2. A reservation fee plus full payment, in the form of a
check or money order shall be included with each applica-
tion.

3. Juvenile groups shall be accompanied by at least one
adult for each 10 members of the group.

(c) Backpack camping. The department may grant
backpack camping permits under the following conditions:

1. A permit designating the site to be occupied shall be
obtained.
2. Reservations may be accepted beginning the first working day after January 1.

3. A reservation for plus full payment in the form of a check or money order shall be included with each application.

4. No more than 10 persons may be permitted at each designated campsite in the Kettle Moraine state forest. A permit shall be issued for no more than one night at each designated site in the Kettle Moraine state forest.

5. No more than one camping party is permitted at a backpacking campsite in state parks, recreation areas and other state forests offering these facilities. No camping party consisting of a non-family group may exceed 6 persons. A permit may be issued for up to 14 nights at each designated site in these areas.

6. All refusals shall be put on file.

History: C. Reg. Hon., December, 1962, No. 230, ef. 1-1-64; am. (1) (a), (2) (a), (3) (a), (4) (a), (5) (a), (6) (a) and (7) (a), c. 1976, No. 155; ef. 1-1-77; Reg. December, 1977, No. 26, ef. 1-1-80; c. and rec. (2) (a) (5) and (6) (a), 1980, No. 48; c. and rec. (2) (a) (6) and (7) (a), Dec. 15, 1981, C. Reg. November, 1981, No. 472, ef. 1-1-85.

35.0511 Boats. (1) No person may operate a boat within a water area marked by buoys or other approved regulatory devices as a boating hazard, or operate a boat in a restricted use area contrary to regulatory notice marked by buoys or other approved regulatory devices. This subsection does not apply in the case of emergency, or to patrol or rescue craft.

(2) No person may moor, anchor or leave unattended any boat or aircraft in any state park, recreation area, state natural area or any state camp or picnic area in any state forest, except in areas designated for that purpose.

(b) No boat or aircraft may be left on shore, moored or anchored overnight in the waters of any state park, state natural area, recreation area, state camp or picnic area in any state forest, except in areas designated for that purpose or on state-owned islands designated for camping.

(c) No person may remain overnight in any boat, watercraft or aircraft anchored, moored or docked at any department-controlled dock, wharf, boat landing or marina, or other mooring area except at the marinas at High Cliff state park, at Egg Island (Hershephon island) and Nicolet bay (Shanty bay) in the Peninsula state park, at the campground in Merrill state park, and at Rock Island state park.

(3) No person may leave any boat or watercraft on any state property contrary to posted notice except as provided in a. (b) in 43.11 (2) (a) and (b).

(4) No person may operate a watercraft or any kind in any manner on the following specified waters, except as provided in sub. (5).


(b) Kettle Moraine state park, sections 21, 22, 27 and 28, T47N, R14W, town of Superior, Douglas county.

(c) All waters of the society valley wildlife area in Jackson, Juneau and Sauk counties.

(d) The following waters in the Northern Highland and American Legion state forests:


2. Wildwood lake, section 33, T41N, R2E, town of Boulder Junction, Vilas county.


4. Little John, Jr. lake, section 28 and 29, T41N, R1E, town of Boulder Junction, Vilas county.

5. Little Bass lake, sections 15, 16, 21 and 22, T39N, R2E, town of Woodruff, Oneida county.


7. Nichols lake, section 34, T42N, R2E, town of Boulder Junction, Vilas county.

8. Ski lake, sections 27 and 28, T42N, R2E, town of Plum Lake, Vilas county.

9. Salt lake, sections 11, 12, 13 and 14, T41N, R1E, town of Plum Lake, Vilas county.


11. Allequash creek, sections 14, 15, R2E, town of Plum Lake, Vilas county.

12. Suwanee springs, sections 3, 4, and 5, T41N, R2E, town of Plum Lake, Vilas county.

13. Bear springs, sections 7 and 18, T41N, R2E, town of Plum Lake, Vilas county.

(3) All water of the Wisconsin wildlife public hunting grounds in Wood county.

(e) All waters in Spring Creek wildlife area, Price county.

(f) All waters in Pershing wildlife area, Taylor county.

(g) All waters in Stovall Creek wildlife area, Dunn county.

(h) Ottawa Lake in Kettle Moraine state forest, sections 27, 33 and 34, T61N, R17E, town of Ottawa, Waushara county.

(i) All state-owned lands and waters within the boundaries of the Pinemuir wildlife area, Marquette county.

(k) On all ditches, streams and flowages except the Little Eau Pleine river, within the boundaries of the Menomonie wildlife area, in the counties of Marathon, Portage and Wood county.

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(2) All waters in the Coon Lake wildlife area, section 2, T7N, R12E, Dane county.

(3) On the northern boundary of the Coon Lake wildlife area in Jefferson county.

(4) All waters in the Sycamore Marsh wildlife area, Richland and Sauk counties during the open season on migratory waterfowl.

(5) All waters in the Eder Marsh wildlife area, Fond du Lac county.

(6) All waters in the Collins Marsh wildlife area, Marquette county.


(8) All waters in the Great River wildlife area in Green Lake and Marquette counties.

(9) All waters in the Birk Lake, section 4, T6N, R6E, town of Brighton, Vernon county.

(10) All waters of the Mecmor Marsh wildlife area in Marquette county.

(11) All waters in the Covered Smith lakes in the Love Rock unit, Lower Wisconsin state riverway, Richland county.

(12) On the western shore of the Jockey Valley lake, sections 12, T11N, R6W, town of Christiana, Vernon county.

(13) On all the waters of the Sinsinawa lake, section 10, T12N, R5W, town of Franklin, Vernon county.

(14) All waters within the boundaries of the Powell Marsh wildlife area in the counties of Iowa and Illinois, except Little Trout, Lake Walton, and Sheboygan lakes.

(15) All waters in the Apsida Marsh wildlife area in Eau Claire county.

(16) Any person possessing a physical disability indicating that the person is unable to rowing or paddling a boat or cause any electric motor on a boat on a river in this state to exceed 5 miles per hour shall not operate a motorboat of any kind without a motor powers electric motors at a slow-to-mate speed and in no case shall this speed exceed 5 miles per hour.


(18) All waters in the Governor Dodge state park, sections 35 and 36, T7N, R3E, and sections 1, 2, 10, and 11, T6N, R3E, town of Dodgeville, Iowa county.

(19) All waters in the Holmen Creek state park except Pipe lake, sections 5 and 6, T3N, R15E, town of Darien, Waushara county.

