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STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY: Anthony S. Earl Date February 3, 1978

FROM: D. J. Mackie

SUBJECT: Master planning - approval of final master plan for Buffalo River State Recreation Area Trail.

1. To be presented at February Board meeting by Don Mackie

2. Appearances requested by the public:

Name

Representing whom?

3. Reference materials to be used:

Attached master plan for Buffalo River State Recreation Area Trail

4. Summary:

Pursuant to Board policy on master planning this master plan is for review and approval by the Board.

The Wild Resources Advisory Council and the Scientific Areas Preservation Council have reviewed the plan and their comments are attached.

5. Recommendation: That the Board approve the master plan for Buffalo River State Trail and establish the area as a state recreational area subject to a public

APPROVED: hearing pursuant to Sec. 23.091 (Appendix E).

Mr. Besadny 2-6-78
Mr. Besadny Administrator Date

Mr. [Signature]
Mr. [Signature] Administrator

Anthony S. Earl 2-6-78
Secretary Anthony S. Earl Date
Attachments

Signed:

[Signature]
D. J. Mackie, Director
Bureau of Parks and Recreation

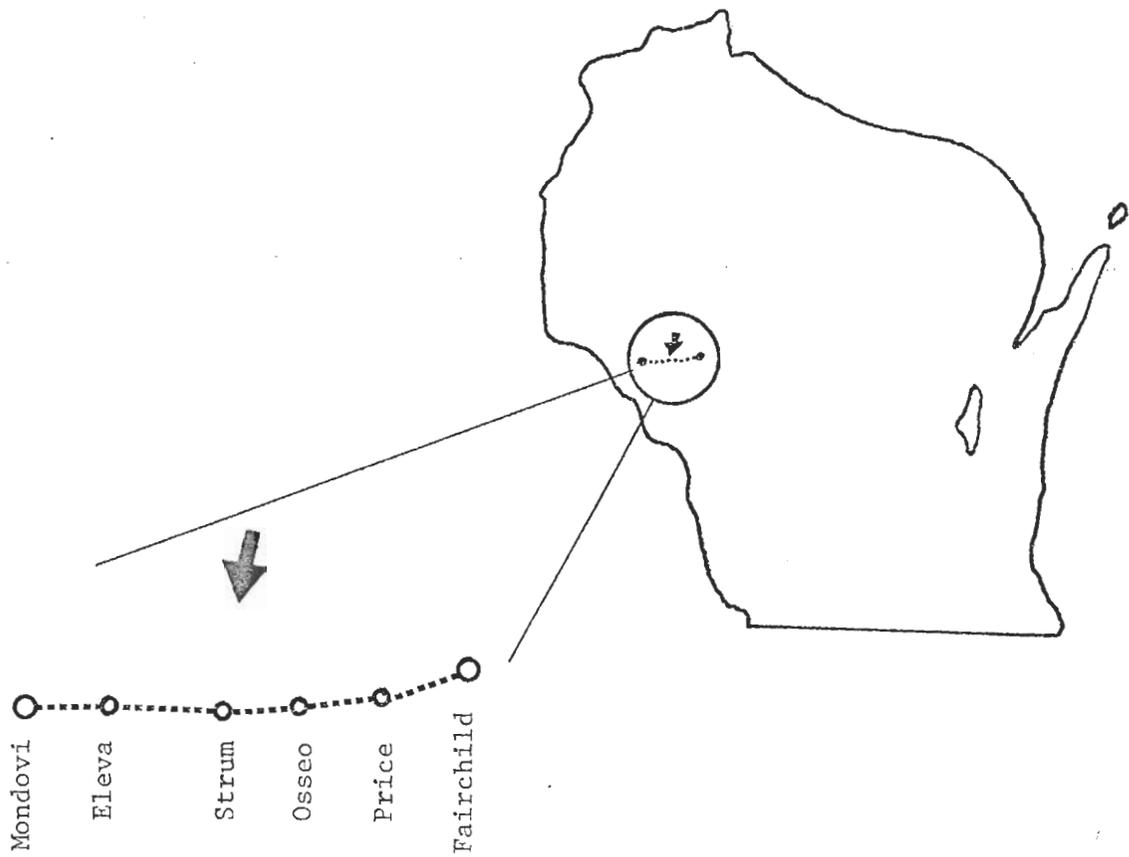
- J. Treichel - 8
- D. J. Mackie - 8
- D. Weizenicker - 8
- M. Ries - Eau Claire

- J. L. Bogernagen - Black River Falls
- C. Germain - Coke
- R. Lindberg - 9
- Jim Stephan



MASTER PLAN

BUFFALO RIVER STATE RECREATION AREA TRAIL



Date Conceptual Plan Approved:

BUFFALO RIVER STATE RECREATION AREA TRAIL
CONCEPTUAL MASTER PLAN OUTLINE

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BUFFALO RIVER RECREATION AREA TRAIL MASTER PLAN

I. BACKGROUND

A. Location and general description of area

The Buffalo River Trail is a linear strip of land about 100 feet wide and 36.4 miles long. The trails eastern terminus is at Fairchild in Eau Claire County. It passes through the village of Price in Jackson County, the villages of Osseo, Strum and Eleva in Trempealeau County, and has its western terminus at Mondovi in Buffalo County (See Figure 1).

The surrounding area includes various land types such as agriculture, wood lots and marsh, with farming being the predominant land use. As the trail follows the edge of the Buffalo River flood plain it passes through a scenic countryside, with distant views offering a variety of forest vegetation and hills.

B. Regional context: population and transportation

In relationship to population centers, the trail is geographically located 16 miles south of the Eau Claire-Chippewa Falls area and 90 miles east of the St. Paul-Minneapolis metropolitan area (See figure 2). Travel distances by car from major population centers are as follows:

	<u>Miles</u>
St. Paul-Minneapolis	90
Madison	170
Green Bay	200
Milwaukee	247
Chicago	308

A major travel route, I-94, from Chicago, Milwaukee and Madison to St. Paul-Minneapolis crosses the trail at Osseo. Here there is an interchange with U.S. 10, a route that closely follows the railroad grade and provides road access to all points along the trail.

Several other highways also provide good access to the trail. State Highway 37, through Mondovi, gives good entry to the western terminus, while State Highway 93 connects Eau Claire with Eleva located in the center portion of the trail, and U.S. Highway 12 links the eastern terminus, Fairchild, and Eau Claire.

C. Record of property creation

On November 28, 1972, the Chicago and North Western petitioned the Interstate Commerce Commission (ICC) to abandon the branch line between Mondovi and Fairchild. In March, 1973, the Natural Resources Board authorized the department to conduct a feasibility study of the railroad grade and to enter into negotiations with the railroad, subject to final abandonment and a favorable feasibility study. The Interstate Commerce Commission approved the abandonment of the railroad grade on May 28, 1975. In July, 1975, the Board approved the department's feasibility study and reaffirmed its previous action authorizing the department to enter into negotiations with the Chicago and North Western Transportation Company for the abandoned right-of-way. Meetings were held by the department on September 17 and 18, 1975, to inform local public officials of the DNR's proposal to establish a recreational trail. They were supportive of the proposal.