(20) All waters in the Brown County state recreation area, Grant county.

(21) The following waters in the northern Highland and American Legion state forest:

1. Dunn lake, sections 23 and 24, T29N, R7W, town of Woodruff, Oneida county.

2. Starlight lake, sections 13, 14, 23 and 24, T41N, R7W, town of Plain Lake, Vilas county.

3. Emerald lake, sections 32 and 33, T41N, R7E, town of Boulder Junction, Vilas county.


5. Lower Albeaux lake, sections 16 and 17, T41N, R7E, town of Boulder Junction, Vilas county.

6. Frank lake, section 13, T41N, R7E, and section 18, T41N, R6E, town of Plain Lake, Vilas county.

7. Hemlock lake, sections 6, 17, 18, T41N, R7E, town of Woodruff, Oneida county.


(c) The waters of the woodland lake in the Woodman unit, Lower Wisconsin state riverway, sections 1 and 12, T31N, R4W, town of Woodman, Grant county.

(b) Pigeon Creek Swamp, sections 15 and 16, T29N, R2W, town of Millington, Jackson county.

(e) East lake within the bathing state recreation area, sections 16, 17, and 22, T27N, R2W, town of Brighton, Rio county.

(b) Beulah lake in the Ketolande state forest, sections 11, 12, 13, and 14, T29N, R15E, town of Auburndale, Wood county.

(c) Lake Seven in Ketolande state forest, section 7, T29N, R15E, town of Scow, Sheboygan county.

(d) Borscher lake in the Ketolande state forest, section 20, T26N, R12W, town of Kellner, Sheboygan county.

(e) Vernon wildlife area, all waters on department-owned lands within T29N, R14S, T29N, R15S and T29N, R16S, Waushara county except the Fox (Milwaukee) river channel.

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All waters in Big Bay Sand Spit and Bog state natural area, section 15, T30N, R3W, town of La Pointe, Ashland county.

All boats, including every description of watercraft, such as motorcraft, used or capable of being used as a means of transportation on water are prohibited from the following specified waters:

(b) Mt. Hope pond, section 4, T6N, R4W, town of Woodman, Grant county.
(c) Salmon pond, section 5, T7N, R7E, town of Cross Plains, Dane county.
(d) Token Creek Spring pond, section 34, T9N, R10E, town of Windsor, Dane county.
(e) Kickapoo springs, section 14, T16N, R1W, town of Wilson, Monroe county.
(f) Lowe Creek pond, sections 29 and 30, T22N, R5W, town of Huston, Jackson county.
(g) Oswego trout pond, section 23, T22N, R3W, town of Koonzky, Jackson county.

(h) Robinson Creek pond, sections 21 and 28, T20N, R2W, town of Millerton, Jackson county.
(i) Quarry lake, section 19, T12N, R2SE, town of Belgium, Ozaukee county.

Air boats may not be operated on lands and waters under the supervision, management or control of the department unless their use is specifically authorized by posted notice.

History: C. R. Register, December, 1963, No. 355, eff. 1.1.64; cr. (3), Register, August, 1966, No. 301, eff. 9.1.66; resum. (4) (d) and (e) to be (5) (d) and (e) and (7) and (8) (a) and (b), (c), (d), and (e) to be (6) (a), (b), (c), (d), and (e) of (4), Register, December, 1967, No. 364, eff. 1.1.68; cr. (5) (a) and (b), (c), (d), and (e) of (4) and (5) (a) and (b), (c), (d), and (e) of (5) (a) (b) to (f), Register, December, 1968, No. 405, eff. 1.1.69; cr. (1) (a) and (b), (2) (a) and (b), (3) (a) and (b), (4) (a) and (b), (5) (a) and (b) to (f), and (6) (a) and (b) to (f), Register, November, 1971, No. 479, eff. 12-1-71.

NR 45.12 Fees and charges. (1) ADMISSION FEES. (a) No person may operate or park any motor vehicle or trailer or semitrailer in any horse state recreation area, or in any horse park or roadside park except those designated in para. (b), unless the vehicle has a valid and completely affixed sticker issued by the department.

(b) The following state forest areas are designated by the department as vehicle admission areas:

1. American Legion state forest:
   a. Buffalo Lake campground
   b. Carroll Lake campground
   c. Clear Lake campground
   d. Conard Lake campground
   e. Indian Mound area
   f. Clear Lake picnic area and beach
   g. Black River state forest:
   a. Castle Mound campground and picnic area
   b. East Fork campground
   c. Pine Grove campground and picnic area
   d. Robinson Creek beach and picnic area
   e. Brule River state forest:
   a. Copper Range campground
   b. Bois Brule campground and picnic area
   c. Flambeau River state forest:
   a. Conners Lake campground
   b. Conners Lake picnic area
   c. Lake of the Pines campground
   d. Kettle Moraine state forest - northern unit:
   a. Long Lake area
   b. Maubie Lake area
   c. Greenbush group camp
   d. New Prophet bridge trail camp area
   e. Ellman trail parking area
   f. Butler Lake parking area
   g. Parcell tower parking area
   h. Greenbush picnic and ski parking areas
   i. Highway 28 glacial trail parking area
   j. Highway 28 snowmobile and horse trail parking area
   k. Highway 35 snowmobile parking area
   l. New Fane trail parking area
   m. Highway H snowmobile and horse trail parking area
   n. Kettle Moraine state forest - southern unit:
   a. Whitewater area
   b. Ottawa Lake area
   c. McMillen Sports Center
   d. LaGrange camp and picnic area
   e. Palmyra bridge trail camp area
   f. Pine Woods camp area
   g. Scuppernong picnic and hiking trail area
   h. Scuppernong Springs nature trail parking area
   i. Emma Carlin trail parking area

Register, February, 1964, No. 442
The following state parks, recreation areas, and forest preserves are designated by the department as areas in which vehicle admission stickers are required, except as otherwise provided, from January 1 through December 31:

1. Governor Dodge state park
2. Pattison state park
3. Mirror Lake state park
4. Perrot state park
5. Interstate state park
6. Wildcat Mountain state park
7. Willow River state park
8. Bong state recreation area
9. High Cliff state park
10. Peninsula state park
11. Potawatomi state park
12. Terry Andree state park
13. John Muir state park
14. Harmon Creek state park
15. Devil’s Lake state park
16. Big Foot Beach state park
17. Point Beach state forest
18. Wyalusing state park
19. All designated developed recreational areas on the Kettle Moraine state forest as listed in par. (b) 5. and 6.
20. Lake Kegonsa state park
21. Lake Winnebago state park
22. Pike Lake state park
23. Yellowstone Lake state park
24. Newport state park
25. Blue Mound state park
26. Copper Falls state park
27. Council Grounds state park
28. Harrington Beach state park
29. Merrick state park
30. Whitefish Dunes state park
31. Governor Nelson state park