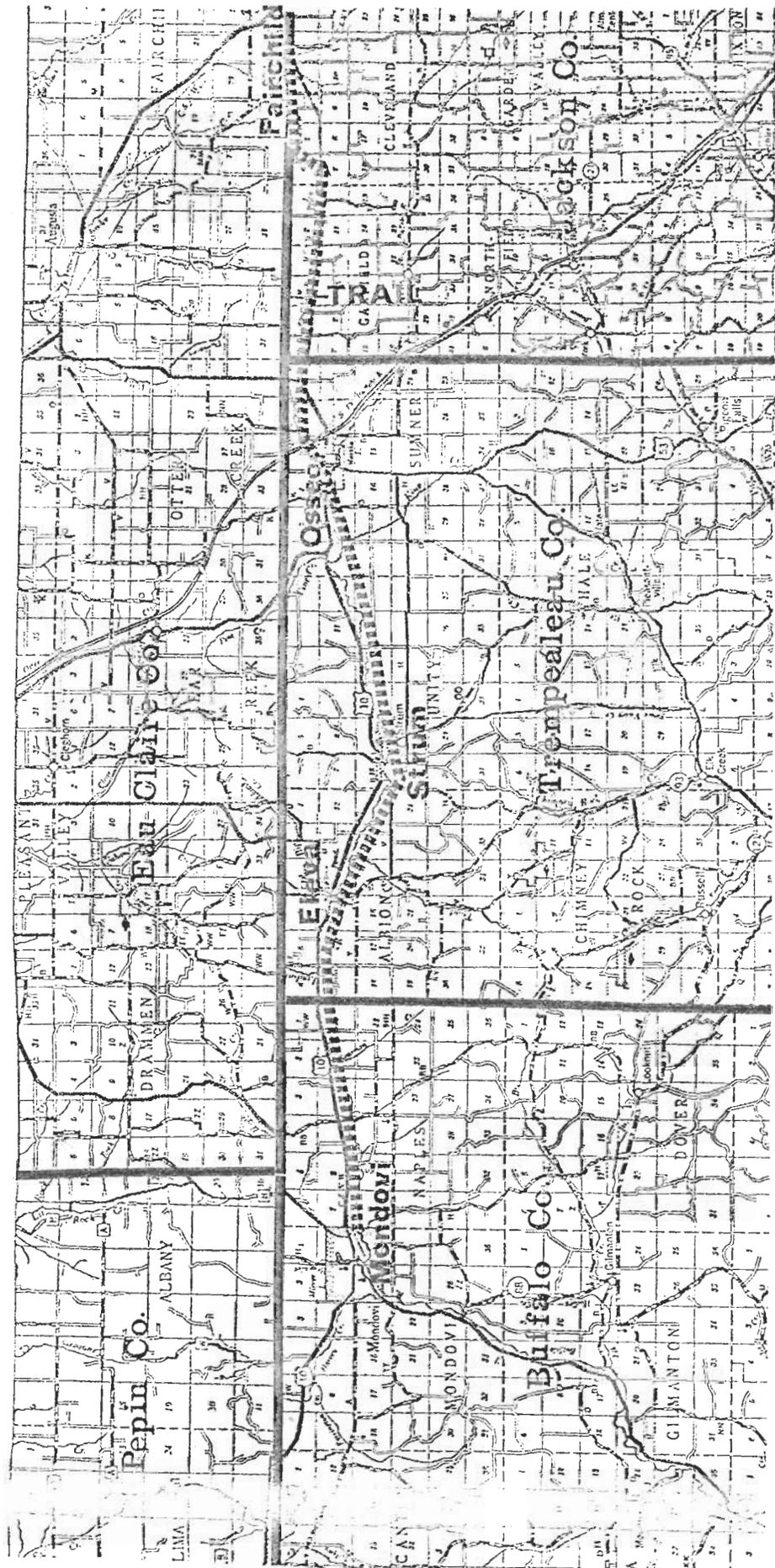
On October 22, 1975, the department conducted a public informational meeting concerning the proposal at the Eleva-Strum Central School. Over 200 people attended the meeting and voiced strong support. In May, 1976, the Natural Resources Board established the trail and approved purchase of the right-of-way. The transaction was closed in November, 1976, with the acquisition of the grade. An Environmental Impact Assessment for the Buffalo River Trail has been written and was approved on January 17, 1977 (See Appendix A for prior Board action).

D. History of the area

1. Railroad history

The Mondovi to Fairchild railroad line was constructed between 1887 and 1890 and was known as the Fairchild and Mississippi Railway. The line did not prosper, and as a result was sold to the C, St. P, M and O, in 1891 as a feeder for their line. Later the Chicago and North Western Transportation Company operated the line until its abandonment in 1975.

There was no logging along this branch; it was used strictly as a commercial line. It provided mixed train service daily and carried American Express Freight and mail to the communities along the route.



COUNTY LOCATOR MAP

Fig. 1

GENERAL STATE LOCATOR MAP



Fig. 2

2. Archeological features

The State Historical Society has indicated that there are no significant historical or archaeological sites of record adjacent to the grade. Investigation might, however, reveal historical and/or archaeological places of interest in the immediate area of the trail or nearby that could, upon identification, augment use of the trail. If any archaeological discoveries are made during the construction of rest stops or parking lots, action will be suspended and the Historical Society notified, and a decision made on whether to continue construction or to relocate. In areas not subject to construction activity, the department will cooperate with the State Historical Society in its investigation of possible historic sites.

E. Present use and management

Upon assumption of ownership, the department closed the grade to public use for safety reasons. Bridges and trestles were barricaded and the grade signed to restrict public entry. It will remain closed until the first phase development is completed.

The Forest Ranger, stationed at Fairchild, is responsible for the management of the trail. The Ranger will supervise and coordinate all development beginning with the removing of debris and old ties from the grade, fencing, railing and planking of bridges and also be responsible for supervising the subsequent development, maintenance and enforcement on the trail.

F. Description of the area

1. Geology and topography

The last two to three miles of the eastern end of this railroad grade lie within the area of "older drift" which means they are within the area previously glaciated but not covered by the last glacial period. The rest of the grade lies within the driftless or unglaciated area of the state. Martin in his book, Physical Geography of Wisconsin, describes this unglaciated area between the Chippewa and the La Crosse Rivers as being dissected by ridges and valleys to the point where practically no upland areas remain.

2. Soils

The soils are nearly level and gently undulating on the stream terraces and long narrow outwash plains. Two specific soil groups are found along the Buffalo River. The first is the Plainfield, Sparta and Gotham loamy sand and sand located between Eleva and Mondovi. The second is the Meridian loams, Plainfield and Sparta loamy sand and sand, and Shiffer loams, found between Eleva and Fairchild. The trail is situated on ballast composed of cinder and rock.

3. Vegetation

The railroad grade is in an area of southern hardwood forest and oak savannah. The level valley lands are in farm fields with occasional groups of bur oak, and the steep slopes of the hills are in mixed oak and associated species.

Vegetation along the grade's 100-foot right-of-way consists of stream side association plants including boxelder, maples, aspen, black cherry and a variety of oak species. Common shrubs present are hazel, gray dogwood, winterberry and alder in low areas. Ground vegetation includes scattered clumps of grasses on the immediate grade and occasional forbs on the edge of the grade (See Appendix B for present cover type and forestry information).

4. Animal life

A field survey of the animal life present in the vicinity of the grade has been made. Mammals that have been observed on and along the trail or which are suspected to inhabit the area are listed in Appendix C. There are no mammals found here that appear on the Wisconsin endangered species list. The main mammalian game species hunted in the area are deer, squirrel and rabbit.

Birds that have been or may be seen along the trail are listed in Appendix C. The bald eagle, not uncommon for the area, is on Wisconsin's endangered species list. The Osprey is also on the list, but not seen as regularly as the bald eagle. Although sightings have occurred, no evidence of eagle nests have been found on, along, or in the immediate vicinity of the trail. Game birds hunted on or near the trail include ruffed grouse and ducks.

5. Water resources and fish

The Mondovi-Fairchild railroad grade follows the edge of the Buffalo River flood plain for most of its length. This is a fairly fast flowing river with an average 15 foot width and 2-1/2 foot depth.

The river valley floor varies from one-half mile to one mile in width and is composed of a mixture of sand and silt. This, coupled with its gradient of seven feet per mile in the area between Osseo and Mondovi, has resulted in a much meandered stream. Its bottom is sandy, but the silt component makes its waters murky. This may be due to the lack of livestock containment from the river and may be correctable with proper controls.

The Buffalo River has numerous creeks and several large streams as tributaries including the South Fork Buffalo River, Pine Creek and King Creek. In addition to the above streams, the trail crosses several known trout streams including Creek 3-12, Creek 5-10, Creek 7-5, Creek 3-4, Kay Creek, Solam Creek, King Creek, Johnson Creek and Trout Creek. A list of fish species found in these waters is given in Appendix D.

The Beef River Public Fishing Ground is a DNR project in Jackson and Trempealeau Counties between Osseo and Fairchild. The grade runs through the North Branch Buffalo River section of this project for approximately eight miles.

II. RESOURCE CAPABILITIES

A. Soils potential

On-site sewage disposal difficulties will not affect the project as self contained sealed pit toilets will be used. Erection of structures will not present a problem due to the slight to moderate soils limitations found in this area. Field inspection indicates no noticeable erosion problems on or directly adjacent to the trail.

B. Vegetation potential

Vegetation within the grade right-of-way provides diversity from the adjacent open countryside. However, if allowed to grow unchecked the trees and shrubs will overgrow the grade and make it impassable to trail users and maintenance vehicles.

With limited vegetative control, the trail can be kept in a passable state. The many song birds and fur bearing animals in the area will continue to have habitat and people using the trail will be able to observe the wildlife. In addition, the variety of colors, shapes and textures as well as open and dense growth patterns created by the vegetation can be maintained. The resulting cover will create sunny and shady areas, views and vistas and generally add to the aesthetic appeal and interest of the trail.

C. Wildlife potential

The trail is located adjacent to the Buffalo River which has a ribbon of forest and shrub growth on either side. This is the nucleus of wildlife habitat in an otherwise farmed and generally open area. Increased human use may have some adverse effect on wildlife populations adjacent to the trail. However, any displacement of wildlife or other adverse effects are difficult to assess quantitatively at this time.

D. Fisheries potential

The Buffalo River between Osseo and Strum and that portion of the Buffalo River, North Fork, in Trempealeau County are designated Class II trout waters. The Buffalo River receives moderate to heavy trout stocking quotas and the North Fork only light to moderate quotas. The Buffalo River, North Fork in Jackson County (8.6 miles) is a Class I stream as are most of its tributaries. Class I trout streams have good water conditions and a high natural reproduction with suitable wild trout density. Little or no stocking of hatchery fish is needed to supplement the population. Class II also has good water conditions with some natural trout reproduction but needs moderate to heavy stocking of hatchery fish to assure satisfactory fishing. The Buffalo River between Strum and Mondovi is not classified as trout water but does have some game fish as well as rough fish species.

Currently, the majority of streams crossed by the trail are used for fishing. Species caught include brook, brown and rainbow trout, northern pike and bullheads.

E. Recreation potential

The Mondovi-Fairchild grade will provide a 36.4 mile scenic public trail for year-round use. Recreational activities which can be supported include bicycling, hiking and snowmobiling. Trail start and rest areas (usually combined) will provide parking, toilets, water and picnic tables. Trail-side

rest areas can be provided to give access to the Buffalo River or its north fork. Camping and the extent of other trail facilities furnished by the DNR, such as picnic and rest areas, will depend, in part, on the response of the private sector and communities in providing these facilities.

The west terminus of the proposed trail is about 16 miles by town road from the southern terminus of the Red Cedar Grade (now being implemented by the DNR). It is conceivable that these two trails could be linked by town roads signed as a bicycle trail.

III. MANAGEMENT PROBLEMS

A. Vegetation control

Brush invasion on the trail is a problem.

B. Industrial business encroachment

Industrial business encroachment onto the right-of-way presents safety concerns in three villages along the trail. Concerted efforts have been made to resolve these problems and yet retain the integrity of the right-of-way. Proposed actions are discussed later in this report.

C. Road crossings

Areas where the trail crosses a road on grade also create safety concerns. Control will be by a combination of signs and vegetative management.

D. Trail crossings

Requests by property owners to cross the trail will be reviewed and acted upon by the Department on an individual basis.

E. Inholdings

An investigation of title is continuing on the Buffalo River Trail. Initial information received indicates that approximately three-fourths mile of the grade may have reverted to adjacent landowners upon abandonment. From the preliminary title search it appears that a number of individuals may be involved. Upon receiving a legal opinion regarding ownership of reversions, negotiations for acquiring these lands will begin.

The Department of Transportation has purchased 3-1/2 miles of the abandoned railroad grade which is located from the center line of CTH "WW", section 12, Naples township to the SW 1/4 of the SE 1/4, section 8, Naples township, Buffalo County. An agreement has been executed between the two agencies which provides for state trail use. The Department of Natural Resources is responsible for development and maintenance costs and for the improvements which will be necessary, convenient and incidental to the full enjoyment and use of the area.

F. Hunting

Hunting is popular adjacent to the trail and some conflicts with trail users may occur. Additional discussion of hunting on the trail is covered in the alternatives section of this report.

G. Law enforcement

The primary law enforcement responsibility will be borne by the Department of Natural Resources park superintendent and staff. Department conservation wardens will also assist in this effort. The Buffalo, Trempealeau, Jackson and Eau Claire counties sheriff departments will also provide law enforcement assistance if needed. It is anticipated that littering and use of motorized vehicles will be the most common violations. Preventive action, such as fencing, signing, and providing trash receptacles, will help to minimize these problems. In addition, law enforcement will be increased as trail use increases.

Based on experiences at other state recreation trails, trespass can be managed with a minimum of public relations problems.

IV. RECREATIONAL NEEDS OF THE REGIONS

The Wisconsin Outdoor Recreation Plan of 1972 shows need for additional miles of trail for both bicycling and snowmobiling in planning regions 11, Chippewa, Eau Claire and Clark counties, and 12, Buffalo, Trempealeau and Jackson counties (See figure 3 in Appendix). Most of the Mondovi-Fairchild grade lies along the northern part of planning region 12, but because of its proximity to planning region 11, and the presence of the urban area of Eau Claire-Chippewa Falls within region 11, the needs of both areas are pertinent to the trail. Excluding the Buffalo River Trail, there are only four miles of off-road bicycle trails and 26 miles of on-road trails in the two region area. Projections to 1990 reveal that 12 more miles of trail will be needed, and that participation (the number of recreational bicycling occasions) will increase to 1,574 per average weekend day. Present participation is 938 for both regions, but it must be noted that most of the current activity takes place on roads that pose dangers to bicyclists. It is probable that these dangers discourage some potential users from riding the roads.

Other recreational needs for regions 11 and 12 have been projected to 1990. These estimates indicate an eventual 185-mile deficit of trails for snowmobiling and an 11-mile deficit for hiking. Hiking needs are based on hiking trips more than four hours long.

Horseback riding information for regions 11 and 12 reveal a 1970 trail supply of 107 miles and a 1990 total demand of 65 miles. Therefore, the existing riding trail mileage exceeds the 1990 demand by 42 miles.

V. MANAGEMENT AND DEVELOPMENT ALTERNATIVES

A. Management

1. Designate as a state park trail

As a state park, the entire 36.4 mile trail could be managed to allow a wide variety of recreational activities. However, hunting and trapping would be prohibited in conformance with Section 29.57(4) of the Wisconsin State Statutes.

2. Designate as a state recreation area trail

As a state recreation area, the trail could be managed to provide a full range of recreational uses, including hunting and trapping. In addition, use zones could be established with rules adopted to control activities within the zones as well as limit the number of people using the trail. (See Appendix B for a detailed description.)

B. Development and Acquisition

1. Leave the trail in an undeveloped condition.

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

2. Limited trail development

By acquiring the remaining land within the grade right-of-way, the department could provide a 36.4 mile corridor for limited recreational use. Such activities as hiking and snowshoeing in winter could be enjoyed without trail surfacing.

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

3. Full trail development

- a. Trail facilities

This alternative would provide for the full complement of trail facilities and use by bikers, hikers and snowmobilers. The trail would be surfaced, the bridges planked and railed, rest stops would be provided at major access points as well as at the communities along the trail. Toilets, water and picnic tables would be provided at all rest stops. Where possible, local facilities would be used. For example, the Trempealeau County Parks Committee has offered the use of county park facilities for trail users. This appears to be a practical option and should be taken advantage of to attain optimum utilization of existing facilities and eliminate costly duplication. Other county and local officials and private recreation facility owners should be contacted to determine if similar arrangements could be made.

There is also a possibility that the Department of Transportation may construct a rest stop on Highway 10 between Eleva and Mondovi. Inasmuch as the trail lies adjacent to Highway 10 in this area, a joint rest stop facility could be developed which would be used by bikers, hikers, and motorists. The department will continue discussions with highways to determine the feasibility of this facility and possible cost-sharing between the two agencies.

b. Campground development

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

c. Connector trail development

It has been suggested that a connector path be constructed between the trail and the Eleva-Strum Central School. Based on the close proximity of the trail and school, use potential by students and instructors is high. However, if the path is to be constructed, it should be the school district's responsibility to acquire the needed land and construct the bridge over the Buffalo River. The Department of Natural Resources could assist in this project by providing technical advice and other information as requested.

d. Other development and use

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

Horseback riding is not compatible with bicycling and hiking. Horses create a maintenance and potential erosion problem to the trail surface because of the natural gouging rotation of the animal's hooves. This action destroys the smooth surface needed for bicycle tires and for hiking.

Recreational vehicles such as motorcycles, minibikes, 4-wheel drive vehicles, all-terrain vehicles, etc., are incompatible with bicycling and hiking during the snow free seasons for safety reasons. Furthermore, constant use of some off-the-road recreational vehicles could cause plant and animal damage and destruction of the trail tread. Since the trail crosses waterways, it is of concern that erosion of disturbed trail tread could cause siltation and turbidity of surface waters. In addition, the use of motorized recreational vehicles on the trail could increase air and noise pollution.

A final trail use consideration is that of hunting and trapping. As stated earlier, Section 29.57(4) of the Wisconsin Statutes prohibits small game hunting and trapping on state park lands. Deer hunting could be permitted if NR 10.27, Wisconsin Administrative Code, was amended. Because this trail could be classified as a recreation trail and because of potential use and safety conflicts between the bikers, hikers, snowmobilers, and the hunters along certain segments of the trail, appropriate measures should be made to reduce or eliminate conflicts if they develop. Such measures could provide for closing the trail to bicycling and hiking in sections adjacent to fish and wildlife areas during the hunting season. Similarly, snowmobiling could be prohibited until after the close of deer hunting or small game hunting seasons if it becomes necessary. More specifically, those sections passing through the Beef River Wildlife Area in the E 1/4 of section 7 and W 1/4 of section 8, T24N, R7W, Sumner township, Trempealeau County could be closed to biking, hiking and snowmobiling during the hunting season if necessary. Also, that section between Osseo and Fairchild could be handled in the same manner if necessary where the trail follows or is within the Beef River Fisheries Area.

VI. RECOMMENDED ALTERNATIVE

It is recommended that the grade be classified as a state recreation area trail with a full complement of trail facilities. Surfacing, planking and railing bridges, and rest stops at major access points should be included. In addition, small rest areas should be constructed in the communities along the grade. However, where possible, local facilities should be used rather than developing new ones.

The trail should be developed for bicycling, hiking and snowmobiling in the winter. The trail should also be open to hunting, however, should problems develop consideration should be given to closing some sections adjacent to the wildlife areas to other trail use during the hunting season. Cross-country skiing and horseback riding should not be permitted for reasons stated in the previous section. No motor vehicles other than snowmobiles and service vehicles should be allowed.

VII. GOAL AND OBJECTIVES

A. Goal

To make available a public recreation trail for year-round use which will provide two-way traffic for bicycling, hiking and snowmobiling as well as hunting in specified areas during specified periods of time; and to conserve and enhance the aesthetic quality of the property.