The following areas in the Northern Highland and American Legion state forests:

a. Escanaba cross-country ski trail
b. Madeleine cross-country ski trail
c. McNaughton cross-country ski trail
d. Raven cross-country ski trail

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The following areas in the Black River state forest:

a. Saranac cross-country ski trail
b. Wildcat cross-country ski trail

e. Oswego cross-country ski trail
f. Flambeau Hills cross-country ski trail

The following areas in the Flambeau River state forest:

a. Chipewa Moraine state recreation area
b. Rib Mountain state park
c. Amnicon Falls state park
d. Big Bay state park

e. Brownstown - Cedar Springs state recreation area
f. Brussels Island state park
g. Buckhorn state park
h. Keshena state park
i. Natural Bridge state park
j. Nelson Dewey state park
k. New Glarus Woods state park
l. Roche-A-Cri state park

The following areas in the Tower Hill state park:

a. Copper Falls
b. Eau Claire

c. Control Grounds
d. Pattison
e. Lake Winnebago
f. Sig Bay
g. Interstate
h. Nelson Dewey
i. Parrot
j. Pike Lake
k. Rocky Arbor
l. Wildcat Mountain
m. Wyalusing

The following areas in the Yellow Lake:

a. Amazon Falls
b. Big Foot Beach
c. Blue Mound
d. Bog-Sunset campground
e. Brussels Island
f. Lake Kegonsa
3. Group camps (buildings)
   a. Big Day group camp, Black River state forest and Point Beach state forest.
      $2.00 per person per day
   b. Kettle Moraine state forest.
      $4.00 per person per day
      northern unit group camp and Wyalusing group camp.
   c. MacKenzie Environmental Center.
      $4.00 per person per day
      $75.00 minimum per group per day

4. Juvenile and adult group camping at the North Shore campground in Devil’s Lake state park.
   a. Devil’s Lake North Share Northern Lights campground.
      $96.00 per group per day
   b. Devil’s Lake North Share for Age campground.
      $1,480.00 per group per day
      (d) All reservation, family and outdoor group camping fees are waived for persons with disabilities and their personal care attendants brought by a nonprofit organization recognized by the internal revenue service under 26 USC 501 (c) (1) or (2) whose primary purpose is the improvement of the mental or physical health of the individual. Applications on department forms for the fee waiver shall be received by the property for which the fee waiver is sought along with proof of nonprofit status at least 7 days prior to arrival. Memorial Day through Labor Day, fee waiver approval may only be granted for Sunday through Thursday nights.
      Notice A copy of the form may be obtained from state park and forest offices.

3. Trail fees.
   a. No person 14 years of age or older, except pedestrians or snowmobiles on all terrain vehicle riders, may use trails posted pursuant to par. (b) unless the person has in his or her possession a valid state trail admission card. For purposes of this section, “pedestrian” means:
      1. Any person unless the use of skis, skates or other similar device.
      2. Any person in a wheelchair, either manually or mechanically propelled, or other law-powered mechanically propelled vehicle designed specifically for use by a physically disabled person.
   b. Trail fees and trails on other department lands on which admission cards are required may be designated by the department with markers or signs.
   c. The following admission fees for state trails designated pursuant to par. (b) include tax:
      1. Annual
      $10.00
      2. Daily
      $3.00
(4) Open fires. No person may use any facility, land or area for which a fee or charge has been established by the department without payment of such fee or charge as established in the following schedule: The fees listed in this subsection include the state sales tax.

(a) Blue Mountain state park swimming pool
1. Adults $1.00 per day
2. Children (2 - 12) $0.50 per day
3. Children under 2 No fee

(b) McQuillen sports area, when operated by the department
1. Pistol range $5.00 per hour
2. 100 yard range $5.00 per hour
3. Plinking range $5.00 per hour
4. Archery range $5.00 per hour
5. Shotgun trap range $5.00 per round of 25 shots
6. Shotgun patterning range $5.00 per 5 targets

(c) Organized matches $100 per group per day
8. Hunter safety course $1.00 per hour

(b) No person may use an area or area outside payment of any facility fee or charge established under contract between the department and concessionaire.

(6) Admission fees under a 2701 (9), State.

(7) Rock island state park $4.00 per foot of boat overnight boat mooring length per night fee

(i) State recreation area. A special use zone. The zone shall be available to groups for special events by reservation for $25.00 per event. The reservation fee is nonrefundable.

(a) Hunting zone. A vehicle admission sticker, hunting and trapping license as well as hunting and trapping admission fees are required for hunting and trapping in the Big State recreation area.

(1) Phased hunting $3.00/person/day
(2) All other hunting $1.00/person/day
(3) Trapping $10.00 per season

(b) Administrative fee. A hunting administrative fee of $3.00 shall be paid at the time the reservation is requested and is non-refundable once the reservation is confirmed.

(c) The department may grant building, shelter and picnic area reservations and shall upon request provide a list of parks and forests where reservations are accepted. The fees are:

1. Open picnic area shelters - $25.00 per group per day
2. Enclosed shelters - $50.00 per group per day
3. Picnic areas - $60.00 per group per day
4. McQuillen sports center, Southern Unit Kettle Moraine - $70.00 per group per day during the period when the vehicle admission fee is not required, and when opened by the department.
5. Visitor center auditorium - $10 per hour, except for government-sponsored activities.

6. Other accessible facilities such as picnic areas, lookout and boat mooring areas. Fees to be established by the department.

7. Reservations may be accepted beginning the first working day after January 1 for any time during the calendar year.

(b) Visiting areas posted subject to self-registration requirement for either admission sticker, trail passes or camping fees shall pay an additional $5.00 registration fee if they fail to self-register.

(c) Use of camp station for non-registered campers $3.00, in addition to truck sticker.

(b) The department may charge participants of department sponsored special events or programs a fee sufficient to cover the cost of providing the program.

(6) This section does not apply to department lands under lease or agreement which provides otherwise. No person may use any facilities without payment of appropriate fees established by a lessee or contractor.