B. Objectives

1. To provide trail start and rest areas (combined where possible) which will include parking, toilets, water and picnic tables and to accommodate 50,000 visitors annually.
2. To provide trailside picnic areas where not available through the private sector or communities located along the trail.
3. To enhance the view of the surrounding landscape from the trail by the cutting and management of brush and trees which have invaded the trail right-of-way.

4. To establish a nonprofit organization by the communities along the trail to provide bicycle rental, bike pickup, refreshments, lodgings, and other services and amenities to trail users. Any income over expenses will be used for augmenting trail services, amenities and implementing trail improvements.

VIII. PROPOSED ACTION

A. Land control

1. Acquisition

The Buffalo River Trail has a project acreage goal of 476 acres. Of this, 435.82 acres are within the railroad grade right-of-way. In addition, land should be purchased from private landowners for terminus and rest area development.

Land needed for rest area and terminus development totals 40 acres and of this approximately 20 acres will be located within the Beef River Fisheries Area near Osseo, 10 acres at Mondovi, 5 acres near Fairchild and 5 acres at either Eleva or Strum. The exact site for the latter will be based on availability of other public or private facilities near the trail. Estimated acquisition cost is \$28,000.

In October, 1976, the Department of Natural Resources acquired approximately 394 acres of land within the grade right-of-way from the Chicago and North Western Transportation Company. The Department of Transportation purchased the remaining 41.78 acres. Through joint agreement with the DOT, the entire 435.82 acres are within the trail boundary.

In the event the Department of Transportation needs the land for highway purposes, the segment of trail will be vacated or relocated at the Department of Natural Resources expense within six months following the date of such notice. However, if this occurs, the Department of Transportation agrees to provide alternate routes for the purpose of maintaining the trail continuity to the practical extent where such use is compatible with highway purposes.

The preliminary title report indicates two parcels comprising a distance of 3/4-mile or about .8 acres of land, which may have reversionary clauses. It appears that a number of individuals own property which abut the grade in these areas. Upon receiving the final title report which identified the owners, negotiations for acquiring these lands will begin.

2. Leases

The Chicago and North Western Transportation Company assigned three leases to the Department of Natural Resources in conjunction with the sale of the grade. The first, located in Strum, entails land used for a lumber milling business. Contact with the mill owner has been made and an agreement for land exchange and future leasing is presently being formulated. Basically, the agreement will call for minor realignment of the trail to eliminate conflict between trail users and large equipment used in the milling operation.

The second lease, located in Strum, is granted to the Trempealeau County Highway Department. Structures are presently located on the 1,430 square foot parcel of land. The two structures extend 8.5 feet onto the trail right-of-way. This presents no major encroachment problem and therefore the lease should continue to be granted until such time as the structures are no longer useful to the highway department.

The third lease is located in Eleva and is held by a private firm for a pickle salting factory. This facility is no longer in operation and the building and vats are in a state of disrepair. The lease on the 30 by 140 foot triangular shaped parcel of land should be cancelled to eliminate existing encroachment on the trail right-of-way. Specific action regarding salvaging or relocating the materials will have to be negotiated with the lessee.

3. Redesignation of department lands

It is proposed that a 14.5 acre parcel of land within the Beef River Fisheries Area be transferred from the Bureau of Fish Management to the Bureau of Parks and Recreation. The tract contains a quarter of a mile of frontage on the grade, 200 feet of frontage on a blacktop town road and 600 feet of frontage on the North Branch of the Beef River. It is located within 1-1/2 miles of the I-94/U.S.H. 10 interchange at Osseo. A parking lot and rest area are proposed for this parcel of land in conjunction with the trail. These plans are compatible with Fish Management interests. The subject parcel should be transferred to the Bureau of Parks and Recreation and the land redesignated for trail purposes so that the management and development plans can be fulfilled.

4. Acquisition costs

Land acquisition costs to date have totalled \$187,000.00. Of this expenditure, \$93,500.00 has been financed through Wisconsin's Outdoor Recreation Aid Program (ORAP) and \$93,500.00 through the federal Land and Water Conservation Program (LAWCON). Application for 50% of the remaining acquisition costs will be made to the federal government through the LAWCON program. Total acquisition costs are estimated to be \$215,000.00. (See page 14, third paragraph).

B. Development

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

The second phase of development will make the trail more convenient and enjoyable for public use. A trail tread will be constructed with limestone screenings. Parking for approximately 112 cars will be provided at four locations. The Osseo trail start facility will have a 40 car capacity lot. Fairchild and Mondovi will each supply parking for 26 cars and Eleva will have a 20 car lot. Rest stops and terminus developments will be located in conjunction with the parking lots. Each facility will contain restrooms, drinking water, bike racks, picnic tables, grills, waste receptacles and trail information (See figure 4 in appendix).

Fencing and/or vegetative screenings will be installed at specific locations along the trail route if requested by adjacent property owners. The Department of Natural Resources and the property owner may select one of the following methods for installing fencing:

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

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

All 34 bridges will be retained for trail crossings with no major structural changes that might affect stream flow. The bridges are in good condition and should need no major maintenance for at least 10 years. In addition, the culverts on the trail should last at least 20 years before major maintenance is required.

Development schedule

1. Phase I - (\$122,500)

Railing, planking and curbing for 34 trestles (2,000 feet)

Signing

Trail clean-up and brushing

Fencing for 8.5 miles of trail including 3,600 feet of chainlink fence.

2. Phase II - (\$210,500)

Surfacing 36.4 miles of trail

Rest area and terminus development

4 parking lots for 132 car capacity (gravel surface)

500 feet of gravel surfaced access road

Four 4-unit combination vault toilets

Four wells and handpumps

Picnic tables, grills, refuse cans, bicycle racks and information signs

Site preparation and landscaping

Selective vegetative cleaning for vistas

Connecting link to Red Cedar Trail when completed via town and county roads

The cost of Phase I and Phase II development, including 15 percent for engineering and contingency, is \$379,275.00. Total project cost for development and land acquisition is \$594,275.00.

C. Management

The entire grade from Mondovi to Fairchild will be classified as a state recreation area. As such, it will be managed for bicycling and hiking in summer and snowmobiling in winter. Use of all terrain vehicles and horses will not be allowed.

The trail transects wildlife land for about 1/2 mile west of Osseo and bisects or lies adjacent to 8 miles of the Beef River Fish Area east of Osseo. Hunting will be permitted in these areas while biking, hiking and snowmobiling may be curtailed during the hunting season if user conflict becomes apparent. Such arrangements were adopted for portions of the Sugar River Trail in southern Wisconsin.

1. Facility management

The forest ranger at Fairchild is responsible for the management of the trail. Maintenance responsibilities include trail grooming, trash pickup, tree and brush removal, bridge, sign and fence repair, erosion control and other work as needed to insure a safe and enjoyable trail experience. Primary maintenance and law enforcement responsibilities will be borne by the property superintendent and other DNR personnel. Staff needed to do maintenance and law enforcement will include one seasonal and one LTE in addition to the property manager. A pickup truck, tractor with mower, hand mowers, chainsaw and snowmobile with drag and other equipment similar to that used on the Elroy-Sparta Trail is needed. However, if possible a lease agreement will be drawn up with the counties or local snowmobile clubs which will let them maintain and groom the trail for snowmobiling. The operational costs will be approximately \$20,000 per year based upon previous experience with other state trails.

2. Vegetative management

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

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

If developments within sight of the trail occur which reduce aesthetic appeal, vegetative plantings of natural species would be used on the trail right-of-way to screen them from view.

3. Wildlife management

No formal wildlife management programs are planned on lands within the trail right-of-way. However, wildlife management practices will be continued on the public hunting grounds and fisheries area which border the trail. Hunting will be permitted on those sections of the trail adjacent to wildlife areas during the regular hunting season. Bicycling may be restricted during this period.

4. Fish management

The Buffalo River between Osseo and Strum, and that portion of the Buffalo River North Fork in Trempealeau county are designated Class II trout streams. These Class II streams will continue to have moderate to heavy stocking of hatchery fish to assure satisfactory fishing. Normal fish management programs will be carried on. The Buffalo River, North Fork, in Jackson county (8.6 miles) is Class I stream as are most of its tributaries. These streams need no stocking of hatchery fish.

A P P E N D I X A

1
Appendix A

Prior Board Action Item _____ Minutes of _____

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY: L. P. Voigt Date February 23, 1973
FROM: M. E. Reinke
SUBJECT:

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

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

3. Reference materials to be used:

4. Summary: Board approval is requested to investigate and negotiate for possible acquisition of the 36.4-mile Fairchild to Mondovi railroad right-of-way in west central Wisconsin as a State Park Trail and to refer the matter back to the Board for future action.

The Chicago and North Western has recently petitioned the Interstate Commerce Commission for permission to abandon this line. We have received permission from the railroad to investigate the right-of-way and to make an appraisal.

That the Board approve an investigation and negotiations with the Chicago and North Western for 36.4 miles of right-of-way provided the petition for abandonment is approved by the Interstate Commerce Commission and the comprehensive feasibility study is favorable for state acquisition. If

5. Recommendation: negotiations are successful, the matter will be brought before the Board at a later date for consideration of a new State Park Trail.

APPROVED:

Mr. Smith Administrator Date

Mr. Peale Administrator Date

Signed:

Secretary Date

Director, Bur. of Parks & Recreation

- cc: M. E. Reinke E. J. Faber
- D. W. Konkol A. A. Cernocke, Eau Claire
- Miss Korn

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
Madison, Wisconsin

ITEM RECOMMENDED FOR NATURAL RESOURCES BOARD AGENDA

TO THE SECRETARY: L. P. Voigt

Date July 2, 1975

FROM: D. L. Weizenicker

SUBJECT: Approval of feasibility study - Fairchild-Mondovi railroad grade (Buffalo, Trempealeau and Jackson Counties).

Authorization to appraise grade and enter into negotiations with Chicago and Northwestern Transportation Co. for 36.4-mile right-of-way.

1. To be presented at July Board meeting by Dave Weizenicker

2. Appearances requested by the public:

Name

Representing whom?

3. Reference materials to be used: Memorandum; feasibility study.

4. Summary: At the March, 1973 Natural Resources Board meeting, the Board authorized the Department to conduct a feasibility study of the 36.4-mile Fairchild to Mondovi railroad grade and to enter into negotiations with the railroad subject to final abandonment and a favorable feasibility study. The Interstate Commerce Commission approved the abandonment of the railroad grade on May 28, 1975. The attached feasibility study identifies the grade's potential for State park trail purposes. In addition, the Fairchild-Mondovi railroad grade is identified for inclusion in the State park trail system in the State trail plan.

5. Recommendation: That the Board approve the Department's feasibility study and reaffirm their previous action authorizing the Department to appraise

APPROVED: (over)

D. L. Weizenicker 7/2/75
Mr. Walsh Administrator Date

[Signature]
Mr. Mackie ~~Administrator~~ Date
Secretary L. P. Voigt Date

Signed:
[Signature]
D. L. Weizenicker, Acting Director
Bureau of Parks & Recreation

- Attach.
A. E. Nelson - 7
E. J. Faber - 7
D. W. Konkol - 8
A. A. Cahocke - Eau Claire
D. L. Weizenicker - 8

5. Recommendation (Cont.)

the grade and enter into negotiations with the Chicago and North Western Transportation Company for the 36.4-mile railroad right-of-way. Upon reaching agreement with the railroad, the matter will be brought back to the Board for approval and consideration of a new State park trail.

March 22, 1973

6.C-4 Authorization to negotiate with C&NW Transportation Company for proposed Fairchild to Mondovi State Park Trail; 36.4 miles.

Mr. Helland said the Land and Business Committee recommended that the Department be authorized to investigate and negotiate with the Chicago and North Western Transportation Company for 36.4 miles of right-of-way provided the petition for abandonment is approved by the Interstate Commerce Commission and the comprehensive feasibility study is favorable for State acquisition, and he so moved.

The motion was seconded by Mr. Dahl.

When put to a vote, motion was carried unanimously.

6.C-5 Devil's Lake State Park land acquisition - Sauk County.

13.34 acres from Frank and Fern Adamske, Baraboo - \$4,500. Price per acre - \$337.33. Tenure - 1965.

Mr. Helland reported that the Land and Business Committee agreed to recommend to the Board that the Adamske property in Devil's Lake State Park be purchased on the condition that at least one member of the Committee would inspect the property. This is in line with the Board's policy that purchases of land from Department employees or former employees must be inspected by the Committee.

Mr. Helland moved that the purchase be approved under the conditions outlined.

The motion was seconded by Mr. Dahl.

When put to a vote, motion was carried unanimously.

6.C-6 Kettle Moraine State Forest (SU) land acquisition - Walworth County.

60.60 acres from Robert and Mary Mischka, Whitewater, \$68,500. Price per acre - \$1,130. Tenure - 1966.

Action on this proposed purchase will be deferred, Mr. Helland said, as the Land and Business Committee wishes to inspect the property. He asked that Mr. Minahan and Mr. Tyler accompany the Committee on the inspection trip if possible.

Mr. Helland stated that the Bureau of Real Estate has been instructed to have both private appraisals of the Mischka property, as well as an appraisal of comparable property, available at the time the inspection is made.

6.C-7 Mill Bluff State Park land acquisition, Juneau County.

120 acres from Eugene and Arlene Greeno, Camp Douglas - \$18,000. Price per acre - \$150. Tenure - 1953.

The Land and Business Committee recommended and Mr. Helland moved approval of the purchase of 120 acres of land from Eugene and Arlene Greeno, Camp Douglas, for \$18,000, in the Mill Bluff State Park, Juneau County.

The motion was seconded by Mr. Dahl.

When put to a vote, motion was carried unanimously.

July 23-24, 1975

~~6.C-7 Lakewood Rearing Station land acquisition - Oconto County~~

~~30.31 acres from Mrs. Lucille Dirkman, Manitowish, \$12,200.~~

~~The Land and Business Committee recommended and Mr. Dahl moved that the Board approve the purchase of the 30.31-acre tract from Mrs. Lucille Dirkman for \$12,200.~~

~~The motion was seconded by Mr. Messinger.~~

~~The tract is a Priority I project included in the proposed Department 1975-1977 land acquisition plan. It is needed to provide a settling basin area for disposal of waste material from the station's pollution control pond.~~

~~When put to a vote, motion was carried unanimously.~~

6.C-8 Approval of feasibility study - Fairchild-Mondovi Railroad grade (Buffalo, Trempealeau, Jackson Counties).

Authorization to appraise grade and enter into negotiations with Chicago and Northwestern Transportation Company for 36.4-mile right-of-way.

The Department has completed a feasibility study which identifies the grade's potential for State park trail purposes and it supports preservation of the grade for recreational corridor purposes, particularly for hiking and biking.

The Land and Business Committee recommended and Mr. Dahl moved that the Board approve the Department's feasibility study and reaffirm their previous action authorizing the Department to appraise the grade and enter into negotiations with the Chicago and Northwestern Transportation Company for the 36.4-mile railroad right-of-way. Upon reaching agreement with the railroad, the matter will be brought back to the Board for approval and consideration of a new State park trail.

The motion was seconded by Mr. Messinger.

When put to a vote, motion was carried unanimously.

~~6.C-9 Wild Resources Advisory Council Recommendation No. 2 - establishment of wilderness area on Upper Mississippi River Wildlife and Fish Refuge.~~

~~The Land and Business Committee recommended and Mr. Dahl moved that the Board accept and support the position of the Wild Resources Advisory Council as set forth in the resolution (Recommendation No. 2) adopted by the Council on June 19, 1975:~~

~~"Whereas, a large portion of the Upper Mississippi River Wildlife and Fish Refuge is suitable for wilderness designation under the provisions of the Wilderness Act; and~~

~~"Whereas, highway rights-of-way, logging, power plant sitings, and other activities threaten these potential wilderness areas; and~~

~~Whereas, severe irreversible damage occurs when the Army Corps of Engineers deposits dredge spoil in these potential wilderness areas; and~~

6

6.C-4 Master Planning - Preliminary approval of concept plan for Bong Recreation Area, Kenosha County.

Wild Resources Advisory Council recommendation No. 6 relative to Bong Recreation Area master plan.

Mr. Messinger reported that modifications in the Bong Recreation Area Master Plan have been made by the Department in accordance with the Land and Business Committee's recommendations as outlined in his letter to the Department and Board dated April 26, 1976, a copy of which is incorporated in and made a part of these minutes.

The following amendments have been included in the plan:

- "1. Quiet Zone. It is proposed to change the area designated as the "quiet zone" to a "No Vehicle Zone" where only minimal facilities will be installed, where trails for nature study, walking and hunting will be permitted. This type of use differs from the intensive type of uses in the Specialized Uses Area located in the western area of the Bong. Foot traffic only will be permitted.
- "2. Land Acquisition and Trade or Sale. It is proposed to retain the area north of Highway BB in State ownership rather than dispose of it. The 381 acres involved will be included in the "no vehicle zone."

Specialized Uses Area - This is to clarify the intent of the plan for this area. It is intended that large groups will have to make reservations and the property superintendent will have the authority to designate locations for such activities. Only the very small groups will have ready access to the site; they will be required to obtain permission before using it. This will allow for proper use, relationships at the site and make for minimal conflicts. The area does provide space for a variety of activities to take place if properly organized, with a reservation system for large groups and with potentially conflicting uses scheduled at different times."

The Land and Business Committee recommended and Mr. Messinger moved that the Board give preliminary approval to the Master Plan submitted at the April 1976 Board meeting with the amendments as outlined above. The plan will be returned to the Board for final approval after completion of Environmental Impact Statement requirements.

The motion was seconded by Mrs. McCormick.
When put to a vote, motion was carried unanimously.

Mrs. McCormick reported that she has been contacted many times regarding "controlled hunting" in the Bong Recreation Area rather than permit hunting.

Mr. Messinger noted that this item will be considered by the Board again after completion of the EIS.

6.C-5 Approval to establish the abandoned railroad grade between Mondovi and Fairchild as the "Buffalo River State Park Trail" with an acreage goal of 476 acres and authorization to purchase the grade.