NR 45.13 Specific property rules (1) State natural areas: GENERAL — Within the boundaries of state natural areas posted with appropriate signs, no person may:

(a) No person may take, catch, kill, trap, possess or remove any wild animal, without written permission from the department. Unless otherwise posted, a person may hunt, fish or trap in accordance with the open seasons as established by ch. NR 10 and 20.
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(b) The provisions of ss. NR 45.04, 45.05, 45.06, 45.07, 45.08, 45.10 apply to state natural areas.

(c) Notwithstanding s. NR 45.94 (1) (a), no person may harvest any seed, fruit, nut, mushroom or root without written permission from the department.

(d) No person may damage, relocate, stock or release any plant or animal, domesticated or wild, without written permission from the department.

(2) PARFRY'S OLD, NATURAL, RIDGE AND ROCHE-A-CRI MOUND STATE NATURAL AREAS. (a) This subsection applies to the Parfrey's Glen state natural area, Natural Bridge state natural area and Roche-a-Cri Mound state natural area.

(b) No person may possess or consume any liquor or bev-
erage on any property described in par. (a).

(c) No person may enter or be in Parfrey's Glen state natural area and surrounding and adjacent state lands in sections 22 and 23, township 11 north, range 7 east, Sauk county, and the Natural Bridge state natural area between the hours of 8:00 p.m. and 6:00 a.m.

(d) No person may hike in any area other than on a trail specifically designed and signed for that purpose unless authorized to do so in writing by the department.

(e) No person may enter or be in Roche-a-Cri Mound state natural area between the hours of sunset and 6:00 a.m.

(3) BIG POOT BEACH STATE PARK. No person may drink or possess any intoxicating liquor or fermented malt beverage in Big Poot Beach State Park.

(4) BLUE MOUND STATE PARK. Violation of any state law, administrative code or any posted user product rules of the Blue Mound state park swimming pool by any person in cause for revocation of the pool use privilege.

(5) DEVIL'S LAKE STATE PARK. (a) No person may operate or use a combustion engine as a power source for a skin-
driver or airboat on the waters of Devil's lake in Devil's Lake State park, sections 6-15, 14, 17,18, town of Baraboo, and section 32, 13,18, 8,16, town of Sumpter, Sauk county.

(b) No person may fish with, possess or control any spear, spear gun, bow and arrow or similar device designed for shooting a projectile unless endorsed in a carry-
ing case while within the boundaries of Devil's Lake state park.

(6) HERITAGE HILL STATE PARK. No person may drink or possess any intoxicating liquor or fermented malt beverage in Heritage Hill state park except at special events or programs authorized by the department.

(7) HIGH CLIFF STATE PARK. In the waters of High Cliff state park marina, Calumet county, no person may:

(a) Operate a boat or other watercraft at a speed in excess of that required for steering.

(b) Anchor, moor or dock a boat or watercraft except in the areas provided and designated.

(c) Swim in the marina channel, basin or dock area.

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(c) Water ski in the marina area including the channel, and that area of the channel outlet in Lake Winnebago marked by buoys.

(9) KINNICKINIC STATE PARK. (a) All boats mooring off-
shore overnight within the boundaries of Kinnickinic state park shall be equipped with holding tank and toilet.

(b) The following regulations are applicable to the Kinnickinic delta area:

1. Test camping is restricted to boaters with watercraft which are 22 feet or less in length, and do not have a cabin or cabin-like structure for on-board sleeping. Test campsites are not available to passengers of a vessel larger than 22 feet, any camping party using the lifeboat or dingy of a vessel larger than 22 feet moored elsewhere in the park, or to any camping party whose watercraft is not moored in the immediate vicinity of the campsite.

2. Test camping is only permitted when department toilet facilities are provided.

3. Tests are restricted to designated campsites.

(c) When department toilet facilities are not provided, no person may moor or anchor a watercraft overnight unless equipped with a holding tank and toilet.

(b) Kinnickinic state park delta test campground — camping restricted to boaters only — tests are restricted to designated campgrounds.

(10) PENINSULA STATE PARK. (a) Violations of any state law, administrative code, or any posted regulations at the Peninsula state park golf course by any person in cause for revocation of the golfing privilege.

(b) No person may scavenge golf balls on the golf course except by written permit issued by the superintendent.

(c) Alcoholic beverages shall not be possessed or consumed on the golf course or in the clubhouse at Peninsula state park.

(11) ROCK ISLAND STATE PARK. No person may operate a motor vehicle except for motor-driven skids, tubs or other comparable watercraft on state-owned lands in Rock Island state park.

(12) WHITEFISH DOMES STATE PARK. No person may hike in any area other than on a trail specifically designed and signed for that purpose or in the areas or sections of the White-
fish Domes state natural area in Whitefish Dunes state park unless authorized to do so in writing by the department.

(13) YELLOWSTONE LAKE STATE PARK. On the waters of Yellowstone lake in Lac du Flambeau county, no person may operate a motorboat at a speed greater than 5 miles per hour or in excess of 10 miles per hour in any area where actions are posted prohibiting the operation and use of motorboats except that battery-powered electric motors may be operated in the posted areas at a slow-on-
walk speed and in no case at a speed in excess of 5 miles per hour. On these waters, no person may operate a motor-
boat towing a person on water ski, water-skiing or similar device between the hours of 8:00 p.m. and the following 16:00 h. No person may have any boat unattended whether anchored, moored or beached on the waters of
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Yellowstone Lake or on the land within the boundaries of the Yellowstone wildlife area or Yellowstone Lake state park except as within the areas designated and posted for these purposes.

(14) BRULE RIVER STATE FOREST. (a) On department-owned or managed lands on the Brule River in the Brule River state forests, boats or other watercraft may only be launched or removed at the following designated launching sites:

1. County highway P (T45N, R11W, sec. 8)
2. Stone Chimney fisher access (T46N, R11W, sec. 35)
3. Stone's bridge (T46N, R10W, sec. 30)
4. Winnibigeaux canoe landing (T47N, R10W, sec. 34)
5. Beis Brule campground (T47N, R10W, sec. 23)
6. Highway #2 (T47N, R10W, sec. 14)
7. Copper Range campground (T47N, R10W, sec. 26)
8. Pine Tree canoe landing (T48N, R10W, sec. 26)
9. Highway 135 (T49N, R10W, sec. 34)
10. Mouth of the Brule (T48N, R10W, sec. 10)

(b) No person may possess nonreturnable beverage bottles, cans or containers or glass returnable bottles at designated launching sites on the Brule river or the Brule River state forest. This provision does not apply to beverage bottles, cans or containers possessed in picnic areas, rest areas or parking lots.

(15) HAVENWOODS STATE FOREST PRESERVE. The following rules and regulations are established for the use of the Havenwoods state forest preserve in Milwaukee county.

(a) No person may drink or possess any intoxicating liquor or fermented malt beverage.

(b) Pets are prohibited in areas designated by posted notice.

(c) No person may enter or be within the exterior boundaries of the Havenwoods state forest preserve between the hours of 6:00 p.m. and 6:00 a.m. except when participating in an activity approved in advance by the property superintendent.

(d) No person may take, catch, kill, or remove any animal or fish, collect, or remove any plant or part thereof, without a written permit issued by the property superintendent.

(e) No person may launch or land any powered model aircraft unless done in accordance with the terms and conditions of a permit first obtained from the property superintendent.

(16) KETTLE MORaine STATE FOREST, SOUTHERN UNIT. The following rules and regulations are established for the use of the McMillan Sports Center in the southern unit Kettle Moraine state forest when operated by the department:

(a) No person under 16 years of age shall be present on the range unless accompanied by an adult in possession of a valid department hunters safety certificate.

(b) Guns shall be unloaded and encased within a carrying case except when a person is on the firing line.

(c) Guns shall be pointed down range at all times while on the firing line and gun actions shall be open except when actually in position on firing line.

(d) No person shall leave a loaded gun unattended at any time.

(e) No portion of a person's body may be permitted in advance of the firing line except during cease fires called by range officer to check targets.

(f) Any person who observes an unsafe condition or practice on the range is authorized to call for a cease fire.

(g) There shall be a cease fire on all ranges as called for by range officer to check targets.

(h) No breakable targets are allowed on any range; targets shall be picked up on all ranges including the plinking range. This rule does not apply to the shotgun trap range.

(i) All spent and live shells shall be picked up by the shooters.

(j) Only rim fire ammunition shall be permitted on the plinking range.

(k) No munitions with bandges may be permitted unless supervised by a parent or guardian or person at least 18 years of age appointed by parent or guardian.

(l) Weapons designed to be used by range officer may not be permitted on the range at any time.

(m) Single loaded only permitted on all ranges except pistol range and fully automatic fire is prohibited.

(n) Violation of any shooting range regulations is cause for dismissal from the range.

(o) The possession or consumption of alcohol, fermented or alcoholic beverages is prohibited within the center during the hours the shooting range is open to the public. These hours are posted at the center.

(p) No person may be admitted inside the fenced area of the firing line on any range, except the shotgun trap range, without payment of the appropriate fee. On the shotgun trap range one puller per trap who does not shoot may be allowed in free.

(17) BONG STATE RECREATION AREA. (a) Definition. "Bong state recreation area" means that portion of the Bong state recreation area lying south of state highway 142 and including the county served with department markers or signs.

1. Hunting zone. All that portion of the Bong state recreation area except that portion described in subd. 3.

2. Special use zone. All that portion of the Bong state recreation area lying south of state highway 142 posted with department markers or signs.

3. Intensive use zone. All that portion of the Bong state recreation area posted with department markers or signs.

(b) Special use zone. Reservations are restricted to groups of 25 or more individuals.

Register, February, 1996, No. 482
2. Reservations shall be submitted in department forms and will be accepted on not more than one year and not less than 10 days in advance of the requested date. The forms are available at the boating state recreation areas headquarters.

3. Reservations may be made at the boating headquarters in person or by mail.

4. Reservations shall be approved subject to the special use zone calendar under s. NR 48.13 (18)(b) 2.

5. Reservations shall be accepted and made on a first-come, first-served basis consistent with the special use zone calendar.

6. Special use zone calendar. The department shall establish and maintain an annual calendar of use for the recreational uses listed part (a) recognizing the priority of special uses designated in this section for the dates indicated.

(a) Permitted recreational uses: 1. Bird watching
2. Cross-country skiing
3. Dog sledding
4. Dog training
5. Dog trials
6. Falconry
7. Foot racing
8. Hang gliding
9. Hiking
10. Horseback riding, competition and home-drawn vehicles
11. Hot air ballooning
12. Hunting
13. Land sailing
14. Model aircraft flying
15. Model rocketry
16. Nature study
17. Scout jamborees
18. Sky diving
19. Sleigh riding
20. Supersailing
21. Stompdate events
22. Trail hiking
23. Trapping

(b) Permits and camping. Peninsular and camping incidental to a use in part (a) shall be authorized if indicated as such in the permit.

(b)(i) Permits are necessary. The following uses shall have priority on a first-come, first-served basis over all other uses during the period indicated:

<table>
<thead>
<tr>
<th>Use</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Horse activities, model aircraft flying, dog training</td>
<td>15 July and 31 October</td>
</tr>
<tr>
<td>2. Forest fire training</td>
<td>15 July and 31 October</td>
</tr>
<tr>
<td>3. Scientific surveys</td>
<td>15 July and 31 October</td>
</tr>
<tr>
<td>4. Au Sable River</td>
<td>15 July and 31 October</td>
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<tr>
<td>5. Au Sable River</td>
<td>15 July and 31 October</td>
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<td>6. Au Sable River</td>
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</tr>
<tr>
<td>23. Au Sable River</td>
<td>15 July and 31 October</td>
</tr>
</tbody>
</table>

(c) The weekend of Labor Day.
(d) The 4th of July.
(e) The 4th of July.
(f) The 4th of July.
(g) The 4th of July.
(h) The 4th of July.
(i) The 4th of July.
(j) The 4th of July.
(k) The 4th of July.
(l) The 4th of July.
(m) The 4th of July.
(n) The 4th of July.
(o) The 4th of July.
(p) The 4th of July.
(q) The 4th of July.
(r) The 4th of July.
(s) The 4th of July.
(t) The 4th of July.
(u) The 4th of July.
(v) The 4th of July.
(w) The 4th of July.
(x) The 4th of July.
(y) The 4th of July.
(z) The 4th of July.
DEPARTMENT OF NATURAL RESOURCES

2. Snowmobile zone. The snowmobile zone is all that portion of the Great River State Recreation Trail in LaCross County and Trempealeau County lying south and east of the junction with Lehman Road in Trempealeau County.

3. Trapping zone. The trapping zone is all that portion of the Great River State Recreation Trail lying north and west of the CTN "ZN" in LaCrosse County to the village of Trempealeau limits in Trempealeau County, and all that portion of the Great River State Recreational Trail lying north and west of the village of Trempealeau limits in the Trempealeau National Wildlife Refuge Area and at the junction of West Prairie Road in Trempealeau County.