The Land and Business Committee recommended and Mr. Messinger moved that the Board establish the abandoned railroad grade between Mondovi and Fairchild as the "Buffalo River State Park Trail" with an acreage goal of 476 acres and authorize the purchase of the grade.

The motion was seconded by Mrs. McCormick.

With the aid of maps, Mr. Mackie explained the proposed plan for this 36-mile trail.

A copy of the Land Transaction Summary prepared by Mr. Nelson on April 26, 1976, and a copy of Mr. Mackie's memorandum to Secretary Earl dated April 26, 1976, regarding establishment of the Buffalo River State Park Trail are incorporated in and made a part of these minutes.

With regard to state park trails in general, there was discussion of the potential problem of replacement of trestles, e.g., in case of washouts. Mr. Mackie suggested the possibility of obtaining the washout history from the railroads.

When put to a vote, motion was carried unanimously.

TO: Files

on the Fairchild-Mondovi State Park proposal. We will send the village a letter confirming the meeting date and place.

There^{is} was considerable discussion concerning trail development and public use.

The meeting was very cordial and the Elleva village board appears to favor the proposed project.

Dennis W. Konkol
Dennis W. Konkol

DWK:js

- cc: E. Sprick - Eau Claire
- P. Dix - Eau Claire
- R. Amundson - Black River Falls
- D. Mertig - Black River Falls
- D. L. Waizenicker - 8
- J. L. Treichel - 3

NOTED:

_____ Date

Department of Natural Resources

INTRA-DEPARTMENT

MEMORANDUM

Madison

Station

Date.....September 25, 1975.....

IN REPLY REFER TO: 2500

TO: Files

FROM: D. W. Konkol

SUBJECT: Meeting - Osseo City Council - Wednesday Evening,
September 17, 1975 - 8:45 p.m.

A meeting was held with the City Council to discuss Wisconsin's State Park Trail program, the Department's interest in acquiring the 36.4-mile Fairchild-Mondovi abandoned railroad grade, the present status of the proposed project and the acquisition of lands within the City limits.

Department personnel in attendance were Walt Jacobson, Park Planner; Dick Martig, Area Land Agent; Roger Amundson, Area Supervisor and Dennis Konkol, Bureau Acquisition Staff Specialist.

The City officials were informed of the meeting purpose and the present status of the trail proposal. The State Park Trail program was discussed including general trail development of surfacing, planking and railing trestles, fencing and signing.

The Department's proposal to acquire a 33-foot strip through the City was discussed. It was explained that the Department was not interested in acquiring leased parcels as they should be sold by the railroad to the lessee and placed on the local taxroll. The City was also advised that a trail access and rest stop area would be developed east of I-94 in the vicinity of the junction of Highways 10 and R. The City Council was agreeable to the acquisition and rest stop proposals.

The procedures involving the proposed acquisition of the abandoned railroad grade and establishment as a State Park Trail were explained. The City was advised of the tentative date of October 22, 1975 for the public informational meeting to be held at the Eleva-Strum High School on the Fairchild-Mondovi State Park proposal. We will send the City a letter confirming the meeting date and place.

City officials inquired about easements for future sewer and water lines and our easement procedures were explained.

The mayor asked if we were requesting any official action by the Council. He was informed we were not requesting any type of official action at this time.

There was considerable discussion concerning trail development and public use.

The meeting was very cordial and the Osseo City Council appears to favor the proposed project.



D. W. Konkol

DWK:aa

cc: E. Sprick - Eau Claire
P. Dix - Eau Claire
R. Amundson - Black River Falls
D. Hartig - Black River Falls
D. L. Weizenicker - 8
D. W. Konkol - 8
→ J. L. Treichel - 8

NOTED:

Date

Department of Natural Resources

INTRA-DEPARTMENT

MEMORANDUM

Madison

Station

Date...September 23, 1975.....

IN REPLY REFER TO: 2500

TO: Files

FROM: D. W. Konkol

SUBJECT: Meeting - Strum Village Board -
Wednesday Evening, September 17, 1975, 7:00 p.m.

A meeting was held with village board officials to discuss Wisconsin's state park trail program, the Department's interest in acquiring the 36.4-mile Fairchild-Mondovi abandoned railroad grade, the present status of the proposed project and the acquisition of lands within the village limits.

Department personnel in attendance were Walt Jacobson, Park Planner; Dick Mertig, Area Land Agent; Roger Amundson, Area Supervisor and Dennis Konkol, Bureau Acquisition Staff Specialist.

The village officials were informed of the meeting purpose and the present status of the trail proposal. The state park trail program was discussed including general trail development of surfacing, planking and railing trestles, fencing and signing.

The Department's proposal to acquire a 40-foot strip through the village was discussed. Village officials were concerned with the eventual disposition of the railroad lands on either side of the strip and requested that the Department acquire all lands within the village limits with the exception of one parcel 33 feet in width that extended beyond normal railroad ownership. Since the purchase would not involve any leased lands, we informed village officials that we would attempt to acquire the lands as they requested.

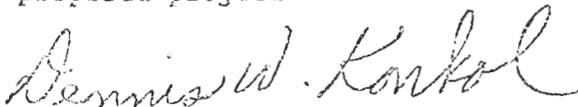
The procedures involving the proposed acquisition of the abandoned railroad grade and establishment as a state park trail were explained. The village was advised of the tentative date of October 22, 1975 for the public informational meeting to be held at the Eleva-Strum High School on the Fairchild-Mondovi State Park proposal. We will send the village a letter confirming the meeting date and place.

Village officials are concerned with snowmobiling within the village. The matter was discussed at length and alternatives were presented and either a 10 m.p.h. speed limit or the local snowmobile club obtaining easements around the village appeared to be acceptable.

The possible saleback of lands for village streets was discussed. Due to possible 6f requirements, it was explained that the village should pursue the acquisition of these parcels with the railroad at this time. Village officials will get back to Rogar Amundson with the necessary land descriptions.

The village asked for six copies of the project feasibility study which will be forwarded through the Area Supervisor.

The meeting was very cordial and productive. Village officials have a progressive outlook, and it appears they will be supporters of the proposed project.


Dennis W. Konkol

DBK:js

cc: E. Sprick - Eau Claire
P. Dix - Eau Claire
R. Amundson - Black River Falls
D. Mertig - Black River Falls
D. L. Weizenicker - 3
→ J. L. Traichel - 3

NGLED:

Date

FILE

INTRA-DEPARTMENT
MEMORANDUM

Madison

Station

Date September 23, 1975

IN REPLY REFER TO: 2500

TO: Files

FROM: Dennis W. Konkol

SUBJECT: Meeting - Mondovi City Council -
Thursday, September 18, 1975, 7:00 p.m.

A meeting was held with the Mondovi City Council to discuss Wisconsin's state park trail program, the Department's interest in acquiring the 26.4-mile Fairchild-Mondovi abandoned railroad grade, the present status of the proposed project and the acquisition of lands within the city limits.

Department personnel in attendance were Walt Jacobson, Park Planner; Dick Martig, Area Land Agent; Roger Arundson, Area Supervisor and Dennis Konkol, Bureau Acquisition Staff Specialist.

The city officials were informed of the meeting purpose and the present status of the trail proposal. The state park trail program was discussed including general trail development of surfacing, planking and railing trestles, fencing and signing.

The problem involving extending the trail into the city and vehicle access to a proposed trail terminus because of intensive industrial development was explained and ideas from the council solicited. After lengthy discussion, the city council passed a motion requesting user access to Madison Street and recommended vehicle access to the trail terminus via Madison Street which involves the extension of the present existing street. City officials were informed we would negotiate with the railroad and attempt to provide user access to Madison Street.

The procedures involving the proposed acquisition of the abandoned railroad grade and establishment as a state park trail were explained. The city was advised of the tentative date of October 21, 1975 for the public informational meeting to be held at the Elmer-Strom High

School on the Fairchild-Mondovi State Park proposal. We will send the city a letter confirming the meeting date and place.

The meeting was very cordial and productive. City officials have a progressive outlook and appear in favor of the state park trail proposal.

Dennis W. Konkol

Dennis W. Konkol

DKK:js

cc: E. Sprick - Eau Claire
P. Dix - Eau Claire
R. Amundson - Black River Falls
D. Martig - Black River Falls
D. L. Weizenicker - S
→ J. L. Treichel - S

NOTED:

Date

COUNCIL PROCEEDINGS

October 7, 1975

The Common Council of the City of Mondovi met in the council chambers of the City Hall at 7:30 P.M. Mayor Robert M. Stoughton presided over the meeting with six members of the council present on roll call. Absent: Martin Swanson, Jasper Poff. Swanson arrived at 7:40 P.M.

Mr. John Hebert, representing Mac's Typewriter Company appeared before the council to give a demonstration of a S.M.C. copy machine.

Bob Konkol, representing the Mondovi Co-op Equity appeared before the council regarding the DNR's proposed State Trail Program. He was concerned particularly with the trail access into the City of Mondovi with preference of Madison Street, as this would split the Co-op's property. After much discussion, a motion was made by Parker, seconded by Holden that the DNR be allowed to purchase the R.R. property up to the Co-op property line. The City will then obtain an easement from the Co-op for 33' from the west edge of the DNR property line and Water Street, which would be used to provide an entry and exit and trail access into the City of Mondovi. Motion carried. It was called to the attention of the Council that there will be a DNR meeting at Eleva-Strum High School on October 22nd regarding this State Trail Program.