(21) Kettle moraine state forest, northerly unit. No person may take, catch, kill, hunt, trap or pursue any wild animal, or discharge any firearm or have in possession or under control any firearm or air gun as defined in s. 939.22 (21) State, unless it is unloaded and enclosed within a carrying case, or any bow, slingshot or spring-gluaded device designed for shooting 1 projectile unless the same is unloaded or enclosed within a carrying case while on any department lands designated by posted notice in sections 13 and 24 east of Long Lake, and section 25 north of county highway F. TIM, RIDE, town of Once,

FEED the Lac county.

History: cr. Register December, 1982, No. 356, eff. 1-1-83; cr. (19) (a), (21), (a) and (b) and eff. (21), (a) and (b) in s. 194, Register, August, 1984, No. 388, eff. 8-1-84; cr. (21) (c) and (d) in s. 194, Register, August, 1985, No. 391, eff. 8-1-85; cr. (21) (d) and (e) in s. 194, Register, July, 1986, No. 401, eff. 8-1-86; cr. (21) (f) and (g) in s. 194, Register, March, 1989, No. 446, eff. 3-1-89; cr. (21) (g) and (h) to be by Register 44 (15) eff. 8-1-89; eff. (21) (i) 8-1-89; eff. (21) (j) August, 1990, No. 456, eff. 8-1-90; cr. (21) (k) and (l) to by Register 46 (16) eff. 8-1-91; cr. (21) (k), (l) and (m) in s. 194, Register, July, 1992, No. 473, eff. 8-1-92; cr. (21) (m), (n), (o) and (p) in s. 194, Register, February, 1993, No. 447, eff. 2-1-93.
INTRODUCTION

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

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

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

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

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

The standards found in this chapter are intended to be design standards for new or reconstructed trails receiving funding for major renovations. They are not intended as standards for existing trails. There will be requirements that existing trails comply with these standards. Existing trails are to be inspected pursuant to 48-231.115, WAC. Subtitle, and it is the Department's intent that they, remain in operation consistent with Department inspection guidelines.
ALL-TERRAIN VEHICLE TRAILS (NR 64)

Introduction

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

Width

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

Clearing Height

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

Bridges

Bridges must have an inside width of at least 10 feet. Fords or ice crossings over shallow streams may be used if environmentally acceptable and meet safety concerns. Refer to Community Assistance’s Bridge Guidelines PUBL-CA-003 89.

Routing

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

Signage

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

Parking Area Standards

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

Specific Considerations

Support facilities that might accompany ATV trail development are:

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

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

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

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

Clearing Width
Woody vegetation shall be cleared 3 feet on either side of the tread.

Surface Materials
On Class A and B trails, the subsurface should be of a porous granular backfill using materials no larger than 1/4 inches in diameter. Surface materials may vary. Generally, along abandoned rail right-of-ways, the materials should consist of crushed limestone or other similar stable aggregates. In park settings, where such trails are found in an around sensitive use areas, or to connect sensitive use areas, consideration may be given to more hardened surfaces such as asphalt. The Department is conducting studies on various types of erosion control materials and devices on trail slopes. When the study is completed, recommended methods and devices will be incorporated into this design standard especially as it pertains to surface treatment on Class C trails.

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

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

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

Configuration

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

Length of Trail

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

Parking Area Standards

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

Special Considerations

Development features and services associated with bicycle trails might include:

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

At Grade Road and Rail Crossings

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

<table>
<thead>
<tr>
<th>Design Speed</th>
<th>Minimum Sight Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 mph</td>
<td>150 feet</td>
</tr>
<tr>
<td>25 mph</td>
<td>200 feet</td>
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<tr>
<td>35 mph</td>
<td>250 feet</td>
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<tr>
<td>45 mph</td>
<td>400 feet</td>
</tr>
<tr>
<td>55 mph</td>
<td>500 feet</td>
</tr>
</tbody>
</table>

Proper signage will accompany crossings.
SNOWMOBILE TRAILS

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

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

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

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

Clearing Height
Vegetation will be cleared 12 feet above the snow-free tread surface.

Turning Radius
Minimum radius will be 25 feet.

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

If railings are needed (refer to Community Assistance’s Bridge Guidelines, PUBL-CA-005 19), they will be a minimum of 42 inches in height.

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

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

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

Support facilities that might accompany snowmobile trail development are:
- Drinking water
- Informational board and signage
- Toilets
- Mileage markers
- Warming shelters
Hiking Trails

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

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

Steps and Railings
Steps shall have a tread width of no less than 12 inches and a riser height of no greater than 6 inches. There shall be no more than 9 feet vertical between landings. Step materials may vary greatly but should blend into the landscape, be long-lasting and should be free of uneven surfaces that might cause accidents.

Railings shall be used in stepped areas wherever drop-offs occur and should have a height of 16 to 42 inches.

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

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

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

Surface Materials
On Class A and B trails, improved surfaces should be used. On Class A trails, the surface would range from a more bedded material such as asphalt in more heavily used areas, to a stable aggregate in more lightly used areas. In order to help accessibility, there will be no barriers such as steps and porches on Class A trails. Class B trails would generally be surfaced in more heavily used areas, with steps, berms, waterbars or other devices used on steeper or erodible slopes. In more lightly used areas, surface materials could consist of gravel on lesser slopes if accompanied by a porous granular backfilled subsurface. Class C trails would generally use existing.
subsurface with overlying grass—surfaces except on steeper or erodible slopes where erosion control devices might be necessary. The Department is conducting studies on various types of erosion control materials and devices on trail slopes. When the study is completed, recommended methods and devices will be incorporated into this design standard.

**Bridges**

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

**Underpasses**

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

**Boardwalks**

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

**Configuration**

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

**Length of Trail**

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

**Parking Area Standards**

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

**Special Considerations**

Development features and services associated with hiking trails might include:

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

10-41
At Grade Road and Rail Crossings

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

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<td>55 mph</td>
<td>550 feet</td>
</tr>
</tbody>
</table>

Proper signage will accompany crossings.
MOTOR VEHICLE CROSSINGS OF TRAIL CORRIDORS

Introduction

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

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

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

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

Definitions

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

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

Considerations

Existing Crossings

Whether established by the railroad or through easement from the Department, existing road crossings will be honored. Landowners cannot create a public road crossing from a private driveway, farm or agricultural crossing.

LAWCON Section 6(f)

If a ROW has been acquired with LAWCON funds, any conversion or removal of those lands from recreational use may require the acquisition of replacement funds. The conversion of trail easements, the value of the land and administrative costs will be the responsibility of the party requesting the conversion.

Non-Grade Crossings

Non-grade crossings (underpass or overpass) are the preferred choice for all road crossings. The construction of such facilities is the responsibility of the agency requesting the crossing.

Trail Uses

Crossing restrictions/conditions shall meet the needs of the year round use of the trail.

Other Crossings

Short term, seasonal or sporadic travel across the trail may be permitted by issuing non-transferable use permits under provision of Chapter NR 45, Wis. Admin. Code. These are non-permanent crossings.

Survey and Legal Description

Crossing requestor shall provide a certified survey and legal description of the crossing.

Types of Road Crossing

1. State and Federal Highway Crossings: Easements for new or reconstruction of existing highways shall be granted only for non-grade crossing and shall either be over or under the trail.

2. County, Town, Highway or City and Village Street Crossings: First priority shall be to establish non-grade crossings. Whenever non-grade crossings cannot be achieved, crossings will occur at existing roads or streets. If town, county, or streets are not available, new at-grade road crossings shall be no

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Department Design Standards Handbook

closer than 0.5 mile to incorporated areas or one mile in unincorporated areas to any other road crossing. When necessary (heavy traffic), municipalities will be required to install stop lights controlled with a push button for crossing of the road.

3. Driveways, Commercial and Business Park Crossings: Any new at-grade driveway or other permanent motor vehicle crossing shall be treated as a county, town, city or village road. Requests for such crossings shall come from the appropriate road authority. These crossings may be accomplished with restrictive easement or term permit. "Stop" and "Yield" signs will be installed on the greatest crossing for the users of the crossing. Caution signs will be mounted on the trail for trail users.

4. Farm Crossings: To be used for agricultural purposes only. May be accomplished with a restrictive easement or term permit.

5. Short Term Crossings: These may be permitted by non-transferable use permits and are non-permanent.

Developers should plan frontage roads that do not cross trails.

Design Requirements of At-Grade Crossings:

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

<table>
<thead>
<tr>
<th>Design Speed of Road</th>
<th>Minimum Sight Distance *</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 mph</td>
<td>150 feet</td>
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<td>45 mph</td>
<td>450 feet</td>
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<tr>
<td>55 mph</td>
<td>550 feet</td>
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</tbody>
</table>

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

d. Crossing requestor shall be responsible for proper drainage to protect the trail surface. Drainage controls, culverts, etc. will be installed as necessary to prevent damage to the trail and to ensure existing drainage patterns are not interrupted.

e. All costs associated with the new crossings shall be borne by the requestor.

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Appendix H

Appendix H - Engineering Analysis Report
Appendix I

WILD RIVERS TRAIL MASTER PLAN
PUBLIC PARTICIPATION MEETING

C O M M E N T S

<table>
<thead>
<tr>
<th>Commentator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beth Murphy</td>
<td>Supports non-motorized use in spring, summer, and fall.</td>
</tr>
<tr>
<td>Jackie Avery</td>
<td>Trail open to everyone.</td>
</tr>
<tr>
<td>Sam West</td>
<td>Supports all trail use (ATV).</td>
</tr>
<tr>
<td>Davin Waggoner</td>
<td>Use open to everyone (ATV, snowmobile); and minor business people built the Totsogic River bridge.</td>
</tr>
</tbody>
</table>
| Tom Baunson     | Supports snowmobile, ATV, and other uses where possible.  
                     (Local economic impact)                                              |
<p>| Jim Shimon      | Supports ATV use.                                                        |
| Terry Severson  | Supports all purposes until conflicts arise.                             |
| Dan King        | In favor of multiple use (everyone to use).                              |
| Kevin Myers     | In favor of non-motorized use in spring. Safety concerns.               |
| Gordon Hoigt    | In favor multiple use (summer ATV use, snowmobile use in winter, etc.). |
| Jerry Thompson  | Multiple purpose, everyone to use it. Economic impact to local economy. |
| Rick Hanson     | In favor to open up to everybody.                                        |
| Roger Higgins   | Strongly advocates multiple use for everyone.                            |
| Ann Shimon      | In favor of ATV use (multiple purposes).                                 |
| Jacques Bohay   | In favor for multiple use for year-round.                                 |
| Al Hanson       | In favor for multiple use ATV for year-round.                            |
| Dave Martin     | Snowmobiling in winter, non-motorized in spring, summer, and fall.      |
| Tony Baier      | In favor of ATV use, multiple use year-round.                            |
| Paul Avery      | In favor for multiple use. Everyone should be allowed to use it.         |
| Gary Murphy     | Supports non-motorized use in spring, summer, and fall. Safety concerns. |
| Tim Frey        | Multiple use, ATV, everyone should be allowed to use it.                |
| Tony Lombard    | Multiple purpose use.                                                    |
| Diane Voight    | Multiple use. The more people who are allowed to use it, the better.     |
| Robert Hauser   | Trail open to everyone, especially for horses. Continue to allow horses to use part of the trail in Spooner for the rodeo. |
| Sue Wallace     | Everyone should be allowed to use it.                                    |</p>
<table>
<thead>
<tr>
<th>Commentator</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bob Schilling</td>
<td>In favor for multiple use. Should pursue funds available for law enforcement and trail maintenance.</td>
</tr>
<tr>
<td>Vince Lipsa</td>
<td>Multiple use trail. Concerns with putting motorized and non-motorized together.</td>
</tr>
<tr>
<td>Bruce Bargstein</td>
<td>Year-round multiple use (ATV funding is $285/year).</td>
</tr>
<tr>
<td>Glen Wimer</td>
<td>Supports multiple use. Tax dollars contributed 240,000 in Washburn County for development.</td>
</tr>
<tr>
<td>Doug Brunner</td>
<td>Multiple use. ATV in summer.</td>
</tr>
<tr>
<td>Steve Waggonner</td>
<td>Everyone can use (multiple use).</td>
</tr>
<tr>
<td>Ed Hage</td>
<td>Multiple use year-round.</td>
</tr>
<tr>
<td>Marene Brunner</td>
<td>Everyone to use the trail. (Trail like this one should be safe.)</td>
</tr>
<tr>
<td>Cherry Gras</td>
<td>Everyone should be allowed to use the trail. ATV's, horses, walking, etc.</td>
</tr>
<tr>
<td>Chad Joreske</td>
<td>Snowmobiles, ATV's, joggers. Everyone should be allowed to use the trail.</td>
</tr>
<tr>
<td>Hank West</td>
<td>Multiple purpose trail. (This trail gives access to other trails.)</td>
</tr>
<tr>
<td>Janine Ruster</td>
<td>Non-motorized uses in spring, summer, and fall.</td>
</tr>
<tr>
<td>Scott Chapin</td>
<td>Non-motorized uses in spring, summer, and fall. Safety concerns. Non-ATV use.</td>
</tr>
<tr>
<td>Karl Bergquist</td>
<td>Multiple purpose year-round trail. (Speed limits should be 55 mph, with 15 mph speed limits in town.)</td>
</tr>
<tr>
<td>Jennifer Hage</td>
<td>Multiple use trail.</td>
</tr>
<tr>
<td>David Hoyt</td>
<td>Multiple purpose trail. ATV and walking.</td>
</tr>
<tr>
<td>Jim Schmitz</td>
<td>Multiple purpose trail (primarily ATV and snowmobiles)</td>
</tr>
<tr>
<td>Bob Kinderman</td>
<td>Supports quiet sports and multiple purpose use is OK. Keep in mind, it is not the machine but the person operating it.</td>
</tr>
<tr>
<td>Don Carlson</td>
<td>Multiple use trail year-round. (Economic impact)</td>
</tr>
<tr>
<td>Phil Soltis</td>
<td>Multiple use trail.</td>
</tr>
<tr>
<td>Willy Lombard</td>
<td>In favor of multiple use.</td>
</tr>
<tr>
<td>Steve Grinek</td>
<td>Multiple purpose trail (ATV, horses, hiking, etc.)</td>
</tr>
<tr>
<td>Erin Schmidt</td>
<td>Supports ATV and snowmobile use (multiple use).</td>
</tr>
<tr>
<td>Karen Wetge</td>
<td>Open for everyone to use.</td>
</tr>
<tr>
<td>John Ross</td>
<td>Four season multiple purpose use.</td>
</tr>
<tr>
<td>Mike Bergquist</td>
<td>Multiple purpose use. (ATV)</td>
</tr>
<tr>
<td>Roger Lundeen</td>
<td>Multiple use (people have to be considerate to other uses).</td>
</tr>
<tr>
<td>Chester Lynn</td>
<td>Multiple use.</td>
</tr>
<tr>
<td>Commentor</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Guy Paulson</td>
<td>Entire trail usage; don't exclude anyone after all that has been done.</td>
</tr>
</tbody>
</table>
Throughout the meeting, there were two main use issues commented on.