Also present was a committee of concerned citizens protesting constant solicitation for charities. They would like the City to again consider a Community Chest, with this being the only time the people of Mondovi would be solicited for any national charity.

Steve Schultz was present with a request for permission to paint the fire hydrants. This would be a Bicentennial project for the Boy Scouts. A motion was made by Dregney, seconded by Holden to have and also empowering the mayor to contact the art class at Mondovi High

OCT 15 1975

100-1110



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

L. P. Voigt
Secretary

Route #3, Box E11
Black River Falls, WI 54615

October 13, 1975

2500

Honorable Robert H. Stoughton
City of Mondovi
Mondovi, WI 54755

Dear Mayor Stoughton:

On Thursday, October 9, I contacted your city clerk, Wes Baughman, because we had been informed that Cenex was going to buy the right-of-way just east of Mondovi and effectively cut off access from the proposed state trail to Mondovi.

Mr. Baughman was very helpful. He explained what had transpired between the city council and Cenex since our meeting and provided me with a copy of the minutes of your council meeting outlining the agreement that you have reached.

We find this arrangement entirely satisfactory.

I was very relieved to learn the council's continued interest in the trail and more specifically in maintaining ready access from Mondovi to the trail's west terminus.

Thank you.

Very truly yours,

Roger F. Amundson
Area Supervisor

RFA:avk

~~Carl~~ Elmer W. Sprick
Dennis Konkol

A P P E N D I X B

APPENDIX B

SUMMARY LIST OF FLORA

The following is a summary of the vegetative types lying within the 100-foot wide Fairchild-Mondovi abandoned railroad grade.

Ground Vegetation

Scattered clumps of grasses occupy the immediate grade. Occasional herbaceous plants including milkweed, thistle, hawkweed, goatsbeard, and other annuals have seeded in on the edge of the grade. Away from the grade, marsh grasses, ferns and skunk cabbage dominate the low areas, while blueberry, raspberry, blackberry, huckleberry, wintergreen, and light grasses occupy the well-drained higher sites.

Shurbs

A variety of shrubs occupy the well-drained areas including hazel, gray dogwood, winterberry, serviceberry, thornapple, prickly ash, pin cherry, choke cherry, and sumac. Low areas are predominately covered with alder brush.

Trees

Trees occur in various stages of growth along the outer edges of the trail. These include boxelder, black cherry, aspen, white birch, red maple, elm, red and white oak, jack oak, elm, jack, red, and white pine, and occasional willow and cottonwood. Most of the species are mixed or scattered along the route.

A P P E N D I X C

APPENDIX C

LIST OF WILDLIFE

Mammals

Opossum	Muskrat
Long-Tailed Shrew	Harvest Mice
Giant Mole Shrew	Prairie Deer Mouse
Prairie Mole	Northern White-Footed Mouse
Little Brown Bat	Meadow Vole
Eastern Long-Eared Bat	Prairie Vole
Silver-Haired Bat	Northern Pine Mouse
Big Brown Bat	Norway Rat
Red Bat	House Mouse
Hoary Bat	Meadow Jumping Mouse
White-Tailed Jack Rabbit	Porcupine
Varying Hare	Coyote
Mearn's Cottontail	Eastern Red Fox
Southern Woodchuck	Gray Fox
13-Lined Ground Squirrel	Raccoon
Franklin's Ground Squirrel	Long-Tailed Weasel
Gray Chipmunk	Least Weasel
Least Chipmunk	Mink
Gray Squirrel	Badger
Fox Squirrel	Striped Skunk
Red Squirrel	Otter
Flying Squirrel (Southern)	Bobcat
Pocket Gopher	White-Tailed Deer
Beaver	

Transient Birds

Red-Throated Loon	Blackburnian Warbler
Red-Necked Grebe - rare	Bay-Breasted Warbler
Whistling Swan	Blackpoll Warbler
Horned Grebe	Palm Warbler
Snow Goose	Connecticut Warbler
Blue Goose	Wilson's Warbler
Gadwall	Harris's Sparrow
Pintail	White-Crowned Sparrow

Green-Winged Teal
American Widgeon
Shoveler
Redhead
Canvasback
Greater Scaup
Rufflehead
Oldsquaw
Ruddy Duck
Pigeon Hawk
Semipalmated Plover
Solitary Sandpiper
Greater Yellowlegs
Lesser Yellowlegs
Pectoral Sandpiper
Baird's Sandpiper
Least Sandpiper
Dunlin
Stilt
Semipalmated Sandpiper
Buff-Breasted Sandpiper - rare
Sanderling
Wilson's Phalarope
Northern Phalarope
Ring-Billed Gull
White-Rumped Sandpiper
Franklin's Gull
Bonaparte's Gull
Forster's Tern
Caspian Tern
Common Tern
Olive-Sided Flycatcher
Hermit Thrush
Swainson's Thrush
Gray-Cheeked Thrush
Ruby-Crowned Kinglet
Philadelphia Vireo
Solitary Vireo
Tennessee Warbler
Orange-Crowned Warbler
Parula Warbler
Magnolia Warbler
Cape May Warbler
Black-Throated Blue Warbler
Myrtle Warbler
Black-Throated Green Warbler
Fox Sparrow
Lincoln's Sparrow
Lapland Longspur
Whimbrel - rare
Marbled Godwit - rare
Hudsonian Godwit - rare
Knot - rare
Western Sandpiper - rare
Red Phalarope - rare
Hawk Owl - rare
Boreal Owl - rare
Yellow-Bellied Fly Catcher
Acadian Fly Catcher
Water Pipit
Townsend's Solitaire - rare
Mockingbird
Prothonotary Warbler
Mourning Warbler
Canada Warbler
Henslow's Sparrow
Le Conte's Sparrow - rare
Sharp-Tailed Sparrow - rare
Herring Gull
Long-Billed Dowitcher
Short-Billed Dowitcher
Ruddy Turnstone - rare
Black-Bellied Plover
American Golden Plover
Western Grebe - rare
Eared Grebe - rare
Brant - rare
European Widgeon - rare
Surf Scoter - rare
White-Winged Scoter - rare
Yellow Rail - rare
American Avocet - rare
Red-Breasted Merganser
Hooded Merganser
Harlan's Hawk - rare
Swainson's Hawk - rare
Osprey
Peregrin Falcon - rare
Gyr Falcon - rare
Piping Plover - rare

Summer Birds

Common Loon	Northern Waterthrush
Pied-Billed Grebe	Yellowthroat
Green Heron	Redstart
Common Egret	Bobolink
Least Bittern	Hollow-Headed Blackbird
American Bittern	Baltimore Oriole
Canada Goose	Brewer's Blackbird
Mallard	Cowbird
Black Duck	Rose-Breasted Grosbeak
Blue-Wing Teal	Indigo Bunting
Wood Duck	Dickcissel
Ring-Necked Duck	Rufous-Sided Towhee
Lesser Scaup	Savannah Sparrow
Turkey Vulture	Grasshopper Sparrow
Broad Winged Hawk	Vesper Sparrow
Virginia Rail	Lark Sparrow
Sora Rail	Chipping Sparrow
Coot	Clay Colored Sparrow
Killdeer	Field Sparrow
Woodcock	Swamp Sparrow
Spotted Sandpiper	White-Throated Sparrow
Black Tern	Catbird
Yellow-Billed Cuckoo	Short-Billed Marsh Wren
Black-Billed Cuckoo	Long-Billed Marsh Wren
Whippoorwill	House Wren
Nighthawk	Purple Martin
Chimney Swift	Cliff Swallow
Ruby-Throated Hummingbird	Barn Swallow
Yellow-Bellied Sapsucker	Bewicks Wren
Eastern Kingbird	Carolina Wren
Crested Flycatcher	Blue-Gray Gnatcatcher
Phoebe	Loggerhead Shrike
Trail's Flycatcher	Bell's Vireo - rare
Least Flycatcher	Blue-Winged Warbler
Tree Swallow	Louisiana Water Thrush
Rough Winged Swallow	Orchard Oriole
Brown Thrasher	Scarlet Tanager
Robin	Bank Swallow
Wood Thrush	Upland Sandpiper
Veery	Yellow-Crowned Night Heron
Bluebird	Great Blue Heron
Yellow-Throated Vireo	Black-Crowned Night Heron
Red-Eyed Vireo	White Pelican - rare
Warbling Vireo	Double-Crested Cormorant - rare
Black and White Warbler	King Rail

Golden-Winged Warbler
Nashville Warbler
Yellow Warbler
Chestnut-Sided Warbler
Pine Warbler
Ovenbird