1. **Multiple use; open the trail to everyone for all uses. (Snowmobiles, ATV's, horses, bikes, hiking, jogging, cross country skiing, etc.)**

2. **Multiple use; but non-motorized in the spring, summer, and fall seasons so the quiet sport activities may be enjoyed.**

The following is a tabulation about the two issues expressed at the public participation meeting.

<table>
<thead>
<tr>
<th>Multiple Use for Everyone</th>
<th>Multiple Use with Non-motorized Uses Only in the Spring, Summer, &amp; Fall</th>
</tr>
</thead>
<tbody>
<tr>
<td>48 people in favor</td>
<td>6 people in favor</td>
</tr>
</tbody>
</table>

There were also a number of form letters received from the public in favor of non-motorized use in the spring, summer, and fall seasons. 89 people signed these letters.
Appendix J

Resolution No. 9-27

Approval of Wild Rivers Trail Master Plan and Amendment to County Outdoor Recreation Plan

WHEREAS, Washburn County has entered into a Memorandum of Understanding with the Wisconsin Department of Natural Resources to manage the old CNW railroad corridor as a recreation trail; and

WHEREAS, the Memorandum of Understanding requires, as does certain federal and state funding grants, the completion of a Master Plan; and

WHEREAS, other state or federal funding sources may require the Plan to be included in a County Outdoor Recreation Plan for requested projects; and

WHEREAS, a public participation meeting was held on May 8, 1996, to help determine uses of the trail; and a public hearing was held on March 11, 1997, to receive comments on the Master Plan itself;

WHEREFORE, BE IT RESOLVED, that Washburn County by this resolution approve the Master Plan as presented by the Forestry Committee for the period May 1, 1997 through April 1, 2007; and

BE IT FURTHER RESOLVED, that the approved Master Plan in whole be approved as an amendment to and become part of Washburn County’s Outdoor Recreation Plan; and

BE IT FURTHER RESOLVED, that a copy of this resolution along with a copy of the Master Plan be sent by the County Forest Administrator to the Department of Natural Resources Bureau Of Parks for Department and/or Natural Resource Board approval.

Submitted for adoption this _____ day of ________, 19_____, by:

Forestry, Parks & Recreation Committee:

Motion for adoption by:
Supervisor

Seconded by:
Supervisor

MOTION CARRIED by oral vote.
Ayes  Noes  Absent

I, ______________________, County Clerk, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Washburn County Board of Supervisors at a legal meeting held on

John L. Brown, County Clerk
WHEREAS, Washburn County has entered into a Memorandum of Understanding with the Wisconsin Department of Natural Resources to manage the old CNW railroad corridor as a recreation trail; and

WHEREAS, the Memorandum of Understanding requires, as does certain federal and state funding grants, the completion of a Master Plan; and

WHEREAS, other state or federal funding sources may require the Plan to be included in a County Outdoor Recreation Plan for requested projects; and

WHEREAS, a public participation meeting was held on May 8, 1996, to help determine uses of the trail; and a public hearing was held on March 11, 1997, to receive comments on the Master Plan itself.

THEREFORE, BE IT RESOLVED, that Washburn County by this resolution approve the Master Plan as presented by the Forestry Committee for the period May 1, 1997 through April 1, 2007; and

BE IT FURTHER RESOLVED, that the approved Master Plan in whole be approved as an amendment to and become part of Washburn County’s Outdoor Recreation Plan; and

BE IT FURTHER RESOLVED, that a copy of this resolution along with a copy of the Master Plan be sent by the County Forest Administrator to the Department of Natural Resources Bureau of Parks for Department and/or Natural Resources Board approval.

Submitted for adoption this 15th day of April, 1997, by:

Motion for adoption by:
Supervisor Barrett

Seconded by:
Supervisor Fox

MOTION CARRIED by oral vote.

Ayes 7, Nays 0, Absent 0

I, John L. Brown, County Clerk, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Washburn County Board of Supervisors at a legal meeting held on April 14th, 1997.