Year-Round Birds

Cooper's Hawk
Red-Tailed Hawk
Ruffed Grouse
Sharp-Tailed Grouse - rare
Ring-Necked Pheasant
Great Horned Owl
Screech Owl
Barred Owl
Short-Eared Owl
Long-Eared Owl
Flicker
Pileated Woodpecker
Red-Headed Woodpecker
Hairy Woodpecker
Downey Woodpecker
Prairie Horned Lark
Blue Jay
Raven
Crow
Black-Capped Chickadee
White-Breasted Nuthatch
Starling
House Sparrow
Red-Winged Blackbird
Cardinal
Goldfinch
Grackle
Song Sparrow
Western Meadowlark
Eastern Meadowlark
Cedar Waxwing
Marsh Hawk
Red Shouldered Hawk
Sparrow Hawk

Winter Birds

Common Goldeneye
~~Common Merganser~~
Goshawk
Rough-Legged Hawk
Snowy Owl
Red-Breasted Nuthatch
Brown Creeper
Golden-Crowned Kinglet
Northern Shrike
Rusty Blackbird
~~Evening Grosbeak~~
Pine Grosbeak
Common Redpoll
Pine Siskin
Red Crossbill
White-Winged Crossbill
Slate-Colored Junco
Oregon Junco
Tree Sparrow
Snow Bunting
Sharp-shinned Hawk
Bald Eagle
Golden Eagle
Boreal Chickadee
Winter Wren
Bohemian Waxwing
Hoary Red Poll - rare
Purple Finch

A P P E N D I X D

APPENDIX D

LIST OF AQUATIC SPECIES

Bufflow River, North Fork - Brook trout, white sucker, brown trout, green sunfish, fantail darter, northern brook lamprey, central mudminnow, brook stickleback, Johnny darter, blacknose dace and creek chub. Based on recent survey data, the stream should be listed as 4.3 miles of Class II (brook and brown trout) in Trempealeau County and 8.6 miles of Class I (brook trout) in Jackson County.

Buffalo River (Osseo - Strum) - Brown trout, rainbow trout, brook trout, white sucker, northern pike, black bullhead, brook stickleback, central mudminnow, brook lamprey, blackside darter, bluntnose minnow, Johnny darter, blacknose dace, pallid shiner(?), northern creek chub, golden shiner, common shiner, bluegill, fantail darter, and carp. The stream should be listed as 11.0 miles of Class II brown and brook trout water - Trempealeau County.

Buffalo River - Strum to Mondovi - Brown trout, northern pike, northern redhorse, golden redhorse, carp, freshwater drum, smallmouth buffalo, white sucker, hog sucker, high fin carpsucker, common shiner, sucker-mouth minnow, log perch, blackside darter and spotfin shiner. The stream should not be listed as trout water below Strum.

In addition to the above streams, the proposed trail will cross several other known trout streams such as: Creek 3-12, Town of Garfield, Jackson County; Creek 5-10, Town of Garfield, Jackson County; Creek 7-5, Town of Cleveland, Jackson County; Creek 3-4, Town of Sumner, Trempealeau County; Kay Creek, Solam Creek, King Creek, Johnson Creek and Trout Creek.

A P P E N D I X E

Recreation Area Classification Legislation

~~(c) The state or its agencies shall not be liable for any injury to any person or damage to any property in connection with or arising out of the use of any lands acquired, developed or operated under this subsection.~~

~~(d) The motorcycle recreation council shall carry out studies and make recommendations to the department concerning the implementation of this section.~~

SECTION 412. 23.091 of the statutes is created to read:

23.091 Recreation areas. (1) DESIGNATION. The department may acquire, develop, operate and maintain state recreation areas. State lands and waters may be designated as state recreation areas that are environmentally adaptable to intensive recreational uses or are so located to provide regional recreational opportunities for urban areas.

(2) MASTER PLAN. The department may designate a recreational area only after a master plan for use and management of the area is prepared, public hearings on the plan are held in the county where the largest portion of land in the project is located, the procedures prescribed in s. 4.11 are complied with, and the plan is approved by the natural resources board.

(3) USE ZONES. The department may establish use zones within state recreation areas providing for the full range of recreational uses, including hunting and fishing. It may adopt rules to control uses within zones and may limit the number of persons using any zone. Such use zones shall be consistent with the activities identified in the master plan formulated under sub. (2).

SECTION 413. 23.14 of the statutes is created to read:

~~23.14 Approval required before new lands acquired. Prior to the initial acquisition of any lands by the department after the effective date of this act (1977) for any new facility or project, the proposed initial acquisition shall be submitted to the governor for his or her approval. New facilities or projects include, without limitation because of enumeration, state parks, state forests, recreation areas, public shooting, trapping or fishing grounds or waters, fish hatcheries, game farms, forest nurseries, experimental stations, endangered species preservation areas, picnic and camping grounds, nature trails, bicycle trails, snowmobile trails, youth camps, scientific areas and wild rivers.~~

SECTION 414. 23.26 of the statutes is repealed.

SECTION 415. 23.35 of the statutes is amended to read:

23.35 Olympic ice rink. The department of natural resources shall manage and supervise all activities in connection with the Olympic ice rink. Operating costs of the Olympic ice rink shall be paid from the appropriation under s. 20.370 (1) (c), (f) and (g) ~~101~~.

SECTION 416. 23.40 (2) of the statutes is amended to read:

23.40 (2) If the department is required to prepare an environmental impact statement, it shall so notify the person by certified mail and shall indicate the estimated full cost of the project or proposed action and the amount of the fee to be paid preparation of the environmental impact statement. The department shall charge a fee of .05% of equal to the estimated full cost, under s. 20.370 (5) (a) and (u), of the project or proposed action or \$40, whichever is greater preparation of the environmental impact statement. The department shall determine the manner in which the fee is to be paid and shall deposit the fee in the general fund.

SECTION 417. 23.50 (1) of the statutes is amended to read:

23.50 (1) The procedure in ss. 23.50 to 23.85 shall apply to all actions to recover forfeitures and penalty assessments for violations of s. 434.60 and chs. 23, 26, 27, 28, 29, 30, 31 and 350, and any administrative rules promulgated thereunder.

SECTION 418. 23.50 (2) of the statutes is amended to read:

23.50 (2) All actions to recover such forfeitures and penalty assessments are civil actions in the name of the state of Wisconsin, shall be heard in the county court of the county where the offense occurred, and shall be recovered pursuant to the procedure set forth in ss. 23.50 to 23.85. Circuit courts shall not have original jurisdiction over such actions.

SECTION 419. 23.50 (3) of the statutes is amended to read:

23.50 (3) All actions to recover forfeitures and penalty assessments for violations of s. 434.60 and chs. 23, 26, 27, 28, 29, 30, 31 and 350, and any administrative rules promulgated thereunder.

SECTION 420. 23.51 (3m) of the statutes is created to read:

23.51 (3m) "Penalty assessment" means the penalty assessment imposed by s. 165.87.

A P P E N D I X F

December 13, 1977

Buffalo River State Recreational Area Trail

The WRAC recommendations are based on written responses from its members, telephone calls and consultations with reliable interested parties.

The WRAC wishes to compliment the Bureau of Parks and Recreation and its Master Plan Staff for a well conceived and timely project in the BRSRAT. We do, however, wish to make the following recommendations to reinforce or to environmentally strengthen some of your proposed management plans.

1. WRAC recommends that the Bureau of Parks and Recreation develop and provide a more accurate and more exhaustive inventory of plants found in the corridor and its fringe. This would establish a higher level of the trail appreciation and it could also provide an educational facet to the trail user.
2. We also recommend that a definite management proposal be written in the master plan to handle such disruptive natural problems as beaver pond flooding in the water courses along the trail right away.
3. The WRAC recommends that utmost caution be used particularly in the following areas:

a. Trout streams

Since about one third of mainstem and many of the tributaries in close association with the recreational trail are class I trout streams, responsible supervision is recommended in construction or modification of all bridge (trail or road) crossings of the streams in the project. We also recommend that no herbicides or other toxic chemicals be used wherever there is a possibility of these residues reaching the water courses.

b. Plant life

The WRAC recommends that there be no disturbance of the native plant species in the trail corridor except in the proposed use areas of the trail.

c. Wildlife

Special precaution is recommended by the WRAC to disturbing or dislodging of the rare and endangered animal species in the recreational trail corridor. In this instance we refer particularly to captors and song bird species and their nesting and feeding habitats. Membership concern is very strong in the master plan reference to eagles and prey and their potential disturbance.



The State of Wisconsin

SCIENTIFIC AREAS PRESERVATION COUNCIL

P.O. Box 7921
Madison, Wisconsin 53707

IN REPLY REFER TO: 2800

December 7, 1977

TO: D. Mackie - 8

FROM: C. Kabat *CK*

SUBJECT: Review of Buffalo River State Recreation Area Trail Conceptual Master Plan

The Scientific Areas Section has reviewed the subject document for the Scientific Areas Preservation Council. The information presented on special biotic resources--such as endangered/threatened species habitats and remnant natural areas--on and adjacent to the trail is treated in a rather generalized way, and before Phase I development begins would be a superb time for a site specific survey to be undertaken for identification/mapping of these resources by one or more Department biologists. Since the railroad grade is an old one in a portion of the state that originally contained prairie, we strongly suggest that a botanist trained in the identification of quality prairie remnants, so rare to Wisconsin, be a member of the survey team.

Before the concept plan is approved, the Council recommends that a commitment for such a resource survey be incorporated into the plan.

RHR:ssf

cc: C. E. Germain - Coke